FINAL

CEQA INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

ROCKS ROAD BRIDGE (NO. 43C-0053) REPLACEMENT AT PINACATE ROCK CREEK PROJECT

SAN BENITO COUNTY, CALIFORNIA

SCH# 2014081058

LSA

October 2014

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SAN BENITO COUNTY, CALIFORNIA

SCH# 2014081058

Submitted to:

San Benito County
Department of Public Works
2301 Technology Parkway
Hollister, CA 95023

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LSA Project No. NLT1101B

LSA

October 2014

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1.0 INTRODUCTION

San Benito County Department of Public Works (County), the lead agency, proposes to replace the Rocks Road Bridge (43C-0053) over Pinacate Rock Creek with a longer and wider bridge. The proposed Project is located in western San Benito County, at the eastern base of the Santa Cruz mountain range and is located approximately 2.5 miles northwest of the City of San Juan Bautista.

The existing bridge (built in 1930) is approximately 24 feet long and 20 feet wide and does not meet current American Association of State Highway and Transportation Officials (AASHTO) standards for design speed or road/bridge width. Additionally, the bridge floods during periods of high flow. The purpose of the Project is to replace the bridge with a wider, longer, and higher structure that meets current design standards, and to improve the hydrology at the crossing to accommodate a 100-year storm event.

Work would be required in the channel of Pinacate Rock Creek during Project construction and would include installation of new abutments, wing walls and retaining walls, placement of rock slope protection (RSP), and installation of temporary falsework. To conduct these activities, water diversion (dewatering) would be required. Dewatering would consist of corrugated metal pipes (CMP) culverts to direct the flow of water through the Project work area. The CMP would be placed along the low-flow invert of the natural creek and earthen berm would be installed at each end of the pipe to direct water into the pipe. Clean gravel filled bags would be used to form the berms and would be covered with a clean, secure plastic covering to minimize impacts on water quality. Both berms and CMP would be removed at the completion of Project construction.

The California Department of Transportation (Caltrans) is providing Project oversight on behalf of the Federal Highway Administration (FHWA) since federal funds are involved. Project alternatives include the proposed Project and a "No Project" alternative.

1.1 ENVIRONMENTAL REVIEW

The proposed Rocks Road Bridge Replacement at Pinacate Rock Creek by San Benito County constitutes a "Project" in accordance with CEQA. Prior to approving the Project, San Benito County must provide environmental review in accordance with CEQA to assess the potential effects of the Project, and to include mitigation where necessary.

San Benito County has prepared this Initial Study to provide agencies and the public with information about the proposed Project's potential impacts on the local and regional environment. This document has been prepared in compliance with the California Environmental Quality Act (CEQA) of 1970 as amended, and the State CEQA Guidelines, California Administrative Code, Title 14, Division 6, Chapter 3 (CEQA Guidelines). In anticipation of determining that all potentially significant impacts resulting from the proposed Project can be mitigated to less-than-significant levels, a Mitigated Negative Declaration has been prepared to provide environmental clearance for the Project.

1.2 CLARIFICATIONS AND CORRECTIONS

During the public review period, no comments were received identifying the need for clarification and/or revisions to the IS/MND text. On the Cover and Title Pages of this document the "Final" and the State Clearinghouse has been added to the title of the document. Sections 1.2 "Clarifications and Corrections", 1.3 "Public Comments", 1.4 "Response To Comment Format", and 1.5 "Additional Documentation" of this Final MND provide discussion of steps that have been taken since the circulation of the Draft IS/MND. Sections 1.2 through 1.5 have been added to this Final MND. Section 1.2 "Summary Information" of the Draft IS/MND has been renumbered and is included in this Final MND as Section 1.6. Section 5.0 "Response to Comments" has been added to this Final IS/MND and provides response to comments that were received during the public review period of the Draft IS/MND from September 5, 2014 to October 6, 2014. Section 6.0 "Mitigation and Monitoring Program" has also been added to this Final IS/MND and provides a matrix of the mitigation measures that would be implemented, the mitigation milestone (timing of when the measure is to be implemented/completed) and agencies/entities responsible for implementing/overseeing the measures.

1.3 PUBLIC COMMENTS

The County of San Benito circulated the Draft IS/MND for the Rock Road Bridge over Pinacate Rock Creek Project for public review and agency review, for 30-days, commencing on August 19, 2014 and ending on September 17, 2014. The following comment letters (one public agency comment letter) was received on the August 2014 Draft IS/MND:

- Governor's Office of Planning and Research State Clearinghouse and Planning Unit (Dated September 18, 2014).

1.4 RESPONSE TO COMMENT FORMAT

Section 5.0 Response to Comments is organized in the following way:

- The comment letter is included and labeled with a comment code that corresponds to the response; and,
- A response to each relevant comment follows, organized by comment code.

1.5 ADDITIONAL DOCUMENTATION

The Final IS/MND include additional documentation for the public record, including:

- Notice of Completion; and,
- Letter dated September 8, 2014 from the Governor's Office of Planning and Research State Clearinghouse and Planning Unit noting compliance with the State Clearinghouse review requirements.

These additional documents are included in Appendix of this Final IS/MND.

1.6 SUMMARY INFORMATION

1. **Project Title:** Rocks Road Bridge (No. 43C-0053) Replacement at Pinacate Rock Creek

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

   San Benito County Department of Public Works
   2301 Technology Parkway
   Hollister, California 95023

3. **Contact Person and Phone Number:**

   Arman Nazemi
   Assistant Director of Public Works
   San Benito County Department of Public Works
   (831) 636-4170

4. **Project Location:** The existing Rocks Road Bridge at Pinacate Rock Creek is located approximately 2.5 miles northwest of San Juan Bautista in an unincorporated part of north western San Benito County. Figure 1: Regional Location and Figure 2: Project Location shows the location of the proposed Project on a regional and local scale. The bridge is just east of Little Merrill Road.

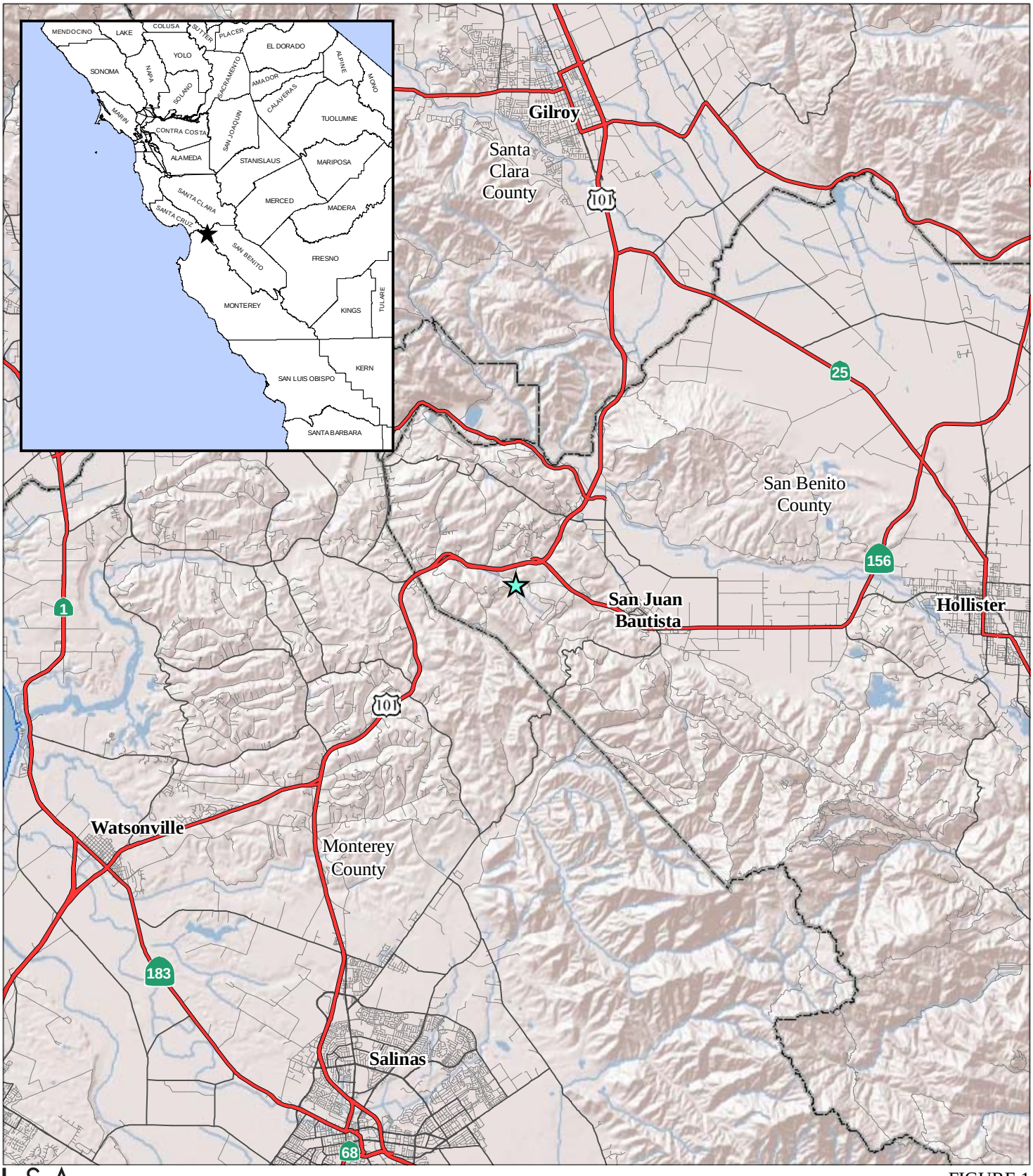
5. **Project Sponsor's Name and Address:**

   San Benito County Department of Public Works
   2301 Technology Parkway
   Hollister, California 95023

6. **General Plan Designation:** The proposed Project is a bridge on Rocks Road and does not have a General Plan Designation. The San Benito County General Plan designates the lands surrounding the Project site as AP- Agricultural Productive. This category includes land used for agriculture, rangeland, open space purposes, or land with slopes greater than 30 percent.

7. **Zoning:** AR-Agricultural Rangeland (one single-family residence per 40 acres).

8. **Description of Project:** The proposed Project site is 2.62 acres in size and consists of the project footprint, which includes temporary impact areas that would be disturbed during construction, permanent impact areas, right-of-way acquisition areas, and Rocks Road. The proposed Project would include the replacement of the existing single-lane concrete bridge with a two-lane, clear span concrete bridge with 4-foot wide shoulders. The existing bridge is approximately 24 feet long by 20 feet wide and would be replaced with a new bridge that would be approximately 52 feet long with a total bridge deck width of approximately 35 feet. The new bridge soffit would be raised to be above the top of the Pinacate Rock Creek bank to open up the hydraulic cross section through the crossing. The vertical profile of the new bridge would be raised by approximately 3 feet in order for the new bridge to accommodate a 100-year storm event. Project implementation would also include up to 400 feet of roadway approach improvements on the west and east side of the bridge. The overall Rocks Road alignment is not changing; however, a slight double “S” curve would be incorporated onto the roadway approach horizontal alignment to reduce the length of the replacement bridge and provide a less sharp angle between the centerline of the road and the centerline of the creek at the new bridge. Figure 3: Project Design shows an aerial view of the Project design.



LSA

FIGURE 1

LEGEND

Project Site

N

0 1.5 3

MILES

SOURCE: ESRI Imagery (4/2008)

I:\NLT1001B\AI\IS-MND\ Figure 1.ai (10-21-2013)

Rocks Road Bridge (43C-0053) Replacement
at Pinacate Rock Creek
Federal Project No. BRLO-5943 (054)

Regional Location

LSA

FIGURE 2

LEGEND

Project Site Boundary

Existing Bridge

N

0 50 100

FEET

SOURCE: Basemap - Microsoft Bing Map - Aerial (2010)

I:\NLT1001B\AI\IS-MND\Figure 2.ai (11/7/13)

Rocks Road Bridge (43C-0053) Replacement
at Pinecate Rock Creek
Federal Project No. BRLO-5943 (054)

Project Location

LSA

LEGEND

- Project Site Boundary
- Project Design
- Staging Area

0 50 100
FEET

SOURCE: Basemap - Microsoft Bing Map - Aerial (2010); Mapping - Nolte Engineering (2012)

I:\NLT1001B\AI\IS-MND\Figure 3.ai (11/7/2013)

FIGURE 3

Rocks Road Bridge (43C0053) Replacement
at Pinecate Rock Creek
Federal Project No. BRLO-5943 (054)

Project Design

Construction Methods

Construction would consist of removing the existing bridge, installing bridge foundations, roadway approach improvements along Rocks Road, constructing the abutment walls and retaining wall, installing the concrete slab of the new bridge deck, and post-tensioning of the new bridge deck. Project construction, including removal of the existing bridge and construction of the new bridge would occur over a period of 4 months between June 1st to October 31st (work in the creek channel will be limited to the time frame between June 1st and October 31st) and the Project is expected to be operational by 2015.

The existing bridge would be removed prior to construction of the new bridge, and therefore, a detour plan would be implemented, directing motorists to use U.S. 101 and State Route 156 to access areas along Rocks Road. A construction staging (for construction equipment) area would be located within the Project boundary just to the south of Rocks Road as shown in Figure 3.

Improvements would be required in the live channel of Pinacate Rock Creek during Project construction and would include installation of new abutments and wing walls, placement of rock slope protection (RSP) along the creek banks, and installation of temporary falsework. The falsework supports would be located directly adjacent to the abutment walls at either side of the creek; however, due to the steepness of the creek banks, the falsework supports may be at or near the invert elevation of the creek at certain points along each abutment wall.

The activities occurring in Pinacate Rock Creek would require water diversion (dewatering) and would be installed prior to the construction of the new bridge abutments. Dewatering would consist of corrugated metal pipe (CMP) culverts to direct the flow of water through the Project work area. The total length of dewatering would be approximately 220-feet. The CMP would be placed along the low-flow invert of the natural creek and a berm would be installed at each end of the pipe to direct water into the pipe. Clean gravel-filled bags would be used to form the berm and would be covered with a clean, secure plastic covering to minimize impacts on water quality. Both berms and CMP would be completely removed at the completion of Project construction. The pipe would be in place for a maximum 4 month period. If groundwater is encountered during excavation for the bridge abutments, water in the excavated areas would be pumped to an upland area on the Project site or disposed of at a suitable offsite location.

An existing 10-inch water line on the south side of Rocks Road and poles for overhead power and telephone line on the north side of Rocks Road would need to be relocated due to Project implementation. The poles for the overhead power and telephone lines would be relocated prior to the construction of the Project by PG&E. It is anticipated that the existing water line that currently crosses the creek via an inverted siphon would be moved and mounted on the downstream (north) face of the replacement bridge. The new water line would replace the existing 10-inch water line siphon crossing (currently just upstream of the existing bridge). The relocation of the water line would occur concurrent with construction of the new bridge.

Project implementation would also require the removal of two 30-foot tall trees: a willow tree with a diameter at breast height (dbh) of 22 inches and a California Black Walnut tree with a dbh of 15 inches. The San Benito County Code of Ordinances Section 19.33 Management and Conservation of Woodlands protects the California Black Walnut tree.

9. **Surrounding Land Uses:** The proposed Project is located in a rural portion of San Benito County. The land surrounding the proposed Project is characterized by rolling hills and open space as well as areas with rural residential units. According to the San Benito County General

Plan Land Use Map, the land surrounding the Project site is designated as Agricultural Productive (AP).

10. **Other Public Agencies Whose Approval is Required (e.g., permits, financing approval or participation agreement).** Army Corps of Engineers, California Department of Fish and Wildlife, Central Coast Regional Water Quality Control Board, California Department of Transportation, Federal Highway Administration.

11. **Environmental Factors Potentially Affected:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒ Aesthetics	☒ Agricultural Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology/Soils
☒ Hazards & Hazardous Materials	☒ Hydrology/Water Quality	☒ Greenhouse Gas Emissions
☐ Mineral Resources	☐ Noise	☐ Land Use/Planning
☐ Public Services	☐ Recreation	☐ Population/Housing
☐ Utilities/Service Systems	☐ Mandatory Findings of Significance	☐ Transportation/Traffic

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

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or potentially significant unless mitigated impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ Date 8-12-2014

Printed Name For

ARMAN NAZEMI, ASSISTANT DIRECTOR
OF PUBLIC WORKS
SAN BENITO COUNTY

2.0 ENVIRONMENTAL EVALUATION

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

Environmental Setting

The proposed Project is located on Rocks Road at Pinacate Rock Creek approximately 2.5 miles northwest of the City of San Juan Bautista in an unincorporated part of northwestern San Benito County, California. Rocks Road connects U.S. 101 to California State Route 156. The Project site is located approximately 0.40 mile south of U.S. 101 and 1.0 mile west of State Route 156. The existing bridge was constructed in 1930 and consists of a reinforced concrete tee girder structure that is approximately 24 feet long and 20 feet wide, accommodating a single lane of traffic across Pinacate Rock Creek.

The topography is relatively flat, at an elevation of approximately 300 feet. However, the terrain in the vicinity of the Project site generally consists of rolling hills ranging in elevation from 400 to 500 feet. The visual character of the area is dominated by vegetation communities that include mixed willow, pasture, and ruderal grassland. A small amount of wetland and coast live oak communities adds to the visual context of the area surrounding the Project site.

Rocks Road crosses Pinacate Rock Creek just east of Little Merrill Road and 0.22 mile west of Via Vaquero Norte Road. Pinacate Rock Creek is a perennial stream that flows from east to west and supports an established willow riparian corridor.

Discussion

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

No Impact. The proposed Project would replace the existing concrete tee-girder bridge with a single-span cast-in-place post-tensioned concrete slab bridge. The existing bridge and roadway approaches would be widened to accommodate two standard lanes of traffic. The horizontal alignment for the replacement bridge and roadway approaches would be at approximately the same location as the existing horizontal alignment.

The proposed Project is not located within proximity to a designated scenic vista; therefore, it would not have a significant adverse effect on a designated scenic vista. The minor change in roadway width and elevation would not decrease views from the road (for roadway travelers) or of the road (for near-by residences). As such, the proposed Project would not have a substantial adverse effect on a scenic vista. No impact would occur with Project implementation.

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

No Impact. Rocks Road is not part of the California Scenic Highway system. The proposed Project is a bridge replacement located outside the bounds of a State Scenic Highway; therefore, the proposed Project would not substantially damage scenic resources (e.g., trees, rock outcroppings, historic buildings, etc.) within a State Scenic Highway. No impact would occur with Project implementation.

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

Less Than Significant Impact with Mitigation Incorporated. Implementation of the proposed Project would consist of removing the existing bridge, installing the bridge foundations, constructing the abutment walls, placing the concrete slab deck, and post-tensioning the newly installed deck. The proposed Project would replace the existing reinforced concrete tee-girder bridge with a single-span cast-in-place post-tensioned concrete slab bridge. The horizontal alignment for the replacement bridge and roadway approaches would be at approximately the same location as the existing horizontal alignment. The deck of the new bridge would be set approximately 3 feet higher than the existing bridge and the roadway approaches would be vertically re-aligned to provide a smooth transition from the bridge to the existing road.

Residents living adjacent to the northwest corner of the Project site would be able to see demolition and construction activities occurring; however, these activities would be confined to the creek over crossing and would not degrade the visual characteristics of the surrounding hillsides. Motorists approaching the Project site along Rocks Road would be able to see demolition and construction activities; however, the visual character of the surrounding hills and watershed of Pinacate Rock Creek would remain intact and would not be substantially degraded.

Once the proposed Project is operational, adjacent residents and motorists familiarity with the area would notice the new bridge; however, the viewers' (i.e., roadway travelers and adjacent residents) exposure or sensitivity to the change would be minor. Motorists that are new to this roadway or area would most likely not notice the proposed bridge replacement and roadway improvements due to the relatively minor change to the visual characteristics of the site and surrounding area. The general viewing experience would only change slightly. The proposed Project would include the

implementation of Best Management Practices (BMPs) to address impacts to the aesthetic resources within the Project area. Examples of BMPs that would be used in the proposed Project, may include, but are not limited to:

- Locate the roadway alignment to be integrated into the surrounding topography;
- Preserve existing features in the Project site such as vegetation, natural slopes, rock outcroppings, scenic views, historic and cultural resources, and sensitive environmental areas to the maximum extent feasible;
- Selectively thin or remove existing vegetation to open up scenic views;
- Replace highway planting and natural vegetation that is removed by construction activities;
- Grade embankment and excavation slopes to blend with natural contours and plant them to blend with surrounding vegetation;
- Locate and design the roadway and bridge structure to give the most pleasing appearance and blend with the existing setting;
- Specify and use construction materials that reflect the local character; and
- Incorporate design features that respond to community, cultural, scenic, and environmental values.

Mitigation Measure BIO-1 (presented below in **Section IV. Biological Resources**) would be implemented to ensure that revegetation of areas within the Project site occurs. Implementation of such BMPs and **Mitigation Measure BIO-1** would restore the visual characteristics of the Project site and surrounding area to near pre-construction conditions. Impacts would be less than significant.

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

No Impact. The Project would not create a new source of light or glare. The proposed Project would not have lighting elements incorporated into the design. The new bridge would not generate any additional traffic (e.g., additional vehicle headlights) or light or glare. The proposed Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. No impact would occur.

II. AGRICULTURAL AND FOREST RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☒	☐	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Setting

The proposed Project would be constructed within the footprint of the existing bridge along Rocks Road spanning Pinacate Rock Creek. Areas surrounding the Project site are classified as "Grazing Land" according to the California Department of Conservation Farmland Mapping and Monitoring

Program (FMMP).[1] Grazing Land includes areas with existing vegetation that is suited to the grazing of livestock.

Land zoned as Agricultural Productive (AP- to the north, south, and west of the site) and Planned Unit Development (PUD- to the east of the site) surround the Project site. Portions of the Project site are designated as Agricultural Productive; however, agricultural uses have not been associated with these specific areas in the recent past.

The Williamson Act has been the State's premier agricultural land protection program since its enactment in 1965. The Williamson Act preserves agricultural and open space lands through property tax incentives and voluntary restrictive use contracts. Private landowners voluntarily restrict their land to agricultural and compatible open-space uses under minimum 10-year rolling term contracts with local governments. In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than potential market value. A portion of the proposed Project would be located on APN 011-310-003-00, which is currently under a Williamson Act Contract. This parcel is approximately 533 acres in size, is composed of open space grazing land, and is not currently under agricultural production. The proposed Project would require the acquisition of approximately 1.34 acres of APN 011-310-003-00. When there is a need for a public agency (San Benito County) or other eligible entity to acquire land enrolled in a Williamson Act contract, or located in an agricultural preserve, the California Department of Conservation must be notified. Specific information must accompany the notification in order to ensure that requirements of Government Code §§ 51290 through 51295 and 51296.6 are met.

The Project site is not located in an area designated or zoned as forest land or timberland.

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 a non-agricultural use?

No impact. The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) indicate that the Project site is designated as Grazing Land.[2] Grazing Land is defined by the FMMP as "land on which the existing vegetation is suited to the grazing of livestock". The Project site is not located on land designated as Prime or Unique Farmland, or Farmland of Statewide Importance. Therefore, there would be no conversion of farmland to non-farmland uses and no impacts would occur.

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

Less than Significant with Mitigation Incorporated. According to the San Benito County Zoning Code the land surrounding the proposed Project is zoned as Agricultural Productive (AP-to the north,

[1] California Department of Conservation, Farmland Mapping and Monitoring Program, San Benito County Important Farmland Map 2010, Accessed July 1, 2013.

[2] California Department of Conservation Farmland Mapping and Monitoring Program, San Benito County, http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx. Accessed website June 28, 2013.

south, and west of the site) and Planned Unit Development (PUD-to the east of the site). Portions of the Project site would include land that is zoned as Agricultural Productive; however, review of aerial photographs indicate that none of the land surrounding the Project site is currently under agricultural production nor has it been in the recent past (five years).

Portions of the proposed Project would be located on APN 011-310-003-00 which is currently under a Williamson Act Contract. Although this parcel is currently under a Williamson Act Contract, APN 011-310-003-00 is not under farmland production. This parcel is currently utilized as open space grazing with a residential unit and ancillary buildings. The proposed Project would require the acquisition of 1.19 acres of the 533 acre parcel. The 1.19 acres of land that would be acquired for Project implementation is composed of open space with vegetated areas of California Annual Grassland and Coast Live Oak, a developed access road from Rocks Road to the parcel, and portions of Pinacate Rock Creek vegetated with Mixed Willow Series. The County would be permitted to acquire this land through the public acquisition of Williamson Act Land process since the proposed Project involves improvement of an existing roadway. The following mitigation measure would be required:

> **Mitigation Measure AG-1:** The County of San Benito shall notify the California Department of Conservation regarding the need to acquire a portion of APN 011-310-003-00 which is currently under a Williamson Act Contract. While the County of San Benito would not be required to follow a specific template to submit a Williamson Act Public Acquisition notice, the California Department of Conservation website provides examples of a "Notification Form Template," "Example Notification Letter," and "Examples of Supporting Documentation" that are to be used when compiling a notice to ensure that the notification process is streamlined and that all required material is contained in the initial notice to the Department. Information regarding the notification process and examples of an approved notification letter and supporting documentation can be found at the California Department of Conservation Williamson Act Program-Basic Contract Provisions website: http://www.conservation.ca.gov/dlrp/lca/basic_contract_provisions/Pages/public_acquisitions.aspx.

With implementation of **Mitigation Measure AG-1** potential impacts related to a conflict with a Williamson Act Contract would be reduced to a less than significant level.

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. The proposed Project is not located on or near any land that is zoned as forestland, timberland, or timberland zoned for Timberland Production. Therefore, Project implementation would not conflict with such zoning designations. No impacts would occur.

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

No impact. The Project site is not located on land that is designated as forestland. Therefore, Project implementation would not result in the loss of forestland or conversion of forestland to non-forestland uses. No impacts would occur.

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. The Project site is not located in an area that is under current agricultural production nor is the Project located in an area designated as forestland. Project implementation would not result in the conversion of Farmland to non-agricultural use or conversion of forestland to non-forestland use. No impacts would occur.

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Environmental Setting

The Project site is located within the jurisdiction of the Monterey Bay Unified Air Pollution Control District (MBUAPCD) and within the boundary of the North Coast Central Air Basin (NCCAB). The MBUAPCD is the lead air quality regulator for the NCCAB and has jurisdiction over all point and area emission sources. Within the MBUAPCD ambient air quality standards for ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM_{10} and $PM_{2.5}$), and lead (Pb) have been set by both the State of California (State) and the federal government. The State has also set standards for sulfate and visibility. The NCCAB (San Benito County) air quality status for 2010 is summarized below in Table A: NCCAB (San Benito County) Air Quality Attainment Status for 2012.

Table A: NCCAB (San Benito County) Air Quality Attainment Status for 2012

Pollutant	State	Federal
Ozone (1 hour)	Moderate	No Federal Standard Revoked in June 2005
Ozone (8 hour)	Nonattainment	Unclassified/Attainment
PM_{10}	Nonattainment	Unclassified
$PM_{2.5}$	Attainment	Unclassified/Attainment
Carbon Monoxide	Unclassified	Unclassified/Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Lead	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified
Sulfates	Attainment	No Federal Standard
Hydrogen Sulfide	Unclassified	No Federal Standard

Source: California Air Resources Board, 2012. Area Designations. http://www.arb.ca.gov/desig/desig.htm. Accessed August 28, 2013.

As shown above in Table A, the NCCAB is in moderate nonattainment for the State one-hour ozone standard, nonattainment for the State eight-hour ozone standard and unclassified/attainment for the Federal eight-hour ozone standard. The Air Basin is in unclassified and unclassified/attainment for PM_{10} and $PM_{2.5}$ Federal standards, respectively; and, in nonattainment and attainment for PM_{10} and $PM_{2.5}$ State standards, respectively. The nearest air quality monitoring station, Pinnacles National Monument Station, is located approximately 13 miles to the southwest of the Project site. Major findings regarding air quality in the NCCAB (San Benito County) include the following:

- The NCCAB is currently in a nonattainment status for ozone and particulate matter pollutants. As a result, MBUAPCD is preparing ozone and PM10 attainment plans that would identify new regulations necessary to bring the basin into compliance;
- Emission sources within San Benito County include major reactive organic gases (ROG), nitrogen oxide (NOx), fugitive dust (PM10), and fine particulates (PM2.5). The major sources of these emissions in the County include:
    - ROG = solvent evaporation, farming, and managed burning;
    - NO_x = motor vehicles;
    - PM_{10} = unpaved roads, wind erosion, and agricultural tillage; and,
    - $PM_{2.5}$ = managed burning and the combustion of fossil fuels.
- Emissions data collected between 2005 and 2009 from the Pinnacles National Monument air quality monitoring station showed violations for the Federal eight-hour and state one-hour ozone standards. However, there were no violations of either the Federal or state PM_{10} and $PM_{2.5}$ standards.

Discussion

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

Less Than Significant Impact. An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a nonattainment area. The main purpose of air quality plans is to bring the area into compliance with the requirements of Federal and state air quality standards. The air quality plans use the assumptions and projections of local planning agencies to determine control strategies for regional compliance status. Since the plans are based on local General Plans (e,g., San Benito County General Plan), projects that are deemed consistent with applicable General Plans are usually found to be consistent with the air quality plans. It should be noted that the NACCB (San Benito County) is in nonattainment status for ozone and particulate matter; therefore, the MBUAPCD is preparing ozone and PM_{10} attainment plans that would identify new regulations necessary to bring the basin into compliance. The proposed Project would also comply with existing MBUAPCD air quality plans as well as the ozone and PM_{10} attainment plans that are currently being prepared.

As the proposed Project is a bridge replacement, it would not result in the generation of additional vehicle trips along Rocks Road and is not expected to increase regional Vehicle Miles Traveled (VMT). Construction and development of the proposed Project would include demolition of the existing bridge, channel slope protection (in Pinacate Rock Creek), approach roadway work, bridge construction, metal beam guard rail installation, bridge railing installation, temporary traffic control, right-of-way acquisition and temporary construction easements and utility relocation. As such, the proposed Project would not conflict with or obstruct implementation of the MBUAPCD air quality plan. Impacts would be less than significant.

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

Less Than Significant with Mitigation Incorporated. The short-term and long-term air quality impacts associated with the proposed Project are discussed below.

Short-Term (Construction) Emissions. Short-term air pollutant emissions associated with the proposed Project would occur during demolition and construction activities. Bridge demolition, grading, and vehicle/equipment use would contribute to short-term air pollution emissions.

Demolition and construction activities at the Project site would generate exhaust emissions from engines, on-site heavy duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting construction crews. Exhaust emissions during construction would vary daily as construction activity levels change. The use of construction equipment would result in localized exhaust emissions that could affect the residential units northeast of the Project site. However, due to the limited extent of construction proposed, the projected short-term emissions of criteria pollutants as a result of Project construction are expected to be below the emissions thresholds set forth by the MBUAPCD.

Construction activities at the Project site would include the use of construction vehicles and equipment which would increase air pollutants associated with burning fossil fuel and dust on a short-term basis. Dust from on-site construction activities is a major cause of increased PM_{10} and $PM_{2.5}$ concentrations. Construction activities on the Project site have the potential to contribute to

MBUAPCD's existing nonattainment status for particulate air quality through the contribution of slight increases to PM_{10} and $PM_{2.5}$.

Based on the "Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California Map" prepared by the U.S. Geologic Survey and California Geological Survey (2011), former asbestos mines/prospects, reported asbestos occurrences, asbestos-bearing tale deposits, reported fibrous amphiboles, and ultramafic rock in outcrops is located in the vicinity of the proposed Project. The nearest occurrence shown on the map indicates that an ultramafic rock contained within an outcrop is located approximately 5.9 miles north of the Project site.

Implementation of **Mitigation Measure AIR-1,** presented below would reduce potential impacts associated with dust emissions and air pollutant emissions on the Project site during construction activities:

Mitigation Measure AIR-1: The Project contractor, on behalf of the Project applicant (San Benito County), shall prepare a Dust Control Plan for demolition and construction activities at the Project site pursuant to the requirements and regulations of the MBUAPCD. The Project contractor shall be responsible for ensuring that all adequate dust control measures are implemented in a timely manner during all phases of construction and maintenance activities at the Project site. The Dust Control Plan shall include, at a minimum, the following measures:

- All visible, dry, disturbed soil on road surfaces shall be watered to minimize fugitive dust emissions;
- All unpaved surfaces, unless otherwise treated with suitable chemicals or oils, shall have a posted speed limit of 10 miles per hour;
- Earth or other material that has been deposited by trucking or earth moving equipment, erosion by water, or other means onto paved streets shall be promptly removed;
- Asphalt, oil, water or suitable chemicals shall be applied on stockpiled materials and other surfaces that can give rise airborne dusts;
- All earthmoving activities shall cease when sustained winds exceed 15 miles per hour;
- The contractor's foreman shall take reasonable precautions to prevent the entry of unauthorized vehicles during non-work hours;
- The contractor's foreman shall keep a daily log of activities to control fugitive dust;
- If deposits of Naturally Occurring Asbestos (NOA) are discovered during construction, activities shall be suspended and mitigation on a site-specific basis shall be developed and implemented. Construction Plans for this Project shall include a notice stating: "If NOA is discovered (uncovered) during demolition, grading, or construction activities, work shall be suspended immediately and the Monterey Bay Unified Air Pollution Control District (MBUAPCD) shall be contacted to determine compliance measures to be taken regarding the NOA." In addition, the following measures shall be required:
    - The speed of any vehicles and equipment traveling across unpaved areas shall be no more than fifteen (15) miles per hour unless the road surface and surrounding area is

sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust that is visible crossing the Project boundaries;

- Storage piles and disturbed areas not subject to vehicular traffic shall be stabilized by being kept adequately wetted, treated with a chemical dust suppressant, or covered with material that contains less than 0.25 percent asbestos (by weight of the material); and,
- Activities shall be conducted so that no track-out from any road construction activities is visible on any paved roadway open to the public.

With implementation of **Mitigation Measure AIR-1** impacts regarding this threshold would be reduced to a less than significant level.

Long-Term (Operational) Emissions. Operational air emission impacts are associated with any change in permanent use of the Project site by on-site stationary and off-site mobile sources that substantially increase vehicle trip emissions. No stationary sources are associated with the proposed Project and new vehicle trips would not be generated or significantly increase vehicle miles traveled (VMT). Therefore, operational activities associated with the proposed Project would not contribute substantially to an existing or projected air quality violation. Operational impacts would be less than significant and operational mitigation measures would not be required.

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

Less Than Significant with Mitigation Incorporated. As described above in Section III(b), the proposed Project would result in short-term increases in air pollutant emissions due to construction activities. The proposed Project would not result in increased air pollutant emissions during operation. Increases of short-term air pollutant emissions would not result in a cumulatively considerable net increase of criteria pollutants for which the Project region is in nonattainment status, for Federal or state ambient air quality standards. Implementation of **Mitigation Measure AIR-1**, described above, would reduce construction impacts regarding air quality issues to a less than significant level.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant with Mitigation Incorporated. Sensitive receptors are facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants such as: young children, the elderly, and people with illnesses. The Project is located in a rural area of San Benito County; however, rural residential units are located adjacent to the northwestern boundary of the Project site.

Construction activities occurring on the Project site may expose these residents to airborne particulates and fugitive dust as well as small quantities of pollutants associated with the use of construction equipment (e.g., diesel-fueled vehicles and equipment) on a short-term basis. Implementation of **Mitigation Measure AIR-1** would reduce construction-related emissions to a less than significant level thus minimizing possible exposure of these sensitive receptors to substantial pollutant concentrations.

The proposed Project would not result in increased pollutant emissions during operation since its implementation would not increase traffic along Rocks Road nor would it increase VMT within the area. Therefore, the nearby sensitive receptors would not be exposed to substantial pollutant emissions during Project operation. Impacts would be less than significant.

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

Less Than Significant Impact. Some objectionable odors may be generated from the operation of diesel-powered construction equipment and/or vehicles during the Project construction period. However, these odors would be short term in nature and would not result in permanent impacts to the nearby sensitive receptors. In addition, odors from construction equipment and vehicles on the Project site would be dispersed quickly and would not likely subject the adjacent rural residential units to objectionable odors. Long-term operation of the proposed Project would not generate any new vehicle trips; therefore, increases in permanent odors would not result from Project operation. Impacts would be less than significant.

IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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 or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
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?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Environmental Setting

LSA Associates, Inc. prepared a Natural Environment Study (NES) and Biological Assessment (BA) in July 2012 for the proposed Project (attached as Appendix A). The following summarizes the setting and methods used to determine biological impacts with implementation of the proposed Project. Results from the analysis in the BA and NES were used in addressing the impacts and developing mitigation measures in the following section.

Analysis presented in this section is based on the Biological Study Area (BSA) which is larger than the 2.62 acre Project site. The BSA is comprised of 3.77 acres and consists of the Project footprint, existing roadways, cut/fill slopes, and construction access and staging areas. The BSA also includes

lands beyond the Project footprint that could potentially be affected by Project construction activities and/or were determined necessary to inventory in order to perform an adequate analysis of Project impacts on biota. Land in the BSA consists of plant communities and developed areas.

Plant communities within the BSA total 2.88 acres and include: California Annual Grassland (1.83 acres); Mixed Willow Series (0.86 acre); Coast Live Oaks Series (0.12 acre); and Watercress/Wild Rye Wetland (0.07 acre). Developed areas in the BSA total 0.89 acre and consist of Rocks Road and access roadways/driveways.

The BSA lies in a largely undeveloped area among rolling hills within the Pinacate Rock Creek watershed. Aquatic features in the general vicinity are composed of small ephemeral drainages as well as several stock ponds that are tributary to Pinacate Rock Creek. The majority of the land in the area is privately owned and appears to be similar to the BSA in use and vegetative characteristics.

A list of sensitive wildlife and plant species potentially occurring within the BSA was compiled to evaluate potential impacts resulting from Project construction. Sources used to compile the list include the California Natural Diversity Data Base (CNDDB), the USFWS official online species list, and the California Native Plant Society (CNPS) Online Edition (2012). The special status species lists obtained from the CNDDB, CNPS, and USFWS were reviewed to determine which species could potentially occur in the Project area.

Special status wildlife species that may occur in the BSA include pallid bat (*Antrozous pallidus*), hoary bat (*Lasiurus cinereus*), western mastiff bat (*Eumops perotis californicus*), western red bat (*Lasiurus blossevillii*), white tailed kite (*Elanus leucurus*), Cooper's hawk (*Accipiter cooperi*), merlin (*Falco columbarius*), burrowing owl (*Athene cunicularia*), least Bell's vireo (LBV) (*Vireo bellii pusillus*), Pacific pond turtle (*Actinemys marmorata*), San Joaquin whipsnake (*Masticophis flagellum ruddocki*), coast range newt (*Taricha torosa*), California red-legged frog (CRLF) (*Rana draytonii*), California tiger salamander (CTS) (*Ambystoma californiense*). No special status plants are expected to occur in the BSA and the BSA is not within range of any special status fish species. Nesting birds are also likely to be present on or under the bridge and are protected under the Migratory Bird Treaty Act and California Fish and Game Code.

The proposed Project has the potential to affect federally listed threatened or endangered species, pursuant to the Federal Endangered Species Act (FESA), including: Least Bell's vireo (*Vireo bellii pusillus*) (LBV); California red-legged frog (*Rana aurora draytonii*) (CRLF); and California tiger salamander (CTS) (*Ambystoma californiense*). The proposed Project would not affect any federally listed threatened or endangered plants.

Aquatic resources within the BSA consist of Pinacate Rock Creek and its associated wetlands and willow riparian community. Within the BSA, Pinacate Rock Creek is a perennial, low-gradient stream within a well-defined channel. The bed is composed of bedrock, cobble, and sand. The creek flows east to west through the BSA and joins with Pinacate Creek before draining into Elkhorn Slough approximately 8.5 miles to the west of the Project site. Pooled areas directly adjacent to the existing bridge on the Project site are also present as the water moves at a slower velocity than the rest of the channel at these locations.

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 or U.S. Fish and Wildlife Service?

Less Than Significant with Mitigation Incorporated. Impacts to candidate, sensitive, or special status species in the Project area consist of the following:

Bats

The BSA is likely to be used as foraging habitat by several bat species, including pallid bat (*Antrozous pallidus*), western mastiff bat (*Eumops perotis californicus*), western red bat (*Lasiurus blossevillii*), and hoary bat (*Lasiurus cinereus*) bat. The western red and hoary bats may also roost in the BSA. The hoary bat is classified as a CDFW 'special animal'; the other three species are State Species of Concern. None of the bat species have any formal federal status. A description of the different bat species potentially found in the BSA is provided in the NES.

There are two CNDDB records of pallid bats in the vicinity; one record is dated 1945 and is approximately 1.1 miles northwest of the BSA, and the other is dated 1938 and is approximately 10 miles north of the BSA near Gilroy. The CNDDB includes a 1998 record for both the western red bat and the greater western mastiff bat; both records are from Hollister, approximately 12 miles east of the BSA. The CNDDB includes three records for the hoary bat; one record, dated 1945, is from 1 mile south of the BSA. The other two records, dated 1937 and 1938, are both from the Gilroy area, approximately 10 miles north of the BSA.

The coast live oaks in the BSA provide potential roosting sites for the hoary bat and the western red bat. Both species prefer dense canopy and these oaks may be only marginally suitable for these species. The mixed willow riparian habitat supports a large willow and walnut tree that could provide potential roosting habitat. However, no sign of bat usage was observed in any tree cavities (e.g., urine staining, droppings etc.).The pallid bat may use the residence located in the northwestern corner of the BSA as a night or 'feeding' roost, but the exposure and level of human disturbance at the residence is likely to discourage daytime use. The bridge may provide potential roosting habitat for the pallid bat. However, no sign of bat usage was observed under the bridge structure (e.g., urine staining, droppings etc.). No suitable roost sites are present for the western mastiff bat. The grasslands, riparian area, and habitat edges provide potential foraging habitat for bats and any of these species could occur in the BSA.

As a result of placement of Rock Slope Protection (RSP), fill, and roadway realignment, the Project will result in the removal of 0.11 acre of mixed willow riparian vegetation which represents a permanent loss of potential foraging habitat for bats. The removal of the willow and walnut trees within this community is also a loss of potential roosting habitat for the western red and hoary bats. In addition, 0.10 acre of temporary impacts to mixed willow riparian habitat would occur during removal of the existing bridge for access and installation of RSP and access for placement of fill along the improved roadway alignment. Removal of 0.10 acre of California annual grassland would

result in a permanent loss of potential foraging habitat for bats. In addition, 0.23 acre of California annual grassland would be temporarily impacted by construction and staging activities.
The following mitigation measure would be implemented to reduce any potential impacts to foraging bats:

Mitigation Measure BIO-1:

- All potential roost trees (i.e., 20 diameter at breast height (dbh) or greater), including snags, within the BSA that would be impacted by Project construction shall be removed between September 1 and October 14, or between February 16 and April 14. Removal of trees during these periods would avoid impacts to any bats occurring on the Project site during the normal breeding season (April 15 to August 30) and winter torpor (October 15 to February 15). Removal shall occur as follows:
    - Prior to removal of the potential roost site trees, smaller trees and brush from the area near the potential roost tree shall be removed in order to expose bats potentially using the roost tree to the sounds and vibrations of equipment. These activities shall be conducted on at least two consecutive days before potential roost trees are removed.
    - Equipment and vehicles shall not be operated under potential roost trees while nearby trees and brush are being removed to prevent exhaust fumes from filling roost cavities.
- Alternatively, all potential roost trees within the BSA shall be surveyed by a qualified biologist to determine if any trees can be excluded as suitable bat roosts due to the lack of suitable structural characteristics. If any trees can be excluded as bat roosts, removal of these trees would not be subject to the seasonal restrictions discussed above.
- Work activities shall be limited to daylight hours to minimize potential effects to foraging bats.
- Areas of California annual grassland temporarily disturbed during construction shall be revegetated with the seed mix specified below in Table B: Native Seed Mix:

Table B: Native Seed Mix

Scientific Name	Common Name	Rate (Lbs./Acre)	Minimum Percent Germination
Artemisia douglasiana	Mugwort	2.0	50
Baccharis pilularis	Coyote brush	1.0	40
Elymus X triticum	Regreen	10.0	80
Eschscholzia californica	California poppy	2.0	70
Lupinus bicolor	Bicolored lupine	4.0	80

Source: LSA Associates, Inc. *Rocks Road Bridge Replacement Biological Assessment*, April 2013.

With implementation of **Mitigation Measure BIO-1** presented above, impacts to bats within the BSA would be less than significant.

White-Tailed Kite

The white-tailed kite (*Elanus leucurus*) is State listed as fully protected; it has no formal federal status. White-tailed kites build stick nests in the tops of trees, preferentially near an open foraging area. They typically forage within 0.5 mile of the nest during breeding season, which extends from February through October. White-tailed kites nest and forage in a variety of settings including grassland, savanna, cultivated fields, marshes, and riparian woodlands. Though they are not migratory, white-tailed kites may roam widely when prey is scarce. Communal roosting is common during the nonbreeding season.

The nearest CNDDB record is dated 2001 and was located 4.6 miles south of the BSA. Another sighting of this species occurred in 2002 and was located 8.5 miles west of the BSA in the Elkhorn Slough Ecological Reserve. The BSA supports coast live oaks and there are two large trees in the mixed willow riparian area that could provide suitable nesting habitat for white-tailed kites. The annual grassland in and adjacent to the BSA provides potential foraging habitat. No kites were observed during the May or July 2011 site visits; however, two stick nests were observed. One was observed in the large willow near the existing bridge and one was located just east of the BSA. White-tailed kites could potentially occur in the BSA.

Project implementation would result in the removal of the large willow and walnut trees within the mixed willow riparian vegetation (suitable nesting trees) as a result of placement of RSP, fill, and roadway realignment. The proposed Project also would remove 0.10 acre and temporarily disturb 0.23 acre of California annual grassland (which is a potential foraging habitat for this species) as a result of construction of the new bridge approaches and temporary access and staging.

The following mitigation measure would be implemented to reduce impacts to nesting white-tailed kites:

Mitigation Measure BIO-2:

- If possible all trees that would be impacted by Project construction shall be removed during the non-nesting season (between September 16 and February 1) to avoid take of a nest or bird. If this is not possible, a survey for nesting white-tailed kites shall be conducted in the BSA and within a 500 foot radius by a qualified biologist. The survey shall be conducted a maximum of 14 days prior to the start of construction. The survey area may be decreased due to property access constraints, etc.
- If nesting white-tailed kites are found within 500 feet of the BSA, a qualified biologist shall evaluate the potential for the proposed Project to disturb nesting activities. The evaluation criteria shall include, but are not limited to, the location/orientation of the nest in the nest tree, the distance of the nest from the BSA, and line of sight between the nest and the BSA.
- CDFW shall be contacted to review the evaluation and determine if the Project can proceed without adversely affecting nesting activities.
- If work is allowed to proceed, a qualified biologist shall be on-site weekly during construction activities that occur in the breeding season to monitor nesting activity. The biologist shall have the authority to stop work if it is determined the Project is adversely affecting nesting activities.

- Areas of California annual grassland temporarily disturbed during construction shall be revegetated with the seed mix specified in Table B.

With implementation of the measures discussed above in **Mitigation Measure BIO-2,** impacts to nesting white-tailed kites would be reduced to a less than significant level.

Cooper's Hawk

Cooper's hawks are on the CDFW watch list for nesting but have no other formal status. In California they are primarily year-long residents and are found throughout most of the wooded portion of the state. A detailed description of Cooper's Hawk is provided in the NES.

The nearest CNDDB record is dated 2004 and was located approximately 10.5 miles south of the Project site. The Project site supports coast live oaks, a large willow and a walnut tree provide potential nesting habitat for Cooper's hawk; the woodland and habitat edges in and adjacent to the Project site provides potential foraging habitat. No Cooper's hawks were observed during the May or July 2011 site visits; however, two stick nests were observed. One was in the large willow near the existing bridge and one was just east of the Project site. Cooper's hawks could occur in the BSA.

Project implementation would result in the removal of 0.11 acre of mixed willow riparian habitat as a result of placement of RSP, fill, and roadway realignment. The large willow and walnut trees are potential nest trees; they are within this habitat and would be removed. Temporary impacts to mixed willow riparian habitat totaling 0.10 acre would also occur during removal of the existing bridge, access for installation of RSP, and access for placement of fill along the new roadway alignment.

The following mitigation measure would be implemented to reduce impacts to Cooper's Hawk:

Mitigation Measure BIO-3:

- If possible, all trees that would be impacted by Project construction shall be removed during the non-nesting season (between September 16 and February 1) to avoid take of a nest or bird. If this is not possible, a survey for nesting Cooper's hawks shall be conducted in the BSA and within a 500 foot radius by a qualified biologist. The survey shall be conducted a maximum of 14 days prior to the start of construction. The survey area may be decreased due to property access constraints, etc;
- If nesting Cooper's hawks are found within 500 feet of the BSA, a qualified biologist shall evaluate the potential for the proposed Project to disturb nesting activities. The evaluation criteria shall include, but are not limited to, the location/orientation of the nest in the nest tree, the distance of the nest from the BSA, and line of sight between the nest and the BSA;
- CDFW shall be contacted to review the evaluation and determine if the Project can proceed without adversely affecting nesting activities; and,
- If work is allowed to proceed, a qualified biologist shall be on-site weekly during construction activities that occur in breeding season to monitor nesting activity. The biologist would have the authority to stop work if it is determined the Project is adversely affecting nesting activities.

With implementation of the measures discussed above in **Mitigation Measure BIO-3** impacts to nesting and foraging Cooper's Hawks would be reduced to a less than significant level.

Merlin

Merlins (*Falco columbarius*) breed in Alaska and Canada and winter in California, from September through May. This species has the potential to winter in the BSA of the Project site. The merlin is on the CDFW Watch List but has no formal federal status. A detailed description of the merlin is provided in the NES.

The nearest CNDDB record for the merlin occurred in 2004 approximately 12 miles east of the BSA near the Hollister Hills State Vehicular Recreation Area. The grassland areas within the Project BSA provides potential habitat for wintering merlin therefore this species could occur within the Project BSA.

Activities associated with Project implementation, such as construction of new bridge approaches and temporary access and staging areas, would result in the loss of 0.10 acre of California annual grassland (potential foraging habitat for merlins) and result in 0.23 acre of temporary impacts.

The following mitigation measure would be implemented to reduce impacts to nesting and foraging merlins:

Mitigation Measure BIO-4:

- Areas of California annual grassland temporarily disturbed during construction shall be revegetated with the seed mix specified above in Table B.

With implementation of the measures discussed above in **Mitigation Measure BIO-4** impacts to nesting and foraging Merlins would be reduced to a less than significant level.

Burrowing Owl

The burrowing owl (*Athene cunicularia*) is a California Species of Concern. It has no federal status. Burrowing owls occur in warmer valleys, open, dry grasslands, deserts, and scrublands associated with agriculture and urban areas that support populations of California ground squirrels. Burrowing owls nest below ground using abandoned burrows of other species (most commonly ground squirrel) and feed on insects and small mammals.

The burrowing owl is well-documented in the region; the CNDDB includes 10 records of this species within 10 miles of the BSA. The closest record is dated 2001 and is approximately 3.5 miles northeast of the BSA. The most recent record in a 10 mile radius is dated 2009 and is 10 miles northeast of the BSA.

The annual grassland on the north side of the road within the BSA has not been mowed or grazed and consequently is too high to provide suitable foraging or nesting habitat for burrowing owls. The BSA may provide foraging habitat in the grassland on the south side of the road. No suitable burrows are

present in the BSA; no signs of owl presence were observed during the field visits. However, this species could occur in the BSA.

The Project would remove 0.10 acre and temporarily disturb 0.23 acre of California annual grassland as a result of construction of the new bridge approaches and temporary access and staging areas, which is potential foraging habitat for burrowing owl.

The following mitigation measure would be implemented to reduce impacts to burrowing owls:

Mitigation Measure BIO-5:

- A preconstruction survey for nesting burrowing owls shall be conducted in the BSA and vicinity by a qualified biologist no more than 30 days prior to initiation of earthmoving activities. If nesting burrowing owls are found within the biological study area, the following measure shall be implemented:
    - During the non-breeding season (September 1 through January 31) any burrowing owls occupying the Project site should be evicted from the Project site by passive relocation as described in the California Department of Fish and Wildlife's Staff Report on Burrowing Owls (Oct., 1995).
    - During the breeding season (February 1 through August 31) occupied burrows shall not be disturbed and shall be provided with a 250 feet protective buffer until and unless a qualified biologist verifies through noninvasive means that either: 1) the birds have not begun egg laying, or 2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. Once the fledglings are capable of independent survival, the burrow can be destroyed.
- Areas of California annual grassland temporarily disturbed during construction shall be revegetated with the seed mix specified in Table B.

With implementation of the measures discussed above in **Mitigation Measure BIO-5** impacts to burrowing owls would be reduced to a less than significant level.

Least Bell's Vireo

The least Bell's vireo (*Vireo bellii pusillus*) (LBV) is both state and federally listed as endangered. Critical habitat has been established for the LBV; the nearest critical habitat is in Santa Barbara County, over 100 mi south of the BSA. A detailed description of LBV is provided in the NES.

The nearest CNDDB record for LBV is dated 2001 and is approximately 9.5 miles northeast of the BSA near Gilroy. The mixed willow vegetation in the BSA provides potential nesting habitat for LBV. It is unlikely but possible for this species to occur in the BSA.

Project implementation would result in direct permanent effects to 0.11 acre of potential nesting habitat (i.e., mixed willow riparian) for LBV due to placement of RSP, fill, and roadway realignment resulting in habitat removal. The Project also would result in direct temporary effects to 0.10 acre of potential nesting habitat through disturbance from construction activities and the cutting back of

vegetation to provide access routes. Furthermore, the Project could also result in temporary impacts to LBV attempting nest in the vicinity of the Project as construction activities could potentially discourage nesting.

The following mitigation measure would be implemented to reduce impacts to LBV:

Mitigation Measure BIO-6:

- A preconstruction survey for nesting LBV shall be conducted in the BSA and within a 100-foot radius by a qualified biologist. The survey shall be conducted no more than 14 days prior to the start of earthmoving activities.
- If LBV are found within the area surveyed the USFWS and CDFW shall be contacted to determine appropriate measures to take to avoid any impact to this species. At a minimum, construction activity within 100 feet of the nest shall cease until a qualified biologist verifies that the young have fledged and are capable of independent survival. Caltrans would notify the USFWS. San Benito County would be responsible for notifying CDFW.
- Native topsoil from the channel would be incorporated within the replacement RSP to provide a seeding and planting medium. Areas of RSP above the OHWM would be revegetated with the seed mix specified in Table B. In addition, locally-obtained willow cuttings/poles would be installed within the lower sections of the RSP near the OHWM.
- Realignment of the roadway and new bridge would open up an area that is currently covered by the existing bridge. The revegetation of this area would restore approximately 0.01 acre of mixed willow habitat.

With implementation of the measures discussed above in **Mitigation Measure BIO-6** impacts to LBV would be reduced to a less than significant level.

Pacific Pond Turtle

The Pacific pond turtle (*Actinemys marmorata*) is a State species of concern; it has no federal status. The Pacific pond turtle ranges from western Washington State south to northwestern Baja California. Two subspecies occur in California: the north Pacific pond turtle (*A.m. marmorata*); and the south Pacific pond turtle (*A.m. pallida*). The BSA is within the range of intergradations between the two subspecies. The pond turtle is a highly aquatic species found in ponds, marshes, rivers, streams, and irrigation ditches that typically have rocky or muddy bottoms and support aquatic vegetation. Eggs are laid at upland sites away from the water from April through August.

The Pacific pond turtle is well documented in the region. The CNDDB includes 15 records of this species within the nine-quad search area; three records are within 5 miles of the BSA. The most recent and closest record occurred in 2007 and was located approximately 1.2 miles west of the BSA; a second occurred in 2003, approximately 2.2 miles west of the BSA; and a third record occurred in 1988, approximately 2.4 miles north of the BSA. The reach of Pinacate Rock Creek within the BSA provides potential habitat for Pacific pond turtle. Though this species was not observed during the site visits, it could be present in the BSA.

Project implementation would permanently impact 0.01 acre of wetlands and 0.02 acre of non-wetland waters as a result of placement of RSP that is suitable habitat for Pacific pond turtle. The Project would also result in temporary impacts to 0.02 acre of wetlands and 0.01 acre of non-wetland waters during temporary dewatering activities. Furthermore, indirect effects may occur due to potential degradation of water quality until the plants in the revegetated area are established.

The following mitigation measure would be implemented to reduce impacts to Pacific Pond Turtles:

Mitigation Measure BIO-7:

- Prior to the start of construction activities in Pinacate Rock Creek, the reach of the creek within the BSA shall be surveyed by a qualified biologist for the presence of Pacific pond turtles. If Pacific pond turtles are observed in the BSA they shall be relocated outside of the work area by a qualified biologist.
- Areas temporarily disturbed during construction shall be revegetated with the seed mix specified in Table B.

With implementation of the measures discussed above in **Mitigation Measure BIO-7** impacts to Pacific Pond Turtles would be reduced to a less than significant level.

San Joaquin Whipsnake

The San Joaquin whipsnake (*Masticophis flagellum ruddocki*) is a State species of concern but has no federal status. It inhabits the Sacramento and San Joaquin Valleys from Colusa County to Kern County and westward to the inner South Coast Ranges. An isolated population occurs in the Sutter Buttes. It is found at elevations between 60 to 3,000 feet above sea level. This snake is typically located in open, dry, treeless areas, including grassland and saltbush scrub, and seeks cover in rodent burrows, under shaded vegetation, and under surface objects such as rocks or logs. A detailed description of the San Joaquin Whipsnake is provided in the NES.

The closest occurrence for the San Joaquin whipsnake to the Project site was 9 miles to the east in 1996 according to a CNDDB records search. The Project site is within the range of this species and the annual grassland within the BSA of the Project provides potential habitat for the San Joaquin whipsnake. Consequently, this species could occur in the BSA.

Project implementation would remove 0.10 acre and temporarily disturb 0.23 acre of California annual grassland (which is potential habitat for the San Joaquin whipsnake) as a result of construction of the new bridge approaches and temporary access and staging.

The following mitigation measure would be implemented to reduce impacts to San Joaquin whipsnake:

Mitigation Measure BIO-8:

- Prior to any ground-disturbing activities the area shall be surveyed by a qualified biologist for the presence of San Joaquin whipsnakes. If San Joaquin whipsnakes are observed in the BSA they shall be relocated outside of the work area by a qualified biologist.
- Areas of California annual grassland temporarily disturbed during construction shall be revegetated with the seed mix specified in Table B.

With implementation of the measures discussed above in **Mitigation Measure BIO-8** impacts to San Joaquin Whipsnake would be reduced to a less than significant level.

California Tiger Salamander

The California tiger salamander (*Ambystoma californiense*) (CTS) is State and federally listed as a threatened species. The Project site is located near critical habitat designated for CTS (Unit eb-12 and Unit ev-15A). Unit eb-12 is located approximately 11 miles northeast of the Project site along the San Benito County and Santa Clara County border and Unit eb-15A is located approximately 13 miles east of the Project site on the east side of Highway 25. A detailed description of CTS is provided in the NES.

The CTS is well documented in the region, with 60 CNDDB records in the area found near the Project site. Three records of CTS within 3.1 miles of the Project site. The closest record, which occurred in 2008, is approximately 1.8 miles northwest of the Project site. The observance occurred in a stock pond that is tributary to Pinacate Rock Creek and is therefore hydrologically connected to the creek within the Project boundary.

Site visits were not conducted during a time when CTS would be observable. The reach of Pinacate Rock Creek within the BSA is a perennial watercourse and does not provide suitable aquatic breeding habitat for CTS and no other potential aquatic habitat occurs in the BSA. Though grassland and pasture are present in the BSA (potential upland/estivation habitat for CTS) no suitable burrows or other suitable openings in the ground were observed in the BSA during site visits.

A site assessment for the CTS was prepared in June 2011. The site assessment concluded that CTS are potentially present in the vicinity and could migrate through the BSA based on species range, species records, and presence or absence of habitat within and near the BSA. However, CTS are not likely to either breed or estivate within the BSA.

Project implementation would not temporarily or permanently remove CTS habitat as the BSA does not provide suitable aquatic breeding or upland estivation habitat for CTS and the only CTS that would likely occur within the BSA are migrating individuals.

The following mitigation measure would be implemented to ensure that there are no direct or indirect effects to CTS:

Mitigation Measure BIO-9:

- ESA fencing shall be installed along the edge of the work limits including staging areas. ESA fencing shall consist of orange construction fencing (or equivalent) and shall be maintained in good condition until construction is complete. In addition, silt fencing shall be installed along the bottom of the ESA fencing to prevent CTS from entering the work area during construction;
- A USFWS-approved biological monitor shall be present during initial ground disturbing activities;
- If CTS are found within the area surveyed the USFWS and CDFW shall be contacted. Caltrans shall notify the USFWS. San Benito County shall be responsible for notifying CDFW;
- All work in the creek shall be conducted during the dry season (June through October) when CTS are estivating and unlikely to enter the BSA;
- The BSA shall be surveyed for CTS if a substantial rain event (i.e., at least 0.25 inch) occurs during construction to avoid affecting salamanders that may have emerged from their burrows in the BSA (e.g., under equipment); and,
- Following completion of the Project, all fill slopes, temporary impact and/or otherwise graded or denuded areas shall be restored to preconstruction contours (if necessary) and revegetated with the seed mix specified in Table B.

With implementation of the measures discussed above in **Mitigation Measure BIO-9** impacts to CTS would be less than significant.

California Red-Legged Frog

California Red-Legged Frog (CRLF) (*Rana aurora draytonii*) is a federally-listed threatened species and a State species of concern. The Project site is approximately 5 miles southeast of Unit SNB-1 which is a designated critical habitat for CRLF.

The CRLF is well documented in the region of the Project site, with over 60 CNDDB records in the area. There are a total of 11 records located within a 5 mile radius of the BSA. The closest recent record is dated 2008 and was approximately 1.2 miles southwest of the BSA in a perennial stock pond that drains into a tributary to Pinacate Rock Creek.

Suitable aquatic and upland habitats are both present in the BSA. Pinacate Rock Creek within the BSA is a low-gradient creek with pooled areas directly adjacent to the existing bridge structure where the water moves at a slower velocity than the rest of the channel. The bed of the live channel is composed of bedrock, rock, cobble, and sand; the edges of the creek have sediment deposited at varying levels. Emergent vegetation is fairly dense and grows along the edges and within the live channel. The riparian corridor likely provides more suitable estivation sites than the annual grassland within the BSA and the corridor is also a natural path for dispersal.

A site assessment for the CRLF was prepared in June 2011. The site assessment concluded that CRLF are potentially present in the BSA, based on species range, species records, and presence of habitat within and near the BSA. Based on the results of this report CRLF is presumed present in the BSA. Project implementation would result in the loss of 0.03 acre of suitable aquatic habitat and 0.18 acre of suitable upland habitat for CRLF. Permanent habitat loss is due to construction of the abutments and wing walls, placement of RSP, roadway improvement work, and development of the retaining wall.

The Project would also result in temporary impacts to 0.06 acre of suitable aquatic habitat and 0.27 acre of suitable upland habitat for CRLF. Temporary impacts would occur due to dewatering activities, placement of temporary falsework, and development of construction equipment staging areas and access routes. Indirect impacts may occur due to potential degradation of water quality until the plants in the revegetated area are established.

The following mitigation measure would be implemented to reduce impacts to CRLF:

Mitigation Measure BIO-10:

- Only USFWS-approved biologists shall participate in activities associated with the capture, handling, and monitoring of CRLF;
- Ground disturbance shall not begin until written approval is received from the USFWS that the biologist is qualified to conduct the work unless the individual(s) has/have been approved previously and the USFWS has not revoked that approval;
- A USFWS-approved biologist shall survey the Project site no more than 48 hours before the onset of work activities. If any life stage of the CRLF is found and these individuals are likely to be killed or injured by construction activities the approved biologist shall be allowed sufficient time to move them from the site before work begins. The USFWS-approved biologist shall relocate the CRLF the shortest distance possible to a location that contains suitable habitat and that would not be affected by activities associated with the proposed Project. The relocation site shall be in the same drainage to the extent practicable. The County shall coordinate with the USFWS on the relocation site prior to the capture of any CRLF;
- Before any activities begin on the Project a USFWS-approved biologist shall conduct a training session for all construction personnel. At a minimum the training shall include a description of the CRLF and its habitat, the specific measures that are being implemented to conserve the CRLF for the current Project, and the boundaries within which the Project may be accomplished. Brochures, books, and briefings shall be used in the training session, provided that a qualified person is on hand to answer any questions;
- A USFWS-approved biologist shall be present at the work site until all CRLF have been relocated out of harm's way, workers have been instructed, and disturbance of habitat has been completed. After this time the State or local sponsoring agency shall designate a person to monitor on-site compliance with all minimization measures. The USFWS-approved biologist shall ensure that this monitor receives the training outlined above and in the identification of CRLF. If the monitor or the USFWS-approved biologist recommends that work be stopped because CRLF would be affected in a manner not anticipated by the County and the USFWS during review of the proposed action, they shall notify the resident engineer

(the engineer that is directly overseeing and in command of construction activities) immediately. The resident engineer shall either resolve the situation by eliminating the adverse effect immediately or require that all actions causing these effects be halted. USFWS shall be notified as soon as possible if work is halted;

- During Project activities all trash that may attract predators shall be properly contained, removed from the work site, and disposed of regularly. Following construction all trash and construction debris shall be removed from work areas;
- All refueling, maintenance, and staging of equipment and vehicles shall occur at least 60 feet from riparian habitat or water bodies and in a location from where a spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water). The monitor shall ensure contamination of habitat does not occur during such operations. Prior to the onset of work, the County shall ensure that a plan is in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur;
- Habitat contours shall be returned to their original configuration at the end of Project activities. This measure shall be implemented in all areas disturbed by activities associated with the Project, unless the USFWS and the County determine that it is not feasible or modification of original contours would benefit the CRLF;
- The number of access routes, size of staging areas, and the total area of the activity shall be limited to the minimum necessary to achieve the Project goals. Environmentally Sensitive Areas shall be delineated to confine access routes and construction areas to the minimum area necessary to complete construction and minimize the impact to CRLF habitat. This goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable;
- The County shall attempt to schedule work activities for times of the year when impacts to the CRLF would be minimal. For example, work that would affect large pools that may support breeding shall be avoided, to the maximum degree practicable, during the breeding season (November through May). Isolated pools that are important to maintain CRLF through the driest portions of the year shall be avoided, to the maximum degree practicable, during the late summer and early fall. Habitat assessments, surveys, and coordination between the County and the USFWS during Project planning shall be used to assist in scheduling work activities to avoid sensitive habitats during key times of the year;
- To control sedimentation during and after Project implementation, the County shall implement Best Management Practices (BMPs) outlined in any authorizations or permits issued under the authorities of the Clean Water Act that it receives for the specific Project. If BMPs are ineffective the County, in coordination with USFWS, shall attempt to remedy the situation immediately;
- Intakes shall be completely screened with wire mesh not larger than 0.2 inch to prevent CRLF from entering a pump system should dewatering be required by the proposed Project. Water shall be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction activities any diversions or barriers to flow shall be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the stream bed shall be minimized to the maximum

extent possible; any imported material shall be removed from the stream bed upon completion of the Project;

- Unless approved by the USFWS water shall not be impounded in a manner that may attract CRLF;
- A USFWS-approved biologist shall permanently remove any individuals of non-native species, such as bullfrogs (Rana catesbeiana), signal and red swamp crayfish (Pacifasticus leniusculus; Procambarus clarkii), and centrarchid fishes from the Project area to the maximum extent possible. The USFWS-approved biologist shall be responsible for ensuring his or her activities are in compliance with the CDFW Code;
- If the County demonstrates that disturbed areas have been restored to conditions that allow them to function as habitat for the CRLF, these areas shall not be included in the amount of total habitat permanently disturbed;
- To ensure that diseases are not conveyed between work sites by the USFWS-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Populations Task Force shall be followed at all times;
- Project sites shall be re-vegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. Locally collected plant materials shall be used to the extent practicable. Invasive, exotic plants shall be controlled to the maximum extent practicable. This measure shall be implemented in all areas disturbed by activities associated with the Project unless the USFWS and the County determine that it is not feasible or practical;
- Herbicides shall not be the primary method used to control invasive, exotic plants. However, if the County determines the use of herbicides is the only feasible method for controlling invasive plants at the Project site, the following additional protective measures for the CRLF shall be implemented:
    - Herbicides shall not be used during the breeding season for the CRLF;
    - A qualified biologist hired by the County shall conduct surveys for the CRLF immediately prior to the start of any herbicide use. If found, CRLF shall be relocated to suitable habitat far enough from the Project area that no direct contact with herbicides would occur;
    - Giant reed and other invasive plants shall be cut and hauled out by hand and then painted with glyphosate or glyphosate-based products, such as Aquamaster® or Rodeo®;
    - Licensed and experienced Caltrans staff or a licensed and experienced contractor shall use a hand-held sprayer for foliar application of Aquamaster® or Rodeo® where large monoculture stands occur at the Project site;
    - All precautions shall be taken to ensure that no herbicide is applied to native vegetation;
    - Herbicides shall not be applied on or near open water surfaces (no closer than 60 feet from open water);
    - Foliar applications of herbicide shall not occur when wind speeds are in excess of 3 miles per hour;
    - No herbicides shall be applied within 24 hours of forecasted rain;

  - Application of all herbicides shall be done by qualified personnel retained by the County to ensure that overspray is minimized, that all application is made in accordance with label recommendations, and all safety measures associated with herbicide application is implemented. A safe dye shall be added to the mixture to visually denote treated sites. Application of herbicides shall be consistent with the U.S. Environmental Protection Agency's Office of Pesticide Programs, Endangered Species Protection Program county bulletins; and,
  - All herbicides, fuels, lubricants, and equipment shall be stored, poured, or refilled at least 60 feet from riparian habitat or water bodies in a location where a spill would not drain directly toward aquatic habitat. Construction contractors retained by the County shall ensure that contamination of habitat does not occur during such operations. Prior to the onset of work the County shall ensure that a plan is in place for a prompt and effective response to accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

- During placement of Rock Slope Protection (RSP), native topsoil from the channel shall be incorporated within the RSP to provide a seeding and planting medium. Areas of RSP above the OHWM shall be revegetated with the seed mix specified above in **Table B**. In addition, locally-obtained willow cuttings/poles shall be installed within the lower sections of the RSP near the OHWM.

With implementation of the measures discussed above in **Mitigation Measure BIO-10** impacts to CRLF would be less than significant.

Coast Range Newt

The Coast Range newt (*Taricha torosa*) is a State species of concern but has no federal status. This species is found along the coast and coast range mountains from Mendocino County to San Diego County. A geographically separated population of this species is found in the southern Sierra Nevada from northern Kern County to a zone of intergradation with the Sierra newt along the Kaweah River in Tulare County.

The CNDDB contains two records of the Coast Range newt within 10 miles of the BSA. In 2001 a specimen was located in a stock pond approximately 3.5 miles south of the BSA and in 1998 a specimen was located approximately 8 miles east of the BSA.

The reach of Pinacate Rock Creek in the BSA may provide breeding or dispersal habitat for the Coast Range newt and the mixed willow riparian vegetation provides potential terrestrial habitat. Though this species was not observed during field investigations, it could be present in the BSA.

Project implementation would remove 0.11 acre of mixed willow vegetation in the BSA as a result of placement of RSP, fill, and roadway realignment, which is potential upland habitat for Coast Range newt. Temporary impacts, totaling 0.10 acre, would also occur during removal of the old bridge, access for installation of RSP, and access for placement of fill along new road prism. In addition, the Project would permanently impact 0.01 acre of wetlands as a result of placement of RSP which is potential aquatic habitat for Coast Range newt. The Project would also result in temporary impacts to

0.02 acre of wetlands during temporary dewatering activities. Indirect effects may occur due to potential degradation of water quality until the plants in the revegetated area are established.

The following mitigation measure would be implemented to reduce impacts to Coast Range newt:

Mitigation Measure BIO-11:

- Prior to the start of construction activities in the mixed willow area of Pinacate Rock Creek, the reach of the creek within the BSA shall be surveyed by a qualified biologist for the presence of Coast Range newts. If Coast Range newts are observed in the BSA they shall be relocated outside of the work area by a qualified biologist;
- Following completion of the new bridge, all fill slopes, creek banks with RSP, temporary impact, and/or otherwise graded areas shall be restored to preconstruction contours (if necessary) and revegetated with the native seed mix specified above in Table B; and,
- During placement of RSP native topsoil from the channel shall be incorporated within the RSP to provide a seeding and planting medium. Areas of RSP above the OHWM shall be revegetated with the seed mix specified above in Table B. In addition, locally-obtained willow cuttings/poles shall be installed within the lower sections of the RSP near the OHWM.

With implementation of the measures discussed above in **Mitigation Measure BIO-11** impacts to Coast Range newt would be less than significant.

Implementation of **Mitigation Measures BIO-1** through **BIO-11** potential impacts to federally and state listed species would be reduced to a less than significant impact.

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

Less Than Significant with Mitigation Incorporated. The proposed Project is located in an area where natural communities exist. Vegetation communities and land uses occurring within the BSA includes two natural communities of special concern: Mixed Willow Series and Watercress/Wild Rye Wetland. Natural communities comprise a 0.93 acre area of the BSA and **Table C: Natural Communities in the BSA** describes the acreage of each natural community located in the BSA.

Table C: Natural Communities in the BSA

Natural Community	Acres
Mixed Willow Series	0.86
Watercress/Wild Rye Wetland	0.07
Total	**0.93**

Source: LSA Associates, Inc. *Rocks Road Bridge Replacement Biological Assessment,* April 2013.

Mixed Willow Series
The mixed willow series within the Project area, totaling approximately a 0.86 acre area of the BSA, occurs primarily along the reach of Pinacate Rock Creek south of Rocks Road. Goodding's black willow (*Salix gooddingii*), arroyo willow (*S. lasiolepis*) and narrow-leaved willow (*S. exigua*) are dominant and form a dense overstory and thicket. A limited number of coast live oak and black walnut (*Juglans californica*) are also present. Poison hemlock (*Conium maculatum*), California blackberry (*Rubus ursinus*), and poison oak (*Toxicodendron diversiloba*) are the primary understory species. Horsetail (*Equisetum* sp.) is present in patches near the bridge and under openings in the canopy. Two 30-foot tall walnut trees and a willow are located close to the existing bridge.

Project implementation would remove a 0.11 acre area of mixed willow vegetation in the BSA due to placement of RSP, fill, and roadway realignment. The 30-foot tall willow and walnut trees located in the new roadway alignment would also require removal. Temporary impacts would total a 0.10 acre area and would occur due to removal of the existing bridge, access for installation of RSP, and access for placement of fill along the new roadway alignment.

Watercress Wild Rye Wetland
The watercress-wild rye wetland community is not a Keeler-Wolf series but is named according to the dominant species present. This community, totaling approximately a 0.07 acre area within the BSA, is located in the westernmost part of the reach of Pinacate Rock Creek north of Rocks Road. Vegetation is dominated by watercress (*Rorippa nasturtium-aquatica*) and blue wild rye (*Elymus glaucus*). Secondarily important species in this area include creeping wild rye (*Leymus triticoides*) and soft rush (*Juncus effusus*). Tule (*Scirpus acutus occidentalis*), broad-leaf cattail (*Typha latifolia*), nutsedge (*Cyperus eragrostis*), and dock (*Rumex* sp.) are also present.

The watercress wild rye wetland natural community would not be directly impacted by Project implementation and mitigation measures presented below would reduce indirect impacts.

The following mitigation measures would be implemented to reduce direct and indirect impacts to the Mixed Willow Series and Watercress Wild Rye Wetland Natural Communities within the Project site:

Mitigation Measure BIO-12:

- Work in the live channel of Pinacate Rock Creek shall be minimized to the extent possible;
- Work shall occur during periods of low flow in Pinacate Rock Creek. Consistent with measures to protect CRLF, a window of June 1 through October 15 shall be observed for work in waters or riparian areas;
- Brightly colored fencing shall be placed along the limits of work areas to protect habitat adjacent to Pinacate Rock Creek. Fencing shall be maintained in good condition for the duration of construction activities;
- Staging areas, access routes, and construction areas shall be located outside of wetlands and riparian areas to the maximum extent practicable;
- During demolition of the existing bridge a heavy tarp, temporary decking, or equivalent structure shall be placed beneath the bridge to collect debris falling from the bridge and prevent it from entering Pinacate Rock Creek. This measure may also apply during construction of the new bridge deck;

- Measures consistent with the current Caltrans' Construction Site Best Management Practices (BMP) Manual (including the Storm Water Pollution Prevention Plan [SWPPP] and Water Pollution Control Plan [WPCP] Manuals) shall be implemented to minimize effects to wetlands resulting from erosion, siltation, etc. during construction;
- Following completion of the new bridge, all fill slopes, temporary impact and/or otherwise disturbed areas shall be restored to preconstruction contours (if necessary) and revegetated with the native seed mix specified above in Table B. Invasive exotic plants shall be controlled to the maximum extent practicable;
- During placement of RSP native topsoil from the channel shall be incorporated within the RSP to provide a seeding and planting medium. Areas of RSP above the OHWM shall be revegetated with the seed mix specified above in Table B. In addition, locally-obtained willow cuttings/poles shall be installed within the lower sections of the RSP near the OHWM; and,
- Prior to issuance of a grading permit or other authorization to proceed with Project construction, the Project proponent shall obtain any regulatory permits that are required from the ACOE, RWQCB, and /or CDFW.

Mitigation Measure BIO-13: The removal of mixed willow riparian vegetation shall be compensated for at a 3:1 ratio. Mitigation shall be accomplished using one of the following methods or by using a combination of the methods, contingent upon approval by the CDFW, ACOE, and RWQCB:

- Preservation, creation, and/or restoration of the impacted resources at a minimum ratio of 3:1. This work shall occur solely within the Project impact area;
- Purchase of credits at an approved mitigation bank at a minimum 1:1 mitigation ratio; and,
- All mitigation lands shall be protected in perpetuity through recordation of a conservation easement or equivalent method.

Mitigation Measure BIO-14:

- Work in the live channel of Pinacate Rock Creek shall be minimized to the extent possible;
- Work shall occur during periods of low flow in Pinacate Rock Creek. Consistent with measures to protect CRLF, a window of June 1 through October 15 shall be observed for work in waters or riparian areas;
- Brightly colored fencing shall be placed along the limits of work areas to protect habitat adjacent to Pinacate Rock Creek. Fencing shall be maintained in good condition for the duration of construction activities;
- Staging areas, access routes, and construction areas shall be located outside of wetlands and riparian areas to the maximum extent practicable;
- During demolition of the existing bridge a heavy tarp, temporary decking, or equivalent structure shall be placed beneath the bridge to collect debris falling from the bridge and prevent it from entering Pinacate Rock Creek. This measure shall also apply during construction of the new bridge deck;

- Measures consistent with the current Caltrans' Construction Site BMPs Manual (including the SWPPP and WPCP Manuals) shall be implemented to minimize effects to wetlands resulting from erosion, siltation, etc. during construction; and,
- Following completion of the new bridge, all fill slopes, temporary impact, and/or otherwise disturbed areas shall be restored to approximate preconstruction contours (if necessary) and revegetated with the native seed mix specified above in Table B. Invasive exotic plants shall be controlled to the maximum extent practicable.

With implementation of **Mitigation Measures BIO-12** through **BIO-14** impacts to natural communities due to development of the proposed Project would be reduced to a less than significant level.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less Than Significant with Mitigation Incorporated. Aquatic resources within the BSA consist of Pinacate Rock Creek and its associated wetlands and willow riparian community. Pinacate Rock Creek within the BSA is a perennial, low-gradient stream within a well-defined channel. The creek bed is composed of bedrock, cobble, and sand. The creek flows east to west through the BSA and joins Pinacate Rock Creek prior to draining into Elkhorn Slough approximately 8.5 miles to the west of the Project site. Pooled areas directly adjacent to the existing bridge are present as the water within the creek channel moves at a slower velocity at this location.

Potential wetland areas within the BSA are located along the length of Pinacate Rock Creek except under the existing bridge deck and the portion of the channel at the east end of the BSA. Vegetation within these wetland areas are dominated by a variety of hydrophytic species including Goodding's black willow, water cress, blue wild rye, soft rush, rice cutgrass (*Leerzia oryzoides*), and California blackberry (*Rubus ursinus*). Other representative species include nutsedge, broadleaved cattail (*Typha latifolia*), tule, horsetail, and poison hemlock (*Conium maculatum*). The areas with these species and the indicators for hydric soils and wetland hydrology are all sufficient to meet ACOE criteria for wetland designations.

The Project would impact wetlands and non-wetland waters subject to regulation by the ACOE, RWQCB, and CDFW, as summarized below in Table D: Jurisdictional Waters in the BSA.

Table D: Jurisdictional Waters in the BSA

Features	Area (acres)
Wetland Waters of the U.S.	
Mixed Willow Riparian	0.17
Watercress-Wild Rye Wetlands	0.07
Subtotal Wetlands	***0.24***
Non-Wetland Waters of the U.S.	
Pinacate Rock Creek	0.10
Subtotal Non-wetlands	***0.10***
Total Waters of the U.S.	**0.34**
CDFW 1602 Wetland Waters	
Narrow-leaved Willow Riparian	0.86
Watercress-Wild Rye Wetlands	0.07
Total CDFW 1602 Waters	**0.93**

Source: LSA Associates, Inc. *Rocks Road Bridge Natural Environmental Study*, March 2013.

Total Waters of the U.S. within the BSA are limited to the reach of Pinacate Rock Creek and total a 0.34 acre area. Wetlands within the BSA, totaling a 0.24 acre area, are located along most of the length of the creek channel. Non-wetland waters (a 0.10 acre area), consist of the deeper, un-vegetated area of Pinacate Rock Creek channel which is upstream from the existing bridge.

Project implementation would result in permanent and temporary impacts to Waters of the U.S. Permanent impacts to wetlands, totaling a 0.01 acre area, would occur due to RSP being placed along banks and development of portions of the new bridge abutments. Temporary impacts to wetlands, totaling a 0.02 acre area would occur during dewatering activities. Dewatering activities include placement of the temporary falsework needed for construction of the new bridge and placement of RSP. Permanent impacts to non-wetland waters, totaling a 0.02 acre area, would occur due to the widening of the approaches to the new bridge along Rocks Road. Temporary impacts to non-wetland waters, totaling a 0.01 acre area, would occur during dewatering activities. Dewatering activities include placement of temporary falsework for new bridge construction and placement of RSP, cofferdam and pipe culvert.

The Waters of the U.S. would be temporarily and permanently impacted by Project implementation and are regulated by the ACOE under Section 404 of the Clean Water Act (CWA). It is expected that the proposed discharge into Pinacate Rock Creek during construction of the proposed Project would be authorized by the ACOE using Nationwide Permit (NWP)14-Linear Transportation Projects. As a

BMP and in accordance with the conditions of NWP 14, a Preconstruction Notification would be submitted to the ACOE for verification that the discharges associated with construction of the proposed Project would comply with the conditions of the subject NWP.

Jurisdictional Waters in the BSA, totaling a 0.93 acre area, include the live channel of Pinacate Rock Creek and any adjacent riparian vegetation (i.e., mixed willow series and watercress-wild rye wetland). Project implementation would result in permanent impacts to a 0.10 acre area of waters within CDFW jurisdiction due to construction of the replacement bridge abutments, development of the wing walls and retaining walls, and RSP being placed along banks and portions of the new bridge abutments. The proposed Project would also result in temporary impacts to a 0.08 acre area of waters within CDFW jurisdiction during placement of the temporary falsework that would be needed for construction of the new bridge. As a BMP and in accordance with the CDFW the impacts to these resources would require a Lake and Streambed Alteration Agreement from CDFW under Sections 1600-1616 of the Fish and Game Code.

Implementation of **Mitigation Measures BIO-12** through **BIO-14** as well as the BMPs discussed above would reduce temporary and permanent impacts to federally protected wetlands to a less than significant level.

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?

Less Than Significant with Mitigation Incorporated. Wildlife movement corridors are linear habitats that function to connect two or more areas of significant wildlife habitat. These corridors may function on a local level as links between small habitat patches (e.g., streams in urban settings) or may provide critical connections between regionally significant habitats (e.g., deer movement corridors). Wildlife corridors typically include vegetation and topography that facilitate the movements of wild animals from one area of suitable habitat to another in order to fulfill foraging, breeding, and territorial needs. These corridors often provide cover and protection from predators that may be lacking in surrounding habitats. Wildlife corridors generally include riparian zones and similar linear expanses of contiguous habitat.

Pinacate Rock Creek within the BSA is at the upper end of the watershed and provides a link between inland habitats and the more coastal habitats near the confluence with Elkhorn Slough. Therefore, Pinacate Rock Creek provides a potential movement corridor for smaller species of wildlife. Implementation of **Mitigation Measures BIO-1** through **BIO-14** as described above would ensure that species would still be able to use the area as a movement corridor and would also ensure that Pinacate Rock Creek remains as a viable movement corridor for species. Impacts would be less than significant with implementation of **Mitigation Measures BIO-1** through **BIO-14**.

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

Less Than Significant Impact. The County of San Benito protects and manages woodlands through implementation of Chapter 19.33: Management and Conservation of Woodlands in the San Benito County Code of Ordinances.[1] The County understands the benefits that woodlands provide to

[1] County of San Benito, County Code of Ordinances, Chapter 19.33: Management and Conservation of Woodlands, Sections 19.33.001 through 19.33.016.

communities including reducing air and noise pollution, providing of shade and cooling, furnishing habitat for wildlife, stabilizing soils and protect against erosion, enhancing aesthetics and property value and increase community image and quality of life. Specifically, this ordinance is concerned with oak woodlands which are an integral part of California's living environment and provide cover, breeding areas, and food for over 331 vertebrate species. The ordinance is intended to control the removal of protected woodlands and maintain and enhance tree cover on improved or unimproved property to ensure that values and benefits provided by native trees are realized; prevent unpermitted wholesale removal of a majority of native trees on a parcel prior to application for a development permit; protect woodland environments on agricultural land through an educational outreach program; and, educate residents of the county about the functions, benefits and values of woodlands to further the protection, conservation and regeneration of trees. The ordinance protects trees native to San Benito County including: Black Oak; Blue Oak; Blue Oak-Foothill Pine; California Bay; California Black Walnut; California Buckeye; California Juniper; California Pepper; Canyon Live Oak; Coast Live Oak; Coastal Redwood; Common Manzanita; Coulter Pine; Digger Pine; Engelmann Oak; Gowen's Cypress; Incense Cedar; Interior Live Oak; Jeffrey Pine; Madrone; Monterey Pine; Mountain Mahogany; Pacific Wax Myrtle; Red Shanks; Scrub Oak; Sycamore; and, Tanbark Oak.

Project implementation would require the removal of a willow tree and a California Black Walnut tree because both trees are located in the new roadway alignment. The willow tree is not a native tree and is therefore not protected under the above-discussed County ordinance. However, the California Black Walnut tree is a native tree to San Benito County and is protected under the County ordinance. The California Black Walnut tree is located in the mixed willow series which is located primarily along the reach of Pinacate Rock Creek that lies south of Rocks Road. Per the County Ordinance, a "tree pruning/removal permit" would be required as a condition of approval for removing the Black Walnut Tree. Implementation of **Mitigation Measure BIO-13**, described above, would reduce the impacts associated with the permanent loss of the mixed willow series and in turn would also mitigate for the removal of the California Black Walnut tree beyond the mitigation required in the County ordinance. Impacts would be less than significant.

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 site is not subject to any local, regional or State habitat conservation plans. Therefore, no impacts would occur with implementation of the proposed Project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Environmental Setting

A Historic Property Survey Report (HPSR) and Archaeological Survey Report (ASR) (April 16, 2012) were completed by LSA for the proposed Project. These studies consisted of background research, consultation with potentially interested parties, and a field survey. The information for the following section was based on these two studies.

Cultural Resources. The Rocks Road Bridge (No. 43C-0053) crosses Pinacate Rock Creek and was built in 1930. The bridge is approximately 24 feet long and 20 feet wide. Caltrans has determined the bridge to be functionally obsolete and ineligible for listing on the National Register of Historic Places.

Research was conducted regarding historical properties and Native American cultural sites in an Area of Potential Effect (APE) associated with the proposed Project. The APE for the Project was established as approximately 950 feet long and 185 feet wide, encompassing both sides of Pinacate Rock Creek at Rocks Road Bridge. The approximately four-acre APE is located one half mile south of U.S. 101, three quarters of a mile west of Via Vaquero Norte Road, approximately four miles west of San Juan Bautista, and just east of Little Merrill Road intersecting with Rocks Road. The APE has been bounded to include the maximum extent of ground disturbing activities and all utility relocations. A record search of the APE at a ¼-mile radius was conducted on August 19, 2011 at the Northwest Information Center (NWIC) of the California Historical Resources Information System, Sonoma State University, in Rohnert Park, California. The search resulted in the finding of the following two resources:

- CA-SBN-209H. This resource is a segment of Rocks Road in the current APE on the historic alignment of the San Juan-Watsonville Road. A portion of Rocks Road was evaluated and determined to be ineligible for the National Register of Historic Places and the California Register of Historical Resources; and,

- C-1321. This resource is a cave with "Indian pictographs." No evidence of C-1321 was identified during the field survey despite a focus on rock outcrops in the APE.

Consultation with the *Native American Heritage Commission* (NAHC) occurred on August 22, 2011, and the results indicated that a records search of the Sacred Lands File "failed to indicate the presence of Native American cultural resources in the immediate project area." On September 6, 2011 eight local Native American Tribe representatives were contacted regarding the location of the proposed Project. Of the eight representatives that were contacted, five did not respond to the request, and three did respond. The representative from the Amah Mutsun Tribal Band emphasized "that the area was sacred to his people" and requested a copy of the finished report. A second representative from the Amah Mutsun Tribal Band indicated that, "In the Mutsun world this was a place of power…one of the places where evil entered and the underworld (sic). We would like further consultation." A response to this request was sent on October 25, 2011, and no return response has been received to date. The representative from the Trina Marine Ruano Family stated "she had no concerns about cultural resources in the APE."

Archaeological Sensitivity. The archaeological sensitivity assessment included a review of publications and maps for archaeological and environmental information about the soils, geology, and sediments in the APE. Although the soil profile of the APE suggests the possibility of a buried soil horizon, the sensitivity for archaeological deposits appears low because the APE would not have been conducive to preserving buried cultural resources due to periodic flooding, because the installation of the existing Rocks Road and bridge have already impacted the APE, and because excavation for the proposed Project would be limited to replacing the existing road, bridge, and relocation of utility poles.

Discussion

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

Less Than Significant with Mitigation Incorporated. As described above, research was conducted to determine if historical and Native American sensitive sites were located within the APE or surrounding the Project site. Two historical resources were identified; however, historical resource CA-SBN-209H was determined to be ineligible for the National Register of Historic Places and the California Register of Historical Resources and historical resource C-1321 was not identified during field surveys despite a focus on rock outcrops in the APE.

It cannot be definitively stated that no previously unidentified archaeological deposits that meet the definition of historical resources would be encountered during Project activities. Should resources be discovered and damaged during Project activities, a substantial adverse change in their significance could occur, which could potentially result in a significant impact.

Implementation of **Mitigation Measure CULT-1** would reduce impacts to previously undiscovered historical resources to a less than significant level.

> **Mitigation Measure CULT-1:** If deposits of prehistoric or historical archaeological materials are discovered during non-monitored Project activities, all work within 25 feet of the discovery shall

be redirected and a qualified archaeologist contacted, if one is not present, to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. San Benito County shall also be notified. Project personnel shall not collect or move any archaeological materials.

It is recommended that adverse effects to the archaeological resources be avoided by Project activities. If avoidance is not feasible, the archaeological deposits shall be evaluated to determine if they qualify as a historical resource or unique archaeological resource or as historic property. If the deposits do not so qualify avoidance is not necessary. If the deposits do qualify, adverse effects on the deposits shall be avoided or such effects shall be mitigated. Mitigation may consist of, but is not limited to, recovery and analysis of the archaeological deposit; recording the resource; preparing a report of findings; and accessioning recovered archaeological materials at an appropriate curation facility. Educational public outreach may also be appropriate.

Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results and provide recommendations for the treatment of the archaeological deposits discovered. The report shall be submitted to San Benito County.

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

Less Than Significant with Mitigation Incorporated. No archaeological resources, as defined by §15064.5, have been identified in the Project area. Archaeological resources are not anticipated to be discovered during Project activities.

It is possible that previously unknown buried archaeological deposits could be discovered during grading and excavation work associated with construction. Prehistoric materials can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, basalt or quartzite tool making debris; bone tools; culturally darkened soil (e.g., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, faunal bones, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Prehistoric archaeological sites often contain human remains. Historical materials can include wood, stone, concrete, or adobe footings, walls and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, metal and other refuse. Implementation of **Mitigation Measure CULT-1** would reduce impacts to previously undiscovered resources to a less than significant level.

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

Less Than Significant with Mitigation Incorporated. No paleontological resources or unique geologic features are known to exist within the APE. However, should paleontological resources or unique geologic features be discovered during Project construction, the following **Mitigation Measure** shall be implemented:

Mitigation Measure CULT-2: If paleontological resources are encountered during Project subsurface construction and no monitor is present, all ground-disturbing activities shall be redirected within 50 feet of the resource until a qualified paleontologist can be contacted to evaluate the resource and make recommendations. If Project activities cannot avoid the paleontological resources, a paleontological evaluation and monitoring plan, as described above,

shall be implemented. Adverse effects to paleontological resources shall be mitigated, which may include monitoring, data recovery and analysis, a final report, and the accession of all fossil material to a paleontological repository. Upon completion of Project ground-disturbing activities, a report documenting methods, findings, and recommendations shall be prepared and submitted to the paleontological repository.

Implementation of **Mitigation Measure CULT-2** would reduce impacts to a less than significant level to paleontological resources or unique geologic features if discovered during Project construction activities.

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

Less Than Significant with Mitigation Incorporated. No human remains are known to exist within the APE. Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of San Benito County has determined whether or not the remains are subject to the coroner's authority. There is no indication that human remains are present within the Project site. Implementation of **Mitigation Measure CULT-3** would ensure that potential impacts to human remains, should they be encountered, would be reduced to a less than significant level.

Mitigation Measure CULT-3: If human remains are encountered during Project activities, work within 25 feet of the discovery shall be redirected and the San Benito County Sheriff's Office Coroner notified immediately. At the same time an archaeologist shall be retained to assess the situation and consult with agencies as appropriate. The Project proponent shall also be notified. Project personnel shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner shall notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission would identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated artifacts.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS				
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Environmental Setting

Information in this section was gathered from the San Benito County General Plan and the *Foundation Report (Draft)* (February 9, 2012 – attached as Appendix B) prepared for the proposed Project. Design recommendations identified in the *Foundation Report* would be implemented as part of the proposed Project to ensure that the new bridge would be compliant with Caltrans and San Benito County seismic and geological safety standards.

San Benito County is located within the Coastal Ranges Geomorphic Province. The northern central portion of the county is characterized by the relatively flat San Juan, Hollister, and Santa Ana Valleys that are composed of alluvium. These fertile valleys support extensive agriculture activities and are

surrounded by the mountains of the Diablo Range to the east and the Gablian Range to the west. Active geologic features within the County are well known including the most significant geologic feature: the San Andreas Fault Zone. The Project site is located north of the Call Mountain Range and south of the Las Aguilas Mountain Range.

The San Andreas Fault is a right-lateral strike-slip fault and spans the length of San Benito County, stretching 60 miles from the Santa Cruz County line in the north to the Monterey County line in the south. There are several other known faults in the County including the Calaveras, Sargent, Paicines, Bear Valley, Zayante-Vergeles, and Quien-Sabe Faults. The Project site is located outside the designated State of California "Special Studies Zones" (1982) for active faulting and no mapped evidence or potentially active faulting was found within or near the Project boundary. The nearest fault to the proposed Project is the San Andreas Fault Zone (Santa Cruz Mountains Section) approximately 1.5 miles to the northwest.

The California Geologic Survey Probabilistic Seismic Hazard Assessment (PHSA) calculates earthquake shaking hazards through historic seismic activity and fault slip rates. Four PHSA-identified faults are present within San Benito County including: the San Andreas; Calaveras, Zayante-Vergeles, and Quien-Sabe Faults. Shaking from these faults is expressed as the Peak Ground Acceleration (PGA) measured as a percentage (or fraction) of acceleration due to gravity (%g) from ground motion that has a 10 percent probability of being exceeded in 50 years. The Project site is located in an area of San Benito County with a PGA of 77 percent (0.77 g).[1]

Seismic ground shaking can result in soil compaction and settlement. If the sediments that compact during an earthquake become saturated they are subject to liquefaction. If liquefaction occurs soil loses its supporting structure resulting in a condition where buildings and other constructed facilities could settle into the ground. Liquefaction mapping of San Benito County has not occurred; however, it is reasonable to assume that liquefaction hazards exist near surface streams and in areas of unconsolidated sediment within San Benito County. The Project site is located on soil that is susceptible to potential liquefaction and post-liquefaction settlement is estimated to be 1.3 inches.[2]

Slope instability (landslides and rockfalls) can result in the movement of material down a slope or gradient. Areas at risk from landslides within San Benito County are expected to be concentrated along steep topographical slopes. The Project site is surrounded by gentle hillsides and the potential for landslides and/or rockfalls is low.

Soil types located within the Project area include the following:

- **Botella Loam, 2 to 9 percent slope (BoC) –**This soil is gently to moderately sloping and occurs on alluvial fans. It has a loam surface layer and a clay and a clay loam subsoil, and 5 to 15 percent of the entire soil profile is gravel. This soil is well drained. Permeability is moderately slow. Runoff is slow to medium, and the erosion hazard is slight to moderate. This Botella soil is

[1] Parikh Consultants, Inc. Foundation Report (Draft) Rocks Road Bridge Replacement, San Benito County, California, Bridge No. 43C53, February 9, 2012, pg. 6.

[2] Parikh Consultants, Inc. Foundation Report (Draft) Rocks Road Bridge Replacement, San Benito County, California, Bridge No. 43C53, February 9, 2012, pg. 7.

used for dryland hay, grain, and beans and for annual pasture and range. The Project site is composed of 2.56 acres of Botella loam on 2 to 9 percent slope soil;

- **Sedimentary Rock Land (SeG) –** Sedimentary rock land consists of outcrops of moderately hard sandstone and shale and areas of very thin soils. The rock outcrops generally make up 35 to 90 percent of the soil surface. The plant cover is sparse to moderately thick and consists of low brush, small areas of sparse grasses, and some scattered oaks and Digger pine. Drainage is excessive and a moderate to large amount of silt is washed away. This land is used for watersheds, wildlife, and recreation. The Project site is composed of 0.06 acre of Sedimentary Rock Land.

Botella Loam soil type has a moderate shrink-swell potential (subsidence).[1] Sedimentary Rock Land is not rated for subsidence characteristics according to the Soil Survey of San Benito County, California.

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.

Less than Significant Impact. Surface rupture occurs when the ground surface is broken due to fault movement during an earthquake. The location of surface rupture generally can be assumed to be along an active or potentially active major fault trace. The Project site is not located within an Alquist-Priolo Earthquake Fault Zone[2]; however, the Project site is located 1.5 miles to the southwest of the San Andreas Fault (Santa Cruz Mountains Section) which has been identified as an Alquist-Priolo Earthquake Fault Zone. The San Andreas Fault (Santa Cruz Mountains Section) is the closest fault to the Project site. No active or potentially active faults have been mapped at the Project site; therefore, potential for fault rupture that would expose people or structures to injury or death is low. Impacts would be less than significant.

ii) Strong seismic ground shaking?

Less than Significant with Mitigation Incorporated. The Project site, San Benito County, and Northern California are in a seismically active region subject to strong seismic ground shaking. Ground shaking is a general term referring to all aspects of motion of the earth's surface resulting from an earthquake and is normally the major cause of damage in seismic events. The extent of ground-shaking is controlled by the magnitude and intensity of the earthquake, depth of the epicenter, distance from the epicenter, and local geologic conditions.

[1.] U.S. Department of Agriculture, Soil Survey San Benito County, California, pg. 85, November 1969.

[2] California Emergency Management Agency, Hazard Mitigation Website, http://myplan.calema.ca.gov/. Accessed August 7, 2013.

The Working Group on California Earthquake Probabilities (WGCEP) 2008 Report showed there is a 93 percent probability that a magnitude 6.7 or greater earthquake and a 16 percent probability of magnitude 7.5 or greater earthquake would occur during the next 30 years in northern California. Individual faults within San Benito County with the highest earthquake probabilities cited in the 2008 report were the San Andreas and Calaveras Faults. The Project site is located in an area that has the potential to experience Peak Ground Acceleration of 77 percent (0.77 g) during such a seismic event. Although the Project site could be exposed to strong seismic ground shaking, the proposed Project would be constructed using design recommendations as discussed in the *Foundation Report*. The design recommendations would be compliant with seismic safety standards of Caltrans and San Benito County for bridge development and roadway improvements. Impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant with Mitigation Incorporated. Soil liquefaction is a phenomenon primarily associated with the saturated soil layers located close to the ground surface. These soils lose strength during ground shaking. Due to the loss of strength, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that lie relatively close to the ground surface. However, loose sands that contain a significant amount of fines (minute silt and clay fraction) may also liquefy. According to the United States Department of Agriculture Natural Resources Conservation Service Web Soil Survey, soils at the Project site include Botella Loam and Sedimentary Rock Land.[1] These soils have a potential risk of liquefaction during a seismically related event; therefore, the following **Mitigation Measure** would be implemented:

> **Mitigation Measure GEO-1:** The replacement bridge would be supported by 24-inch diameter Cast-In-Drilled-Hole piles. These piles shall extend through the potentially liquefiable soil zone to a specified tip elevation depth of 256 feet at Abutment 1 and 262 feet at Abutment 2. Each abutment shall have 13 piles (each shall be 24-inches in diameter) and shall extend 24 feet below the pile cap (29 feet below the creek invert) at Abutment 1 and 18 feet below the pile cap (23 feet below the creek invert) at Abutment 2.

With implementation of **Mitigation Measure GEO-1** failure of the bridge due to liquefaction would be reduced, and impacts would be less than significant.

iv) Landslides?

Less than Significant Impact. The Project site is surrounded by gently sloped rolling hills and flat agricultural land. The proposed Project is located in an area that has a low susceptibility to landslides. Implementation of the proposed Project would not alter slopes or hills adjacent to the site in a manner that would increase the risk of a landslide occurring. Although the likelihood of a seismically induced landslide is minimal in the Project area; the new bridge associated with the proposed Project would be engineered to withstand damage from potential landslide activity. Additionally, during construction of the proposed Project channel slope protection techniques would be implemented along the creek channel to ensure that soil remains in place and landslides falling into the creek would not occur.

[1] United States Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey (WSS), http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm. Accessed August 8, 2013.

Implementation of the proposed Project would not adversely impact persons or structures due to landslides. Impacts would be less than significant.

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

Less Than Significant with Mitigation Incorporated. The proposed Project site is located on relatively flat land; therefore, construction activities associated with the proposed Project are not anticipated to result in substantial soil erosion or loss of topsoil. Once the proposed bridge replacement is completed, the disturbed construction area would be stabilized to prevent erosion. As a BMP, projects that disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, and 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 would require development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP should contain a project site map(s), which shows the construction site perimeter, existing and proposed facilities, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the Project site. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. To avoid substantial erosion or loss of topsoil during construction, the following mitigation measure would be implemented:

> **Mitigation Measure GEO-2:** Since the proposed Project site is greater than 1 acre in size, the construction contractor, prior to commencement of construction activities, shall develop a Stormwater Pollution Prevention Plan (SWPPP) that is in compliance with minimum requirements of the Environmental Project Agency's 2012 Construction General Permit. The SWPPP shall include Best Management Practices (BMPs) designed to reduce erosion and prevent sediment or other potential pollutants from leaving the work site or impacting water quality to Pinacate Rock Creek. The County shall require the construction contractor to implement BMPs for erosion and sedimentation outlines in the most recent version of the Erosion and Sediment Control Field Manual (California Regional Water Quality Control Board, 2002), the Environmental Protection Agency Construction Site Stormwater Runoff Control BMP Fact Sheets, or an equivalent publication. Below are some examples of the measures that shall be included and/or implemented in the SWPPP to reduce stormwater runoff during Project construction:
>
> - Best management practices outlined in the most recent version of the Erosion and Sediment Control Field Manual, published by the Regional Water Quality Control Board, or equivalent publication, shall be implemented for erosion, sediment and turbidity control during and after any ground clearing activities or any other project activities that could result in erosion or sediment discharges to surface water;
> - Exposed slopes shall be protected using temporary erosion control blankets, fiber rolls, silt fences, or other approved erosion and sediment controls;
> - Erosion prevention and sediment control measures shall be inspected and maintained until disturbed areas are stabilized;

- Disturbed ground surfaces near the creek bank shall be revegetated and monitored for future erosion;
- To ensure that stockpiled granular material does not enter the creek or storm drains, the material shall be covered with a tarp and surrounded with sand bags when rain is forecast;
- At the end of each working day roadways shall be cleaned and swept, and scrap, debris, and waste material shall be collected and disposed of properly;
- Vehicle or equipment cleaning shall be performed with water only, and in a designated, bermed area that shall not allow rinse water to run off-site or into the creek;
- Maintenance and fueling of construction vehicles and equipment shall be performed in a designated, bermed area or over a drip pan that shall not allow run-on of stormwater or runoff of spills; and
- Discharges to Pinacate Rock Creek shall be reported to the County immediately upon discovery and a written discharge notification must be submitted to the Regional Water Quality Control Board within seven (7) days of such a discharge.

Implementation of **Mitigation Measure GEO-2** would reduce potential impacts associated with soil erosion or loss of topsoil during construction activities. Impacts would be 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. The geological units of the Project site and its vicinity are generally mantled by quaternary alluvial sediments (Qoa, Qpa, and Qhy), from early Pleistocene to Holocene, which are mostly a mixture of unconsolidated sand, gravel and clay. The overlying rocks include sedimentary rocks (Toes and QTs) from Oligocene and (or) Eocene to early Pleistocene and (or) Pliocene eras. The primary sedimentary rock type is sandstone and secondary rock type is siltstone and other rock types include conglomerate. The potential hazards from landslide and liquefaction events at the Project site are low. The potential for liquefaction induced lateral spreading is also low. The soils located on the Project site are not susceptible to initial or future subsidence. Two geotechnical explorations (borings) were conducted and included one boring near each of the proposed abutment locations associated with the new bridge development. The *Foundation Report* includes design recommendations that would be implemented as part of the proposed Project. The design recommendations would be compliant with engineering standards of Caltrans and San Benito County for bridge development and roadway improvements and would therefore reduce potential damage to the proposed Project if a geological event (soil stability, landslides, lateral spreading, subsidence, liquefaction, or collapse) would occur. With implementation of these recommendations as part of the Project design, impacts would be less than significant.

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?

Less than Significant Impact. Expansion and contraction of volume can occur when expansive soils undergo alternating cycles of wetting (swelling) and drying (shrinking) and are generally associated with clayey soils. During these cycles the volume of the soil changes markedly. Expansive soils are

common throughout California and can cause damage to foundations and slabs unless properly treated during the construction process. The Botella Loam soil located at the Project site has a shrink-swell (expansive soil rating) rating of 0.50 (the Sedimentary Rock Land soil is not rated for shrink-swell potential due to the material its composed of). This rating indicates that the soil has a medium probability of being subject to shrink-swell processes. Although this soil is susceptible to shrink-swell processes, the proposed Project would be constructed using design recommendations as discussed in the *Foundation Report*. The design recommendations would be compliant with engineering standards of Caltrans and San Benito County for bridge development and roadway improvements would therefore reduce potential damage to the proposed Project from expansive soils. Additionally, the potential soil expansion on the Project site would not create substantial risks to life or property. Impacts associated with expansive soils would be less than significant.

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 proposed Project would not generate wastewater requiring disposal. Septic tanks are not proposed as part of the Project. Therefore, implementation of the proposed Project would not result in impacts to soils associated with the use of such wastewater treatment systems.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Environmental Setting

Emissions of greenhouse gases (GHGs) contribute to global climate change and have a broad global impact. Global climate change is a process whereby GHGs accumulating in the atmosphere contribute to an increase in the temperature of the earth's atmosphere. The principal GHGs contributing to global climate change are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), Ozone (O_3), and fluorinated compounds. These gases allow visible and ultraviolet light from the sun to pass through the atmosphere but they prevent heat from escaping back out into space. Among the potential implications of global climate change are rising sea levels and adverse impacts to water supply, water quality, agriculture, forestry, and habitats. In addition, global warming may increase electricity demand for cooling, decrease the availability of hydroelectric power, and affect regional air quality and public health. Like most air quality pollutants much of the GHG production comes from motor vehicles. GHG emissions can be reduced to some degree by improved coordination of land use and transportation planning on the city, county and subregional level, and other measures to reduce automobile use. Energy conservation measures can contribute to reduction in GHG emissions as well.

The primary existing sources of human-caused GHGs in the Project area are emissions from vehicles traveling along Rocks Road (traversing through the Project site) and U.S. 101 (located 0.37 miles north of the Project site).

Discussion

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

Less Than Significant with Mitigation Incorporated. GHG emissions associated with implementation of the proposed Project would occur over the short term due to construction activities, primarily consisting of emissions from construction equipment exhaust.

Short-Term GHG Emissions. Demolition and construction at the Project site would produce combustion emissions from various sources. During site preparation, demolition, and construction of the Project, GHGs would be emitted through the operation of construction equipment and from

worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4 and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site demolition and construction activities would vary daily as construction activity levels change.

Implementation of **Mitigation Measure GHG-1** would ensure that the proposed Project would reduce the generation of GHG emissions to below applicable threshold standards during the short term due to demolition and construction activities. With implementation of **Mitigation Measure GHG-1** impacts from short-term GHG emissions would be less than significant:

> **Mitigation Measure GHG-1:** To the extent feasible and to the satisfaction of the County of San Benito and Caltrans, the following measures shall be incorporated into the design, demolition, and construction of the proposed Project:
>
> - On-site idling of construction equipment shall be minimized (no more than 5 minutes maximum);
> - Biodiesel shall be used as an alternative fuel to diesel for at least 15 percent of the construction vehicles/equipment used if there is a biodiesel station within 5 miles of the Project site;
> - At least 10 percent of the building material shall be local to the extent feasible; and,
> - At least 50 percent of construction waste or demolition materials shall be recycled.

Long-Term GHG Emissions. The proposed Project would include existing bridge demolition, channel slope protection, approach roadway work, bridge construction, metal beam guard rail installation, bridge railing installation, temporary traffic control, right-of-way acquisition, temporary construction easements, and utility relocation. Once completed the new bridge on Rocks Road at Pinacate Rock Creek crossing would not generate any new vehicle trips which would contribute to an increase in GHG emissions. Therefore, the proposed Project would not cause a long-term increase in GHG emissions. Long-term impacts regarding GHG emissions would be less than significant.

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

No Impact. As discussed above the proposed Project would not generate new vehicle trips and, therefore, would not generate additional operational GHG emissions. Therefore, the proposed Project would be consistent with all applicable local plans, policies, and regulations and would not conflict with the provisions of AB 32, the applicable air quality plan, or any other State or regional plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. No impacts would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
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?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☒	☐	☐

Environmental Setting

A Phase I Initial Site Assessment (Parikh Consulting December 2011),a Final Report of Asbestos and Lead in Paint Inspection (Entek Consulting Group Inc. January 2013), and a Draft Aerially Deposited Lead Assessment (Blackburn Consulting January 2013) was prepared for the proposed Project (attached as **Appendix C**). The information for the following section was based on the aforementioned reports and information gathered from the San Benito County General Plan.

The San Benito County Department of Environmental Health enforces State regulations governing hazardous substance generators, hazardous substance storage, and the inspection, enforcement, and removal of underground storage tanks (UST) in the unincorporated areas of the County. The County of San Benito has tracked the following types of hazardous sites within its boundaries, as shown below in Table E: Types of Hazardous Sites in San Benito County (2010).

Table E: Types of Hazardous Sites in San Benito County (2010)

Type of Site	Number
Cleanup Program Site – Open	8
Cleanup Program Site - Closed	2
Leaking Underground Storage Tank (LUST) Cleanup Site - Open	12
Leaking Underground Storage Tank (LUST) Cleanup Site – Closed	43
Underground Storage Site (UST)	23
Land Disposal Sites	13

Source: San Benito County General Plan, Administrative Draft Background Report, August 2010, Table 11-10 Types of Hazardous Sites in San Benito County, pg. 11-72.

The Project site is located in an area dominated by open space (Grazing) land uses and single-family residential units. Construction and development activities occurring at the Project site could potentially expose nearby residents to hazardous materials.

The Project site and nearby land uses are not located in an area that is included on a list of material sites compiled pursuant to Government Code Section 65962.5. A search of environmental regulatory databases was conducted for the Project to determine whether documentation exists related to environmental incidents at the Project site or on surrounding properties. The databases searched and respective search distances from the Project site as specified by ASTM guidelines included are further discussed in the Phase I ISA attached in Appendix D. The results of the database search indicated there are no sites of environmental concern within the Project boundary or near the Project site.

Considering that the original bridge spanning Pinacate Rock Creek on Rocks Road was developed in 1930, the Project site may contain hazardous materials associated with the existing bridge (i.e., asbestos containing materials, lead-based paint) and the existing roadway (i.e., traffic striping, aerially-deposited lead).

Naturally occurring asbestos occurs in many coastal range counties including San Benito County. The San Benito County General Plan has identified areas where naturally occurring asbestos (NOA) occurs. Most of these locations occur in the southern half of the County and there are no areas around the Project site that are designated with NOA. NOA typically occurs in geological areas containing ultramafic rock or a fault/shear zone area. The Project site is located in a geological area of quaternary alluvial sediments, overlying sedimentary rocks, sandstone and siltstone, as well as conglomerate.

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 with Mitigation Incorporated. Construction of the proposed Project would involve the use of heavy equipment for grading, hauling, and handling materials. Use of this equipment may require the use of fuels and other common materials that have hazardous properties (e.g., fuels are flammable). These materials would be used in accordance with all applicable laws and regulations and, if used properly, would not pose a hazard to people, animals, plants or sensitive areas (Pinacate Rock Creek) on or near the Project site. All refueling of construction vehicles and equipment would occur within the designated staging area on the southern portion of the Project site. The use of such hazardous materials would be temporary and the proposed Project would not include a permanent use or source of hazardous materials. Implementation of **Mitigation Measure HAZ-1**, as presented below, would reduce this impact to a less than significant level.

> **Mitigation Measure HAZ-1:** The construction contractor shall prepare a Spill Prevention and Countermeasure Plan (SPCP) prior to the commencement of construction activities. The SPCP shall include information on the nature of all hazardous materials that will be used on-site. The SPCP 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 SPCP.

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 with Mitigation Incorporated. After construction the newly developed bridge on Rocks Road crossing Pinacate Rock Creek would operate similar to existing conditions; therefore, operation of the Project would not create a significant hazard to the public or environment. However, demolition and construction activities could expose construction workers and residents adjacent to the northwest boundary of the Project site to potentially hazardous materials, including: traffic striping, asbestos containing materials, lead containing paint, and aerially deposited lead (ADL).

Traffic Striping. Existing traffic striping within the Project area would include both yellow and white striping. Both types of striping are known to contain lead but older yellow striping is known to contain higher levels of heavy materials such as lead and chromium at concentrations in excess of the hazardous waste thresholds established by the California Code of Regulations (CCRs). When heated yellow striping may generate toxic fumes. Implementation of **Mitigation Measure HAZ-2**, as presented below, would reduce this impact to a less than significant level:

Mitigation Measure HAZ-2: Traffic Stripes – Yellow thermoplastic and/or paint striping shall be removed as an independent action and the waste generated during striping removal shall be sampled, if necessary, handled, and disposed of as a hazardous waste. Processes and requirements for removal or grinding of traffic striping shall be conducted in compliance with current Caltrans Standard Special Provisions (SSPs).

Asbestos Containing Materials/Lead-Based Paint. The existing bridge was built in 1930. Due to the age of this existing bridge there is a potential for presence of asbestos containing materials (ACM) and lead-based paint. Demolition of the existing structure could potentially release airborne particles of hazardous materials that may affect construction workers or the public.

The U.S. Environmental Protection Agency and the Department of Toxic Substances Control (DTSC) require that lead-based paint with lead concentrations equal to or greater than the U.S. Department of Housing and Urban Development (HUD) definition of lead-based paints (greater or equal to 1 mg/cm^2 or 0.5 percent lead by weight) be removed prior to demolition if the paint is loose and peeling. If the paint is securely adhering to the substrate the entire material may be disposed of as demolition debris which is a non-hazardous waste. Loose and peeling paint must be disposed of as a State and/or federal hazardous waste if the concentration of lead exceeds applicable waste thresholds. Hazardous wastes must be managed, labeled, transported, and disposed of in accordance with local requirements by trained workers. State and federal construction worker health and safety regulations require air monitoring and other protective measures during demolition activities where lead-based paint is present.

Removal of asbestos or suspect ACM, including removal as part of bridge demolition, is regulated by the U.S. EPA, federal and State Occupational Safety and Health Administration (OHSA), and the DTSC. All friable (crushable by hand) ACM, or non-friable ACM subject to damage, must be abated prior to disturbance in accordance with applicable requirements. Friable ACM must be disposed of as an asbestos waste at an approved facility. Non-friable ACM may be disposed of as a non-hazardous waste at landfills that accept such wastes. Workers conducting asbestos abatement must be trained in accordance with State and federal OSHA requirements.

A Final Report of Asbestos Inspection and Lead in Paint Inspection was prepared by Entek Consulting Group, Inc. (January 25, 2013 attached as **Appendix C**) for the existing bridge at the Project site to determine if Asbestos Containing Materials and Lead Based Paint was present on-site.

Three bulk samples were collected for lead in painted components from the existing bridge structure. White colored paint was the only color seen on the three samples, which included the 2” by 6” wood guard rail on the north side of the bridge, the galvanized metal guard rail at the south side of the bridge, and from the concrete base at the north side of the existing bridge. Lead concentrations did not exceed 17 CCR 35036 standards of 1,000 parts per million (ppm) for any of the samples.

One bulk sample of material at the Project site was collected and analyzed to determine if asbestos was present. The sample consisted of a loose concrete-like material or patch material at the base of one of the metal guard rails. The sample was analyzed by polarized light microscopy (PLM) and found not to contain asbestos. No other materials at the existing bridge site were suspected of containing asbestos and, therefore, no further sampling was warranted.

Aerially Deposited Lead (ADL) and Other Potential Soil/Groundwater Contamination. Soil located adjacent to roadways may contain elevated concentrations of ADL in exposed surface soils which could pose a health hazard to construction workers. Potential ADL impact is anticipated to be limited to the areas of exposed soil at both ends of the bridge where roadway alignment work would be conducted. As described above, the Project site is not near any hazardous materials sites as identified by the Water Resources Control Board.

A *Draft Aerially Deposited Lead Assessment* was prepared by Blackburn Consulting for the proposed Project in January 2013. The purpose of the assessment was to evaluate whether impacts due to ADL are sufficient to require additional testing and/or mitigation recommendations for construction. The assessment analyzed 22 soil samples taken in various areas within the Project boundary to determine the amount of ADL that was present. Twenty of the twenty-two soil samples that were analyzed indicated that ADL amounts were below the reporting limit (threshold) of 3.0 milligrams/kilogram (mg/kg). Two of the samples analyzed indicated ADL levels that exceeded the reporting limit threshold; however, these two detected levels were well below the Total Threshold Limit Concentration (TTLC) of 1,000 mg/kg (considered the hazardous waste threshold) and below the 50 mg/kg threshold which is used to identify samples having the potential to exceed the Soluble Threshold Limit Concentration (STLC) of 5 milligrams per liter (mg/l).

Based on the ADL levels in the soil that was tested all of the soil excavated within the proposed Project boundary may be reused without restrictions and the lead impacted soils would not pose a significant health risk to site construction workers or adjacent residents. Mitigation measures would not be required regarding ADL.

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 or adjacent to the Project site. The closest school is the Glenshire Elementary School located approximately 2 miles southeast of the Project area. Therefore, the proposed Project would not emit hazardous emissions nor handle hazardous materials or substances within one-quarter mile of a school. No impacts would occur under this threshold.

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. As described above, the proposed Project would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, implementation of the proposed Project would not create a significant hazard to the public or the environment. No impacts would occur.

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

No Impact. The Project site is not within two miles of a public airport nor is it located within the boundary of an airport land use plan. The nearest airport or airstrip is Frazier Lake Airpark located approximately 9 miles northeast of the Project site and Hollister Municipal Airport located approximately 10.5 miles east of the Project site. The Project proposes to replace a bridge and would not have an impact on local airport safety. No impacts would occur.

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

No Impact. The proposed Project is not located within the vicinity of a private airstrip and thus would not result in a safety hazard for people residing or working in the Project area. No impacts would occur.

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

Less Than Significant. The proposed Project would not interfere with an emergency evacuation plan. During construction the bridge would be closed; however, detour routes would be easily accessible. Residents living on the east side of the bridge would take Rocks Road east to Highway 156 and residents living on the west side of the bridge would take Rocks Road west to Highway 101/156. Therefore, an emergency escape route for residents near the proposed Project would be available during construction in the event of an emergency. Once complete the proposed Project would allow similar traffic flows along Rocks Road and would not hinder emergency escape routes. Impacts would be less than significant.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less Than Significant with Mitigation Incorporated. According to San Benito County and the California Department of Forestry and Fire Protection (CALFIRE), the Project site is located in an area designated as a High Fire Hazard Zone and an area designated with a High to Very High Fire Threat.[1] Construction activities that could produce sparks or embers (such as welding) may increase the chance of wildfires in the Project area. **Mitigation Measure HAZ-3**, presented below, would be implemented during Project construction to reduce the probability of starting a wildland fire.

> **Mitigation Measure HAZ-3:** The contractor shall prepare a Fire Safety Plan prior to the commencement of construction. The Fire Safety Plan shall include best management practices (BMPs) to reduce the risk of starting a wildland fire during the construction period. BMPs that may be implemented, include, but are not limited to:
>
> - The use of spark arrestors on construction equipment;
> - Working in an area cleared of vegetation (working in an area with defensible space);
> - Prohibiting smoking except in designated areas on the Project site; and,
> - Educating construction workers on emergency escape routes from the Project site in the event a conflagration commences.

1 San Benito County General Plan, Administrative Draft Background Report, Figure 11-11 Fire Hazard Safety Zones in San Benito County, pg. 11-55 and Figure 12 Fire Threat in San Benito County, pg. 11-58, August 2010.

With implementation of **Mitigation Measure HAZ-3** impacts would be less than significant during construction of the proposed Project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	☐	☒	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Environmental Setting

The information in this section is based on the *Draft Bridge Hydraulics Report* prepared by Nolte-Vertical 5 in August 2011 (attached as Appendix D) and the San Benito County General Plan.

The Project site is located within the jurisdiction of the Central Coast Regional Water Quality Control Board (CCRWQCB) which is under the direction of the California State Water Resources Control Board. Under the federal Clean Water Act and the California Porter-Cologne Water Quality Control Act, the CCRWQCB has regulatory responsibility for protecting water quality.

Surface Water. The Project site is located on Rocks Road at Pinacate Rock Creek crossing. The Project site lies in a largely undeveloped area among rolling hills within the Pinacate Creek watershed. Pinacate Creek Watershed is a sub-watershed of the Pajaro River Watershed and is approximately 8,845 acres in size. Elevation ranges from 34 to 399 feet above mean sea level (msl). Average annual precipitation in the Pajaro River Watershed ranges from 13 to 44 inches. Aquatic features in the general vicinity are composed of small ephemeral drainages as well as several stock ponds that are tributary to Pinacate Rock Creek. Pinacate Rock Creek is a perennial stream that flows from east to west through the Project site area. Pinacate Rock Creek meanders west to Pinacate Creek before draining into the Elkhorn Slough approximately 8.5 miles to the west of the Project site.

The Elkhorn Slough watershed stretches from the Parajo Valley south to Castroville and from the headwaters in San Benito County west to the Monterey Bay. Freshwater enters Elkhorn Slough from Carneros Creek and the Pajaro River at the head of the estuary and the old Salinas River Channel draining the Tembladero watershed at the mouth of the Elkhorn Slough. The Elkhorn Slough watershed is 30,292 acres; however, Elkhorn Slough is part of a larger interconnected network of estuarine habitats.

The Pajaro River Watershed, where the Pinacate Creek sub-watershed area is located, is on the Clean Water Act (CWA) Section 303(d) list of water quality impairment because the water quality objectives for pesticides and toxicity are not being met due to excessive concentration of chlorpyrifos and diazinon.[1]

Groundwater. The Project site is located 0.50 mile south of the Pajaro Valley Groundwater Basin. The Pajaro Valley Groundwater Basin is bounded to the west by Monterey Bay and to the east by the San Andreas Fault, adjacent pre-Quaternary formations, and the Santa Cruz Mountains beyond. The basin's northern boundary is the surface expression of the geologic contact between Quaternary alluvium of the Pajaro Valley and marine sedimentary deposits of the Pliocene Purisima Formation. The southern basin boundary is a drainage divide in the Carneros Hills between the Elkhorn Slough to the north and the Moro Cojo Slough and lower Salinas River Valley and the Salinas Valley-Langley Groundwater Subbasin to the south. The mean annual precipitation within the Pajaro Valley Groundwater Basin ranges from 16 inches near the coast to more than 40 inches in the Santa Cruz

[1] State of California Regional Water Quality Control Board Central Coast Region, Staff Report for Regular Meeting of July 11, 2013, Prepared March 27, 2013, *Adopting a Total Maximum Daily Load for Chlorpyrifos and Diazinon in the Pajaro River Watershed, Monterey, San Benito, Santa Clara, and Santa Cruz Counties, California.*

Mountains. This groundwater basin is 76,800 acres in size. It should be noted that the Project site is not located within the boundary of the Pajaro Valley Groundwater Basin.

Floodplain. The Project site is located in Panel 06069C0175D of the Federal Emergency Management Agency (FEMA). This panel is unavailable according to the FEMA Map Service Center website.[1] According to San Benito County the Project site is not located in a FEMA Flood Zone.[2]

An engineering evaluation was performed for Pinacate Rock Creek at the Rocks Road crossing to determine the clearance needed to allow flood waters to flow unhindered in the proposed Project area. The discharge estimates in the model were based on 50- and 100-year flood events from the USGS gauging station on Pinacate Rock Creek in the Project area.

Discussion

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

Less Than Significant with Mitigation Incorporated. The Project site is within the jurisdiction of the Central Coast Regional Water Quality Control Board (CCRWQCB) under the direction of the California State Water Resources Control Board. The proposed Project has the potential to cause temporary water quality impacts during construction phase due to grading activities, dewatering, and removal of existing vegetation, which can cause increased erosion. Stormwater runoff may transport pollutants into nearby water resources such as Pinacate Rock Creek and its associated tributaries. Sediments and other pollutants suspended in runoff would be carried downstream from the proposed Project, where if not controlled, could accumulate in downstream water courses or wetland areas and potentially harm downstream aquatic resources and degrade existing water quality.

Work would be required in the live channel of Pinacate Rock Creek during Project construction and would include installation of the new abutments and wing walls, placement of rock slope protection (RSP), and installation of temporary falsework. To conduct these activities water diversion (dewatering) would be required. Dewatering would consist of corrugated metal pipes (CMP) to direct the flow of water through the Project work area. The CMP would be placed along the low-flow invert of the natural creek and earthen berms would be installed at each end of the pipes to direct water into the pipe. Clean gravel filled bags would be used to form the berms and would be covered with a clean, secure plastic covering to minimize impacts on water quality. Both berms and CMP would be completely removed at the completion of Project construction. Falsework construction for the replacement bridge deck can be constructed to span the low flow channel of Pinacate Rock Creek. The falsework would double as a working platform and protect the creek from falling construction debris.

Potential short-term water quality impacts from construction related activities at the Project site would be minimized and reduced through implementation of Best Management Practices (BMPs) and compliance with existing regulatory requirements. Implementation of **Mitigation Measures**

[1] FEMA Map Service Center, https://msc.fema.gov/webapp/wcs/stores/servlet/FemaWelcomeView?storeId=10001&catalogId=10001&langId=-1. Accessed October 22, 2013.

[2] San Benito County GIS Website, http://www.lynxgis.com/sanbenitoco/index2.cfm. Accessed July 2, 2013.

HYDRO-1 through **HYDRO-3** would ensure compliance in regards to water quality standards and would reduce temporary construction-related water quality impacts to a less than significant level.

Mitigation Measure HYDRO-1: The County of San Benito shall prepare and implement construction site temporary BMPs in compliance with the provisions of the Caltrans Statewide NPDES Permit and any subsequent permit pertaining to construction of the proposed Project. The County shall submit a Notice of Construction (NOC) to the Central Coast Regional Water Quality Control Board at least 30 days prior to the commencement of construction and shall submit a Notice of Termination (NOT) to the CCRWQCB upon completion of the Project. The temporary BMPs shall be installed prior to commencement of any construction activities and shall be in place for the duration of the construction period. The removal of the BMPs along with the Project site cleanup shall be the final operation.

Mitigation Measure HYDRO-2: The County of San Benito shall incorporate Design Pollution Prevention (DPP) and Treatment Control BMPs into the Project design in accordance with the procedures outlined in the Stormwater Quality Handbooks' Project Planning and Design Guide (July 2010). The County shall coordinate with the CCRWQCB with respect to the feasibility, maintenance, and monitoring of Treatment Control BMPs as set forth in Caltrans' Statewide Stormwater Management Plan (SWMP).

Mitigation Measure HYDRO-3: The provision of the General Waste Discharge requirements for discharges to surface waters that pose an insignificant (de minimus) threat to water quality, Order No. R8-2003-0061 NPDES No. CAG99800, as they relate to construction activities shall be followed for the Project during dewatering activities. A Notice of Intent (NOI) shall be submitted to the CCRWQCB at least three months prior to the start of dewatering. The County of San Benito shall comply with all applicable provisions in the de minimus permit including water sampling, analysis, and reporting of dewatering-related discharges.

The potential for adverse long-term impacts to water quality would be eliminated with completion of the proposed Project. Long-term water quality impacts usually occur due to changes in stormwater drainage or increases in impervious surfaces. The proposed Project would result in a negligible increase in impervious surfaces and, therefore, changes in stormwater drainage are not expected. As a result, the proposed Project would not cause a permanent increase in degradation of water quality. Operational impacts would be less than significant.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact. Construction activities at the Project site would require the use of water for dust control. The amount of water that would be required during the three month construction period would not be drawn from groundwater supplies and, therefore, would not substantially deplete groundwater levels. Once operational the proposed Project would not require the use of water. The developed Project site would create a negligible increase in impervious paved surfaces; however, groundwater recharge on the Project site would remain similar to existing conditions. Impacts would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less Than Significant with Mitigation Incorporated. Implementation of the proposed Project would include demolition and construction activities within the boundary of Pinacate Rock Creek. An existing 10-inch water line on the south side of the existing road and poles for overhead power and telephone lines on the north side of the road near the bridge would need to be relocated. It is anticipated that the water line that currently crosses the creek via an inverted siphon would be moved and mounted on the downstream (north) face of the replacement bridge. The new water line would replace the existing 10-inch water line siphon crossing (currently just upstream of the existing bridge). This work would be done concurrent with construction of the new bridge.

Work would be required in the live channel of Pinacate Rock Creek during Project construction and would include installation of the new abutments, wing walls and retaining walls, placement of rock slope protection (RSP) along the creek banks, and installation of temporary falsework. The falsework supports would be located directly adjacent to the abutment walls at either side of the creek; however, due to the steepness of the creek banks, the falsework supports may be at or near the invert elevation of the creek at certain points along each abutment wall.

These activities would require water diversion (dewatering) and would be installed prior to the construction of the new bridge abutments. Dewatering would consist of corrugated metal pipes (CMP) to direct the flow of water through the Project work area. The total length of dewatering would be approximately 220 feet. The CMP would be placed along the low-flow invert of the natural creek and a berm would be installed at each end of the pipes to direct water into the pipe. Clean gravel filled bags would be used to form the berms and would be covered with a clean, secure plastic covering to minimize impacts on water quality. Both berms and CMP would be completely removed at the completion of Project construction. The maximum anticipated duration that the pipe would be in place is 4 months.

Once Project construction is complete Pinacate Rock Creek would continue to flow and would not result in substantial erosion or siltation on-or off-site. With implementation of the above described creek improvements as well as **Mitigation Measure HYDRO-4** impacts would be reduced to a less than significant level.

> **Mitigation Measure HYDRO-4:** Construction documents for the proposed Project shall be submitted and approved by the County of San Benito and Caltrans. The construction documents shall contain BMPs describing strict excavation and bridge abutment removal techniques and guidelines so as to not damage or alter the natural flowline of Pinacate Rock Creek and its tributaries.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant with Mitigation Incorporated. The proposed Project would include improvements to Pinacate Rock Creek and its associated tributaries that would reduce the amount of surface runoff in a manner which would reduce on-or off-site flooding. Details regarding such procedures for improvement are discussed above in Response IX(c). With implementation of

Mitigation Measure HYDRO-4, presented above, impacts would be reduced to a less than significant level.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant With Mitigation Incorporated. Please refer to Response IX(a) and IX(c) With implementation of **Mitigation Measures HYDRO-1** through **HYDRO-4** impacts would be less than significant.

f) Otherwise substantially degrade water quality?

Less Than Significant With Mitigation Incorporated. Potential water quality impacts related to construction activities and post-construction site uses are addressed in Section IX(c). With implementation of **Mitigation Measure HYDRO-4** impacts would be less than significant.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. Housing units would not be developed as part of the proposed Project. Therefore, the proposed Project would not develop housing within the boundary of a 100-year flood hazard area. No impact would occur.

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

Less Than Significant Impact. As previously described, the Project site is located along Pinacate Rock Creek. This area is not located within a 100-year flood plain; however, an engineering evaluation was performed for Pinacate Rock Creek at the Rocks Road crossing to determine the clearance needed to allow flood water to flow unhindered in the proposed Project area. The discharge estimates in the model were based on 50- and 100-year flood events from the USGS gauging station on Pinacate Rock Creek in the Project area. Based on the results of the engineering analysis the deck of the replacement bridge would be set approximately 3 feet higher than that of the existing bridge and have 2-feet of freeboard to accommodate a 50 and 100 year storm events. The proposed Project would not place structures within a 100-year flood hazard area that would impede or redirect the flood flows. Impacts would be less than significant.

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

Less Than Significant Impact. The Project site is not located in an area that would be inundated as a result of the failure of a levee or dam. The proposed Project would be designed 3-feet higher than the existing bridge deck and would have 2-feet of freeboard to accommodate flooding events. Project implementation would not expose people or structures to a significant injury or loss of life involving flooding as a result of the failure of a levee or dam. Impacts would be less than significant.

j) Inundation by seiche, tsunami, or mudflow?

No impact. The proposed Project is not located adjacent to the ocean, a lake, or a reservoir that could result in impacts caused by inundation by tsunami or seiche. The Project site does not contain

mountains or other geologic formations that would make it prone to being damaged by mudflows. Therefore, no impacts related to exposure to seiche, tsunami or mudflows are anticipated.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING				
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Environmental Setting

The proposed Project includes the removal of an existing bridge and development of a new bridge over Pinacate Rock Creek along Rocks Road in rural San Benito County. Two single-family ranch style residential units to the west and two single-family ranch style residential units to the east are within 500 to 1,000 feet of the proposed Project. Other than these residential units the nearest established communities are Aromas and San Juan Bautista, 3.0 miles and 3.5 miles to the northwest and east of the Project site, respectively.

The Project site is within the jurisdiction of the San Benito County General Plan. San Benito County has land use regulatory authority over all unincorporated land in the county which includes everything except land within the city limits of Hollister and San Juan Bautista or land owned/managed by either the state or Federal governments (e.g., State Parks, National Parks, Bureau of Land Management area, and Native American tribal lands). The Project site is located in an area designated as Agricultural Productive (AP) land use and zoning according to the San Benito County General Plan Land Use Element and Map.[1] The AP land use and zoning designations include areas with prime agricultural land and other agriculturally productive lands including grazing land. Allowable uses in the AP land use and zoning designations include: agriculture, grazing, wildlife refuges, open space, and very-low-intensity residential. Conditional uses include mineral extraction, low-density recreation facilities, and institutional uses. The proposed Project would be located on Rocks Road at Pinacate Rock Creek and would not result in a change in existing land use or zoning designations.

The Project site is not located in an area that is designated under a habitat conservation plan or natural community conservation plan.

[1] San Benito County General Plan, Public Review Draft Background Report, Chapter 3 Land Use, pg. 3-15, November 2010.

Discussion

a) Physically divide an established community?

No Impact. The proposed Project would replace an existing structurally deficient bridge with a new bridge. The Project site is located in a rural area surrounded by rolling hills and undeveloped open space. The proposed Project is on Rocks Road at Pinacate Rock Creek approximately 3.5 miles northwest of the City of San Juan Bautista in an unincorporated part of northwestern San Benito County, California. According to the existing San Benito County General Plan the land use designation for the Project area (and surrounding vicinity) is AP – Agricultural Productive. There is no existing established community that includes this Project site; therefore, implementation of the proposed Project would not physically divide an established community. No impact would occur.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The proposed Project does not involve a change in land use and is planned in accordance with the San Benito County General Plan. The proposed Project would not conflict with applicable land use plans, policies, or regulations. No impact would occur.

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

No Impact. The Project site is not located in within the boundaries of a habitat conservation plan or natural community conservation plan. Implementation of the proposed Project would not conflict with any applicable habitat conservation plan or natural community conservation plan. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Setting

Minerals are any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances including, but not limited to, coal, peat and oil bearing rock, but excluding geothermal resources, natural gas, and petroleum. Rock, sand, gravel and earth are also considered minerals by the California Department of Conservation when extracted by surface mining operations. No known mineral resources that would be of value are located on or near the Project site according to the San Benito County General Plan.

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. According to the San Benito County General Plan the Project site is located in an area designated as an MRZ-1 Mineral Resource Zone. The MRZ-1 designation indicates areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.[1] Project implementation would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of California. No impact would occur.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The Project site is not located in an area designated as a mineral resource recovery site. Project implementation would not result in the loss of availability of a locally important mineral resource recovery site. No impact would occur.

[1] San Benito County General Plan Public Review Draft Background Report, Chapter 8 Natural Resources, Figure 8-1-1 San Benito County Aggregate Resources, pg. 8-39, November 2010.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE				
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Setting

Construction and Operational Noise

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A *decibel* (dB) is a unit of measurement that indicates the relative intensity of a sound. The 0 measurement on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3.0 dB or less are only perceptible in laboratory environments. Audible increases in noise levels generally refer to a change of 3.0 dB or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. Sound levels in dB are calculated on a logarithmic basis. An increase of 10.0 dB represents a 10-fold increase in acoustic energy, while 20.0 dB increases is 100 times more intense, and 30.0 dB is 1,000 times more intense. Each 10.0 dB increase in sound level is perceived as approximately a doubling of loudness to the human ear. Sound

intensity is normally measured through the *A-weighted sound level* (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The primary existing noise source in the Project vicinity is vehicle traffic along Rocks Road, including cars, trucks, and motorcycles. The level of vehicular noise generally varies with the volume of traffic, the number of trucks or motorcycles, the speed of traffic, and the distance from the roadway. Rocks Road is in a rural area and therefore traffic flows and related noise is minimal. Additionally, some noise is produced at the residential units northeast of the Project site in the form of daily household activities, including landscape maintenance, music, and domestic animal noises.

The proposed Project would include the demolition of an existing bridge, construction of a new bridge, creek bed shoring, and roadway alignment improvements. During demolition and construction activities, construction equipment such as loaders, haul/dump trucks, and low impact hammers (for rock excavation) would be expected to be used either individually or simultaneously. Table F: Typical Construction Equipment Noise Levels shows the noise levels of various construction equipment as measured from a distance of 50-feet.

Table F: Typical Construction Equipment Noise Levels

Type of Equipment	Range of Maximum Sound Levels Measured (dB(A) at 50 ft)	Suggested Maximum Sound Levels for Analysis (dB(A) at 50 ft)
Pile Drivers	81-96	93
Rock Drills	83-99	96
Jackhammers	75-85	82
Pneumatic Tools	78-88	85
Pumps	74-84	80
Scrapers	83-91	87
Haul Trucks	83-94	88
Cranes	79-86	82
Portable Generators	71-87	80
Rollers	75-82	80
Dozers	77-90	85
Tractors	77-82	80
Front-End Loaders	77-90	86
Hydraulic Backhoe	81-90	86
Hydraulic Excavators	81-90	86
Graders	79-89	86
Air Compressors	76-89	86
Trucks	81-87	86

Source: Noise Control for Buildings and Manufacturing Plants, Bolt, Beranek & Newman 1987.
Notes: ft-lb/blow = foot pound per blow; ft = feet/foot; dB(A) = A-weighted decibels

Noise-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, churches, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds and parks are considered noise-sensitive. The nearest sensitive receptor to the west end of the proposed Project is a

single-family residential unit, which is located approximately 260 feet from the bridge construction area. The nearest sensitive receptor (a single-family residential unit) to the east end of the proposed Project is located approximately 1,100 feet from the bridge construction area.

The County of San Benito provides guidelines for daytime and nighttime noise exposure limits for Agricultural Productive land uses. During daytime, noise levels are not to exceed 45.0 dB(A) and during nighttime, 35.0 dB(A), for more than 15-minutes during a 60-minute period.[1] However the proposed Project would be exempt from this provision as, "Temporary construction noise, demolition or maintenance of structures between the hours of 7:00 AM and 7:00 PM, Monday through Saturday, except Sundays and federal holidays" is allowed to occur.[2]

Groundborne Vibrations

Ground-borne vibration can be a serious concern for residential areas and sensitive land uses. Some common sources of ground-borne vibrations include construction activities such as blasting, pile-driving and operating heavy earth-moving equipment. Vibration is an oscillatory motion which can be described in terms of displacement, velocity, or acceleration. The response of humans, buildings, sensitive land use areas, and equipment vibration is more accurately described using velocity or acceleration. The Peak Particle Velocity (PPV) is used to describe construction related vibrations. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration signal and is measured in inches/second. PPV is often used in monitoring of blasting vibration since it is related to the stresses that are experienced by buildings. Table G: Vibration Source Levels for Construction Equipment, provides typical vibration levels generated by operating construction equipment as measured from 25-feet away.

[1] San Benito County Code of Ordinances, Title 19 Land Use and Environmental Regulations, Article IV Sound Level Restrictions, Section 19.39.030 Maximum Permissible Sound Pressure Levels.

[2] San Benito County Code of Ordinances, Title 19 Land Use and Environmental Regulations, Article VI Exceptions and Exemptions, Section 19.39.051 Exemptions.

Table G: Vibration Source Levels for Construction Equipment

Equipment Type[1,2]	PPV at 25 Feet (inches/second)	PPV at 150 Feet (inches/second)
Vibratory Roller	0.210	0.014
Large Bulldozer	0.089	0.006
Caisson Drilling	0.089	0.006
Loaded Trucks	0.076	0.005
Jackhammer	0.035	0.002
Small Bulldozer	0.003	0.0002
Crack-and-seat operations	2.400	0.163
Pile Driver (impact)-upper range	1.518	0.103
Pile Driver (impact)-typical	0.644	0.044
Pile Driver (sonic)-upper range	0.734	0.050
Pile Driver (sonic)-typical	0.170	0.012

Source: [1] Information for the vibratory roller, large bulldozer, caisson drilling, loaded trucks, jackhammer, small bulldozer and crack-and-seat operations are sourced from: California Department of Transportation Environmental Engineering Noise, Vibration and Hazardous Waste Management Office, *Transportation- and Construction-Induced Vibration Guidance Manual*, pg. 26, Table 18: Vibration Source Amplitudes for Construction Equipment, June 2004.
[2] Information for the pile drivers are sourced from: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, pg. 12-12, Table 12-2: Vibration Source Levels for Construction Equipment, May 2006.

The County of San Benito does not regulate vibration impacts from construction activity and thresholds are not discussed in the San Benito County General Plan or San Benito County Code of Ordinances. Therefore, the Federal Transit Administration (FTA) vibration threshold criteria of a "Reinforced-concrete, steel or timber" building being exposed to vibrations no greater than 0.5 PPV (inches/second) will be used in this analysis.[1]

Discussion

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant with Mitigation Incorporated. Short-term (construction) and long-term (operational) noise impacts of the proposed Project are described below.

During construction, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Two types of short-term noise impacts would occur during the proposed Project construction phases. The first type would be from construction crew commutes and the transport of construction equipment and materials to the Project site, which would incrementally and temporarily increase noise levels along Rocks Road. The pieces of heavy equipment for grading, bridge demolition, and construction would be moved on site, would remain for the duration of each construction phase, and would not add to the daily traffic volume level that

[1] Federal Transit Administration, Transit Noise and Vibration Impact Assessment, FTA-VA-90-1003-06, Chapter 12 Noise and Vibration During Construction, pg. 12-13.

the nearby residential units would be exposed to. There is a potential for a high single-event noise exposure at a maximum level of 87.0 dB(A) maximum instantaneous noise level (L_{max}) from trucks passing as measured from 50-feet from the centerline of Rocks Road. However, the projected construction traffic would be minimal when compared to existing traffic volumes on Rocks Road and Little Merrill Road, and its associated short-term noise level change would not be perceptible to the nearby sensitive receptors. Therefore, short-term construction-related commutes and equipment transport noise impacts would be less than significant.

The second type of short-term noise impact is related to noise generated during excavation, grading, and bridge demolition and construction activities. Construction would be performed in steps, each of which would have its own mix of equipment and, consequently, its own noise characteristics. These sequential phases would change the character of the noise generated and, therefore, the noise levels as construction progresses. Loaders, haul/dump trucks, and low impact hammers likely would be used during construction of the proposed Project. As shown above, in Table F, the maximum noise level generated by each loader would be 86.0 dB (A) L_{max} at 50-feet distance; each haul/dump truck would generate approximately 88.0 dB (A) L_{max} noise levels at 50-feet distance; and, pile driving for bridge construction would be approximately 93.0 dB(A) L_{max} at 50-feet . If all of this equipment were to be used simultaneously, operating at some distance from each other, the predicted noise level during construction phases would be 95.0 dB (A) L_{max} at a distance of 50 feet from active construction staging areas.

The closest sensitive receptor to the west end of the Project is a residence, is located approximately 260 feet from the bridge construction area. At this distance, this receptor may be subject to short-term noise levels reaching 81.0 dB (A) L_{max} generated by construction activities. The closest residential receptor to the east end of the proposed Project is a residence that is located approximately 1,100 feet from the bridge construction area. At this distance, this receptor may be subject to short-term noise levels reaching 68.0 dB (A) L_{max} generated by construction activities. In addition to bridge construction, the Project would include roadway resurfacing and conforming of the existing roadway to the new bridge alignment. This work would include the use of tractors, trucks, and rollers and could occur within 50 feet of the nearest sensitive receptor. At this distance, this receptor may be subject to short-term temporary noise levels reaching 91.0 dB (A) L_{max} generated by construction activities. These L_{max} noise levels would be intermittent during construction activities and these sensitive receptors would not be exposed to these noise levels on a long-term basis.

To minimize the construction noise impacts for the sensitive receptors adjacent to the Project site, construction noise is regulated by the California Department of Transportation (Caltrans) Standard Specification Section 14-8.02, "Noise Control," and also by Caltrans Standard Special Provisions S5-310, "Noise Control." These regulations state that noise levels generated during construction shall comply with applicable local, state, and federal regulations. Although construction activities in San Benito County are exempt from noise standards, implementation of **Mitigation Measures NOISE-1** would reduce exposure of the sensitive receptors to noise generated during construction of the proposed Project:

> **Mitigation Measure NOISE-1:** During construction activities on the Project site the construction foreman shall implement the following measures to reduce noise level exposure that would occur at the residential units to the northeast:

- the construction contractor shall comply with all local sound control noise level rules, regulations, and ordinances that apply to any work performed;
- each internal combustion engine, used for any purpose on the Project site, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated without a muffler during Project construction activities;
- between the hours of 7:00 AM and 7:00 PM, the noise level from the construction areas on the Project site shall not exceed 86.0 dB(A) at a distance of 50-feet. Work shall not occur on Sundays or federal holidays, unless specifically permitted by contract and the County of San Benito.
- the use of loud sound signals shall be avoided in favor of light warnings except those required by safety laws for the protection of the construction personnel on-site during construction activities, and;
- as directed by the County, the construction contractor shall implement appropriate additional noise mitigation measures, as required, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction activities that would produce louder than expected noise levels, and installing acoustic barriers (walls or curtains) around stationary construction equipment noise sources.

Long-Term (Operational) Impacts. The proposed Project would replace an existing bridge with a new bridge on Rocks Road. Rocks Road would remain a two-lane road in the vicinity of the proposed Project; therefore, it is not anticipated that vehicular trips through the area would increase in the future. Noise levels along Rocks Road would not increase with use of the replacement bridge. Long-term (operational) impacts would therefore be less than significant.

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

Less Than Significant Impact. Construction activities associated with implementation of the proposed Project could temporarily expose persons in the vicinity of the Project site to excessive ground borne vibration or ground borne noise levels. The Project site is located far enough away from the four residential units to the northwest and east that ground-borne vibrations during construction activities would not cause damage or be a nuisance. The residential units to the northwest of the Project site would be exposed to vibration levels estimated to be below the 0.5 PPV (inches/second) threshold administered by the Federal Transportation Authority (FTA). Impacts would be less than significant.

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

Less Than Significant Impact. The proposed Project would replace an existing structurally deficient bridge with a new bridge. The proposed Project would not generate any additional traffic noise in the vicinity of the Project site. No substantial long-term increase in ambient noise levels would be expected because of Project implementation. Impacts would be less than significant.

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

Less Than Significant with Mitigation Incorporated. Temporary intermittent noise from short-term construction activities associated with the development of the proposed Project would occur. These activities would expose the sensitive receptors near the Project site to intermittent short-term increases in ambient noise levels. Although construction noise levels are exempt under the San Benito County Code of Ordinances, **Mitigation Measure NOISE-1** would be implemented to reduce the short-term noise exposure that the residential units adjacent to the Project site would be exposed to during construction. With implementation of **Mitigation Measure NOISE-1** impacts would be less than significant.

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

No Impact. The Project is not located within 2 miles of a public airport or within the vicinity of a private airstrip. The closest airport is Hollister Airport located approximately 10 miles east of the Project site. Therefore, the proposed Project would not expose construction workers to excessive noise levels associated with airports or airplanes. No impact would occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project site is not located within the vicinity of a private airstrip. The proposed Project includes the replacement of a bridge on Rocks Road and would not include development of residential units. Project implementation would not expose residents or construction worker to excessive noise levels generated by a private airstrip. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING				
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Setting

The Project site is located in a rural portion of San Benito County along Rocks Road at the Pinacate Rock Creek crossing. Two rural single-family residential units are located adjacent to the northern and northwestern portion of the Project boundary. Additionally, two residential units are located 0.15 miles to the east of the Project site with residential/commercial uses 0.25 mile west of the Project site. A gated neighborhood of single-family residential units is located at the Rocks Road / Via Vaquero Norte intersection approximately 0.40 mile east of the Project site. Implementation of the proposed Project would not require the demolition or displacement of the residential uses adjacent to or near the site. The nearest established community is San Juan Bautista, approximately 2.5 miles to the southeast of the Project site.

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 proposed Project would include the demolition of the existing bridge on Rocks Road at the Pinacate Rock Creek crossing. Once completed, the replacement bridge would not cause an increase to vehicular travel nor indirectly induce substantial population growth in the area around the Project site. The nearest residential units are adjacent to the northwest corner of the Project site. Implementation of the proposed Project would not encourage population growth to the rural-residential areas adjacent to the Project. Therefore, the proposed Project would not directly or indirectly induce population growth. No impact would occur.

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

No Impact. The Project site is located adjacent to two residential properties. Project implementation would not require the demolition of these residences nor would it require the acquisition of the parcels of land where the residential units are located. Construction of replacement housing would not be required. No impacts would occur.

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

No Impact. The proposed Project is located in a rural area of San Benito County. Project implementation would include replacement of a bridge on Rocks Road and would not displace residents in the area, necessitating the construction of replacement housing elsewhere. No impact would occur.

XIV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Environmental Setting

The Project site is located in a rural area of San Benito County and is served by the following public services:

Law Enforcement Services. The San Benito County's Sheriff's Office has the primary responsibility for protecting the life and property of citizens living in the unincorporated areas of San Benito County. The San Benito County Sheriff's Office has 32 sworn deputies serving 18,859 residents which equates to a staffing level of 1.7 officers per 1,000 residents. The main sheriff's station is located in the City of Hollister, approximately 10.5 miles east of the Project site. The California Highway Patrol (CHP) is responsible for traffic enforcement services on state highways and county roads.

Fire Protection Services. The San Benito County Fire Department is responsible for fighting urban and structural fires within unincorporated San Benito County. The nearest San Benito County Fire Department station is located at 1979 Fairview Road in the City of Hollister, approximately 12.5 miles to the east of the Project site. The California Department of Forestry and Fire Protection (CAL FIRE) is a State wild land fire agency established to protect non-Federal, unincorporated lands within California. The nearest CAL FIRE station is co- located at the same facility as the nearest San Benito County Fire Department station. When available, CAL FIRE also assists the San Benito County Fire Department. The City of San Juan Bautista Fire Department provides service to an area encompassing approximately 70 square miles within the City limits. The nearest San Juan Bautista Fire station is located 3.5 miles east of the Project site at 24 Polk St, San Juan Bautista, CA.

Schools. The Project site is located within the boundary of the Aromas-San Juan Unified School District. This district is composed of two kindergarten through 8th grade schools (Aromas School and San Juan School), a 9th to 12th grade high school (Anzar High School), and the Tom Connolly "Mi Escuelita" Preschool. No schools are located within proximity of the Project site.

Parks. For a discussion of parks and recreation, see Section XV Recreation.

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, other public facilities?

No Impact. The proposed Project includes the replacement of the existing bridge on Rocks Road overcrossing the Pinacate Rock Creek. The proposed Project would not increase demand for public service, nor degrade the quality of existing public services in the area. The proposed Project would improve traffic circulation along Rocks Road at the Pinacate Rock Creek crossing by providing a wider bridge that is in compliance with AASHTO standards. No parks, recreational facilities, or other public facilities are located near the proposed Project; therefore, public facilities would not be impacted by Project implementation. Impacts to public services would not occur due to Project implementation.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Setting

San Benito County is a predominantly rural county with a variety of park and recreational facilities. The County contains several large and significant parklands that are owned and operated by the Federal and State governments, including Pinnacles National Monument, Hollister Hills State Vehicular Recreational Area, and Fremont Peak State Park. These large recreational areas are complemented by several County and city-owned parks, historical sites, and special use areas that provide important recreational amenities for County residents, employees and visitors. The county of San Benito does not have any parks that provide active recreation, such as sports fields, an aquatic center, or comprehensive trail network.

No recreational facilities, community or neighborhood parks are located near the Project site.

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 site is located in a rural part of San Benito County and is not located near any existing regional or neighborhood parks or other recreational facilities. Therefore, implementation of the proposed Project would not increase the use of such recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. No impacts would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. Recreational facilities would not be included as part of the proposed Project and the expansion of an existing recreational facility would not be required. No impacts would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC				
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Environmental Setting

The proposed Project is located on Rocks Road at the overcrossing of Pinacate Rocks Creek approximately 0.8 mile west of Rocks Road and U.S. Route 101. The existing bridge was built in 1930 and is a simple span reinforced concrete T-girder structure. The abutments are founded on spread footings, the existing bridge is in fair condition, has a sufficiency rating of 66.0 and is functionally obsolete. The one lane bridge has no barrier rails.

Rocks Road in the area of the proposed Project is designated as a rural major collector roadway and has an existing Average Daily Traffic (ADT) count of 1,200 vehicles. Rocks Road connects to U.S. Route 101, 0.8 mile west of the Project site and to California State Route 156, 1.1 miles east of the Project site. Given that the Project site is located in a rural area of San Benito County these two intersections are the only major/minor intersections near the site.

The County of San Benito has not identified Rocks Road as an emergency access road; however, residents on Rocks Road near the Project site would use this road to gain access to U.S. Route 101 and California State Route 156 in the event of an emergency.
According to the County of San Benito the Project site is not located on a non-motorized transportation route (bicycle), bus transit system service route, or designated/eligible scenic roadway segment.

The proposed Project includes replacement of the existing bridge with a cast-in-place post tensioned concrete slab measuring 52 feet long and approximately 35 feet wide. The new bridge would carry two 12-foot wide lanes and two 4-foot wide shoulders with a standard Caltrans Type 732 concrete barrier. The horizontal alignment for the replacement bridge and roadway approaches would be at approximately the same location as the existing horizontal alignment. The deck of the replacement bridge would be set approximately 3 feet higher than that of the existing bridge to accommodate the 50 year storm flow plus 2 feet of freeboard for the 100 year storm flow. The roadway would be vertically re-aligned to provide a smooth transition from the bridge to the existing roadway. The proposed bridge deck would be supported on concrete abutments on pile footings. The new bridge abutments would be placed at the top of the Pinacate Rock Creek banks. Rock slope protection (RSP) would be utilized along the face of the abutments and roadway approach fills adjacent to the creek banks. The unprotected roadway approach fill would have maximum side-slopes of 2H: 1V and the abutment slopes armored with RSP would have slopes no steeper than 1.5H: 1V.

During construction, Rocks Road would be closed at the bridge for approximately 4 months during construction. A detour route would be provided along adjacent roads including U.S. Route 101 and State Route 156. Construction would consist of removing the existing bridge, installing the bridge foundations, constructing the abutment walls, placing the concrete deck slab, and post tensioning the deck. Due to the perennial flows in Pinacate Rock Creek water diversion is anticipated during construction. Falsework construction for the replacement bridge deck would be constructed to span of the low flow channel of Pinacate Creek. The falsework would double as a working platform and protect the creek from falling construction debris.

Discussion

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less than Significant Impact. A small volume of traffic would be generated during construction, resulting in an increase in vehicle trips associated with construction trucks and equipment. However, the number of vehicles would be relatively small (e.g., staging equipment to the site and daily trips by operators and workers to the site) and the construction period would be of limited duration (approximately 4 months). Rocks Road at the Pinacate Rocks Creek bridge would be closed for 4 months to allow construction to occur. Residents would be able to continue to access their homes along Rocks Road west and east of the Project site; however, through traffic past the Project site would not be permitted during the 4 month construction period. Construction related impacts to traffic and circulation along Rocks Road would be less than significant.

Once completed the proposed Project would not generate an increase in traffic volumes along Rocks Road. Furthermore, the proposed Project is not near any major or minor intersections along Rocks Road; and therefore, would not impact local intersection traffic volumes. Operational-related impacts to traffic and circulation along Rocks Road would be less than significant.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less than Significant Impact. Construction activities associated with development of the proposed Project would generate a small increase in vehicular traffic associated with construction trucks/equipment and personnel traveling to and from the Project site. However, the increase in traffic would be minimal during construction activities. Once completed, the proposed Project would not generate an increase in traffic volumes along Rocks Road. Therefore, Project implementation would not result in an increase in Level of Service (LOS) standards established by San Benito County on nearby roadways. Impacts would be less than significant.

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

No Impact. The proposed Project does not include any towers or any tall structures that would result in a change in air traffic patterns, including either an increase in air traffic levels or change in location that would result in substantial air safety risks. No impacts would occur.

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

No Impact. Development of the proposed Project would use enhanced and updated design features that would reduce hazards for vehicles traveling along Rocks Road. The proposed Project would include roadway improvements at the approaches (alignment) of the new bridge which would meet AASHTO standards for design speed and road/bridge width. The proposed Project would not substantially increase hazards due to design features or incompatible uses. No impacts would occur.

e) Result in inadequate emergency access?

Less Than Significant Impact. The proposed Project would not impact emergency access in the area. Rocks Road would be closed during construction just to the east and west of the Project site; however, several easily accessible detour routes would be available for local access. Access would continue to be available to the Project site approaching from the east and west along Rocks Road in the event of an emergency. Due to the type of Project (replacement of an existing outdated bridge) and the continued access to Rocks Road from the west and east, a Traffic Management Plan (TMP) would not be required by Caltrans. Impacts would be less than significant.

g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The proposed Project is located in a rural area of San Benito County and is not within the boundary of adopted policies, plans or programs supporting alternative transportation. Project implementation would not include the development of a bike lane. The proposed Project would not conflict with alternative transportation policies, plans, or programs. No impacts would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☒	☐	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, State, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Environmental Setting

The Project site is located in a rural area of San Benito County where utility services are available.

Three sources of water supply municipal, rural, and agricultural land uses in San Benito County including water purchased and imported from the Central Valley Project (CVP) by the San Benito County Water District (SBCWD), local surface water stored in and released from SBCWD-owned and operated Hernandez and Paicines reservoirs, and local groundwater pumped from wells. While the SBCWD is the CVP wholesaler and has jurisdiction over water management throughout the county much of the population is served by water purveyors, including the City of Hollister, Sunnyslope County Water District (SSCWD), and other small local purveyors. Some communities within the County are not served by water districts nor do not have water systems that provide water service. The Project site is located in a rural area of San Benito County and is not within the jurisdiction of a water district. However, a 10" existing water line is located near the Project site and

is owned by Aromas Water District. Water used during construction of the proposed Project would be shipped in and housed in water trucks at the construction staging areas.

Most of unincorporated San Benito County lacks public sewer infrastructure and instead is serviced by either community septic systems or individual septic systems and leachfield disposal. The Project site is located in an area of San Benito County that lacks public sewer infrastructure. Any wastewater or sewage that is generated during construction of the proposed Project would be collected and transported to offsite facilities to be disposed. The nearest treatment facility is the City of San Juan Bautista Wastewater Treatment Plant approximately 2.8 miles to the east of the Project site. This WTP provides tertiary treatment and has a capacity of 0.27 million gallons per day (mgd). Average dry weather flows are currently 0.18 mgd which equates to this WTP currently operating at 66.6 percent of daily intake capacity.

Any wastewater or sewage generated during Project construction would be minimal and no wastewater or sewage would be generated during Project operation.

Solid waste generated by the proposed Project during construction activities would be collected and transported to John Smith Landfill, 15 miles to the east of the Project site. John Smith Landfill, a Class III municipal waste landfill owned by the County and operated by a private firm, Waste Connections, is the only operating active solid waste landfill within the County of San Benito. The facility receives on average 250 tons of waste per day, 50 percent of which is diverted to recycling. The maximum permitted throughput of this facility is 1,000 tons per day. The landfill has a maximum permitted capacity of 9,354,000 cubic yards and as of November 30, 2012 had a remaining capacity of 4,625,827 cubic yards (50.5 percent remaining capacity).

Construction of the proposed Project would include the relocation of utility poles/lines providing electrical service to the area. Pacific Gas and Electric (PG&E) is the only purveyor of electricity service in the County of San Benito. PG&E would be contacted for proper shut down of electrical service to the utility poles that would be relocated due to implementation of the proposed Project.

Discussion

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

Less than Significant With Mitigation Incorporated. As discussed above in Section IX(a), Project implementation would not lead to an exceedance of wastewater treatment requirements of the Central Coast Regional Water Quality Control Board (CCRWQCB). Construction of the proposed Project would consist of removing the existing bridge, installing the new bridge foundations, constructing the abutment walls, placing the concrete deck slab, post tensioning of the new deck, and roadway approach work on Rocks Road. Due to the relatively low volume of flow in Pinacate Creek during the construction season summer months, water diversion would not occur. Falsework construction for the replacement bridge deck would be constructed to span the low flow channel of Pinacate Creek. The falsework would double as a working platform and would protect the creek from falling construction debris. Wastewater that would be generated by construction workers during the construction period would be stored on-site and transported from the Project site to the nearest Wastewater Treatment Plant (WTP) for treatment. Once operational, no wastewater would be generated by uses associated

with the proposed Project. Implementation of **Mitigation Measures HYDRO 1** through **HYDRO 3** would reduce potential impacts to a less than significant level.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. The proposed Project consists of demolition of the existing on-site bridge, development of a new bridge, and roadway approach improvements on Rocks Road. During construction activities at the Project site, water associated with dust controlling activities would be expected to be used in minimal amounts. The water that would be used during construction would be trucked in and housed in a water truck at construction staging areas at the Project site. Any waste water that would be generated at the Project site during construction would be hauled off-site to the nearest WTP for treatment.

The proposed Project would require water and would generate wastewater during construction activities only. The amount of water required and wastewater expected to be generated during construction would be minimal and would only occur on a temporary basis for the three month duration of construction activities. New water treatment or wastewater treatment facilities would not have to be developed due to Project implementation. Additionally local water treatment and wastewater treatment plants would not need to be expanded due to Project implementation. During operation of the proposed Project water would not be required and no new wastewater would be generated on-site. Impacts would be less than significant.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. The proposed Project consists of demolition of the existing on-site bridge, development of a new bridge, and roadway approach improvements on Rocks Road. Project modifications to the Rocks Road drainage facilities would be minor and would not significantly increase the watershed areas or runoff rates for local drainage in the area. New drainage facilities would be designed in accordance with San Benito County guidelines and drain to the same discharge points as the existing drainage facilities. Reconstruction of roadway approaches along Rocks Road would change some existing pervious areas to impervious areas. However, compared to the size of the offsite areas, the increased runoff rate at each cross culvert would be minimal and would not cause significant environmental effects. Impacts would be less than significant.

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

Less than Significant Impact. As discussed above, water would be needed during construction on the Project site for dust control activities. Water would be obtained from San Benito County (County owned groundwater wells) and transported to the Project site via water trucks when needed during construction. Once operational, features of the proposed Project would not require water supplies. The amount of water that would be used during construction activities would be negligible and would not require new or expanded entitlements. Impacts would be less than significant.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact. Construction workers would generate a minimal amount of wastewater during the construction of the proposed Project. Any wastewater that would be generated during Project construction would be stored on-site and then transported to the City of San Juan Bautista Wastewater Treatment Plant. This WTP is currently operating at 67 percent of its daily intake capacity; and therefore, would be able to treat any wastewater generated during construction activities on the Project site. Impacts would be less than significant.

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

Less than Significant Impact. The Project site is served by the John Smith Landfill located at 2650 John Smith Road in the City of Hollister, approximately 11 miles to the east. The John Smith Landfill is designated as a Class III facility and intakes agricultural, construction/demolition, green material, industrial, inert, manure, mixed municipal, tires and wood waste products. This landfill has a daily intake capacity of 1,000 tons and is currently taking in 250 tons/day of solid waste. The landfill's maximum capacity is 9,354,000 cubic yards of solid waste and as of November 2012 has a remaining capacity of 4,625,827 cubic yards.

The proposed Project would generate construction and demolition debris over a short period as the existing bridge is demolished and the new bridge is constructed. Solid waste generated by the proposed Project during construction could include wood and concrete debris, inert materials, and mixed municipal waste from construction workers on the Project site. Once operational, the proposed Project would not generate solid waste. The amount of solid waste that would be generated during construction of the proposed Project would be minimal compared to the existing daily intake at the John Smith Landfill. The John Smith Landfill would be able to intake material from the Project site during the construction period and would still have remaining capacity to serve other solid waste disposal requirements. Considering that solid waste would be generated during construction only and no solid waste would be generated during the operation of the Project, disposal operations at John Smith Landfill would not be impacted by the proposed Project. Therefore, impacts would be less than significant.

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

No Impact. The proposed Project would comply with federal, State and local regulations related to solid waste. No impacts would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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.)	☐	☐	☒	☐
c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Environmental Setting

The Mandatory Findings of Significance section discusses the potential of the proposed Project to degrade the quality of the environment and any biological habitats. Impacts on a cumulative basis are also discussed as well as the Project having any environmental impacts which would cause substantial direct or indirect adverse impacts on human beings.

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, 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. The proposed Project includes the demolition of an existing bridge on Rocks Road at Pinacate Rock Creek and the construction of a replacement bridge. As described throughout this Initial Study, implementation of the proposed Project has the potential to adversely impact sensitive natural communities, special-status animals and previously undiscovered cultural resources and/or human remains. With implementation of the mitigation measures recommended in this Initial Study, compliance with San Benito County requirements, and application of standard practices, implementation of the proposed Project would not: 1) degrade the

quality of the environment; 2) substantially reduce the habitat of fish or wildlife species; 3) cause a fish or wildlife population to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or, 6) eliminate important examples of the major periods of California history or prehistory.

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.)

Less Than Significant Impact. The impacts of the proposed Project would be individually limited and would not be cumulatively considerable. The proposed Project would include the demolition of an existing bridge and development of a replacement bridge over Pinacate Rocks Creek along Rocks Road. All environmental impacts that could occur as a result of the proposed Project would be reduced to a less than significant level with implementation of the mitigation measures recommended throughout this Initial Study. When viewed in conjunction with other closely related past, present or reasonably foreseeable future projects, development of this Project would not cumulatively contribute to impacts.

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

Less Than Significant Impact. The purpose of the proposed Project is to replace the existing Rocks Bridge over Pinacate Creek with a new longer and wider bridge on an improved roadway alignment. Once completed, the new bridge would meet current AASHTO standards for design speed and road/bridge width. As described in this Initial Study, implementation of the proposed Project could result in temporary air quality, greenhouse gas, hazardous waste, hydrology, and noise impacts during the construction period. Implementation of the mitigation measures recommended in this Initial Study, compliance with San Benito County regulations, and application of standard construction practices would ensure that the proposed Project would not result in environmental effects that would cause substantial direct or indirect adverse effects on human beings.

3.0 REPORT PREPARERS

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5.0 RESPONSE TO COMMENTS

SCH

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

RECEIVED
SEP 23 2014
Public Works
San Benito County

September 18, 2014

Arman Nazemi
San Benito County
2301 Technology Parkway
Hollister, CA 95023

Subject: Rocks Road Bridge (No. 43C-0053) Replacement at Pinacale Rock Creek Project
SCH#: 2014081058

Dear Arman Nazemi:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on September 17, 2014, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

SCH-1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2014081058
Project Title Rocks Road Bridge (No. 43C-0053) Replacement at Pinacale Rock Creek Project
Lead Agency San Benito County

Type MND Mitigated Negative Declaration

Description The proposed Project would include the replacement of the existing single-lane concrete bridge with a two-lane, clear span concrete bridge with 4-foot wide shoulders. The new bridge soffit would be raised to be above the top of the Pinacate Rock Creek bank to open up the hydraulic cross section through the crossing. The vertical profile of the new bridge would be raised approximately 3 feet in order for the new bridge to accommodate a 100-year storm event. Project implementation would also include up to 400 feet of roadway approach improvements on the west and east side of the bridge. The overall Rocks Road alignment is not changing; however, a slight double "S" curve would be incorporated onto the roadway approach horizontal alignment to reduce the length of the replacement bridge and provide a less sharp angle between the centerline of the road.

Lead Agency Contact

Name Arman Nazemi
Agency San Benito County
Phone 831 636 4170 **Fax**
email
Address 2301 Technology Parkway
City Hollister **State** CA **Zip** 95023

Project Location

County San Benito
City San Juan Bautista
Region
Lat / Long 36° 51' 15.8" N / 121° 35' 23.7" W
Cross Streets Rocks Road / Little Merrill Road
Parcel No. Roadway ROW / 011-310-003
Township 12S **Range** 3E **Section** 25 **Base** MDB&M

Proximity to:

Highways US 101
Airports
Railways
Waterways Pinacale Rock Creek
Schools
Land Use Surrounding land use / Z: AP / AR. Roadway/Bridge no designation

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Landuse

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 4; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 5; Air Resources Board; Regional Water Quality Control Board, Region 3; Native American Heritage Commission; State Lands Commission

Date Received 08/19/2014 **Start of Review** 08/19/2014 **End of Review** 09/17/2014

Response to Comments

State of California Governor's Office of Planning and Research State Clearinghouse and Planning Unit (September 18, 2014)

SCH-1: Comment noted.

6.0 MITIGATION AND MONITORING PROGRAM

This Mitigation and Monitoring Reporting Program (MMRP) has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the Victory Road Bridge Replacement Project (proposed Project). The MMRP lists mitigation measures recommended in the IS/MND for the proposed Project and identifies mitigation monitoring requirements. This MMRP has been prepared to comply with the requirements of State law (Public Resources Code Section 21081.6). State law requires the adoption of an MMRP when mitigation measures are required to avoid significant impact. The MMRP is intended to ensure compliance during implementation of the Project. Responsibility for ensuring successful implementation of the MMRP lies with the San Joaquin County Public Works Department, representing the Lead Agency for the Project under CEQA.

Environmental monitoring will be required throughout all phases of the proposed Project. Prior to, and during construction, mitigation monitoring shall minimize potential impacts to environmental resources. Monitoring is also necessary to ensure and verify implementation of the mitigation measures prescribed in the IS/MND. Compliance with mitigation measures can be documented in the Project file through written reports, accompanied by Project photos where necessary. Post construction monitoring of revegetation and other Project components can be documented by yearly report, on a schedule typically determined by one or more of the Project permits. Depending on the complexity of the post construction mitigation effort, tasks will be implemented by County staff or technical experts under contract to the County. Post construction monitoring is typically conducted for three to five years, depending on permit requirements and success criteria.

The MMRP is organized in a matrix. The first column identifies the mitigation measures. Included with each mitigation measure is a short summary of the specific action needed to fulfill the mitigation measure as well as the milestone date and the agency/agencies responsible for mitigation monitoring.

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
II. AGRICULTURAL RESOURCES			
Mitigation Measure AG-1: The County of San Benito shall notify the California Department of Conservation regarding the need to acquire a portion of APN 011-310-003-00 which is currently under a Williamson Act Contract. While the County of San Benito would not be required to follow a specific template to submit a Williamson Act Public Acquisition notice, the California Department of Conservation website provides examples of a "Notification Form Template," "Example Notification Letter" and "Examples of Supporting Documentation" that are to be used when compiling a notice to ensure that the notification process is streamlined and that all required material is contained in the initial notice to the Department. Information regarding the notification process and examples of an approved notification letter and supporting documentation can be found at the California Department of Conservation Williamson Act Program-Basic Contract Provisions website: http://www.conservation.ca.gov/dlrp/lca/basic_contract_provisions/Pages/public_acquisitions.asp x.	Notify California Department of Conservation of partial parcel acquisition that is under a Williamson Act Contract.	Prior to acquisition of partial portion of land parcel.	San Benito County.
III. AIR QUALITY			
Mitigation Measure AIR-1: The Project contractor, on behalf of the Project applicant (San Benito County), shall prepare a Dust Control Plan for demolition and construction activities at the Project site pursuant to the requirements and regulations of the MBUAPCD. The Project contractor shall be responsible for ensuring that all adequate dust control measures are implemented in a timely manner during all phases of construction and maintenance activities at the Project site. The Dust Control Plan shall include, at a minimum, the following measures: • All visible, dry, disturbed soil on road surfaces shall be watered to minimize fugitive dust emissions; • All unpaved surfaces, unless otherwise treated with suitable chemicals or oils, shall have a posted speed limit of 10 miles per hour;	Preparation of a Dust Control Plan that outlines measures for dust control procedures during construction activities.	Prior to commencement of construction activities.	San Benito County.

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
• Earth or other material that has been deposited by trucking or earth moving equipment, erosion by water, or other means onto paved streets shall be promptly removed; • Asphalt, oil, water or suitable chemicals shall be applied on stockpiled materials and other surfaces that can give rise airborne dusts; • All earthmoving activities shall cease when sustained winds exceed 15 miles per hour; • The contractor's foreman shall take reasonable precautions to prevent the entry of unauthorized vehicles during non-work hours; • The contractor's foreman shall keep a daily log of activities to control fugitive dust; • If deposits of Naturally Occurring Asbestos (NOA) are discovered during construction, activities shall be suspended and mitigation on a site-specific basis shall be developed and implemented. Construction Plans for this Project shall include a notice stating: "If NOA is discovered (uncovered) during demolition, grading, or construction activities, work shall be suspended immediately and the Monterey Bay Unified Air Pollution Control District (MBUAPCD) shall be contacted to determine compliance measures to be taken regarding the NOA." In addition, the following measures shall be required: o The speed of any vehicles and equipment traveling across unpaved areas shall be no more than fifteen (15) miles per hour unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust that is visible crossing the Project boundaries; o Storage piles and disturbed areas not subject to vehicular traffic shall be stabilized by being kept adequately wetted, treated with a chemical dust suppressant, or covered with material that contains less than 0.25			

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
percent asbestos (by weight of the material); and, o Activities shall be conducted so that no track-out from any road construction activities is visible on any paved roadway open to the public.			
IV. BIOLOGICAL RESOURCES			
Mitigation Measure BIO-1: • All potential roost trees (i.e., 20 diameter at breast height (dbh) or greater), including snags, within the BSA that would be impacted by Project construction shall be removed between September 1 and October 14, or between February 16 and April 14. Removal of trees during these periods would avoid impacts to any bats occurring on the Project site during the normal breeding season (April 15 to August 30) and winter torpor (October 15 to February 15). Removal shall occur as follows: o Prior to removal of the potential roost site trees, smaller trees and brush from the area near the potential roost tree shall be removed in order to expose bats potentially using the roost tree to the sounds and vibrations of equipment. These activities shall be conducted on at least two consecutive days before potential roost trees are removed. o Equipment and vehicles shall not be operated under potential roost trees while nearby trees and brush are being removed to prevent exhaust fumes from filling roost cavities. • Alternatively, all potential roost trees within the BSA shall be surveyed by a qualified biologist to determine if any trees can be excluded as suitable bat roosts due to the lack of suitable structural characteristics. If any trees can be excluded as bat roosts, removal of these trees would not be subject to the seasonal restrictions discussed above. • Work activities shall be limited to daylight hours to minimize potential effects to foraging bats.	Roost tree removal and survey of potential roost trees.	Prior to Project construction.	San Benito County.

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
• Areas of California annual grassland temporarily disturbed during construction shall be revegetated with the seed mix specified below in Table B: Native Seed Mix:			
Mitigation Measure BIO-2: • If possible all trees that would be impacted by Project construction shall be removed during the non-nesting season (between September 16 and February 1) to avoid take of a nest or bird. If this is not possible, a survey for nesting white-tailed kites shall be conducted in the BSA and within a 500 foot radius by a qualified biologist. The survey shall be conducted a maximum of 14 days prior to the start of construction. The survey area may be decreased due to property access constraints, etc. • If nesting white-tailed kites are found within 500 feet of the BSA, a qualified biologist shall evaluate the potential for the proposed Project to disturb nesting activities. The evaluation criteria shall include, but are not limited to, the location/orientation of the nest in the nest tree, the distance of the nest from the BSA, and line of sight between the nest and the BSA. • CDFW shall be contacted to review the evaluation and determine if the Project can proceed without adversely affecting nesting activities. • If work is allowed to proceed, a qualified biologist shall be on-site weekly during construction activities that occur in the breeding season to monitor nesting activity. The biologist shall have the authority to stop work if it is determined the Project is adversely affecting nesting activities. • Areas of California annual grassland temporarily disturbed during construction shall be revegetated with the seed mix specified in Table B.	Survey of BSA for nesting white-tailed kites. Revegetation of grassland disturbed during construction.	Prior to commencement of construction.	San Benito County.
Mitigation Measure BIO-3: • If possible, all trees that would be impacted by Project construction shall be removed during the non-nesting season (between September 16 and February 1) to avoid take of a nest or bird. If this is not possible, a survey	Survey of BSA for nesting white-tailed kites.	Prior to commencement of construction.	San Benito County.

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
for nesting Cooper's hawks shall be conducted in the BSA and within a 500 foot radius by a qualified biologist. The survey shall be conducted a maximum of 14 days prior to the start of construction. The survey area may be decreased due to property access constraints, etc; • If nesting Cooper's hawks are found within 500 feet of the BSA, a qualified biologist shall evaluate the potential for the proposed Project to disturb nesting activities. The evaluation criteria shall include, but are not limited to, the location/orientation of the nest in the nest tree, the distance of the nest from the BSA, and line of sight between the nest and the BSA; • CDFW shall be contacted to review the evaluation and determine if the Project can proceed without adversely affecting nesting activities; and, • If work is allowed to proceed, a qualified biologist shall be on-site weekly during construction activities that occur in breeding season to monitor nesting activity. The biologist would have the authority to stop work if it is determined the Project is adversely affecting nesting activities.			
Mitigation Measure BIO-4: • Areas of California annual grassland temporarily disturbed during construction shall be revegetated with the seed mix specified above in Table B.	Revegetation of disturbed during areas construction.	Post construction activities.	San Benito County.
Mitigation Measure BIO-5: • A preconstruction survey for nesting burrowing owls shall be conducted in the BSA and vicinity by a qualified biologist no more than 30 days prior to initiation of earthmoving activities. If nesting burrowing owls are found within the biological study area, the following measure shall be implemented: o During the non-breeding season (September 1 through January 31) any burrowing owls occupying the Project site should be evicted from the Project site by passive relocation as described in the California	Preconstruction survey for nesting burrowing owls. Revegetate disturbed areas.	During construction and post construction.	San Benito County.

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
Department of Fish and Wildlife's Staff Report on Burrowing Owls (Oct., 1995). o During the breeding season (February 1 through August 31) occupied burrows shall not be disturbed and shall be provided with a 250 feet protective buffer until and unless a qualified biologist verifies through noninvasive means that either: 1) the birds have not begun egg laying, or 2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. Once the fledglings are capable of independent survival, the burrow can be destroyed. • Areas of California annual grassland temporarily disturbed during construction shall be revegetated with the seed mix specified in Table B.			
Mitigation Measure BIO-6: • A preconstruction survey for nesting LBV shall be conducted in the BSA and within a 100-foot radius by a qualified biologist. The survey shall be conducted no more than 14 days prior to the start of earthmoving activities. • If LBV are found within the area surveyed the USFWS and CDFW shall be contacted to determine appropriate measures to take to avoid any impact to this species. At a minimum, construction activity within 100 feet of the nest shall cease until a qualified biologist verifies that the young have fledged and are capable of independent survival. Caltrans would notify the USFWS. San Benito County would be responsible for notifying CDFW. • Native topsoil from the channel would be incorporated within the replacement RSP to provide a seeding and planting medium. Areas of RSP above the OHWM would be revegetated with the seed mix specified in Table B. In addition, locally-obtained willow cuttings/poles would be installed within the lower sections of the RSP near the OHWM. • Realignment of the roadway and new bridge would open up an area that is currently covered by the existing bridge. The revegetation of this area	Preconstruction survey for least Bell's vireo. Revegetation of areas disturbed.	Prior to and during construction and post construction.	San Benito County.

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
would restore approximately 0.01 acre of mixed willow habitat.			
Mitigation Measure BIO-7: • Prior to the start of construction activities in Pinacate Rock Creek, the reach of the creek within the BSA shall be surveyed by a qualified biologist for the presence of Pacific pond turtles. If Pacific pond turtles are observed in the BSA they shall be relocated outside of the work area by a qualified biologist. • Areas temporarily disturbed during construction shall be revegetated with the seed mix specified in Table B.	Survey for the presence of Pacific pond turtles. Revegetation of areas disturbed.	Prior to and during construction and post construction.	San Benito County.
Mitigation Measure BIO-8: • Prior to any ground-disturbing activities the area shall be surveyed by a qualified biologist for the presence of San Joaquin whipsnakes. If San Joaquin whipsnakes are observed in the BSA they shall be relocated outside of the work area by a qualified biologist. • Areas of California annual grassland temporarily disturbed during construction shall be revegetated with the seed mix specified in Table B.	Survey for presence of San Joaquin whipsnakes. Revegetation of areas disturbed.	Prior to and during construction and post construction.	San Benito County.
Mitigation Measure BIO-9: • ESA fencing shall be installed along the edge of the work limits including staging areas. ESA fencing shall consist of orange construction fencing (or equivalent) and shall be maintained in good condition until construction is complete. In addition, silt fencing shall be installed along the bottom of the ESA fencing to prevent CTS from entering the work area during construction; • A USFWS-approved biological monitor shall be present during initial ground disturbing activities; • If CTS are found within the area surveyed the USFWS and CDFW shall be contacted. Caltrans shall notify the USFWS. San Benito County shall be	Installation of ESA fencing around sensitive areas. Construction monitoring for presences of California Tiger Salamander. Restoration and revegetation of temporary impact areas.	Prior to, during, and post construction.	San Benito County.

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
responsible for notifying CDFW; • All work in the creek shall be conducted during the dry season (June through October) when CTS are estivating and unlikely to enter the BSA; • The BSA shall be surveyed for CTS if a substantial rain event (i.e., at least 0.25 inch) occurs during construction to avoid affecting salamanders that may have emerged from their burrows in the BSA (e.g., under equipment); and, • Following completion of the Project, all fill slopes, temporary impact and/or otherwise graded or denuded areas shall be restored to preconstruction contours (if necessary) and revegetated with the seed mix specified in Table B.			
Mitigation Measure BIO-10: • Only USFWS-approved biologists shall participate in activities associated with the capture, handling, and monitoring of CRLF; • Ground disturbance shall not begin until written approval is received from the USFWS that the biologist is qualified to conduct the work unless the individual(s) has/have been approved previously and the USFWS has not revoked that approval; • A USFWS-approved biologist shall survey the Project site no more than 48 hours before the onset of work activities. If any life stage of the CRLF is found and these individuals are likely to be killed or injured by construction activities the approved biologist shall be allowed sufficient time to move them from the site before work begins. The USFWS-approved biologist shall relocate the CRLF the shortest distance possible to a location that contains suitable habitat and that would not be affected by activities associated with the proposed Project. The relocation site shall be in the same drainage to the extent practicable. The County shall coordinate with the USFWS on the relocation site prior to the capture of any CRLF;	Training session for construction workers on identifying CRLF and associated habitat. Monitoring for CRLF during construction. Procedures on capturing and handling CRLF onsite.	Prior to and during construction and post construction.	San Benito County.

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
• Before any activities begin on the Project a USFWS-approved biologist shall conduct a training session for all construction personnel. At a minimum the training shall include a description of the CRLF and its habitat, the specific measures that are being implemented to conserve the CRLF for the current Project, and the boundaries within which the Project may be accomplished. Brochures, books, and briefings shall be used in the training session, provided that a qualified person is on hand to answer any questions; • A USFWS-approved biologist shall be present at the work site until all CRLF have been relocated out of harm's way, workers have been instructed, and disturbance of habitat has been completed. After this time the State or local sponsoring agency shall designate a person to monitor on-site compliance with all minimization measures. The USFWS-approved biologist shall ensure that this monitor receives the training outlined above and in the identification of CRLF. If the monitor or the USFWS-approved biologist recommends that work be stopped because CRLF would be affected in a manner not anticipated by the County and the USFWS during review of the proposed action, they shall notify the resident engineer (the engineer that is directly overseeing and in command of construction activities) immediately. The resident engineer shall either resolve the situation by eliminating the adverse effect immediately or require that all actions causing these effects be halted. USFWS shall be notified as soon as possible if work is halted; • During Project activities all trash that may attract predators shall be properly contained, removed from the work site, and disposed of regularly. Following construction all trash and construction debris shall be removed from work areas; • All refueling, maintenance, and staging of equipment and vehicles shall occur at least 60 feet from riparian habitat or water bodies and in a location from where a spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water). The monitor shall ensure			

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
contamination of habitat does not occur during such operations. Prior to the onset of work, the County shall ensure that a plan is in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur; • Habitat contours shall be returned to their original configuration at the end of Project activities. This measure shall be implemented in all areas disturbed by activities associated with the Project, unless the USFWS and the County determine that it is not feasible or modification of original contours would benefit the CRLF; • The number of access routes, size of staging areas, and the total area of the activity shall be limited to the minimum necessary to achieve the Project goals. Environmentally Sensitive Areas shall be delineated to confine access routes and construction areas to the minimum area necessary to complete construction and minimize the impact to CRLF habitat. This goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable; • The County shall attempt to schedule work activities for times of the year when impacts to the CRLF would be minimal. For example, work that would affect large pools that may support breeding shall be avoided, to the maximum degree practicable, during the breeding season (November through May). Isolated pools that are important to maintain CRLF through the driest portions of the year shall be avoided, to the maximum degree practicable, during the late summer and early fall. Habitat assessments, surveys, and coordination between the County and the USFWS during Project planning shall be used to assist in scheduling work activities to avoid sensitive habitats during key times of the year; • To control sedimentation during and after Project implementation, the County shall implement Best Management Practices (BMPs) outlined in any authorizations or permits issued under the authorities of the Clean			

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
Water Act that it receives for the specific Project. If BMPs are ineffective the County, in coordination with USFWS, shall attempt to remedy the situation immediately; • Intakes shall be completely screened with wire mesh not larger than 0.2 inch to prevent CRLF from entering a pump system should dewatering be required by the proposed Project. Water shall be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction activities any diversions or barriers to flow shall be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the stream bed shall be minimized to the maximum extent possible; any imported material shall be removed from the stream bed upon completion of the Project; • Unless approved by the USFWS water shall not be impounded in a manner that may attract CRLF; • A USFWS-approved biologist shall permanently remove any individuals of non-native species, such as bullfrogs (Rana catesbeiana), signal and red swamp crayfish (Pacifasticus leniusculus; Procambarus clarkii), and centrarchid fishes from the Project area to the maximum extent possible. The USFWS-approved biologist shall be responsible for ensuring his or her activities are in compliance with the CDFW Code; • If the County demonstrates that disturbed areas have been restored to conditions that allow them to function as habitat for the CRLF, these areas shall not be included in the amount of total habitat permanently disturbed; • To ensure that diseases are not conveyed between work sites by the USFWS-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Populations Task Force shall be followed at all times; • Project sites shall be re-vegetated with an assemblage of native riparian,			

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
wetland, and upland vegetation suitable for the area. Locally collected plant materials shall be used to the extent practicable. Invasive, exotic plants shall be controlled to the maximum extent practicable. This measure shall be implemented in all areas disturbed by activities associated with the Project unless the USFWS and the County determine that it is not feasible or practical; • Herbicides shall not be the primary method used to control invasive, exotic plants. However, if the County determines the use of herbicides is the only feasible method for controlling invasive plants at the Project site, the following additional protective measures for the CRLF shall be implemented: o Herbicides shall not be used during the breeding season for the CRLF; o A qualified biologist hired by the County shall conduct surveys for the CRLF immediately prior to the start of any herbicide use. If found, CRLF shall be relocated to suitable habitat far enough from the Project area that no direct contact with herbicides would occur; o Giant reed and other invasive plants shall be cut and hauled out by hand and then painted with glyphosate or glyphosate-based products, such as Aquamaster® or Rodeo®; o Licensed and experienced Caltrans staff or a licensed and experienced contractor shall use a hand-held sprayer for foliar application of Aquamaster® or Rodeo® where large monoculture stands occur at the Project site; o All precautions shall be taken to ensure that no herbicide is applied to native vegetation; o Herbicides shall not be applied on or near open water surfaces (no closer than 60 feet from open water); o Foliar applications of herbicide shall not occur when wind speeds are in			

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
excess of 3 miles per hour; o No herbicides shall be applied within 24 hours of forecasted rain; o Application of all herbicides shall be done by qualified personnel retained by the County to ensure that overspray is minimized, that all application is made in accordance with label recommendations, and all safety measures associated with herbicide application is implemented. A safe dye shall be added to the mixture to visually denote treated sites. Application of herbicides shall be consistent with the U.S. Environmental Protection Agency's Office of Pesticide Programs, Endangered Species Protection Program county bulletins; and, o All herbicides, fuels, lubricants, and equipment shall be stored, poured, or refilled at least 60 feet from riparian habitat or water bodies in a location where a spill would not drain directly toward aquatic habitat. Construction contractors retained by the County shall ensure that contamination of habitat does not occur during such operations. Prior to the onset of work the County shall ensure that a plan is in place for a prompt and effective response to accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur. • During placement of Rock Slope Protection (RSP), native topsoil from the channel shall be incorporated within the RSP to provide a seeding and planting medium. Areas of RSP above the OHWM shall be revegetated with the seed mix specified above in **Table B**. In addition, locally-obtained willow cuttings/poles shall be installed within the lower sections of the RSP near the OHWM.			
Mitigation Measure BIO-11: • Prior to the start of construction activities in the mixed willow area of Pinacate Rock Creek, the reach of the creek within the BSA shall be surveyed by a qualified biologist for the presence of Coast Range newts. If	Survey for Coast Range newts and relocation if found. Restoration and revegetation of disturbed areas.	Prior to construction and post construction.	San Benito County.

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
Coast Range newts are observed in the BSA they shall be relocated outside of the work area by a qualified biologist; • Following completion of the new bridge, all fill slopes, creek banks with RSP, temporary impact, and/or otherwise graded areas shall be restored to preconstruction contours (if necessary) and revegetated with the native seed mix specified above in Table B; and, • During placement of RSP native topsoil from the channel shall be incorporated within the RSP to provide a seeding and planting medium. Areas of RSP above the OHWM shall be revegetated with the seed mix specified above in Table B. In addition, locally-obtained willow cuttings/poles shall be installed within the lower sections of the RSP near the OHWM.			
Mitigation Measure BIO-12: • Work in the live channel of Pinacate Rock Creek shall be minimized to the extent possible; • Work shall occur during periods of low flow in Pinacate Rock Creek. Consistent with measures to protect CRLF, a window of June 1 through October 15 shall be observed for work in waters or riparian areas; • Brightly colored fencing shall be placed along the limits of work areas to protect habitat adjacent to Pinacate Rock Creek. Fencing shall be maintained in good condition for the duration of construction activities; • Staging areas, access routes, and construction areas shall be located outside of wetlands and riparian areas to the maximum extent practicable; • During demolition of the existing bridge a heavy tarp, temporary decking, or equivalent structure shall be placed beneath the bridge to collect debris falling from the bridge and prevent it from entering Pinacate Rock Creek. This measure may also apply during construction of the new bridge deck; • Measures consistent with the current Caltrans' Construction Site Best	Mitigation to be implemented to reduce impacts to Watercress Wild Rye Wetland. Minimize work in Pinacate Rock Creek channel. ESA fencing to protect habitat. Revegetate and recontour areas that are disturbed.	Prior to and during construction.	San Benito County.

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
Management Practices (BMP) Manual (including the Storm Water Pollution Prevention Plan [SWPPP] and Water Pollution Control Plan [WPCP] Manuals) shall be implemented to minimize effects to wetlands resulting from erosion, siltation, etc. during construction; • Following completion of the new bridge, all fill slopes, temporary impact and/or otherwise disturbed areas shall be restored to preconstruction contours (if necessary) and revegetated with the native seed mix specified above in Table B. Invasive exotic plants shall be controlled to the maximum extent practicable; • During placement of RSP native topsoil from the channel shall be incorporated within the RSP to provide a seeding and planting medium. Areas of RSP above the OHWM shall be revegetated with the seed mix specified above in Table B. In addition, locally-obtained willow cuttings/poles shall be installed within the lower sections of the RSP near the OHWM; and, • Prior to issuance of a grading permit or other authorization to proceed with Project construction, the Project proponent shall obtain any regulatory permits that are required from the ACOE, RWQCB, and /or CDFW.			
Mitigation Measure BIO-13: The removal of mixed willow riparian vegetation shall be compensated for at a 3:1 ratio. Mitigation shall be accomplished using one of the following methods or by using a combination of the methods, contingent upon approval by the CDFW, ACOE, and RWQCB: • Preservation, creation, and/or restoration of the impacted resources at a minimum ratio of 3:1. This work shall occur solely within the Project impact area; • Purchase of credits at an approved mitigation bank at a minimum 1:1 mitigation ratio; and,	Compensation of removed mixed willow riparian.	Post construction.	San Benito County.

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
• All mitigation lands shall be protected in perpetuity through recordation of a conservation easement or equivalent method.			
Mitigation Measure BIO-14: • Work in the live channel of Pinacate Rock Creek shall be minimized to the extent possible; • Work shall occur during periods of low flow in Pinacate Rock Creek. Consistent with measures to protect CRLF, a window of June 1 through October 15 shall be observed for work in waters or riparian areas; • Brightly colored fencing shall be placed along the limits of work areas to protect habitat adjacent to Pinacate Rock Creek. Fencing shall be maintained in good condition for the duration of construction activities; • Staging areas, access routes, and construction areas shall be located outside of wetlands and riparian areas to the maximum extent practicable; • During demolition of the existing bridge a heavy tarp, temporary decking, or equivalent structure shall be placed beneath the bridge to collect debris falling from the bridge and prevent it from entering Pinacate Rock Creek. This measure shall also apply during construction of the new bridge deck; • Measures consistent with the current Caltrans' Construction Site BMPs Manual (including the SWPPP and WPCP Manuals) shall be implemented to minimize effects to wetlands resulting from erosion, siltation, etc. during construction; and, • Following completion of the new bridge, all fill slopes, temporary impact, and/or otherwise disturbed areas shall be restored to approximate preconstruction contours (if necessary) and revegetated with the native seed mix specified above in Table B. Invasive exotic plants shall be controlled to the maximum extent practicable.	Mitigation to be implemented to reduce impacts to Watercress Wild Rye Wetland. Minimize work in Pinacate Rock Creek channel. ESA fencing to protect habitat. Revegetate and recontour areas that are disturbed.	Prior to and during construction.	San Benito County.
V. CULTURAL RESOURCES			
Mitigation Measure CULT-1: If deposits of prehistoric or historical archaeological	Halt construction in	During	San Benito

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
materials are discovered during non-monitored Project activities, all work within 25 feet of the discovery shall be redirected and a qualified archaeologist contacted, if one is not present, to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. San Benito County shall also be notified. Project personnel shall not collect or move any archaeological materials. It is recommended that adverse effects to the archaeological resources be avoided by Project activities. If avoidance is not feasible, the archaeological deposits shall be evaluated to determine if they qualify as a historical resource or unique archaeological resource or as historic property. If the deposits do not so qualify avoidance is not necessary. If the deposits do qualify, adverse effects on the deposits shall be avoided or such effects shall be mitigated. Mitigation may consist of, but is not limited to, recovery and analysis of the archaeological deposit; recording the resource; preparing a report of findings; and accessioning recovered archaeological materials at an appropriate curation facility. Educational public outreach may also be appropriate. Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results and provide recommendations for the treatment of the archaeological deposits discovered. The report shall be submitted to San Benito County.	areas where historical or prehistorical archaeological resources are unearthed and implement appropriate measures to mitigate potential efforts to such resources.	construction.	County and Archaeological Monitor.
Mitigation Measure CULT-2: If paleontological resources are encountered during Project subsurface construction and no monitor is present, all ground-disturbing activities shall be redirected within 50 feet of the resource until a qualified paleontologist can be contacted to evaluate the resource and make recommendations. If Project activities cannot avoid the paleontological resources, a paleontological evaluation and monitoring plan, as described above, shall be implemented. Adverse effects to paleontological resources shall be mitigated, which may include monitoring, data recovery and analysis, a final report, and the accession of all fossil material to a paleontological repository. Upon completion of Project ground-disturbing activities, a report documenting methods, findings, and	Halt construction in areas where paleontological resources are unearthed and implement appropriate measure to mitigate potential effects to paleontological resources.	During construction.	San Benito County and Paleontological Monitor.

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
recommendations shall be prepared and submitted to the paleontological repository.			
Mitigation Measure CULT-3: If human remains are encountered during Project activities, work within 25 feet of the discovery shall be redirected and the San Benito County Sheriff's Office Coroner notified immediately. At the same time an archaeologist shall be retained to assess the situation and consult with agencies as appropriate. The Project proponent shall also be notified. Project personnel shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner shall notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission would identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated artifacts. Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate, and in coordination with the recommendations of the MLD. The report shall be submitted to the San Benito County Department of Public Works.	Adhere to the County's Native American Heritage Commission's guidelines for handling the discovery of human remains.	During construction.	San Benito County.
VII. GEOLOGY AND SOILS			
Mitigation Measure GEO-1: The replacement bridge would be supported by 24-inch diameter Cast In-Drilled-Hole piles. These piles shall extend through the potentially liquefiable soil zone to a specified tip elevation depth of 256 feet at Abutment 1 and 262 feet at Abutment 2. Each abutment shall have 13 piles (each shall be 24-inches in diameter) and shall extend 24 feet below the pile cap (29 feet below the creek invert) at Abutment 1 and 18 feet below the pile cap (23 feet below the creek invert) at Abutment 2.	Conditions for placing Cast-in-Drilled-Hole piles.	Prior to and during construction.	San Benito and Project Engineer.
Mitigation Measure GEO-2: Since the proposed Project site is greater than 1 acre in size, the construction contractor, prior to commencement of construction activities, shall develop a Stormwater Pollution Prevention Plan (SWPPP) that is in compliance with minimum requirements of the Environmental Project Agency's 2012 Construction General Permit. The SWPPP shall include Best Management	Development and submittal of an SWPPP. Implementation of SWPPP Best Management Practices to	Prior to and during construction.	San Benito County and Construction Contractor.

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
Practices (BMPs) designed to reduce erosion and prevent sediment or other potential pollutants from leaving the work site or impacting water quality to Pinacate Rock Creek. The County shall require the construction contractor to implement BMPs for erosion and sedimentation outlines in the most recent version of the Erosion and Sediment Control Field Manual (California Regional Water Quality Control Board, 2002), the Environmental Protection Agency Construction Site Stormwater Runoff Control BMP Fact Sheets, or an equivalent publication. Below are some examples of the measures that shall be included and/or implemented in the SWPPP to reduce stormwater runoff during Project construction: • Best management practices outlined in the most recent version of the Erosion and Sediment Control Field Manual, published by the Regional Water Quality Control Board, or equivalent publication, shall be implemented for erosion, sediment and turbidity control during and after any ground clearing activities or any other project activities that could result in erosion or sediment discharges to surface water; • Exposed slopes shall be protected using temporary erosion control blankets, fiber rolls, silt fences, or other approved erosion and sediment controls; • Erosion prevention and sediment control measures shall be inspected and maintained until disturbed areas are stabilized; • Disturbed ground surfaces near the creek bank shall be revegetated and monitored for future erosion; • To ensure that stockpiled granular material does not enter the creek or storm drains, the material shall be covered with a tarp and surrounded with sand bags when rain is forecast; • At the end of each working day roadways shall be cleaned and swept, and scrap, debris, and waste material shall be collected and disposed of properly; • Vehicle or equipment cleaning shall be performed with water only, and in a	reduce erosion and prevent sediment or other potential pollutants into Pinacate Rock Creek.		

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
designated, bermed area that shall not allow rinse water to run off-site or into the creek; • Maintenance and fueling of construction vehicles and equipment shall be performed in a designated, bermed area or over a drip pan that shall not allow run-on of stormwater or runoff of spills; and • Discharges to Pinacate Rock Creek shall be reported to the County immediately upon discovery and a written discharge notification must be submitted to the Regional Water Quality Control Board within seven (7) days of such a discharge.			
VII. GREENHOUSE GAS EMISSIONS			
Mitigation Measure GHG-1: To the extent feasible and to the satisfaction of the County of San Benito and Caltrans, the following measures shall be incorporated into the design, demolition, and construction of the proposed Project: • On-site idling of construction equipment shall be minimized (no more than 5 minutes maximum); • Biodiesel shall be used as an alternative fuel to diesel for at least 15 percent of the construction vehicles/equipment used if there is a biodiesel station within 5 miles of the Project site; • At least 10 percent of the building material shall be local to the extent feasible; and, • At least 50 percent of construction waste or demolition materials shall be recycled.	Implementation of measures to reduce greenhouse gas emissions during construction activities.	During construction activities.	San Benito County and Construction Contractor.
VIII. HAZARDS AND HAZARDOUS MATERIALS			
Mitigation Measure HAZ-1: The construction contractor shall prepare a Spill Prevention and Countermeasure Plan (SPCP) prior to the commencement of construction activities. The SPCP shall include information on the nature of all hazardous materials that will be used on-site. The SPCP shall also include information regarding proper handling of hazardous materials and clean-up	Preparation and submission to San Joaquin County of a Spill Prevention and Countermeasure Plan (SPCP).	Prior to commencement of construction activities.	San Benito County.

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
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 SPCP.			
Mitigation Measure HAZ-2: Traffic Stripes – Yellow thermoplastic and/or paint striping shall be removed as an independent action and the waste generated during striping removal shall be sampled, if necessary, handled, and disposed of as a hazardous waste. Processes and requirements for removal or grinding of traffic striping shall be conducted in compliance with current Caltrans Standard Special Provisions (SSPs).	Yellow thermoplastic and/or paint striping removal.	During construction activities.	San Benito County.
Mitigation Measure HAZ-3: The contractor shall prepare a Fire Safety Plan prior to the commencement of construction. The Fire Safety Plan shall include best management practices (BMPs) to reduce the risk of starting a wildland fire during the construction period. BMPs that may be implemented, include, but are not limited to: • The use of spark arrestors on construction equipment; • Working in an area cleared of vegetation (working in an area with defensible space); • Prohibiting smoking except in designated areas on the Project site; and, • Educating construction workers on emergency escape routes from the Project site in the event a conflagration commences.	Preparation and submission of a Fire Safety Plan. Implementation of Fire Safety Plan BMPs.	Prior to and during construction activities.	San Benito County and Construction Contractor.
IX. HYDROLOGY AND WATER QUALITY			
Mitigation Measure HYDRO-1: The County of San Benito shall prepare and implement construction site temporary BMPs in compliance with the provisions of the Caltrans Statewide NPDES Permit and any subsequent permit pertaining to construction of the proposed Project. The County shall submit a Notice of Construction (NOC) to the Central Coast Regional Water Quality Control Board at least 30 days prior to the commencement of construction and shall submit a Notice of Termination (NOT) to the CCRWQCB upon completion of the Project. The temporary BMPs shall be installed prior to commencement of any construction activities and shall be in place for the duration of the construction period. The	Prepare and implement BMPs in compliance with Caltrans' Statewide NPDES Permit. Submit NOC and NCC to CVRWQCB.	Prior to, during, and subsequent to construction.	San Benito County.

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
removal of the BMPs along with the Project site cleanup shall be the final operation.			
Mitigation Measure HYDRO-2: The County of San Benito shall incorporate Design Pollution Prevention (DPP) and Treatment Control BMPs into the Project design in accordance with the procedures outlined in the Stormwater Quality Handbooks' Project Planning and Design Guide (July 2010). The County shall coordinate with the CCRWQCB with respect to the feasibility, maintenance, and monitoring of Treatment Control BMPs as set forth in Caltrans' Statewide Stormwater Management Plan (SWMP).	Incorporate DPP and Treatment Control BMPs into Project design. Coordinate with CVRWQCB.	Prior to and during construction.	San Joaquin County.
Mitigation Measure HYDRO-3: The provision of the General Waste Discharge requirements for discharges to surface waters that pose an insignificant (de minimus) threat to water quality, Order No. R8-2003-0061 NPDES No. CAG99800, as they relate to construction activities shall be followed for the Project during dewatering activities. A Notice of Intent (NOI) shall be submitted to the CCRWQCB at least three months prior to the start of dewatering. The County of San Benito shall comply with all applicable provisions in the de minimus permit including water sampling, analysis, and reporting of dewatering-related discharges.	General Waste Discharge for discharges to surface waters be implemented as relating to construction activities if dewatering activities are required.	Prior to and during construction.	San Joaquin County.
Mitigation Measure HYDRO-4: Construction documents for the proposed Project shall be submitted and approved by the County of San Benito and Caltrans. The construction documents shall contain BMPs describing strict excavation and bridge abutment removal techniques and guidelines so as to not damage or alter the natural flowline of Pinacate Rock Creek and its tributaries.	Construction documents submittal to ensure Pinacate Rock Creek is not damaged or its natural flowline altered.	Prior to and during construction.	San Benito County.
XII. NOISE			
Mitigation Measure NOISE-1: During construction activities on the Project site the construction foreman shall implement the following measures to reduce noise level exposure that would occur at the residential units to the northeast: • the construction contractor shall comply with all local sound control noise level rules, regulations, and ordinances that apply to any work performed; • each internal combustion engine, used for any purpose on the Project site, shall be equipped with a muffler of a type recommended by the	Noise level reduction strategies during Project construction to be in compliance with the Noise Ordinance of neighboring Stanislaus County.	Prior to and during construction activities.	San Benito County and Construction Contractor.

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
manufacturer. No internal combustion engine shall be operated without a muffler during Project construction activities; • between the hours of 7:00 AM and 7:00 PM, the noise level from the construction areas on the Project site shall not exceed 86.0 dB(A) at a distance of 50-feet. Work shall not occur on Sundays or federal holidays, unless specifically permitted by contract and the County of San Benito. • the use of loud sound signals shall be avoided in favor of light warnings except those required by safety laws for the protection of the construction personnel on-site during construction activities, and; • as directed by the County, the construction contractor shall implement appropriate additional noise mitigation measures, as required, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction activities that would produce louder than expected noise levels, and installing acoustic barriers (walls or curtains) around stationary construction equipment noise sources.			