Attachment C

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ATTACHMENT C

FINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

HARTNELL ROAD BRIDGE REPLACEMENT PROJECT

MONTEREY COUNTY, CALIFORNIA

Lead Agency:
RMA - Public Works & Facilities
County of Monterey
1441 Schilling Place, 2nd Floor
Salinas, CA 93901
(831) 755-4816

Prepared by:
TRC Solutions
505 Sansome Street
San Francisco, California 94111

December 2017

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1.0 BACKGROUND INFORMATION

Project Title:	Hartnell Road Bridge Replacement Project
File No.:	3854
Project Location:	The Hartnell Road Bridge is located approximately 6.0 miles southeast of Salinas, in Monterey County, California. The bridge is located along Hartnell Road, approximately 0.15 mile south of Alisal Road and approximately 1.25 miles north of U.S. Highway 101 (Highway 101), in an unincorporated portion of the County.
Name of Property Owner:	County of Monterey
Name of Applicant:	County of Monterey Resource Management Agency (RMA) - Public Works & Facilities
Assessor's Parcel Number(s):	The project site is located within the County-maintained right-of-way (ROW), however extends into portions of APNs: 107-031-013, 137-141-001, 153-011-060, and 153-011-053
Acreage of Property:	The completed project would cover 4.5 acres
General Plan Designations:	Unclassified and Farmlands 40 Acre Minimum
Zoning:	Unclassified and F/40
Lead Agency:	County of Monterey RMA - Public Works & Facilities
Responsible Agencies	California Department of Fish and Wildlife (Streambed Alteration Agreement) U.S. Army Corps of Engineers (404 Permit Authorization) Regional Water Quality Control Board (Section 401 Water Quality Certification)

Prepared By:	TRC Solutions
Date Prepared:	October 19, 2017 December 2017 (Final MND)
Contact Person:	José Gómez Assistant Engineer/Project Manager
Phone Number:	(831) 755-4816

2.0 PROJECT DESCRIPTION

2.1 INTRODUCTION

The County of Monterey (County) RMA - Public Works & Facilities proposes to replace the existing two-lane Hartnell Road Bridge (Bridge No. 44C0110) (proposed project) over Alisal Creek in Monterey County, California, with a wider bridge that meets current American Association of State Highway and Transportation Officials (AASHTO) requirements. The proposed project would also widen the roadway approaches for approximately 370 to 470 feet (ft) on the north and south ends of the bridge to conform to the replacement bridge width and profile. After construction, both the bridge and roadway approaches would contain two 12-ft lanes (one in each direction) and two 8-ft shoulders and would meet current AASHTO minimum speed standards.

The bridge identification information is listed below:

District-County-Route-PM: 05-MON-0-CR
Federal Project Number: BRLO-5944(103)
Caltrans Bridge Number: 44C-110
County Bridge Number: 209
Latitude: 36° 38' 37"
Longitude: 121° 34' 42"

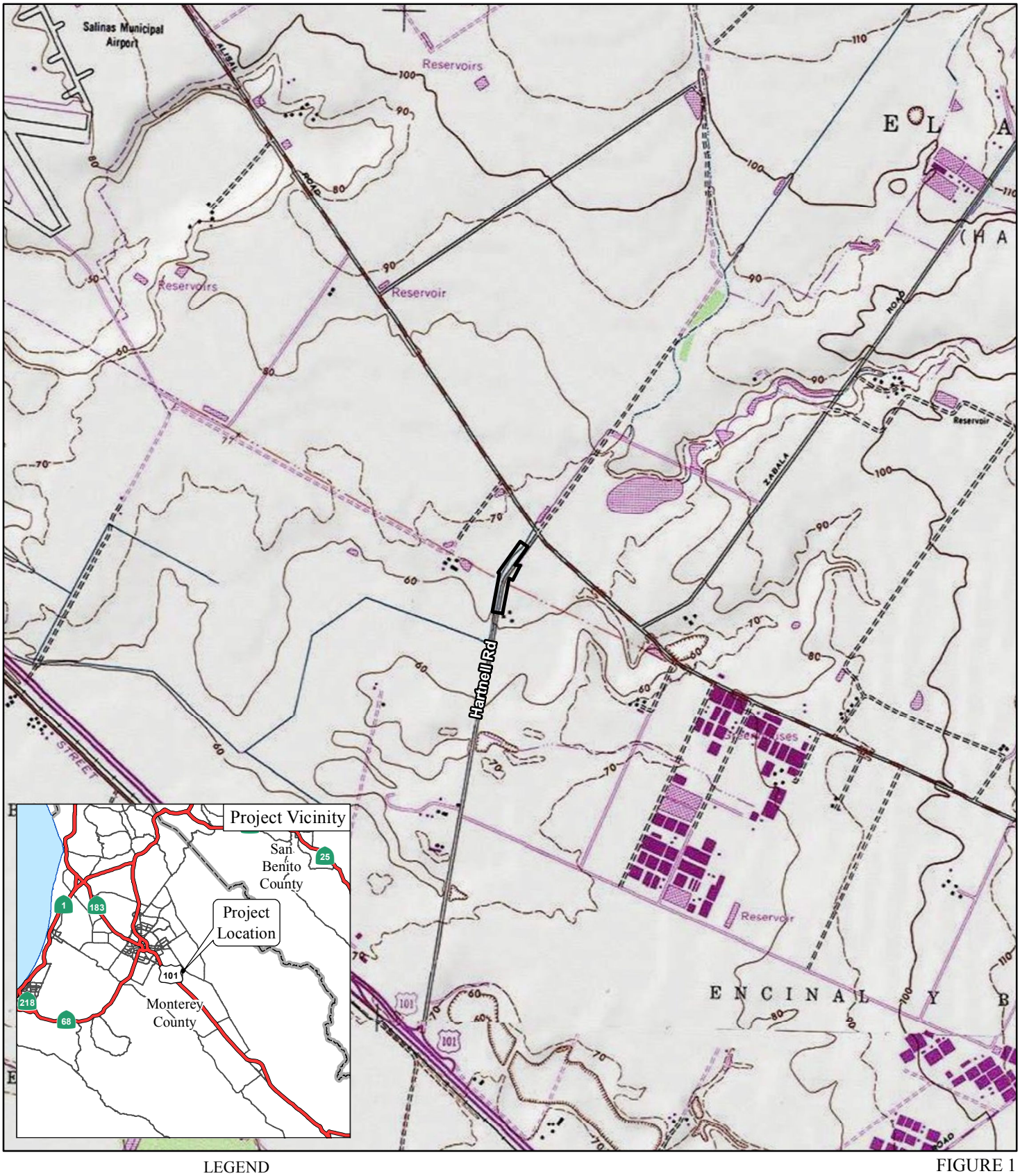
Funding for the bridge project will come from the Federal Highway Bridge Program and local matching funds.

2.1.1 Existing Facility

The Hartnell Road Bridge (bridge) was constructed in 1945. It is a two-lane box culvert bridge over Alisal Creek in unincorporated Monterey County, approximately 6 miles south of the City of Salinas (refer to Figure 1, Project Location). The bridge is approximately 0.15 miles south of Alisal Road and 1.25 miles north of Highway 101. The existing bridge is 42-ft-long and 21-ft-wide, with two 9- to 10-ft travel lanes and 2-ft unstriped shoulders.

According to the California Department of Transportation (Caltrans) California Road System Map, Hartnell Road is classified as a Local Collector Road and provides direct access to Highway 101. The roadway approaches have two (2) 9- to 11-ft travel lanes and no shoulders, and contain distressed pavement. Beginning approximately 140 ft south of the bridge and ending approximately 40 ft north of the bridge, the roadway alignment is curved. This curve does not meet current design standards for a 45 mile per hour (mph) design speed.

Hartnell Road generally runs north-south. Alisal Creek runs parallel to and adjacent to the roadway for the majority of its path within the project area. However, the creek takes a 90-degree turn to cross under Hartnell Road at the bridge and exits the bridge with another 90-degree turn (refer to Figure 2, Project Area).



LEGEND

Project Area

FIGURE 1

0 1000 2000

FEET

SOURCE: USGS 7.5' Quad., *Natividad, CA* (1984)

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Hartnell Road Bridge Replacement Project
Monterey County, California
Federal Project Number BRLO-5944(103)

Project Location

LEGEND

Project Area

FIGURE 2

Hartnell Road Bridge Replacement Project
Monterey County, California
Federal Project Number BRLO-5944(103)

Project Area

0 125 250
FEET

SOURCE: Bing Aerial (2011); TRC (12/2015)

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2.2 PROJECT PURPOSE AND NEED

2.2.1 Purpose

The purpose of this project is to:

- Provide for wider travel lanes and shoulders that comply with current AASHTO bridge and road design standards;
- Replace the bridge with a new structure that meets current Caltrans structural standards;
- Improve access for large trucks designed for a California Legal Design Vehicle, which is a standard 65-ft-long vehicle with a 60-ft turning radius; and
- Enhance overall traffic safety.

2.2.2 Need

The existing bridge does not meet AASHTO minimum lane and shoulder width standards and is functionally obsolete and structurally deficient (Caltrans 2013 Bridge Inspection Report). There are multiple chips and cracks throughout the underside of the bridge deck, many of which are located at key junctures where the bridge deck is fastened to the steel frame substructure. There is also significant wear and tear evident throughout the bridge, including minor rust flaking and corrosion on the steel frame supports. In addition, the existing roadway approaches do not have shoulders and do not meet current minimum lane, shoulder width, and design speed standards.

2.3 PROJECT ALTERNATIVES

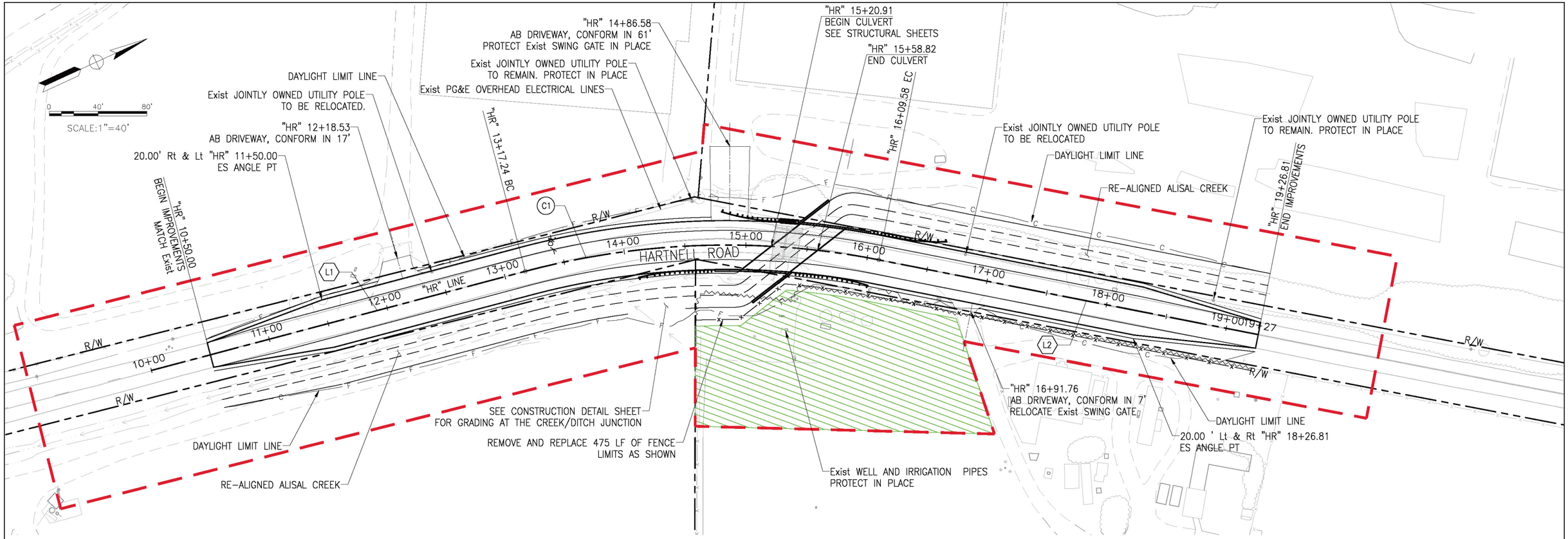
The environmental documentation for the proposed project evaluates one Build Alternative. A No Project/No Build Alternative is also evaluated as required by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

2.3.1 No Build Alternative: No Action is taken to Address AASHTO Noncompliance at Hartnell Road Bridge

Under the No Build Alternative, improvements to Hartnell Bridge or Hartnell Road would not be implemented within the project area. The bridge would remain functionally obsolete and structurally deficient. Hartnell Road within the project area would continue to not meet the minimum design speed and the roadway surface would remain in a degraded state. However, the proposed project has been determined to be necessary, and if approved, would be implemented as described below. Thus, the No Build Alternative is not discussed further or considered in the environmental analysis.

2.3.2 Build Alternative: Replacement of the Hartnell Road Bridge

Bridge Replacement. As part of the Build Alternative, the existing bridge would be replaced with a two (2)-lane cast-in-place reinforced concrete double-box culvert. The new bridge would be approximately 63 ft long and 43 ft wide, with two 12-ft travel lanes and two (2) unstriped 8-ft shoulders that meet AASHTO minimum lane and shoulder width standards. The roadway profile of the bridge would be raised by 2.2 ft in order to match the roadway improvements described below. The new bridge structure would be skewed at an approximate angle of 45 degrees to the roadway in order to facilitate the flow of Alisal Creek. Wingwalls would also be constructed to direct the flow through the culvert (refer to Figure 3, Build Alternative).



PLAN
1"=40'

LINE DATA		
LINE	DISTANCE	BEARING
L1	317.24'	N09°48'56"E
L2	317.24'	N35°47'03"E

CURVE DATA				
CURVE	R	Δ	T	L
C1	645.00'	25°58'07"	148.72'	292.34'

LEGEND

- APE LIMIT
- R/W — EXISTING RIGHT-OF-WAY
- DITCH GRADE BREAK
- C C — CUT LIMIT
- F F — FILL LIMIT
- PROPOSED CONSTRUCTION STAGING AREA
- Exist CULVERT TO BE REMOVED
- FENCE REMOVAL

FIGURE 3

N

0 40 80
FEET

SOURCE: TRC

Hartnell Road Bridge Replacement Project
Monterey County, California
Federal Project Number BRLO-5944(103)
Build Alternative

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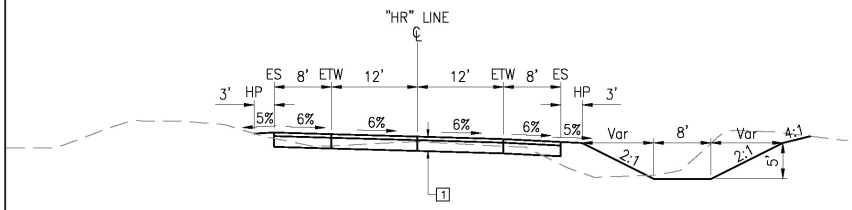
The current roadway has two (2) 9- to 11-ft travel lanes with no shoulders. The proposed project would widen the roadway approaches 368 ft north of the bridge and 471 ft south of the bridge to two (2)12-ft lanes with 8-ft unstriped outside shoulders (refer to Figure 4, Typical Cross Section). The new roadway would be constructed with a 3-ft shoulder backing (a strip of granular material used to protect the outside edge of the roadway pavement) and side slopes of 4:1 on the side of the road opposite the creek. The roadway adjacent to Alisal Creek would be constructed with a 3-ft shoulder backing and a nonstandard slope of 2:1 to minimize right-of-way (ROW) acquisition. In addition, the profile of the roadway approaches would be raised to meet current design standards for minimum longitudinal slope. The existing roadway slope is less than the 0.25 percent recommended by AASHTO. Additionally, the existing roadway approaches would be repaved with a foundation of aggregate base topped by 0.5 ft of hot mix asphalt.

According to the County, Annual Average Daily Traffic (AADT Book 2013), Hartnell Road currently carries 1,900 average daily traffic (ADT). AASHTO standard for a Local Collector Road with an ADT of between 400 and 2,000 is 50 mph design speed. The proposed project requires an exemption as it is being designed for a speed of 45 mph.

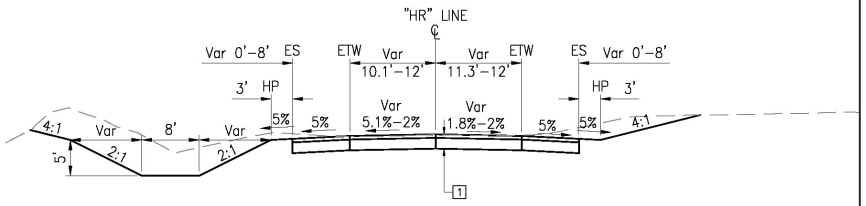
Alisal Creek Realignment. As Hartnell Road closely parallels Alisal Creek, the creek would need to be realigned and reconstructed outside of the footprint of the widened roadway and shoulders. At the proposed bridge, the creek angle relative to the bridge would be changed from 90 to 45 degrees to improve the hydraulic capacity of the creek. However, the majority of the creek within the project area would continue to flow parallel to Hartnell Road on either side of the bridge. The realigned creek channel would match the existing depth and longitudinal slope of the existing creek. At the bridge, the proposed elevation at the top of the culvert opening would remain the same as existing. Wingwalls would be constructed to direct the flow of the creek through the culvert.

Safety. New concrete barriers would be constructed on the box culvert bridge on both sides of the road. A standard guard rail system (Midwest Guardrail System) would be installed at the edge of the concrete barriers at three of the four corners of the bridge to prevent motorists from striking the end of the concrete barriers. As a standard guard rail may impact sight visibility from a private driveway on the southwest side of the bridge, a Quad Guard 25-ft Trinity Attenuating Crash Cushion (TRACC^{TM}) or similar shortened system would be installed there.

Driveways. Three (3) private agricultural driveways are located within the project area. The driveway connections to Hartnell Road would be modified to accommodate for the widening and change in vertical profile of the roadway. One agricultural driveway is located just south of the existing bridge on the west side. Because of the close proximity of this driveway to the bridge and new guardrail, a 30-ft by 60-ft section of this driveway would be modified to connect to the new roadway and provide for adequate site visibility for the drivers exiting the driveway. The two other private agricultural driveways, one of which is located southwest of the bridge and the other of which is located northeast of the bridge, would require modifications to 20-ft by 20-ft sections of the driveway to connect to the new roadway. Driveway improvements would be constructed either within the existing ROW or also within a temporary construction easement.



STA 13+43.84 TO BB



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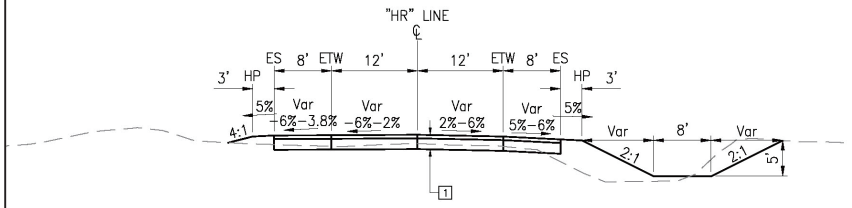
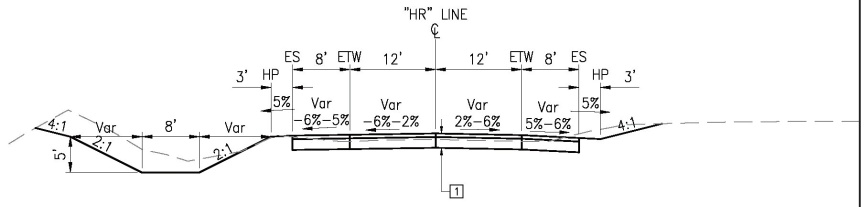
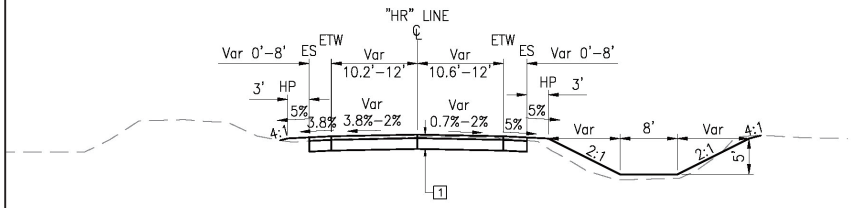


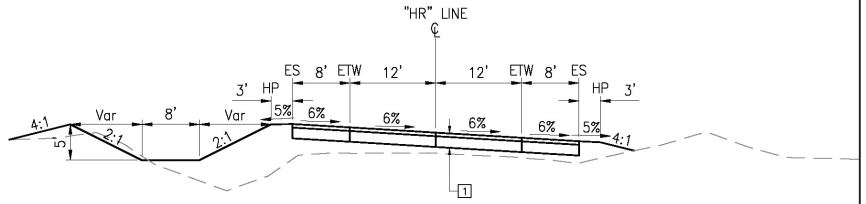
STA Approx 11+50.00 TO 13+43.84



STA 15+82.98 TO 18+26.81



STA 10+50.00 TO Approx 11+50.00



EB TO STA 15+82.98

FIGURE 4

0 16 32
FEET

SOURCE: TRC

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Hartnell Road Bridge Replacement Project
Monterey County, California
Federal Project Number BRLO-5944(103)

Typical Cross-Section

Construction Schedule. Construction activities within Alisal Creek are planned to occur outside of the rainy season, when there is no surface water within the creek (April 15 – October 15). Construction would begin during the spring of 2018 or 2019 with completion by fall of 2018 or 2019, for a total construction duration of five (5) months. Construction within the creek would take a total of approximately three (3) months. The bridge would be closed to traffic during construction.

Construction Phasing. Demolition of the existing box culvert will take place after the contractor has provided a temporary bridge across the creek for equipment use. Removal of the existing box culvert floor, sidewalls, wingwalls, and roof will involve demolition using a backhoe mounted jackhammer, bulldozer, and dump truck. Once the existing box culvert is completely removed, construction of the new box culvert can take place. The new box culvert floor will be cast in place in one concrete pour. A second pour will include the sidewalls, roof, and wingwalls.

Traffic Access and Detours. Hartnell Road Bridge and the roadway approaches would be closed during construction. Vehicles traveling north on Highway 101 would be notified by advanced warning signing that Hartnell Road is closed to through traffic and would be routed northeast on Spence Road for 2 miles, then northwest on Alisal Road for 2.3 miles to Hartnell Road. Vehicles traveling south on Highway 101 would follow the same route as they would pass Hartnell Road and exit Highway 101 on Spence Road and head east for 2 miles, then northwest on Alisal Road for 2.3 miles to Hartnell Road. Vehicles traveling from the north and east to access Highway 101, such as from Alisal Road or Old Stage Road, would be routed south on Alisal Road for 2.3 miles, then southwest on Spence Road for 2 miles. The worst-case total detour is approximately 5 to 7 miles in length (refer to Figure 5, Construction Detour).

There are three (3) private driveways located within the project area. To minimize the impacts on these residents, access to these driveways by all vehicles, including large trucks and trailers, will be maintained at all times during project construction, although minor delays may be necessary.

Once the existing bridge is demolished, access through the project site for construction vehicles only would be provided via a temporary bridge across Alisal Creek, to be designed by the construction contractor.

Construction Equipment and Staging. Typical excavators and earthmoving equipment would be operated near and within the creek bed. Materials and equipment that would be used during bridge construction would be staged at one location east of the bridge and just south of and adjacent to a private driveway (refer to Figure 2, Build Alternative). The staging area would occupy an area of approximately 0.5 acres.

FIGURE 5

N

0 1500 3000

FEET

SOURCE: TRC, Google Earth (2016)

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Hartnell Road Bridge Replacement Project
Monterey County, California
Federal Project Number BRLO-5944(103)

Construction Detour

Utility Rerouting. There are two (2) utility pipelines attached to the west side of the bridge. One (1) is confirmed to be an AT&T underground facility. The contents of the other pipeline appear to be abandoned or for future use. These pipelines would be relocated onto the outside of the new culvert, likely attached to the new concrete barrier.

There are four (4) joint utility poles, supporting PG&E and AT&T overhead electric lines, located on the west side of the bridge and roadway within the project area. Two (2) of those poles are located at the edge of the proposed widened shoulder and would be protected in place. The other two (2) joint utility poles are located within the limits of the proposed widened shoulder and would need to be relocated adjacent to the new roadway shoulder and within the ROW. PG&E will take the lead in the design of the relocated poles, the location of which will be provided in the final road design plans.

Surface Water Dewatering. Construction of the proposed project is planned to occur outside of the rainy season when there is no surface water within the Alisal Creek (April 15 – October 15). Therefore, no dewatering would be required, and it is anticipated that no water diversion would be needed. If water diversion becomes necessary, then each cell of the two-cell box culvert would be constructed as water is diverted through a pipe in the other cell so that flow in Alisal Creek is maintained at all times.

3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the proposed project, as discussed on the following pages.

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

Some proposed applications that are not exempt from CEQA review may have little or no potential for adverse environmental impacts related to most of the topics in the Environmental Checklist; and/or potential impacts may involve only a few limited subject areas. These types of projects are generally minor in scope, located in a non-sensitive environment, and are easily identifiable and without public controversy. For the environmental issue areas where there is no potential for significant environmental impact (and not checked above), the following findings can be made using the project description, environmental setting, or other information as supporting evidence.

☐	Check here if this finding is not applicable.

Finding: For the above referenced topics that are not checked off, there is no potential for significant environmental impact to occur from either construction, operation, or maintenance of the proposed project, and no further discussion in the Environmental Checklist is necessary.

Evidence:

1. **Land Use and Planning:** The proposed project is within the boundaries of the Greater Salinas Area Plan, which is part of the Monterey County General Plan, adopted in 2010. The project area is currently designated as Unclassified Land and Farmlands 40 Acre Minimum (F/40) in the Greater Salinas Area Land Use Plan. The proposed project is an infrastructure repair project, and would be located primarily within the existing public ROW on Hartnell Road. The proposed project would widen the existing two (2)-lane bridge crossing Alisal Creek, along with its approaches. Therefore, it would not physically divide an established community.

   As stated above, the proposed project would be implemented within the existing ROW, as well as within land designated as Farmlands 40 Acre Minimum. The proposed project would permanently convert 0.40 acre of farmland within the project area to transportation uses.

However, the widening of existing ROW would not introduce a new or conflicting land use to the F/40 zone, and the proposed project would not conflict with the Monterey County General Plan. Therefore, the proposed project is consistent with all applicable land use plans, policies, or regulations adopted, and no impacts would occur.

The project area is not within the boundaries of any Habitat Conservation Plans (HCPs) or Natural Community Conservation Plans (NCCPs), or any other approved local, regional, or state HCP. Therefore, implementation of the proposed project would not conflict with the provisions of an adopted HCP, NCCP, or other approved conservation plan, and no impact would occur.

2. **Mineral Resources:** The proposed project is not located within an area classified as a Mineral Resource Zone by the Salinas Area Plan of the Monterey County General Plan. No mineral resources have been identified in the project area. Therefore, implementation of the proposed project would not result in the loss of availability of any known mineral resources.

3. **Population and Housing:** The proposed project would replace the existing two (2)-lane Hartnell Road Bridge with a wider bridge that meets AASHTO standards. The proposed project would also widen the roadway approaches on the north and south ends of the bridge to conform to the replacement bridge width and profile. The proposed project would not increase the capacity of the existing roadway, and no additional traffic would be generated upon completion of the proposed project. The proposed project does not include the construction of new housing nor would it cause an increase in the housing supply indirectly through increased demand for housing. Additionally, the proposed project would not cause an increase in the County's population and would not result in direct or indirect growth-inducing effects. Furthermore, the proposed project would not displace existing housing or people because it is located in a public ROW and agricultural land, and no habitable structures exist within the project boundaries. Therefore, implementation of the proposed project would not have an impact on population growth and housing.

4. **Public Services:** Fire services for the proposed project and the surrounding area are and would continue to be provided by the Salinas Fire Department. The nearest Fire Stations include Station 3, approximately 3.5 miles west-northwest, and Station 4, approximately 3.0 miles northwest of the proposed project. Police services for the proposed project and the surrounding area are and would continue to be provided by the Monterey County Sheriff's Office. Therefore, public services are currently provided to the project area. Implementation of the proposed project involves replacing an existing bridge and therefore would not increase the demand for fire or police services. Furthermore, because the proposed project is a bridge replacement project, it would not generate a need for additional schools, park space, or other public services in the vicinity. Therefore, implementation of the proposed project would not have an impact on public services.

5. **Recreation:** The proposed project would replace the existing two (2)-lane Hartnell Road Bridge with a wider bridge that meets AASHTO standards. The proposed project would also widen the roadway approaches on the north and south ends of the bridge to conform to the replacement bridge width and profile. The capacity of the existing roadway would not change. Additional traffic would not be generated upon completion of the proposed project. The proposed project does not include the construction of new housing nor would it cause an

increase in the housing supply indirectly through increased demand for housing. Therefore, the proposed project would not generate an increased demand for park space or recreational facilities in the project vicinity. Furthermore, there are no existing parks or recreational facilities within the project area. Therefore, implementation of the proposed project would not have an impact on parks and recreation.

6. Utilities and Service Systems:

Wastewater. The proposed project does not involve uses requiring wastewater treatment. Any wastewater generated during construction of the proposed project would be disposed of properly by the project contractor as required by the Construction General Permit. Operation of the proposed project would not generate wastewater that requires treatment subject to the requirements of the Regional Water Quality Control Board. Therefore, the proposed project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities.

Water. The proposed project would replace the existing two (2)-lane Hartnell Road Bridge with a wider bridge that meets AASHTO standards. The proposed project would also widen the roadway approaches on the north and south ends of the bridge to conform to the replacement bridge width and profile. Water could potentially be used for dust control during construction activities. However, due to the relatively small areas that could require soil watering, and the temporary nature of construction, soil watering activities would not generate an increase in demand for water. It is anticipated that water used for dust control would be provided by truck. The proposed project is a bridge replacement project and does not include uses that demand a substantial amount of water, other than those potentially necessary during the construction phase. Therefore, operation of the proposed project would not generate a new demand for water, and would not adversely affect long-term water supplies. Therefore, the proposed project would not require or result in the construction of new water treatment facilities or the expansion of existing facilities.

Stormwater Runoff. The proposed project would not require or result in construction of new stormwater drainage facilities or require the expansion of existing facilities. Refer to the Hydrology and Water Quality discussion under Section 4.9 of the Environmental Checklist for information regarding stormwater drainage facilities.

Solid Waste. The proposed project would generate a nominal amount of construction waste that would require disposal in local landfills. Construction waste would be recycled as appropriate. The proposed project is a bridge replacement project and does not include uses that generate a substantial amount of solid waste during project operations. Therefore, the proposed project would not increase the demand for solid waste disposal (landfill service facilities). The construction and operation of the proposed project would not impact wastewater, water, stormwater runoff, or solid waste services. Therefore, the proposed project would have no impact on utilities and service systems.

DETERMINATION. On the basis of this initial evaluation:

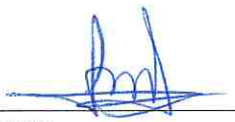
1. I find that the Project **could not** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared. ☐

2. 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. ☒

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

4. 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. ☐

5. 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. ☐



Project Manager

October 13, 2017

Date

4.0 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. "Negative Declaration: Less than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced, as discussed below).
5. Earlier analyses may be used where, pursuant to the tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration (Section 15063 [c][3][D]). In this case, a brief discussion should identity the following:
    a. Earlier Analysis Used. Identify and state where they are available for review.
    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead Agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and Lead Agencies are free to use different formats; however, Lead Agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any, to reduce the impact to less than significant.

4.1 AESTHETICS

Would the project:

		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
(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?	☐	☐	☐	☒

Impact Analysis:

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

A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Aesthetic components of a scenic vista generally include (1) scenic quality, (2) sensitivity level, and (3) view access. The proposed project is located in an area which is primarily characterized by farmlands, agricultural supporting structures, rural roadways, and Alisal Creek. Development in the project vicinity includes local roads, sporadically located single residential housing, and structures for agricultural use (such as greenhouses). The project site is only visible from Hartnell Road, Alisal Road to the north, and from surrounding agricultural fields. The project site is not visible from surrounding public viewpoints, such as Highway 101. While regional foothills are visible from the project site, the proposed bridge replacement would not alter those views. There are no designated scenic vistas in the vicinity of the proposed project per the Monterey County General Plan. Therefore, implementation of the proposed project would not result in a substantial adverse effect on a scenic vista. Therefore, no impact would occur. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

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

Caltrans Landscape Architecture Program administers the Scenic Highway Program, contained in Streets and Highways Code Sections 260–263. There are no State Scenic Highways designated under the Scenic Highway Act located in the project vicinity. In addition, according to the Greater Salinas Area Plan of the County General Plan, there are no designated scenic corridors within the project vicinity. There are no historic buildings or rock outcroppings located on the project site or in the surrounding vicinity. Furthermore, implementation of the proposed project would not result in the removal or damage of scenic

resources. Therefore, implementation of the proposed project would not damage scenic resources within a state or locally designated scenic roadway, and no impact would occur. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

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

The visual character of the project site is primarily defined by the Hartnell Road Bridge, Alisal Creek, adjacent flat farmlands, agricultural greenhouse structures west of the bridge, and a rural residential structure north of the bridge. The proposed project is only visible by motorists traveling along Hartnell Road and Alisal Road to the north.

Although implementation of the proposed project would slightly raise the profile of the bridge and expand the overall footprint of the bridge structure and approach roadways, the change would not be substantial compared to existing conditions for motorists along Hartnell Road and Alisal Road, or from viewpoints in the surrounding project area. Therefore, changes to the bridge height and design would be negligible when compared to the existing bridge and would not substantially degrade the existing visual character or quality of the project site and its surroundings.

All temporary construction-related visual impacts such as construction equipment, staging areas, stockpile locations and construction fencing would be removed following completion of construction. Therefore, implementation of the proposed project would result in a less than significant impact associated with degrading the existing visual character or quality of the project site and its surroundings. No mitigation is required.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

No new permanent source(s) of light or glare would be introduced as part of the proposed project. All temporary construction-related sources of light or glare (i.e., construction equipment headlights/safety lights) would cease following completion of construction. Furthermore, nighttime work would not be required or occur during project construction. Therefore, implementation of the proposed project would not result in impacts associated

with light or glare that would adversely affect day or nighttime views in the project area, and no impacts would result. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

4.2 AGRICULTURE AND FOREST RESOURCES

Would the project:

		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
(a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☒	☐	☐
(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?	☐	☐	☒	☐

Impact Analysis:

The analysis in this section is based on the *Farmlands Impact Memorandum* (LSA, 2016), provided in Appendix A.

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 nonagricultural use?**

The California Department of Conservation (DOC) Farmland Mapping and Monitoring Program reports biannually on the conversion of farmland and grazing land, and compiles important farmland maps and data for each county within the state. These maps categorize land use into the following nine categories to describe farmland and non-farmland:

- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Farmland of Local Importance
- Grazing Land
- Urban and Built Up Land
- Other Land
- Water
- Area Not Mapped

Per CEQA Guidelines, the following categories of Important Farmlands are evaluated:

Prime farmland is irrigated land with the best combination of physical and chemical features able to sustain long-term production of agricultural crops. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields.

Unique farmland is land with lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California.

Farmland of Statewide Importance is irrigated land similar to Prime Farmland that has a good combination of physical and chemical characteristics for the production of agricultural crops. This land has minor shortcomings, such as greater slopes or less ability to store soil moisture than Prime Farmland.

Farmland of Local Importance is land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

There are 1.54 acres of Prime Farmland (with 0.85 acre of that Prime Farmland under a Williamson Act Contract), and 0.56 acres of Unique Farmland within the proposed project boundaries. Of those totals, the proposed project would temporarily impact 0.65 acres of Prime Farmland and 0.06 acres of Unique Farmland during construction, primarily for construction staging areas. The proposed project would not temporarily impact any Farmlands of Statewide or Local Importance. **Mitigation Measure AG-1** requires that farmland temporarily impacted by construction activities be restored and returned to agricultural use after construction of the proposed project is complete. Implementation of **Mitigation Measure AG-1** would reduce temporary impacts to Important Farmland to a less than significant level. Therefore, with the implementation of **Mitigation Measure AG-1**, temporary impacts to Important Farmland during construction would be less than significant.

The proposed project would permanently impact 0.38 acres of Prime Farmland and 0.02 acres of Unique Farmland, primarily to accommodate the widened roadway approaches on the north and south sides of the bridge. The proposed project would not permanently impact any Farmlands of Statewide or Local Importance. Impacts to Prime Farmland would be limited to the agricultural land along the edge of the existing road. Because the impacted agricultural land is limited to a linear strip of land along the edge of the existing road, impacts to agricultural land would not affect agricultural operations. Nevertheless, as the County is California's third largest agricultural producer, permanent impacts on any Important Farmland is considered a potentially significant impact requiring mitigation. **Mitigation Measure AG-2** requires that permanent impacts to Important Farmland be addressed by the preservation of equivalent agricultural land at a 2:1 ratio. Implementation of **Mitigation Measure AG-2** would reduce permanent impacts to Important Farmland to a less than significant level. Therefore, with implementation of **Mitigation Measure AG-2**, permanent impacts to Important Farmland would be less than significant.

Significance Determination: Potentially Significant Impact.

Mitigation/Compliance Measures:

Mitigation Measure AG-1: **Restoration of Agricultural Land.** Prior to construction, County of Monterey RMA - Public Works & Facilities shall ensure that the project plans incorporate details regarding the restoration of agricultural land to its original condition, within the timeframe specified by the project plans following the completion of project construction. The party responsible for implementing restoration activities shall also be included in the project plans.

Mitigation Measure AG-2: **Agricultural Preservation Ratio.** Prior to construction, County of Monterey RMA - Public Works & Facilities shall ensure that 0.4 acres of permanent impacts to farmlands shall be mitigated by the preservation of 0.8 acres of equivalent agricultural land, which is a replacement at a 2:1 ratio. This shall be accomplished by payment of a fee into the Monterey County Agricultural Land Trust's Transaction Bank Account to be used solely for the purpose of acquiring agricultural land and/or agricultural conservation easements to protect equivalent farmland. Documentation of the payment of the fee shall be submitted to RMA - Public Works & Facilities.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

*Zoning***.** The agricultural lands within the project area are zoned Farmlands 40-acre minimum (F/40). Implementation of the proposed project would result in 0.40 acres of permanent direct impacts to farmlands zoned F/40. Roadways within the County are zoned public/quasi-public. The Monterey County Zoning Ordinance Title 21 allows for "public and quasi-public uses" as an Allowable Use, subject to a Use Permit within areas that are zoned F/40 (Section 21.30.050B). The proposed project involves replacing and widening the existing bridge and widening the existing road at the bridge approach ways, which would require the County to acquire additional right-of-ways for those locations, thus converting those areas to unclassified land. This would be considered an allowable use within the unclassified land use zoning designation. Therefore, the proposed project would not conflict with existing zoning for agricultural use, and impacts associated with zoning conflicts would be less than significant.

Williamson Act Lands. The California Land Conservation Act of 1965 (the Williamson Act) is a voluntary program that incentivizes the preservation of farmland. The County has approximately 735,000 acres of land designated as Williamson Act Agricultural Preserves, including 32,000 acres of land under Farmland Security Zone (Monterey County General Plan Agricultural Element, 2010). The proposed project would temporarily impact 0.11 acres of Williamson Act Contract Land during project construction, primarily for staging operations. The proposed project would permanently impact (i.e., convert) approximately

0.29 acres of Williamson Act Contract Land to an unclassified land use to accommodate the widening of the roadway approach on the southeast side of the bridge. The County would be required to follow the DOC's public acquisition notification procedures (refer to **Mitigation Measure AG-3**) to address the conversion of 0.29 acres of land under a Williamson Act contract to a non-agricultural use. The acreage to be removed from Williamson Act protection is minor and would not result in the total cancellation of a Williamson Act Contract. Therefore, with implementation of **Mitigation Measure AG-3**, impacts to Williamson Act Contract Land would be reduced to a less than significant level.

Significance Determination: Potentially Significant Impact.

Mitigation/Compliance Measures:

Mitigation Measure AG-3: **Williamson Act Notification.** Prior to construction, County of Monterey RMA - Public Works & Facilities shall notify the California DOC of its intent to acquire land that is under a Williamson Act Contract for a public improvement project. The notification shall follow the procedures set forth by the California DOC Public Acquisitions of Williamson Act Contracted Land. The notice shall indicate the amount of land that would need to be acquired to implement the proposed project. The notice shall also indicate that the remaining land not required for project implementation would continue to be governed by a Williamson Act Contract.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

The proposed project is not located on forest land or timberland, and would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. Therefore, implementation of the proposed project would not result in any impacts to forestland. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

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

The proposed project is not located on forest land and would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, implementation of the proposed project would not result in any impacts to forestland. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

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

The proposed project would result in 0.65 and 0.06 acres of temporary impacts to Prime Farmland and Unique Farmland respectively; for a total of 0.71 acres. Upon completion, the proposed project would result in 0.38 and 0.02 acres of permanent impacts to Prime Farmland and Unique Farmland respectively; for a total of 0.40 acres. Although the proposed project would require the permanent acquisition of Prime Farmland, those farmland impacts would occur in a linear strip along the edge of the existing road, which would not significantly affect the agricultural production or viability of the existing agricultural operations in the area.

Because the existing agricultural operations would not be disrupted, the proposed project would not result in the conversion of surrounding farmland to a nonagricultural use. Furthermore, the proposed project would not require additional restrictions or limitations on nearby growers such as limiting the use of water, pesticides, fungicides, and herbicides on crops; or restrictions on noise, burning, and dust. Therefore, the proposed project would not involve other changes in the existing environment that could result in conversion of Farmland to nonagricultural use and such impacts would be considered to be less than significant. No mitigation is required.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

4.3 AIR QUALITY

Would the project:

		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
(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?	☐	☐	☒	☐

Impact Analysis:

The discussion and analysis provided in this section is based on air quality information obtained from the Monterey Bay Air Resources District (MBARD) as described below and air quality modeling conducted by LSA (January 2017). The air quality modeling worksheets are included in Appendix B. The MBARD regulates air quality in the project area. The MBARD area is in non-attainment for State ozone and particulate matter of 10 microns or less (PM_{10}).

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

The proposed project is located in unincorporated Monterey County, within the jurisdiction of the MBARD, which regulates air quality in the North Central Coast Air Basin (NCCAB). Air quality in the planning area is not only affected by various emission sources (mobile, industry, etc.), but also by atmospheric conditions such as wind speed, wind direction, temperature, and rainfall.

An air quality plan describes air pollution control strategies to be taken by counties or regions classified as non-attainment areas. The main purpose of an air quality plan is to bring a non-attainment area into compliance with the requirements of federal and state air quality standards. The air quality plan uses the assumptions and projections provided by local planning agencies to determine control strategies for achieving regional air quality compliance. The most recent MBARD plan for attaining California Ambient Air Quality Standards (AAQS) is the 2008 Air Quality Management Plan (AQMP). On April 17, 2013, the MBARD Board of Directors adopted the 2012 Triennial Plan Revision. The 2012 Triennial Plan Revision documents the MBARD's progress toward attaining the State ozone standard and is the MBARD's review and update to the 2008 AQMP. For a project in the NCCAB to be consistent with the AQMP, the pollutants emitted from the proposed project must not exceed the MBARD significance thresholds or cause a significant impact to air quality.

The proposed project construction emissions were analyzed using the Sacramento Metropolitan Air Quality Management District's Road Construction Emissions Model (RoadMod), Version 8.1.0.[1] The results of the modeling are summarized in Table 4.3-1. The estimated maximum project emissions during construction for PM_{10} were then compared to the MBARD threshold for construction-related emissions of PM_{10}. The MBARD does not have thresholds for construction-related emissions of other pollutants.

Table 4.3-1: Project Construction Emissions in Pounds per Day

	Total PM_{10}
Maximum Project Emissions	33.19
MBARD Threshold	82.0
Exceed Threshold?	**NO**

Source: MBARD 2008 CEQA Guidelines and LSA, 2017.

Results, summarized in Table 4.3-1, were compared to the MBARD threshold for construction-related emissions of PM_{10}. As shown in Table 4.3-1, the proposed project would not exceed the MBARD threshold of significance for construction-related PM_{10} emissions. Additionally, emissions from construction equipment, such as dump trucks, excavators, bulldozers, compactors, and front-end loaders are accommodated in the emissions inventories of state- and federally required air quality plans. Therefore, construction of the proposed project would not conflict with or obstruct the MBARD's existing AQMP, and impacts would be considered less than significant. No mitigation is required.

The proposed project would replace the existing two (2)-lane Hartnell Road Bridge over Alisal Creek with a wider bridge that meets current AASHTO requirements. The project would address existing structural deficiencies, such as cracks, exposed reinforcing bars, and failing joints in the superstructure and improve the conditions for conveying flood flows. The project would also widen the roadway approaches on the north and south ends of the bridge to conform to the replacement bridge width and profile. The proposed project would not increase vehicle capacity, and would not result in increased emissions once operational. Therefore, operation of the proposed project would not conflict with or obstruct the MBARD's existing AQMP, and impacts would be considered less than significant. No mitigation is required.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures: No mitigation is required.

[1] The Sacramento Metropolitan Air Quality Management District's Road Construction Emissions Model (RoadMod), Version 8.1.0 is an emissions model for linier projects and is approved for use by Air District's in California including the MBARD.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

Short-Term (Construction) Emissions. Construction activities would generate exhaust emissions from utility engines, on-site 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. Although the construction phase of the proposed project would result in a net increase in criteria pollutants such as carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead (Pb), the emission of these criteria pollutants would be temporary in nature, and would cease when construction is completed.

The MBARD has established a threshold of significance of 82 pounds per day for direct emissions of PM_{10} during construction activities. Additionally, the MBARD has identified a level of construction activity above which a project could result in significant temporary impacts if not mitigated. Projects with minimal earthmoving have a threshold of potential significance of 8.1 acres per day and projects with earthmoving (grading, excavation) have a threshold of 2.2 acres per day. In other words, construction of projects with activity below the acreage thresholds are assumed to be below the 82 pounds per day threshold of significance. The MBARD does state that this threshold should be used for screening purposes and does not represent a definitive threshold of significance.

The proposed project has a total project area of 4.5 acres, and although that area exceeds the screening size threshold of 2.2 acres per day, grading and/or earthmoving activities would generally occur within the Alisal Creek channel, and would not disturb over 2.2 acres per day. Thus the proposed project would not exceed the construction activity threshold prescribed by the MBARD. Additionally, as shown in Table 4.3-1, project emissions would be well below the PM_{10} threshold for construction-related emissions. Therefore, the proposed project would not exceed the MBARD threshold of significance for construction-related PM_{10} emissions. Construction of the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation and impacts would be less than significant. No mitigation is required.

Long-Term (Operational) Emissions. The proposed project is a bridge replacement project and would not result in an increase in trip generation or existing vehicle use within the project area. Therefore, operation of the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation and impacts would be less than significant. No mitigation is required.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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)?**

As discussed in Response 4.3 b) above, and as shown in Table 4.3-1, construction of the proposed project would not cause a substantial increase in ozone and PM_{10}, the two (2) criteria pollutants for which the region is in non-attainment under an applicable federal or state AAQS. Therefore, construction of the proposed project would not result in a cumulatively considerable increase of any criteria pollutant for which the project region is in non-attainment and impacts would be less than significant. No mitigation is required.

The proposed project is a bridge replacement project and would not result in an increase in trip generation or existing vehicle use within the project area. Therefore, operation of the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment and impacts would be less than significant. No mitigation is required.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

Sensitive receptors include residences, schools, playgrounds, childcare centers, convalescent centers, retirement homes, and athletic fields. Construction activities can expose sensitive receptors to airborne particulates and fugitive dust, as well as a small quantity of construction equipment pollutants (i.e., diesel-fueled vehicles and equipment).

The project site is surrounded by agricultural land uses. The nearest sensitive receptors include three (3) single-family residences near the north end of the project area along Hartnell Road, approximately 60 to 400 ft from the roadway centerline. Project construction activities would occur in the vicinity of the residences, and could potentially generate airborne pollutants or fugitive dust that could impact the adjacent residences. The construction contractor, in coordination with Monterey County, would implement **Compliance Measure AQ-1**, which would include dust control measures to ensure compliance with MBARD CEQA Air Quality Guidelines, and prevent impacts to nearby receptors.

Furthermore, construction would be temporary and short-term in nature, lasting approximately five (5) months. Activities such as grading and earthmoving, with potential to cause pollutants such as fugitive dust emissions, would only occur intermittently and for short periods during the entire duration of construction. Therefore, the adjacent residences would not be exposed to prolonged or substantial pollutant concentrations as a result of project construction. Therefore, construction of the project would not expose sensitive receptors to

substantial pollutant concentrations and impacts would be less than significant. No mitigation is required.

The proposed project is a bridge replacement project. Once operational, the project would not result in an increase in trip generation or existing vehicle use within the project area. The project would not result in increased pollutant concentrations in the region than those existing without the project. Therefore, operation of the project would not expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant. No mitigation is required.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures:

Compliance Measure AQ-1: **Fugitive Dust Control Measures.** The Construction Contractor, in coordination with County of Monterey RMA-Public Works & Facilities, shall ensure, per the MBARD *CEQA Air Quality Guidelines*, that the following dust mitigation measures be implemented during construction:

- The construction contractor shall water all active construction sites as least twice daily. Frequency shall be based on the type of operation, soil, and wind exposure.
- Prohibit all grading activities during periods of high wind (over 15 mph).
- The construction contractor shall apply nontoxic binders (e.g., latex acrylic copolymer) to exposed areas after cut-and-fill operations and hydroseed the area.
- Haul trucks shall maintain at least 2 ft of freeboard above ground surface.
- The construction contractor shall cover all trucks hauling dirt, sand, or loose materials.
- Install wheel washers at entrances to the construction site for all exiting trucks.
- The construction contractor shall plant vegetative ground cover in disturbed areas as soon as possible.
- The construction contractor shall cover inactive storage piles.
- The construction contractor shall sweep streets if visible soil material is carried out from the construction site.
- Limit the area under construction at any one time.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

Odor complaints are most commonly associated with agricultural land uses, wastewater treatment plants, food processing plants, chemical plans, composting, refineries, and landfills. During construction of the proposed project, objectionable odors may emanate from the operation of diesel-powered construction equipment. These odors, however, would be temporary and limited to the proposed project area. The closest residential receptor is located approximately 300 ft northeast of the proposed construction areas of the project. Although odors could potentially be detectable in the vicinity of the residence, emissions from construction equipment would only occur intermittently during the approximately five (5)-month construction period, and it is anticipated that dispersion of odors would occur at that distance from the source. Furthermore, the proposed project site is located in an area that is characterized by intensive agriculture, and objectionable odors are often times associated with the use of fertilizers and pesticides. Therefore, it is not anticipated that the residence would be subjected to substantial objectionable odors than those already common in the area. Diesel-powered construction equipment would also only be used when necessary and would not be idled unnecessarily. Impacts would be less than significant. No mitigation is required.

Because objectionable odors during construction would be temporary and limited to the immediate project vicinity, construction of the proposed project would not create objectionable odors affecting a substantial number of people during project construction and impacts would be less than significant. No mitigation is required.

The proposed project is a bridge replacement project and would not change or increase existing uses within the project area. Objectionable odors would not be emitted during the operation of the proposed project. Therefore the operation of the proposed project would not create objectionable odors affecting a substantial number of people and impacts would be less than significant. No mitigation is required.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

4.4 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?	☐	☐	☐	☒

Impact Analysis:

The analysis provided in this section is based on the *Natural Environment Study* (LSA, February 2017), provided in Appendix C. For the purpose of the Biological Resources section, the project area is referred to as the Biological Study Area (BSA), and encompasses the project footprint and adjacent areas that may directly or indirectly be affected by the proposed project.

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?**

The BSA predominantly comprises cultivated agricultural land, dirt roads, Hartnell Road, and Alisal Creek. The most biologically diverse area within the BSA is located along the Alisal Creek channel. This area is dominated by disturbed *Salix lasiolepis* Shrubland Alliance (arroyo willow thickets [Sawyer et al. 2009]). The Arroyo willow thickets vegetation community is highly disturbed due to the surrounding agricultural operations. Dominant species include arroyo willow, coyote brush (*Baccharis pilularis*), wild radish (*Raphanus sativus*), and red brome (*Bromus madritensis ssp. rubens*). A small patch of *Baccharis*

pilularis Shrubland Alliance (Coyote brush scrub [Sawyer et al. 2009]) lies within the BSA adjacent to the arroyo willow thickets. The dominant species is coyote brush. Outside of the Alisal Creek channel, the BSA is dominated by ruderal vegetation comprised of agricultural fields, unvegetated dirt roads and lots, and paved roads. Dominant species include shortpod mustard (*Hirschfeldia incana*), slender wild oat (*Avena barbata*), and red brome.

Carpobrotus edulis or Other Ice Plants Semi-Natural Herbaceous Stands (Ice Plant Mats [Sawyer et al. 2009]) is located along the western edge of the BSA. The dominant species is baby sun-rose (*Aptenia cordifolia*).

Wildlife observed within the BSA during the field surveys included Brewer's blackbird (*Euphagus cyanocephalus*), black phoebe (*Sayornis nigricans*), mourning dove (*Zenaida macroura*), killdeer (*Charadrius vociferus*), Wilson's snipe (*Gallinago delicata*), and common raven (*Corvus corax*).

The following electronic databases and agency communications were reviewed for species that could potentially occur within the vicinity of the BSA:

- California Natural Diversity Data Base *Rarefined 5* (2016).
- California Native Plant Society *Online Inventory of Rare and Endangered Plants* (2016).
- U.S. Fish and Wildlife Service (USFWS) letter titled "List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project" dated November 3, 2016.
- National Marine Fisheries Service letter titled "List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project" dated November 8, 2016.

A general biological field survey was conducted in April 2015 to assess the biological condition of the BSA for the presence of various special status biological resources, including plants, wildlife, and habitat suitability for special status species. In addition, LSA conducted an on-site rare plant survey (April, May, and July 2015). A jurisdictional delineation was initially conducted by TRC in April 2015, with additional field survey in March 2016.

Based on the database review and professional knowledge of species that may occur in the region, 19 special status plant and animal occurrences were identified within 2.0 miles of the BSA. Of the 19 special status species identified, ten (10) are federally or state-listed as threatened or endangered. However none of the ten (10) listed species have suitable habitat present in the BSA. Similarly, the remaining nine (9) non-listed special status species that are known from the region were all determined to be absent from the BSA due to a lack of suitable habitat and negative survey results. Therefore, negative impacts on species federally or state-listed as threatened or endangered are not discussed further.

The only special status plant species potentially occurring within the BSA is Congdon's tarplant (*Centromadia parryi* ssp. *congdonii*). Suitable growing conditions and habitat are present in portions of the ruderal habitat within the BSA, however, Congdon's tarplant was

not observed during appropriately timed rare plant surveys. Additionally, the BSA is subject to consistent maintenance and disturbance activities (i.e., intensive agriculture operations, herbicide, and vegetation trimming) that likely preclude this species from occurring. Construction activities as well as equipment, material, and vehicle staging will occur within suitable habitat for Congdon's tarplant. Implementation of **Mitigation Measures BIO-1** through **Mitigation Measure BIO-3** would require a qualified biologist to conduct a preconstruction survey of the BSA for Congdon's tarplant during the blooming period (May to November) prior to ground disturbance and/or vegetation clearing, and conduct environmental training. If an occurrence was identified, the monitor would establish an appropriate buffer around the area. **Mitigation Measure BIO-4** would also require the biological monitor to remove any invasive species within the BSA. With implementation of **Mitigation Measures BIO-1** through **Mitigation Measure BIO-4** Impacts to biological resources would be less than significant.

Significance Determination: Potentially Significant Impact.

Mitigation/Compliance Measures:

Mitigation Measure BIO-1: **Qualified Biologist/Biological Monitor:** The Construction Contractor shall hire a qualified biologist to conduct a pre-construction survey of the BSA for Congdon's tarplant during the blooming period (May to November) prior to ground disturbance and/or vegetation clearing. If individuals or a population is found, a maximum five (5) foot buffer will be established using Environmentally Sensitive Area (ESA) fencing. If the population is within the impact area and would be removed, the County of Monterey RMA - Public Works & Facilities will consult with the California Department of Fish and Wildlife (CDFW) to salvage the plant or seeds prior to removal.

Mitigation Measure BIO-2: **Environmental Training Session:** Prior to initial ground disturbance, the qualified biologist shall conduct an environmental training session for all construction and maintenance personnel. At a minimum, the training shall include a description of the special status species that may occur in the BSA, their habitat requirements, and the measures being implemented to avoid and minimize impacts to these species. The environmental training shall include a discussion of the boundaries behind which the workers and equipment must remain.

Mitigation Measure BIO-3: **Special Status Species Survey:** Immediately before initial ground disturbance and/or vegetation clearing in the Alisal Creek Channel, the qualified biologist shall conduct a survey of the work area for special status species. If special status species are found, they shall be allowed to leave the work

area on their own or, if approved by the USFWS and/or CDFW, the special status species shall be relocated by the biologist to a safe place outside the work area.

Mitigation Measure BIO-4: **Removal of Invasive Wildlife:** During project construction, a qualified biologist shall permanently remove individuals of nonnative wildlife species. Invasive wildlife species (e.g., bullfrogs, crayfish, and centrarchid fish) would be removed from the project area and dispatched humanely if they are found during surveys or monitoring activities.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

California Department of Fish and Wildlife Jurisdiction. The CDFW jurisdiction typically extends beyond the streambed/banks to the limits of riparian vegetation associated with streams, rivers, or lakes. The CDFW defines riparian habitat as "on, or pertaining to, the banks of a stream…vegetation which occurs in and/or adjacent to a watercourse."

The BSA also supports 0.73 acres of potential CDFW streambed. Project construction would result in 0.03 acres of temporary impacts and 0.58 acres of permanent impacts to potential CDFW streambed. The proposed project would temporarily disturb CDFW streambed areas through the realignment of the Alisal Creek channel. **Mitigation Measures BIO-5, HAZ-2,** and **WQ-1**, which includes delineating the work area to keep construction workers and equipment out of jurisdictional areas, restricting work to the low-flow season, implementing Best Management Practices (BMPs) to reduce erosion and ensure soil and other materials are not discharged into the Alisal Creek channel, restricts equipment maintenance and refueling from occurring within the Alisal Creek channel, and restoring the channel to the original contoured condition to the greatest extent possible after construction activities have ended will ensure that temporary and permanent impacts are reduced to less than significant levels. Therefore, with implementation of **Mitigation Measures BIO-5, HAZ-2,** and **WQ-1**, temporary and permanent impacts to streambed within CDFW's jurisdiction would be reduced to less than significant.

Sensitive Natural Communities. The only sensitive natural communities present within the BSA are wetlands, which are located on the north side of the bridge structure. Realignment of the creek channel north of the bridge and at the northern approach way would temporarily disturb wetlands. The realigned creek channel would match the existing depth and longitudinal slope of the existing creek. **Mitigation Measure BIO-5** would require the creek channel be returned to its original contour and condition to the greatest extent possible, including use of vegetation native to the area. **Mitigation Measure HAZ-1** (refer to section 4.8 Hazards and Hazardous Materials) would require the contractor to adhere to procedures for construction equipment maintenance, refueling, and washing activities outside of the

Alisal Creek Channel. Therefore, impacts to sensitive natural communities would be considered less than significant.

Invasive Plant Species. A total of 17 exotic plants on the California Invasive Plant Council's (Cal IPC) Invasive Plant Inventory were identified as occurring in the BSA. Such species typically occur in areas that have been previously disturbed, such as along roadsides or in places that have periodic natural disturbances. Ground disturbance associated with project construction can create optimal conditions for the spread of invasive plants by removing and/or disturbing native vegetation and soil. Construction equipment contaminated with soil containing invasive plant seeds from other areas can result in the spread of invasive plant species. Introduction and spread of invasive species can impact native plant communities by outcompeting and replacing native plant species, which can indirectly impact animal species that rely on those habitats. **Mitigation Measures BIO-6** requires that the construction contractor implement an invasive species abatement and eradication program during construction to ensure that invasive plant species are not introduced or spread. Therefore, with implementation of **Mitigation Measure BIO-6**, potential impacts related to the spread of invasive plant species would be reduced to a less than significant level.

Significance Determination: Potentially Significant Impact.

Mitigation/Compliance Measures: (Also refer to **Mitigation Measure HAZ-1**, under section 4.8 Hazards and Hazardous Materials).

Mitigation Measure BIO-5: **Post Construction Restoration.** Following construction, the creek channel will be returned to its original contour and condition to the greatest extent possible. All constructed ramps into the creek channel for the temporary construction access road, construction mats, and other temporary material used for construction will be removed. Vegetation native to the area would be used to the extent possible.

Mitigation Measure BIO-6: **Invasive Species Abatement and Eradication Program.** The County of Monterey RMA - Public Works & Facilities shall require the construction contractor to implement an invasive species abatement and eradication program during construction. The invasive species abatement and eradication measures shall be included in the project design and contract specifications. At a minimum, the abatement and eradication measures shall include:

- The construction contractor shall inspect and clean construction equipment at the beginning and end of each day and prior to transporting equipment from one (1) project location to another.

- Soil and vegetation disturbance shall be minimized to the greatest extent feasible.
- The construction contractor shall ensure that all active portions of the construction site are watered a minimum of twice daily or more often when needed due to dry or windy conditions to prevent excessive amounts of dust and seed dispersal.
- The construction contractor shall ensure that all material stockpiled is sufficiently watered or covered to prevent excessive amounts of dust and seed dispersal.
- Soil/gravel/rock shall be obtained from weed-free sources.
- All invasive plant material removed from during construction shall be disposed of properly in a landfill or other suitable facility where it can be chipped and composted to prevent spreading viable seeds or propagules that could take root on another site.
- Only certified weed-free straw, mulch, and/or fiber rolls shall be used for erosion control.
- Prior to completion of construction, disturbed areas adjacent to native vegetation shall be revegetated with plant species approved by the County of Monterey RMA - Public Works & Facilities and the Caltrans District Biologist that are native to the vicinity.
- The use of species listed in Cal IPC's California Invasive Plant Inventory that have a high or moderate rating in revegetated areas shall be avoided.
- Eradication procedures (e.g., spraying and/or hand weeding) shall be implemented should an infestation occur;
- The use of herbicides shall be prohibited within and adjacent to native vegetation, except as specifically authorized and monitored by the County of Monterey RMA - Public Works & Facilities and the Caltrans District Biologist.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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?**

The BSA includes 0.03 acres of potential U.S. Army Corps of Engineers (USACE) wetland waters of the United States and 0.81 acres of potential USACE non-wetland waters of the United States as verified in a preliminary jurisdictional determination of the BSA. The BSA also supports 0.73 acres of potential CDFW streambed. Implementation of the proposed project would result in temporary impacts to wetland and non-wetland waters of the United States within the jurisdiction of the USACE as defined by Section 404 of the Clean Water Act. Wetlands in the project area are located on the north side of the bridge structure. The proposed project would temporarily disturb wetland areas through the realignment of the Alisal Creek channel. The realigned creek channel would match the existing depth and longitudinal slope of the existing creek. Temporary impacts would be minimized through the implementation of **Mitigation Measure BIO-5,** which ensures that the realigned Alisal Creek channel is restored to its original conditions to the extent possible. **Mitigation Measure HAZ-1**, under section 4.8 Hazards and Hazardous Materials would further reduce impacts by requiring the construction contractor to conduct equipment maintenance, refueling, and washing activities outside of the Alisal Creek Channel. Therefore, impacts on wetlands would be reduced to a less than significant level.

Significance Determination: Potentially Significant Impact.

Mitigation/Compliance Measures: Refer to Mitigation **Measure BIO-5** in Section 4.4 a, and **Mitigation Measure HAZ-1** under section 4.8 Hazards and Hazardous Materials.

Significance Determination after Mitigation/Compliance: Less than Significant

d) **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

The BSA is not within or adjacent to California Essential Habitat Connectivity mapped Natural Landscape Block or Essential Connectivity Areas, as identified by the CDFW. Alisal Creek and its associated non-native and disturbed vegetation do not provide an important corridor for terrestrial or aquatic animals. The disturbed nature of Alisal Creek and its isolation from natural areas by the extensive agricultural fields and developed areas makes it unlikely that wildlife would access this area for local or long distance movements. The creek provides intermittent flow, primarily drainage from the fields and supports only a limited band of low growing vegetation that is not likely to provide adequate cover for most medium- and large sized wildlife species. Therefore, Alisal Creek and its associated habitats within the BSA do not provide for local and regional wildlife movement.

Fifteen bird species protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code were observed in the BSA during the field surveys. A number of these species such as Brewer's blackbird, black phoebe, common yellowthroat (*Geothlypis trichas*), song sparrow (*Melospiza melodia*), and house finch (*Carpodacus mexicanus*) could nest in

the BSA. The vegetation types along Alisal Creek provide nesting habitat for the greatest number of species. However, some species such as killdeer, could nest in open areas along road shoulders and on the edges of crop fields in other parts of the BSA. Impacts to nesting birds include direct mortality, such as if nests are destroyed, or indirect impacts as a result of noise or increased human activity in the project area. **Mitigation Measure BIO – 7** restricts vegetation removal to the non-breeding season for birds (September 1 through February 14) and if the non-breeding season cannot be avoided, **Mitigation Measure BIO-7** requires preconstruction nesting bird surveys. Therefore, with implementation of **Mitigation Measure BIO-7,** potential construction-related impacts to nesting birds would be reduced to a less than significant level.

The proposed project is replacing an existing bridge and modifying existing roadways. The proposed project does not involve a change in existing land uses or human activities as compared to existing conditions. Therefore, the proposed project would not result in permanent impacts to native birds protected under the MBTA.

Significance Determination: Potentially Significant Impact.

Mitigation/Compliance Measures:

Mitigation Measure BIO-7: **Nesting Birds:** County of Monterey RMA - Public Works & Facilities shall require the construction contractor to avoid vegetation removal and trimming during the breeding season for birds (i.e., between February 15 and August 31) to the extent practicable. This shall discourage birds from nesting in construction areas and shall greatly reduce the potential for nesting birds to delay the construction schedule. If vegetation removal and trimming cannot be avoided during the breeding season, then the following measures shall be implemented:

- All suitable nesting habitat within 50 ft of the work limits shall be surveyed by a qualified biologist no more than 14 days prior to ground-disturbing/vegetation removal activities and again within two (2) days (48 hours) of such activities. Areas outside the public ROW shall not be surveyed for active nests unless such areas are visible from the public ROW.

- If an active nest is found, a qualified biologist shall delineate an appropriate buffer using plastic construction fencing (ESA fencing), pin flags, or other easily identified fencing material. If necessary, the biologist shall consult with the USFWS/CDFW to determine an appropriate buffer size. Typically,

buffers range from 250 to 500 ft, depending on the species and the location of the nest. However, smaller buffers have been accepted depending on the species, nest location, surrounding habitat, and the nature of the adjacent construction activity. During construction, the qualified biologist shall conduct regular monitoring (at CDFW-approved intervals) to evaluate the nest for potential disturbances associated with construction activities. Construction within the buffer shall be prohibited until the qualified biologist determines the nest is no longer active.

- If an active nest is found after completion of the preconstruction surveys and after construction begins, all construction activities in the nest vicinity shall stop until a qualified biologist has evaluated the nest and erected an appropriate buffer around the nest. If establishment of the buffer is not feasible, the USFWS/CDFW shall be contacted for further avoidance and minimization guidelines.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

Protected trees within Monterey County are regulated by the County of Monterey Zoning Ordinance, Title 21, Chapter 21.64.260 - *Preservation of Oak and Other Protected Trees* (tree ordinance). Construction of the proposed project would not result in the removal of trees that are protected by any local policies or ordinances. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, and no impacts would result. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

f) **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, Regional, or State habitat conservation plan?**

The proposed project does not fall in an area with an adopted HCP, NCCP, or other approved local, regional, or state HCP, and there would not present a conflict with any such plan. No impacts would result, and no mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

4.5 CULTURAL RESOURCES

Would the project:

		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
(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?	☐	☐	☒	☐

Impact Analysis:

The discussion and analysis provided in this section is based on the *Historic Property Survey Report (HPSR)* (LSA, August 2016), provided in Appendix D. The project area for cultural resources is the Area of Potential Effects (APE), which is the area where ground-disturbing activities would occur, and extends around the entirety of the parcels where the built environment may be direct or indirectly affected. It has been bounded to include the maximum extent of ground disturbance including access routes, staging, and work areas.

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

CEQA defines a "historical resource" as a resource that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Places (California Register); (2) listed in a local register of historical resources as defined in the California Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project's lead agency (PRC Section 21084.1 and *State CEQA Guidelines* Section 15064.5(a)).

A records search of the APE was conducted on April 16, 2015, at the Northwest Information Center (NWIC) and a field survey of the APE was conducted on February 26, 2016. Neither the records search nor the field survey identified any historic cultural resources within the APE. The literature review conducted for the APE also did not identify any historic cultural resources. The archival maps reviewed for the APE identified historic residential structures near the southeast corner of the APE, however, nothing was identified during the field survey.

The Caltrans Historic Bridge Inventory lists the bridge (#44C-035) as Category 5, not eligible for inclusion in the National Register.

Therefore, implementation of the proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, and no impacts would result. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

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

Based on the results of the background research and archaeological field survey, no archaeological resources were identified within or adjacent to the APE, and there is no indication of elevated sensitivity for the presence of previously undocumented buried archaeological resources to occur within the APE. The majority of soils in the APE are poorly developed and may contain buried land surfaces that were suitable for occupation by Native Americans, but these soils are unlikely to contain intact archaeological deposits. Archaeological deposits, if present, would be below ground surface (bgs). The majority of project ground disturbance would occur within the Alisal Creek channel and project staging areas, which have a proposed ground disturbance depth of 8 ft bgs and 2 ft bgs respectively, indicating minimal likelihood of archaeological deposits being disturbed. Ground disturbance due to the demolition of the existing culvert and the installation of the new culvert would reach a maximum depth of 8 ft. In the unlikely event that any previously unidentified archaeological resources are discovered during ground-disturbing activities, work in the area would be required to cease and deposits would be treated in accordance with federal, state, and local guidelines, including those set forth in PRC Section 21083.2 as specified in **Compliance Measure CULT-1**. Therefore, compliance with existing regulations, as specified in **Compliance Measure CULT-1**, would reduce the potential for impacts to unidentified archaeological resources to a less than significant level.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures:

Compliance Measure CULT-1: Discovery of Unknown Archaeological and Paleontological Resources. During construction, if cultural, archaeological, historical, or paleontological resources are encountered (surface or subsurface resources), work shall be halted immediately within 50 meters (165 ft) of the find until a qualified professional archaeologist can evaluate it. The County of Monterey RMA-Public Works & Facilities and a qualified archaeologist (i.e., an archaeologist registered with the Register of Professional Archaeologists) and paleontologist shall be immediately contacted by the responsible individual present on site. When contacted, the project planner, the archaeologist and paleontologist shall immediately visit the site to determine the extent of the resources and to develop proper mitigation

measures required for the discovery (California Code of Regulations, Title 14, Chapter 3, Section 15064.5(f)).

Significance Determination after Compliance Measure: Less than Significant Impact.

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

No paleontological resources or unique geologic features were observed within the project APE during the archaeological survey. The majority of the soils in the APE are poorly developed and frequently flooded within the Alisal Creek channel, or are located beneath the existing roadway containing an aggregate base. Although these poorly developed soils may be sensitive for redeposited paleontological resources, they are unlikely to contain intact paleontological deposits. If any previously unidentified paleontological resources are discovered during grading and construction activities, compliance with **Compliance Measure CULT-1** would reduce the potential for impacts to unknown paleontological resources to a less than significant level.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures: Refer to **Compliance Measure CULT-1** under Response 4.5 b).

Significance Determination after Compliance Measure: Less than Significant Impact.

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

No human remains are present within the APE and there is no evidence to support the idea that Native Americans or people of European descent are buried in the APE. However, ground-disturbing activities associated with the project have the potential to disturb previously unknown human remains. In the unlikely event that human remains are encountered during construction activities, the proper authorities would be notified, and standard procedures for the respectful handling of human remains during the earthmoving activities would be implemented, as specified by **Compliance Measure CULT-2**. Therefore, compliance with **Compliance Measure CULT-2** would reduce the potential for impacts on unknown buried human remains to a less than significant level.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures:

Compliance Measure CULT-2: Discovery of Human Remains. During construction, consistent with the requirements of California Health and Safety Code Section 7050.5, if human remains are discovered on site, no further disturbance shall occur until the Monterey County Coroner can evaluate them. If the human remains are of Native American origin, the coroner

must notify the Native American Heritage Commission within 24 hours of identification. Pursuant to Section 5097.9 and 5097.993 of the California Public Resources Code, the Native American Heritage Commission shall identify a "Native American Most Likely Descendent" to inspect the site and provide recommendations for the proper treatment of the remains and any associated grave goods.

Significance Determination after Compliance Measure: Less than Significant Impact.

4.6 GEOLOGY AND SOILS

Would the project:

		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
(a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
	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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Impact Analysis:

The analysis in this section is based on the *Foundation Report Hartnell Road Bridge Replacement* (Parikh Consultants, Inc., 2016) (provided in Appendix E), and the *Monterey County General Plan* (2010).

a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

According to the Monterey County General Plan, the proposed project is not within or adjacent to an Alquist–Priolo Earthquake Fault Zone. No known, active regional faults cross the project area. The nearest active fault is the Reliz Fault Zone, approximately 5.13 miles southwest of the project area (Parikh Consultants, Inc., 2016). Therefore, the proposed project would not result in impacts related to rupture of known earthquake faults as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or other known faults. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

a) ii) **Strong seismic ground shaking?**

The extent of ground shaking associated with an earthquake depends on the size of the earthquake and the geologic material of the underlying area. During a major earthquake located on a nearby fault, strong to very strong groundshaking is expected to occur at the project site. As discussed above, the nearest active fault is the Reliz Fault Zone, located approximately 5.13 miles southwest of the proposed project. While there has not been definitive evidence of surface rupture, the California Geologic Survey (CGS) regards the Reliz Fault Zone as an earthquake source (Rosenburg and Clark 2009). Therefore, it is likely that the project site would be subject to moderate to strong seismic shaking during an earthquake along this fault, which may expose the bridge and people using the bridge to adverse effects. Seismic design criteria addressed in the Hartnell Road Bridge Foundation Report incorporates seismic considerations and foundation recommendations for structure design. The Foundation Report concludes that the cast-in-place reinforced concrete double-box culvert structure is sufficient and constructible for the proposed project. Furthermore, foundation considerations would also comply with applicable California Building Code requirements for seismic design. Therefore, the proposed project bridge structure would be sufficient to address the impacts of strong seismic ground shaking, and would not expose people or structures to adverse effects. Impacts would be less than significant. No mitigation is required.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

Liquefaction occurs when shallow, loose, unconsolidated, fine- to medium-grained sediments saturated with water are subjected to shaking as a result of an earthquake. This causes the soils to lose cohesion and shear strength, leading to liquefaction. The possibility of liquefaction occurring at the project site is dependent upon the occurrence of a significant earthquake in the vicinity; sufficient groundwater to cause high pore pressures; and the grain size, plasticity relative density, and confining pressures of the soils at the project site. The sand layers encountered at depths of approximately 13 to 18 ft at the proposed project site have been identified as potentially liquefiable (Parikh Consultants, Inc., 2016); and indicate that potential settlement at the site could be approximately 1 to 2 inches. However, the Foundation Report indicates that the cast-in-place reinforced concrete double-box culvert structure is sufficient to accommodate potential settlement; and therefore would not expose

people or structures to seismic-related ground failure including liquefaction. Impacts would be less than significant. No mitigation is required.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

a) iv) **Landslides?**

Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes in areas with significant ground slopes. The project site is relatively flat. No substantial natural slopes exist on the project site. According to the State Seismic Hazards Zone Map, the project site is not located in an area identified as susceptible to landslides. Therefore, there is no potential for seismically induced landslides to occur at the project area or to expose people or structures to impacts related to landslides. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

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

During construction activities, soil would be exposed during grading and excavation activities and there would be an increased potential for soil erosion compared to existing conditions. However, the project site is flat, and the proposed project would affect only relatively small areas where site soils would be exposed. Furthermore, only shallow excavations would be necessary for foundations. During a storm event, soil erosion could occur at an accelerated rate. However, construction is anticipated to occur outside of the rainy season (April 15 to October 15). Any erosion could result in short-term water quality impacts as identified in Section 4.9, Hydrology and Water Quality. As required for **Mitigation Measure WQ-2**, a Storm Water Pollution Prevention Plan (SWPPP) would be prepared, which would specify construction Best Management Practices (BMPs) to be implemented during construction activities. Construction BMPs would include Erosion Control BMPs designed to minimize erosion. In addition, as discussed in **Mitigation Measure WQ-3**, the Monterey County Municipal Code requires preparation of an Erosion Control Plan that provides methods to control runoff, erosion, and sediment movement during project construction. Therefore, with the implementation of **Mitigation Measures WQ-2** and **WQ-3**, substantial soil erosion or loss of topsoil during construction would be reduced to a less than significant level.

The implementation of the proposed project would result in a negligible increase in impervious surface area at the project site through the widening of the bridge structure and

north and south approach ways. The proposed project would therefore result in a negligible increase in surface runoff from the proposed project site. Furthermore, once complete the proposed project would be primarily covered with impervious surfaces, and would not expose substantial amounts of topsoil.

Significance Determination: Potentially Significant Impact.

Mitigation/Compliance Measures: Refer to **Mitigation Measures WQ-2** and **WQ-3** under Section 4.9, Hydrology and Water Quality.

Significance Determination after Compliance: Less than Significant Impact.

c) **Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

According to the Foundation Report prepared for the proposed project, the project site and vicinity is generally underlain by Pleistocene to Holocene alluvial geologic units. Subsurface soils condition encountered during geotechnical borings taken at the site include interbedded sand and medium-stiff to hard clay layers to a depth of approximately 81.5 ft bgs, with the exception of the top approximately 4 to 8 ft, which consisted of loose sands.

As indicated in Response 4.6 a) iv) above, the project area is relatively flat and according to the State Seismic Hazards Zone Map, is not located in an area identified as susceptible to landslides. Therefore, there is no potential for seismically induced landslides to occur on the project site. Also as previously discussed, while sand layers encountered at depths of approximately 13 to 18 ft bgs at the proposed project site have been identified as potentially liquefiable, the report indicates that the cast-in-place reinforced concrete double-box culvert structure is sufficient to accommodate potential settlement, and therefore would not expose people or structures to seismic-related ground failure including liquefaction. Ground subsidence can occur when dry, low cohesion soils are subject to high amplitude earthquake vibrations. As described in the Foundation Report, significant amounts of loose sandy soils do not exist at the site. Therefore seismic induced ground subsidence is not considered a hazard at the proposed project site. No mitigation is required.

Minor and localized ground settlement could occur at bridge foundations from excavation during construction. However, excavations would be shallow, and would not be expected to result in significant settlements. Furthermore the Foundation Report indicates that the cast-in-place reinforced concrete double-box culvert structure is sufficient to accommodate potential settlement. Therefore, the proposed project would not be located on a geologic unit or soils that would become unstable, or expose people or structures to landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant. No mitigation is required.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

Expansive soils generally have a substantial amount of clay particles, which can give up water (shrink) or absorb water (swell). The change in the soil volume can cause structures to move unevenly and crack. The extent or range of the shrink/swell is influenced by the amount and kind of clay present in the soil. Expansive soils can be widely dispersed and they can occur in hillside areas as well as low-lying alluvial basins.

The soils within the project area primarily consist of sands and medium-stiff to hard clay layers to a depth of approximately 81.5 ft bgs with the exception of the top approximately 4 to 8 ft, which consist of loose sands. Clay soils located beneath the proposed project could potentially be considered expansive. However, the existing roadway is generally underlain by fill material, and new approach roadways would also be constructed over an aggregate base, which would not contain expansive soils. The new box culvert would primarily be located within the top portion of soils, which is primarily composed of sands, and thus would not be considered expansive. Therefore, potential impacts associated with expansive soils would be less than significant. No mitigation is required.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

e) **Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

The proposed project is a bridge replacement project. No septic or alternative waste treatment systems would be required or impacted during construction or operation of the proposed project. Therefore, the proposed project would not result in temporary or permanent impacts associated with soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

4.7 GREENHOUSE GAS EMISSIONS

Would the project:

		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
(a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
(b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Impact Analysis:

a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?**

Greenhouse gases (GHGs) are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO_2);
- Methane (CH_4);
- Nitrous oxide (N_2O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs); and
- Sulfur Hexafluoride (SF_6).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, which is believed to be causing global warming. While manmade GHGs include naturally occurring GHGs such as CO_2, CH4, and N_2O, some gases, like HFCs, PFCs, and SF_6, are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2, the most

abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e).

State CEQA Guidelines indicate that a project would normally have a significant adverse GHG emission impact if the project would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Emissions estimates for the proposed project are discussed below. GHG emissions estimates are provided herein for informational purposes, only because there is no established quantified GHG emissions threshold. The MBARD has proposed a GHG threshold to provide guidance to lead agencies for evaluating GHG impacts in accordance with the requirements of CEQA. Under the guidance for consideration by the MBARD, the GHG threshold applicable to this project would be the bright line threshold of 2,000 MT CO_2e per year.

Short-Term (Construction) GHG Emissions. Construction activities, such as site preparation, site grading, and motor vehicles transporting construction equipment, materials, and crews would produce combustion emissions from various sources. During construction of the proposed project, GHGs would be emitted through the operation of construction equipment and from worker 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 construction activities would vary daily as construction activity levels change.

Project construction emissions were analyzed using the RoadMod, Version 8.1.0 (refer to Appendix A). Results of the analysis indicate that construction would result in approximately 636.21 metric tons (MT) of CO_2e over the five (5)-month construction period. MBARD does not provide guidance for analyzing GHG emissions during construction. Amortizing the project emissions over 50 years (the expected lifespan of the project) would result in GHG emissions of approximately 7.26 MT CO_2e per year, which is well below the MBARD threshold of 2,000 MT CO_2e per year. Therefore, construction of the proposed project would not generate GHG emissions that would have a significant impact on the environment and construction-related impacts would be less than significant. No mitigation is required.

Long-Term (Operational) GHG Emissions. The proposed project is a bridge replacement project. The proposed project would not increase the existing vehicle use within the project area and therefore not result in an increase in the generation of GHG emissions from existing conditions. Therefore, operation of the proposed project would not generate GHG emissions that would have a significant impact on the environment. Operational impacts would be less than significant. No mitigation is required.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

The County has not adopted a Climate Action Plan (Plan) and no other local plans exist for the purpose of reducing GHG emissions. The State has established GHG reduction goals under Assembly Bill (AB) 32, Senate Bill (SB) 32, and Executive Order S-3-05. As discussed in Response 4.7 a, the project's short-term construction and long-term operational GHG emissions would be minimal and would not exceed the established threshold. The MBARD's goal in developing the GHG threshold is to establish an emission level necessary to achieve statewide goals to reduce GHG emissions. Since the proposed project would not exceed construction emissions levels of 2,000 MT CO_2e per year established by the MBARD, the proposed project would not result in emissions that would conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. No impacts would occur. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
(a)	Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	☐	☒	☐	☐
(b)	Create a significant hazard to the public or the environment through reasonable 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 complied 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 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?	☐	☐	☐	☒

Impact Analysis:

The analysis provided in this section is based on the *Phase I Initial Site Assessment* (TRC, December 2016) provided in Appendix F, CALFIRE *Fire Severity Zone Maps*, the *Salinas Municipal Airport Land Use Plan,* and *Asbestos and Lead-Containing Paint Assessment, Pesticides and Total Leads in Soils Survey Report (Limited Phase II)* (TRC, April 2017).

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

Hazardous materials are chemicals that could potentially cause harm during an accidental release and are defined as being toxic, corrosive, flammable, reactive, an irritant, or a strong sensitizer. Hazardous substances include all chemicals regulated under the United States Department of Transportation's "hazardous materials" regulations and the Environmental Protection Agency's "hazardous waste" regulations. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. The severity of any such exposure is dependent upon the type, amount, and characteristics of

the hazardous material involved; the time, location, and nature of the event; and the sensitivity of the individual or environment affected.

Common types of hazardous materials such as construction materials, fuels, lubricants, and solvents would be used during the demolition, grading and site preparation, and construction phases of the proposed project. However, the amount of hazardous chemicals present during construction would be minor, and would be used in compliance with existing government regulations. The potential for the release of hazardous materials during project construction is considered low, and in the event a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or environment due to the small quantities of materials being used at the site. The construction contractor would prepare and implement an emergency spill and response plan in the event a spill were to occur, as specified in **Compliance Measure HAZ-1**. In addition, to prevent hazardous runoff to Alisal Creek in the event of a fuel or oil spill, all equipment maintenance and refueling would be conducted within designated areas outside of the Alisal Creek channel equipped with spill protection measures. Transportation of hazardous materials would be regulated by the California Highway Patrol and the California Department of Transportation. **Mitigation Measure HAZ-1** would require the contractor to adhere to procedures for construction equipment maintenance, refueling, and washing activities. With implementation of **Compliance Measure HAZ-1** and **Mitigation Measure HAZ-1**, potential impacts associated with the routine transport, use, or disposal of hazardous materials would be reduced to a less than significant level.

The proposed project would modify an existing transportation facility. Potentially hazardous materials, such as fuels and solvents, may be used during routine maintenance activities during operation of the project. However, maintenance activities would be similar to those currently being conducted for the existing bridge and would be conducted in compliance with existing government regulations. Operation of the proposed project would not produce hazardous emissions or require handling, transport, or disposal of acutely hazardous materials, substances, or waste. Therefore, operation of the proposed project would result in less than significant impacts related to the routine transport, use, or disposal of hazardous materials. No mitigation is required.

Significance Determination: Potentially Significant Impact.

Mitigation/Compliance Measures:

Compliance Measure HAZ-1: **Emergency Response and Cleanup Plan.** Prior to commencement of construction activities, the construction contractor shall prepare an emergency response and cleanup plan. The construction contractor shall implement the plan during construction. The plan shall detail the methods to contain and clean up spill of petroleum products or other hazardous materials in the work area.

Mitigation Measure HAZ-1: **Construction Equipment Maintenance, Refueling, and Washing Activities.** During construction, the construction contractor shall ensure that all equipment maintenance and refueling is conducted outside of the Alisal Creek channel, on level ground, away from concentrated flows of stormwater and drainage courses. Drip pans or absorbent pads shall be used during equipment refueling and maintenance activities. Adequate quantities of absorbent spill clean-up material and spill kits shall be kept in the refueling and maintenance area and on fuel trucks. Spill clean-up and materials shall be disposed of immediately after use.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

Exposure to hazardous materials during the construction and operation phases of the proposed project could result from (1) the improper handling or use of hazardous substances; (2) a transportation accident; or (3) inadvertent release resulting from an unforeseen event (e.g., fire, flood, or earthquake).

As stated above, routine transport, use, or disposal of hazardous materials during construction would be used in compliance with applicable laws and regulations. Potentially hazardous materials, such as construction materials, fuels, lubricants, and solvents, would be used during demolition, grading and site preparation, and construction phases. The amount of hazardous chemicals present during construction is limited and would be in compliance with existing government regulations. The potential for the release of hazardous materials during project construction is low and, even if a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or environment due to the small quantities of materials that would be on site during those activities. The construction contractor would prepare and implement an emergency spill and response plan in the event a spill were to occur, as specified in **Compliance Measure HAZ-1**. In addition, construction equipment maintenance, refueling, and washing activities would not be permitted within the Alisal Creek channel to prevent hazardous runoff in the event of a fuel or oil spill. **Mitigation Measure HAZ-1** would require the contractor to adhere to procedures for construction equipment maintenance, refueling, and washing activities. Therefore, implementation of **Compliance Measure HAZ-1** and **Mitigation Measure HAZ-1** would reduce potential construction-related impacts associated with hazards from a reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment to a less than significant level.

Construction of the proposed project would include demolition of the existing bridge, portions of the north and south approach roadways, and excavation in the vicinity of the bridge and within the Alisal Creek channel. The bridge was constructed in approximately

1945, a time when lead-based paint and concrete containing asbestos were common building materials. Because bridge demolition will be required, there is a potential for construction workers to be exposed to contaminated building materials, or for these materials to be released into the environment, during construction activities if present. Sampling results from an asbestos survey of the bridge indicated no asbestos present in bridge structures. However, sampling results from a lead paint survey of the bridge structure indicated that paint with lead concentrations exceeding regulatory limits is present on some bridge structures such as the metal bridge supports. Implementation of **Mitigation Measure HAZ-2** requires that the construction contractor, in coordination with the County, develop handling requirements for surfaces containing lead based paint (LBP) prior to demolition of the existing structure. The construction contractor would develop an abatement plan and follow the Cal-OSHA Lead in Construction Standard (Title 8, California Code of Regulations, Section 1532.1), to ensure the materials are properly handled in accordance with Caltrans and all other regulatory requirements. With the implementation of **Mitigation Measure HAZ-2**, potential construction-related impacts from LBP would be reduced to a less than significant level.

Based on historical documentation, land uses in and around the project site have been in agricultural production since approximately the 1930s. Pesticides and fertilizers such as dichlorodiphenyltrichloroethane (DDT) were known to be used for agricultural production during those time periods. Pesticides/fertilizers could have entered the Alisal Creek channel, thus impacting soils and sediments near the existing bridge structure. In addition, due to the age of the bridge and the duration of time it has been located at the current project site, there is a potential for lead-containing paint debris to have shed or aerially deposited lead from leaded gasolines to have settled, impacting the surrounding soils. Because excavation will be necessary in the vicinity of the existing bridge structure, there is a potential for construction workers to be exposed to contaminated soils during construction activities if those materials are present. A limited Phase II soil investigation conducted beneath and in the vicinity of the bridge indicted that lead and several organochlorine pesticides are present in those soils. However, they are not present in excess of the most conservative industrial/worker soil screening levels prescribed by the California Water Boards, San Francisco Bay Regional Water Quality Control Board Environmental Screening Level values. Therefore, concentrations would not pose a significant health risk to site workers. Impacts from handling soils at the proposed project site would be less than significant.

According to the State Water Resources Control Board (SWRCB) 303(d) List, Alisal Creek contains elevated contamination levels including chlorophyll-a, fecal coliform, nitrate, and sodium, thereby requiring development of a Total Maximum Daily Load. If construction activities require personal contact or pumping and disposal of water from Alisal Creek, exposure to impacted water could pose health hazards. Implementation of **Mitigation Measure HAZ-3** requires that a limited Phase II surface water investigation be conducted in the vicinity of the bridge structure to properly characterize water quality conditions, and if necessary, develop handling requirements prior to undertaking construction activities. Should contaminated surface water be discovered prior to demolition of the existing structure, precautions would be necessary to ensure the materials are properly handled of in accordance with Caltrans requirements for safe handling of surface water prior to contact. Furthermore, construction activities are anticipated to occur outside of the rainy season (April 15 to

October 15) when Alisal Creek is anticipated to be dry, thus precluding potential contact with surface water. Regardless, with implementation of **Mitigation Measure HAZ-3**, potential impacts associated with contaminated water would be reduced to less than significant levels.

The proposed project involves replacing the existing bridge and will not change the existing use of the project site. Furthermore, as a bridge replacement project, the potential for releasing hazardous materials into the environment during project operation would be limited to vehicles that are traveling on the roadway. This potential exists under existing conditions and would not be exacerbated by the implementation of the proposed project because traffic volumes would remain the same. Additionally, the transport of hazardous materials is subject to strict regulations established by state and federal agencies. Therefore, operation of the proposed project would not result in a significant impact associated with hazards from a reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. No mitigation is required.

Significance Determination: Potentially Significant Impact.

Mitigation/Compliance Measures: In addition to **Compliance Measure HAZ-1** and **Mitigation Measure HAZ-1**, (listed under Response 4.8 a), the following mitigation measures would be required:

Mitigation Measure HAZ-2: **Lead Based Paint Abatement Program.** Prior to demolition, the construction contractor, in coordination with County of Monterey RMA - Public Works & Facilities and Caltrans, will develop a lead abatement program for the proper removal, handling, and disposal of surfaces containing LBP that are identified in the Asbestos and Lead-Containing Paint Assessment, Pesticides and Total Lead in Soils Survey Report. The contractor shall follow all applicable regulations of the Cal-OSHA Lead in Construction Standard (Title 8, California Code of Regulations, Section 1532.1). Demolition activities associated with flame torch cutting, high speed rotary saw cutting and demolition consisting of high impact or abrasion activities are considered “Trigger Tasks” as per Cal-OSHA. Therefore, the demolition contractor must ensure that the workers performing these activities are not exposed to airborne lead concentrations (fumes or dusts) in excess of the action level or permissible exposure limit. Workers who are not trained in lead safe work practices or are not lead awareness trained shall not disturb any LBP coated surface.

Mitigation Measure HAZ-3: **Limited Phase II Surface Water Investigation.** Prior to completion of plans, specifications, and estimates (PS&E) and any work within or involving surface waters, County of Monterey RMA - Public Works & Facilities shall ensure that a Phase II investigation be conducted to property

characterize surface water quality in the project area. The surveys shall be conducted by a licensed consultant and shall include testing of surface water at the project site. The results of the survey will determine the recommendations for proper handling requirements in the event of worker contact with surface waters during construction.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

The proposed project is not located within 0.25 miles of an existing or proposed school, and there are no schools within the project area. Therefore, implementation of the proposed project would not result in any impacts associated with emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance/Compliance: No Impact.

d) **Be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

As part of the Phase I Initial Site Assessment prepared for the proposed project, a regulatory database search was conducted by Environmental Data Resources, which indicated the project site is not included in any hazardous materials databases. The Department of Toxic Substances Control's and Regional Water Quality Control Board's EnviroStor and Geotracker online databases were also reviewed, which did not indicate any known hazardous materials cases for the project site. Therefore, implementation of the proposed project would not create a significant hazard to the public or the environment. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

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

The proposed project is located approximately 1.5 miles southeast of the Salinas Municipal Airport (airport). The airport land use plan area of influence (AOI) extends southeast from the airport terminating at Hartnell Road. Thus, work extending on the west side of Hartnell Road including work done within the Alisal Creek channel and on the northern approach way would be fractionally within the AOI boundaries. However, said work would not be within any airport safety zones. Work being conducted in those areas would be temporary and would only occur as necessary, and thus would not expose workers to hazardous conditions. Operation of the proposed project would not result in the extension of roadways further into the airport AOI beyond the slight realignment of the northern approach way. Therefore, the proposed project would not result in a safety hazard for people accessing or working at the project site, and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

The proposed project is not located within the vicinity of a private airstrip. Therefore, implementation of the project would not result in a safety hazard for people accessing or working at the project site. No impacts would result. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

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

The Monterey County Emergency Operations Plan (2014) is applicable within the project area. It describes the actions that will be taken by the Monterey County Office of Emergency Services during natural, technical, and human-caused emergencies. The plan addresses both response and recovery efforts and discusses the procedures that the Office of Emergency Services and its partners use during an emergency. Construction activities would require the closure of the Hartnell Road Bridge and roadway approaches for approximately five (5) months, which could affect emergency response. Traffic would be re-routed via Spence Road to the east. From Hartnell Road, traffic would travel southeast on Highway 101 for approximately 2.0 miles, or southeast on Alisal Road for approximately 2.3 miles, and then either northeast or southwest on Spence Road for approximately 2.0 miles. The detour would slightly increase emergency response times by increasing travel times for trips that would typically use Hartnell Road as a through access road. As described in **Mitigation Measure TR-1** in Section 4.16, Transportation/Traffic**,** the Construction Contractor would be required

to prepare a Traffic Management Plan (TMP) during final design to address impacts to local circulation during construction including emergency access to the project site. The TMP would include the installation of detours signs, notices of road closures in local media, and advance notice to local emergency service providers regarding the timing, location, and duration of road closures. Therefore, with implementation of **Mitigation Measure TR-1**, potential impacts to adopted emergency response or emergency evacuation plans during construction would be reduced to less than significant levels.

The proposed project would replace the existing bridge and modify the roadway approaches to conform to the design of the new bridge. Therefore, operation of the proposed project would not result in a change in traffic volume or access to the project site, and would not interfere with emergency response times or adopted emergency response or evacuation plans. Impacts would be less than significant. No mitigation is required.

Significance Determination: Potentially Significant Impact.

Mitigation/Compliance Measures: Refer to **Mitigation Measure TR-1** in Section 4.16, Transportation/Traffic.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

The proposed project is located in an agricultural area, and is not adjacent to urbanized areas or areas where residences are intermixed with wildlands. According to the California Department of Forestry and Fire Protection (CALFIRE) Monterey County Fire Hazard Severity Zone Map, the proposed project site is located in a Non-Very High Fire Hazard Severity Zone. The proposed project is a bridge replacement project, and would not alter the risk or impacts to residences of wildland fires as compared with the existing conditions. Therefore, implementation of the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impacts would occur. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

4.9 HYDROLOGY AND WATER QUALITY

Would the project:

		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
(a)	Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
(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 a 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 above pre-development condition 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 storm water 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 as a result of the failure of a levee or dam?	☐	☐	☒	☐
(j)	Cause inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Impact Analysis:

The analysis provided in this section is based on the *Water Quality Memorandum* (LSA, September 2016) (refer to Appendix G) and the *Location Hydraulic Study Report* (TRC, February 2017) (refer to Appendix H).

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

Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed in limited quantities and there would be an increased potential for soil erosion and transport of sediment downstream compared to existing conditions. During a storm event, soil erosion could occur at an accelerated rate. Additionally, construction-related pollutants such as liquid and petroleum products and

concrete-related waste could be spilled, leaked, or transported via storm runoff into Alisal Creek and into downstream receiving waters.

As part of the proposed project, the Alisal Creek channel would be slightly realigned at the bridge from approximately 90 degrees to 45 degrees to improve the hydraulic capacity of the creek and accommodate bridge improvements, which would require work directly in the creek channel. Construction activities within Alisal Creek are planned to occur outside of the rainy season, when there is no surface water within the creek (April 15 – October 15). However, if water is present, or becomes encountered in the channel during construction, water would be temporarily channelized with a storm drain pipe to divert flow away from the location of any foundation or channel work. After construction is complete, the contractor would remove the temporary pipes and restore the river and disturbed areas to pre-construction conditions. Furthermore, groundwater is known to occur at a depth of approximately 9 ft bgs, and due to the shallow depth of excavations it is unlikely that groundwater would be encountered. Limiting construction activities outside of the rainy season would reduce the potential for construction activities to contribute pollutants to downstream receiving waters.

Projects that disturb greater than 1.0 acre of soil are subject to the requirements of the SWRCB's National Pollutant Discharge Elimination System (NPDES) Construction General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-009-DWQ, as amended by 2010-0014-DWG and 2012-0006-DWQ, NPDES No. CAS000002) (Construction General Permit). However, because the proposed project would disturb approximately 1.5 acres, which is within a small project threshold between 1.0 to 5.0 acres, the project is eligible for a Small Construction Rainfall Erosivity Waiver, which would exempt the project from coverage under the Construction General Permit. To obtain a waiver, the project would need to demonstrate there would be no adverse water quality impacts because construction activities would only occur when there is a low erosivity potential (i.e., the rainfall erosivity value in the Revised Universal Soil Loss Equation [R factor] for the project is less than 5). Based on the anticipated construction schedule the R factor for the project is 1.16. Therefore, the project would qualify for a Construction General Permit waiver. As specified in **Mitigation Measure WQ-1**, the project would obtain a Construction General Permit waiver prior to construction.

Although the proposed project would not be required to comply with the requirements of the Construction General Permit if a waiver is obtained, due to work within and in close proximity to Alisal Creek, a SWPPP would still need to be prepared and Construction BMPs implemented during construction to minimize erosion and prevent spills within Alisal Creek, as specified in **Mitigation Measure WQ-2**.

The project is also required to comply with the provisions of the Monterey County Erosion Control Ordinance (Municipal Code, Title 16, Chapter 16.12) as specified in **Mitigation Measure WQ-3.** The code would require preparation of an Erosion Control Plan that describes the methods for the control of runoff, erosion, and sediment movement during project construction.

In compliance with the Construction General Permit and Monterey County Municipal Code, the construction contractor would be required to prepare a SWPPP and Erosion Control Plan

respectively and implement construction BMPs detailed in the SWPPP and Erosion Control Plan during construction activities. Construction BMPs would include Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and good housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. Construction BMPs are anticipated to include, but not be limited to, preservation of existing vegetation, stabilization of construction entrance/exit, use of fiber rolls, hydroseeding, and concrete waste management. Because construction BMPs would target pollutants of concern in stormwater runoff, adherence to **Mitigation Measures WQ-1** and **WQ-2** would ensure that construction of the proposed project would result in a less than significant impact associated with the violation of water quality standards or waste discharge requirements.

Pollutants of concern during operation of the proposed project include suspended solids/sediments, nutrients, pesticides, heavy metals, oil and grease, toxic organic compounds, and trash and debris. However, because the proposed project would obtain a Construction General Permit waiver there would be no requirements for implementation of operational BMPs. Therefore, with the implementation of **Mitigation Measures WQ-1 through WQ-3**, the potential operational impacts related to waste discharge requirements and water quality standards would be less than significant.

Significance Determination: Potentially Significant Impact.

Mitigation/Compliance:

Mitigation Measure WQ-1: **Construction General Permit Waiver.** Prior to the start of construction, a waiver shall be obtained for the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) Order No. 2009-0009-DWQ. To obtain a waiver, County of Monterey RMA-Public Works or its designated contractor shall complete the electronic Notice of Intent and Sediment Risk form through the SWRCB Stormwater Multi-Application Reporting and Tracking System (SMARTS) and certify that the construction activity will take place during a period when the value of the rainfall erosivity factor ("R" in the Revised Universal Soil Loss Equation) is less than five (5).

If construction activities continue beyond the projected completion date provided on the waiver certification, the County of Monterey (County) or its designated contractor shall recalculate the rainfall erosivity factor for the new project duration and submit the new construction schedule through SMARTS 30 days prior to the projected completion date listed on the original waiver. If the new R factor is below five (5), the discharger shall update, through

SMARTS, all applicable information on the waiver certification and retain a copy of the revised waiver on site. If the new R factor is greater than five (5), the County shall apply for coverage under the Construction General Permit.

If the construction schedule changes during final design and the resulting R factor is greater than five (5), the County shall apply for coverage under the Construction General Permit. Construction activities shall not commence until a waiver or coverage under the Construction General Permit has been obtained from the SWRCB.

Mitigation Measure WQ-2: **Construction BMPs.** Prior to the start of construction, the County of Monterey RMA - Public Works & Facilities shall ensure that the construction contractor prepares and implements a SWPPP to address all construction-related activities, equipment, and materials that have the potential to impact water quality. The SWPPP shall identify the sources of pollutants that may affect the quality of storm water and include BMPs to control the pollutants (e.g., Sediment Control, Erosion Control, and Good Housekeeping BMPs).

Mitigation Measure WQ-3: **Erosion Control Plan.** During the PS&E phase, an Erosion Control Plan shall be prepared and implemented by the County of Monterey RMA - Public Works & Facilities or its designated contractor in compliance with the provisions of the Monterey County Erosion Control Ordinance (Municipal Code, Title 16, Chapter 16.12). The Erosion Control Plan shall indicate the proposed methods for the control of runoff, erosion, and sediment movement during project construction.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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)?**

Construction of the proposed project is planned to occur outside of the rainy season when there is no surface water within the Alisal Creek (April 15 – October 15). Therefore, no dewatering is anticipated to be required. Groundwater is known to occur at approximately 9 ft bgs in the proposed project area. Excavations for the box culvert and other ground-disturbing activities would only require shallow excavations to a depth of approximately 8 ft bgs, and thus, would not be anticipated to encounter groundwater, or require dewatering. If groundwater is encountered during proposed project construction, dewatering or diversion of

flows would be necessary. However, due to the minimal footprint of ground-disturbing areas, only small quantities of water would be removed such that no significant impacts would occur to the groundwater table or recharge. Any dewatering would be temporary during the construction period, and would not generate long-term impacts. Therefore impacts would be less than significant, and no mitigation is required.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

The proposed project would include the minor alteration of the Alisal Creek channel at the bridge from approximately 90 degrees to 45 degrees to improve the hydraulic capacity of the creek and accommodate bridge improvements. However, the realigned creek channel would match the existing depth and longitudinal slope of the existing creek.

During construction activities, excavated soil would be temporarily exposed and there would be an increased potential for soil erosion and the transport of sediment downstream compared with existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate. As discussed in Response 4.9 a) above and specified in **Mitigation Measures WQ-2** and **WQ-3,** the Construction General Permit and Monterey County Municipal Code require preparation of a SWPPP and Erosion Control Plan and implementation of construction BMPs to reduce impacts to water quality during construction, including those impacts associated with soil erosion and siltation. Although construction activities are planned to occur during the dry season, if water is present within the Alisal Creek channel during construction, water would be temporarily channelized to divert flow away from the location of any construction work which would reduce the potential for erosion to occur. For these reasons, adherence to **Mitigation Measures WQ-2 and WQ-3** would ensure that construction of the project would result in a less than significant impact related to altering the existing drainage pattern of the project site during construction activities in a manner that would result in substantial erosion or siltation onsite or offsite.

The proposed project involves replacing an existing bridge and modifying the existing roadway approaches. The proposed project would increase impervious surface area by 0.45 acres. Increases in impervious surface area decrease infiltration and increase the volume of runoff during a storm event that can lead to changes in downstream erosion and siltation patterns. However, this fractional increase in impervious surfaces would create negligible effects on the drainage pattern at the site. Furthermore, the realignment of Alisal Creek would improve the hydraulic capacity of the creek. Therefore, impacts would be less than significant.

Significance Determination: Potentially Significant Impact.

Mitigation, Compliance Measures: Refer to **Mitigation Measures WQ-2 and WQ-3** under Response 4.9 a).

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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 above pre-development condition in a manner which would result in flooding on- or off-site?**

As discussed, the Alisal Creek channel would be slightly realigned to improve the hydraulic capacity of the stream and accommodate bridge improvements. Therefore, the proposed project would not include any design features that could result in on- or off-site flooding. Furthermore the proposed project is not located in an area with significant flood potential. The fractional increase in impervious surfaces would not alter drainage patterns or contribute additional water runoff resulting in flooding. Therefore, impacts from on- or off-site flooding would be less than significant. No mitigation is required.

Significance Determination: Less than Significant Impact.

Mitigation, C**ompliance Measures:** No mitigation is required.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

During proposed project construction, water runoff has the potential to transport construction-related pollutants such as sediments, solvents, petroleum products, and concrete-related waste into the Alisal Creek channel and then into downstream receiving waters. However, adherence to **Mitigation Measures WQ-2** and **WQ-3** would require preparation of a SWPPP and Erosion Control Plan and implementation of construction BMPs to control stormwater runoff from the site, including the discharge of pollutants. Therefore, with adherence to **Mitigation Measures WQ-2** and **WQ-3**, impacts related to the creation or contribution of runoff which would exceed the capacity of the stormwater drainage system or provide substantial additional sources of polluted runoff would be less than significant.

As discussed the proposed project would result in a permanent increase of impervious surface area of approximately 0.45 acres. However, this increase would not contribute runoff exceeding the capacity of any stormwater drainage systems. Therefore, impacts would be less than significant.

Significance Determination: Potentially Significant Impact.

Mitigation, Compliance Measures: Refer to **Mitigation Measures WQ-2 and WQ-3** under Response 4.9 a).

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

f) **Otherwise substantially degrade water quality?**

Operation of the proposed project would not alter uses at the site, and would therefore not contribute additional sources of pollution which could degrade water quality. Proposed project construction activates could result in water quality impacts through the release of sediments and construction-related pollutants to surface waters. However **Mitigation Measures WQ-2 and WQ-3** would include measures to prevent potential water quality impacts. Therefore impacts would be less than significant. Also refer to Response 4.9 a) for a more detailed discussion.

Significance Determination: Potentially Significant Impact.

Mitigation/Compliance Measures: Refer to **Mitigation Measures WQ-2** and **WQ-3** under Response 4.9 a).

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

The proposed project is a bridge replacement project and does not contain a housing component. Implementation of the proposed project would not place housing in a 100-year flood hazard area and no impacts would occur. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

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

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 06053C0240G (April 2, 2009), the project area is designated as Zone A, which comprises areas that are subject to inundation by the 1 percent annual chance flood event (100-year floodplain).

The proposed project includes improvements within the 100-year floodplain. The proposed project would result in the replacement of the Hartnell Road Bridge and approach roadways. The roadway profile would also be raised by 2.2 ft to accommodate improvements. The new

bridge structure would be skewed at an approximately 45-degree angle to facilitate the flow of Alisal Creek. Wingwalls would also be constructed to direct the flow through the culvert.

Through raising the roadway profile and increasing the follow area beneath the bridge structure, the available freeboard to the bottom of the bridge deck would be approximately 0.5 ft during a flood event.[1] Therefore, sufficient clearance would be allowed so that the bridge deck[2] would not be overtopped during a 5-year flood event.

Although the proposed project would slightly realign the existing roadway and bridge, new structures would not impede or redirect flood flows. Therefore, impacts related to the placement of structures within a 100-year flood hazard area would be less than significant. No mitigation is required.

Significance Determination: Less than Significant Impact.

Mitigation, Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

The proposed project is not located downstream of any levee or dam structure. Therefore would not result in significant risks from flooding as a result of a dam or levee failure, and no impacts would occur. No mitigation is required.

Significance Determination: No Impact.

Mitigation, Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

j) **Cause inundation by seiche, tsunami, or mudflow?**

Seiching is a phenomenon that occurs when seismic groundshaking induces standing waves (seiches) inside water retention facilities such as reservoirs and water tanks. Such waves can cause retention structures to fail and flood downstream properties. No water retention facilities are located in the proposed project area. Therefore, no impacts would result from seiching. No mitigation is required.

Tsunami are generated wave trains generally caused by tectonic displacement of the seafloor associated with shallow earthquakes, seafloor landslides, rock falls, and exploding volcanic islands. The proposed project is not located within a coastal zone, and therefore would not be exposed impacts from tsunamis. No mitigation is required.

[1] Freeboard is the distance between the waterline and the bottom of the bridge deck.
[2] The bridge deck is the top surface of the bridge superstructure (i.e. the road surface).

Mudflows are described as downhill movement of soft, wet, unconsolidated earth and debris, made fluid by rain or melted snow and often building up great speed. Mudflows occur on steep slopes where vegetation is not sufficient to prevent rapid erosion, but can occur on gentle slops if other conditions are met. Other factors are heavy precipitation in short periods and an easily erodible source material. However, the proposed project location and surrounding area are relatively flat. Therefore, the risk associated with possible mudflows is not considered a potential constraint or a potentially significant impact. No impacts would result, and no mitigation is required.

Significance Determination: No Impact.

Mitigation, Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

4.10 LAND USE/PLANNING

Would the project:

		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
(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, planned community, 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?	☐	☐	☐	☒

Impact Analysis:

Proposed project construction, operation, and maintenance would not result in any environmental impacts. Therefore, no analysis is required. Refer to Section 3.0, Environmental Factors Potentially Affected for a more detailed discussion.

4.11 MINERAL RESOURCES

Would the project:

		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
(a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
(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?	☐	☐	☐	☒

Impact Analysis:

Proposed project construction, operation, and maintenance would not result in any environmental impacts. Therefore, no analysis is required. Refer to Section 3.0, Environmental Factors Potentially Affected for a more detailed discussion.

4.12 NOISE

Would the project result in:

		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
(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 groundborne vibration or groundborne 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?	☐	☐	☐	☒

Impact Analysis:

The discussion and analysis provided in this section is based on the *Technical Noise Memorandum* (LSA, August 2016) provided in Appendix I, and the *Monterey County General Plan Safety Element*.

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?**

Two (2) types of short-term noise impacts would occur during project construction: 1) equipment delivery and construction worker commutes, and 2) project construction activities. No noise-related impacts would occur with project operation beyond current operating conditions at the site.

Monterey County General Plan Policy S-7.9 provides that no construction activities pursuant to a County permit shall be allowed within 500 ft of a noise sensitive land use during the evening hours of Monday through Saturday, or anytime on Sunday or holidays, prior to completion of a noise mitigation study. Typically, when not specified in a policy or ordinance, daytime hours occur from 7:00 a.m. to 7:00 p.m. while evening and nighttime hours occur from 7:00 p.m. to 7:00 a.m.

Section 10.60.030 of the Monterey County Municipal Code prohibits the operation of any machine, mechanism, device, or contrivance which produces a noise level exceeding 85 A-weighted decibels (dBA) measured 50 ft from the point source.

Caltrans Standard Specifications requires noise levels from the contractor's operations, between the hours of 9:00 p.m. and 6:00 a.m., to be at or below 86 A-weighted decibels (dBA) maximum instantaneous noise level (L_{max}) at a distance of 50 ft from the job site.

The proposed project is located in a generally open agricultural area. However, the closest noise receptors are three (3) single-family residences near the north end of the project area along Hartnell Road, approximately 60 to 400 ft from the roadway centerline.

Short-term construction noise would result from transporting construction equipment, materials, and construction workers to the project site. These transportation activities would incrementally increase noise levels on existing access roads leading to the project site during those events. As shown in Table 4.12-1, the single-event noise from equipment trucks passing at a distance of 50 ft would reach a maximum level of 84 dBA maximum instantaneous noise level (L_{max}). However, heavy equipment would be staged and remain on site near the southeast project boundary for the duration of each construction phase. Single trips to move heavy construction equipment on and off site would not add to the daily traffic noise in the project vicinity. Furthermore, additional traffic on Hartnell, Alisal, and Spence Roads from construction worker commutes would be minimal when compared to existing volumes as construction crews would be relatively small, and any associated noise increase would not be perceptible. Therefore, potential noise associated with impacts from equipment transport and construction worker commutes would be less than significant. No mitigation is required.

Other short-term noise impacts would result from the use of construction equipment and associated activities. Construction noise levels would vary depending on the phase of construction and equipment necessary. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 4.12-1 lists typical construction equipment noise levels (L_{max}) recommended for noise impact assessments based on a distance of 50 ft between the equipment and a noise receptor.

Normal construction operations, specifically during the site preparation phase, which includes excavation and grading, would generate noise from the use of earthmoving equipment, such as excavating machinery, including backhoes, bulldozers, and front-end loaders. As noted, noise levels would vary depending on the phase of construction and equipment used, however, would only occur temporarily during the approximately five (5)-month construction period. Noise associated with the use of earthmoving construction equipment is typically between 55 and 85 dBA L_{max} at a distance of 50 ft from each piece of equipment.

Each piece of construction equipment operates as an individual point source. The worst-case composite noise level would be 88 dBA L_{max} at a distance of 50 ft from an active construction area.

Table 4.12-1: Typical Construction Equipment Noise Levels

Equipment Description	Maximum Noise Level (L_{max}) at 50 Ft [1]
Backhoes	80
Compactor (ground)	80
Cranes	85
Dozers	85
Dump Trucks	84
Excavators	85
Flat Bed Trucks	84
Front-end Loaders	80
Graders	85
Impact Pile Drivers	95
Jackhammers	85
Pick-up Truck	55
Pneumatic Tools	85
Pumps	77
Rock Drills	85
Rollers	85
Scrapers	85
Tractors	84

Source: *Federal Highway Administration Roadway Construction Noise Model* (January 2006).
[1] Maximum noise levels were developed based on Spec 721.560 from the Central Artery/Tunnel (CA/T) program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.
Note: Noise levels reported in this table are rounded to the nearest whole number.
Ft = feet
L_{max} = maximum instantaneous sound level

As described, three (3) single-family residences are located near the northeast end of the project area along Hartnell Road, between approximately 60 and 400 ft from the roadway. However, due to the distances of receptors from the project area, and natural attenuation of noise levels at those distances, only the closest residence approximately 60 ft east of the project area could potentially be subject to short-term construction noise. General construction activities have the potential to produce short-term construction noise levels reaching 90 dBA at the nearest residence, which would exceed County of Monterey and Caltrans construction noise requirements, thus resulting in a potentially significant impact. **Compliance Measure NO-1** would ensure the construction contractor complies with the Monterey County General Plan Policy S-7.9 by ensuring no construction activities occur within 500 ft of sensitive receptors during the nighttime hours of 7:00 p.m. to 7:00 a.m. Additionally, **Mitigation Measure NO-1** would require temporary construction barriers when heavy construction activities occur within 70 ft of the nearest residence, which would reduce noise levels to a maximum of 85 dBA. Therefore, with implementation of compliance and mitigation measures, impacts would be less than significant.

The proposed project is a bridge replacement. Implementation of the proposed project would not generate additional vehicular traffic on the bridge or roadway approaches compared to existing conditions. Operation of the proposed project would not result in any long-term changes in noise sources or noise levels in the project area beyond the existing conditions. Therefore, operation of the proposed project will not expose people to or generate noise levels in excess of established County or Caltrans standards. No mitigation is required.

Significance Determination: Potentially Significant Impact.

Mitigation/Compliance Measures:

Compliance Measure NO-1: **Construction Noise Compliance Measure.** The construction contractor shall ensure compliance with the Monterey County General Plan Policy S-7.9 by ensuring no construction activities occur within 500 ft of sensitive receptors during the nighttime hours of 7:00 p.m. to 7:00 a.m. The construction contractor shall use an alternative warning method instead of a sound signal unless required by safety laws. Also, the contractor shall equip all internal combustion engines with the manufacturer's recommended mufflers and shall not operate any internal combustion engines on the job site without an appropriate muffler.

Mitigation Measure NO-1: **Temporary Construction Barriers**. Temporary construction barriers, providing a maximum of 10 dBA reduction, shall be required when heavy construction activities occur within 70 ft of the residence at 15 Hartnell Road.

Significance Determination after Compliance: Less than Significant Impact.

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

Groundborne noise in buildings and structures is produced when interior surfaces such as walls and floors are "excited" into motion by groundborne vibration transmitted into a given structure. In general, groundborne vibration from standard construction practices is only a potential structural damage issue when within 25 ft of sensitive structures. Because construction is not proposed within 25 ft of any sensitive or fragile structures, the potential impact of groundborne vibration on sensitive structures in the project vicinity is considered less than significant. No mitigation is required.

The proposed project is a bridge replacement project, and implementation of the proposed project would not generate additional vehicular traffic. Therefore, operation of the proposed project would not be a source of substantial groundborne vibration, and would not expose persons to excessive levels of groundborne noise or groundborne vibration. Therefore, the

proposed project would not result in long-term operational impacts associated with groundborne vibration or noise levels. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

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

The proposed project is a bridge replacement project. The proposed project would not induce additional vehicular traffic on the bridge or roadway approaches during project operations when compared to existing conditions. Therefore, noise levels associated with operation of the proposed project would not change with implementation, and would not result in any substantial permanent increase in ambient noise levels in the project vicinity. Thus no impacts would occur. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

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

Refer to Response 4.12 a) and b) above. The proposed project would result in short-term increases in noise levels from construction deliveries, commuting construction workers, and operation of construction equipment. Temporary and periodic noise increases from these sources could exceed County and Caltrans noise standards impacting nearby sensitive receptors, resulting in potentially significant impacts. However implementation of **Compliance Measure NO-1** and **Mitigation Measure NO-1** would require the use of temporary construction noise barriers, and compliance with County of Monterey noise standards, which would reduce impacts to a less than significant level. Therefore, potential short-term increases in ambient noise levels due to construction activities would be less than significant.

Significance Determination: Potentially Significant Impact.

Mitigation/Compliance Measures: Refer to **Compliance Measure NO-1, and Mitigation Measure NO-1** under Response 4.12 a).

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

The proposed project is located adjacent to the eastern boundary of the Salinas Municipal Airport Land Use Plan area, which extends east from the Salinas Municipal Airport approximately 2.0 miles, terminating at Hartnell Road. Therefore, the proposed widening and realignment of the northern bridge approach roadway, and realignment of Alisal Creek would fractionally extend east into the airport plan area upon completion. However, the proposed project would not be located within any airport noise contours for excessive aircraft noise. The proposed project includes the replacement of the existing bridge and approach roadways. Therefore, operation of the project would not include structures that would subject people to excessive noise. Proposed project construction would be temporary, and therefore would not expose construction workers to excessive noise levels. Implementation of the proposed project would not expose people residing or working in the project area to excessive noise levels and no impacts would result. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

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?**

The proposed project is not located in the vicinity of a private airstrip. Therefore, implementation of the proposed project would not expose people residing or working in the area to excessive noise levels. No impacts would occur. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

4.13 POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
(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?	☐	☐	☐	☒

Impact Analysis:

Proposed project construction, operation, and maintenance would not result in any environmental impacts. Therefore, no analysis is required. Refer to Section 3.0, Environmental Factors Potentially Affected for a more detailed discussion.

4.14 PUBLIC SERVICES

Would the project:

		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 or 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:				
	i) Fire Protection?	☐	☐	☐	☒
	ii) Police Protection?	☐	☐	☐	☒
	iii) Schools?	☐	☐	☐	☒
	iv) Parks?	☐	☐	☐	☒
	v) Other public facilities?	☐	☐	☐	☒

Impact Analysis:

Proposed project construction, operation, and maintenance would not result in any environmental impacts. Therefore, no analysis is required. Refer to Section 3.0, Environmental Factors Potentially Affected for a more detailed discussion.

4.15 RECREATION

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
(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?	☐	☐	☐	☒

Impact Analysis:

Proposed project construction, operation, and maintenance would not result in any environmental impacts. Therefore, no analysis is required. Refer to Section 3.0, Environmental Factors Potentially Affected for a more detailed discussion.

4.16 TRANSPORTATION/TRAFFIC

Would the project:

		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
(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 results 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 supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

Analysis in this section relies upon the *Construction Traffic Analysis Memorandum* (LSA 2017), provided in Appendix J.

Impact Analysis:

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

The proposed project is an infrastructure replacement project, which would widen and replace the existing Hartnell Road Bridge along with the northern and southern approach roadways. Implementation of the proposed project would not alter current uses or traffic volumes at the site. Proposed project construction would last for an approximate five (5)-month period, during which time Hartnell Road would be closed to through traffic, which would be rerouted along Alisal Road, Spence Road, and Highway 101. During this period, temporary and intermittent transportation impacts would result from additional vehicle trips to the project site from workers and equipment deliveries, but these activities would be limited in duration. No closures of other roadways would occur, and additional traffic generated by project-related vehicle trips would not impede normal traffic flows or circulation in the area.

Hartnell Road does not currently provide designated bicycle or pedestrian facilities, and therefore would not conflict with pedestrian or bicycle circulation. Proposed project implementation would not generate additional vehicle trips or alter current uses at the site. Impacts would be less than significant. No mitigation is required.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

The proposed project is located on Hartnell Road, which is classified as a two-lane rural connector, located within the unincorporated area of Monterey County. Monterey County utilizes ADT volumes to calculate level of service (LOS) on county-maintained roadways. The County maintains a threshold significance for all roadways at a LOS of D or better for maintaining performance of the circulation system.

The ADT on Hartnell Road between Highway 101 and Alisal Road is 2,385 trips per day, and operates at an LOS of A. The proposed project would temporarily require the closure of Hartnell Road to through traffic for an approximately five (5)-month construction period. Traffic would be rerouted along Alisal Road, Spence Road, and Highway 101 during that time period, which would all experience a slight increase in traffic volumes. A small amount of additional traffic would be generated by vehicle trips for construction worker commutes and equipment delivery trips. At the peak construction period (i.e. concrete pouring), approximately ten (10) employee trips and 20 truck trips would access the proposed project site throughout the day, which would add an average of 40 additional daily trips along roadways in the project area. This would include 13 trips during both the a.m. and p.m. peak hour periods.

Table 4.16-1 summarizes ADTs and LOS designations for the segments of Alisal Road, Spence Road, and Highway 101 that would be utilized for traffic detours during the closure of Hartnell Road.

Table 4.16-1: Existing Roadway Levels of Service

Roadway	Segment	ADT Volume	Classification	LOS
Alisal Road	Salinas city limit to Old Stage Road	3,757	2-lane collector	A
Spence Road	Highway 101 to Old Stage Road	2,936	2-lane collector	A
Highway 101	Airport Road to Spence Road	39,000	4-lane freeway	B

As shown above, all proposed detour roadways currently operate at a satisfactory LOS of B or better. The LOS capacities along those roadways all operate at less than half of the LOS D threshold capacities for those roadways (i.e., 10,500 for two (2)-lane collectors and 69,000 for a four (4)-lane freeway). Therefore, the distribution of current ADT volumes from Hartnell along Alisal Road, Spence Road, and Highway 101, along with additional construction-related vehicle trips, would not exceed applicable significance thresholds for the circulation system. The slight increase in traffic volumes on surrounding roadways would be temporary, limited to the construction period, and implementation of the proposed project would not result in additional traffic along any of the roadways in the project area and impacts would be less than significant.

Although the additional traffic during temporary construction activities is not expected to result in a significant impact on the surrounding roadways, **Mitigation Measure TR-1** would minimize or avoid minor impacts and inconveniences to travelers by preparing a TMP. Therefore, the County shall require the Construction Contractor to submit a TMP to the County Director of Public Works or appropriate designee during final design for review and approval. Impacts would be less than significant.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures:

Mitigation Measure TR-1: TMP. Prior to construction, the construction contractor shall be required to submit a Traffic Management Plan (TMP) to the County of Monterey Director of Public Works or appropriate designee for review and approval. During construction, the County shall require the Construction Contractor to adhere to all requirements of the TMP. The TMP shall include the following: installation of detour signs, notices of road closures in local media, and advance notice to the public and local emergency service providers regarding the timing, location, and duration of construction activities.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

The proposed project is an infrastructure replacement project. Construction, implementation, and operation of the proposed project would not increase traffic volumes or construct structures that would result in any impacts to aviation facilities or air traffic patterns. Therefore, no impacts would occur and no mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

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

The proposed project would replace the existing Hartnell Road Bridge facility, which is structurally deficient, with a new 63-ft-long and 43-ft-wide bridge with two 12-ft travel lanes and two unstriped 8-ft shoulders. The new bridge facility would be skewed at an angle of approximately 45 degrees to the roadway in order to allow for the minor realignment, and facilitate the flow of the Alisal Creek channel. The new facility would raise the roadway profile approximately 2.2 ft. The proposed project would widen the roadway approaches for 368 ft north of the bridge and 471 ft south of the bridge to two 12-ft lanes with 8-ft unstriped outside shoulders to match bridge improvements. Additionally the roadway will be super-elevated to facilitate negotiating the curved alignment. These elements would result in a slightly altered roadway design than current conditions. However, said elements would not result in any substantial changes to the roadway. Furthermore, the proposed project would bring the facility up to current AASHTO minimum lane and shoulder width standards, improve access for large trucks designed for a California Legal Design Vehicle, which is a standard 65-ft long with a 60-ft turn radius, and enhance overall traffic safety. Therefore, the proposed project would not substantially increase hazards due to a design feature. Impacts would be less than significant. No mitigation is required.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

e) **Result in inadequate emergency access?**

Emergency services in the proposed project area are provided by CALFIRE for fire and emergency services, and by the Monterey County Sheriff's Office for police services. The proposed project is an infrastructure replacement project and would not construct any structures for occupancy or that would require additional emergency services. Proposed project construction would last approximately five (5) months, and would require the

temporary closure of Hartnell Road to through traffic during that time period. Detours would require through traffic to use Alisal Road and Spence Road, circumventing Hartnell Road. This detouring would cause minor increases in travel times for emergency service vehicles that would otherwise use Hartnell Road. However, increases would be fractional compared to existing conditions, and would not result in inadequate access. Furthermore, impacts would only occur temporarily during the construction period, and would not result in any long-term impacts. Additionally, **Mitigation Measure TR-1** would require the construction contractor to notify emergency service providers prior to any road closures. Therefore impacts to emergency services would be less than significant.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures: Refer to **Mitigation Measure TR-1** under impact 4.16 b).

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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 supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

The proposed project would replace and widen the existing bridge structure crossing Alisal Creek, and would also replace and widen the northern and southern bridge approach roadways. Hartnell Road and the Hartnell Road Bridge do not currently provide designated bicycle or pedestrian facilities, and implementation of the proposed project would not add such facilities. Other forms of public transit, such as bus lines, do not operate along Hartnell Road. Therefore, the proposed project would have no impacts on public transit. No mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

4.17 TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in the Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
(a) Listed or eligible for the listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)	☐	☐	☐	☒
(b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Impact Analysis:

The discussion and analysis provided in this section is based on the *HPSR* (LSA, August 2016). The consultation study area for tribal cultural resources is the APE, which is the area where ground-disturbing activities would occur, and includes the maximum extent of ground disturbance, including access routes, staging, and work areas.

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

Records search #14-1422 was conducted at the NWIC on April 16, 2015. The records search included a review of the National Register of Historic Places, the California Register of Historic Places, the California Inventory of Historic Resources, California Historical Landmarks, California Points of Historical Interest, the California Historical Resources Information System, and the Caltrans Historic Highway Bridge Inventory. The records search did not identify any tribal cultural resources within the APE or a 1.0-mile radius of the APE.

On April 30, 2015, LSA sent a letter describing the project with maps depicting the APE to the NAHC in Sacramento for review of their Sacred Lands File for any Native American cultural resources that might be affected by the project. The NAHC stated that the Sacred Lands File did not indicate the presence of Native American cultural resources.

On June 14, 2016, the County of Monterey Department of Public Works met with tribal representatives from the Ohlone Costanoan Esselen Nation (OCEN) pursuant to the consultation requirements of AB 52. No listed or eligible tribal cultural resources were identified during the meeting. Representatives stated that a tribal representative should monitor ground-disturbing activities within the APE.

Therefore, the proposed project would not cause a substantial adverse change in a California Native American tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as defined in PRC section 5020.1(k). Therefore, no impacts would occur, and no mitigation is required.

Significance Determination: No Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: No Impact.

b) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

On June 14, 2016 the County of Monterey RMA - Public Works & Facilities met with tribal representatives from the OCEN, pursuant to the consultation requirements of AB 52. As part of the consultation, tribal representatives did not indicate evidence of any tribal cultural resources occurring in or within the vicinity of the APE.

Nevertheless, the Chairwoman of the OCEN requested that a designated tribal representative be present to monitor ground-disturbing activities and in the event of a discovery, artifacts identified during construction shall be returned to the OCEN. The designated monitor was identified during the meeting. The County RMA - Public Works & Facilities agreed to the requirement that a designated tribal representative monitor ground-disturbing activities and to return any artifacts identified during construction to the OCEN.

Although no evidence of tribal cultural resources were identified through outreach to Native American organizations, potential exists for unknown artifacts to be present within the APE. However, implementation of **Mitigation Measure TCR-1** would satisfy the agreement between the County and tribal representatives under AB 52 and reduce potential impacts from the proposed project to a less than significant level. In the unlikely event that previously unidentified archaeological resources are discovered by the tribal monitor, implementation of **Compliance Measure CULT-1** would be required. Compliance with existing regulations as specified in **Compliance Measure CULT-1** would reduce the potential for impacts to unidentified archaeological resources to a less than significant level.

Significance Determination: Potentially Significant Impact.

Mitigation/Compliance Measures:

Mitigation Measure TCR-1: **Tribal Cultural Resources Monitoring and Artifact Return:** Prior to construction, the County of Monterey RMA - Public Works & Facilities shall contact the OCEN and request that it submit the name of the designated monitor.

The designated OCEN monitor shall be on site during all ground-disturbing activities.

Should a tribal cultural resource be encountered during ground-disturbing activities, all ground-disturbing activities within 25 ft shall be redirected and the OCEN monitor shall assess the resource, consult with the County of Monterey, and make recommendations for the treatment of the discovery. The County shall be notified by the OCEN monitor within 24 hours of the encounter. If found to be significant by the OCEN monitor, the County shall be responsible for implementing and funding appropriate mitigation measures. Mitigation measures may include, but would not be limited to, recording the tribal cultural resource, data recovery and analysis, and public outreach. Upon completion of the selected mitigations, a report documenting methods, findings, and recommendations shall be prepared by the OCEN monitor and submitted to the County of Monterey RMA - Public Works & Facilities for review. Any artifacts or significant tribal cultural resources discovered during ground-disturbing activities shall be given to an OCEN tribal representative.

Refer to Section 4.5, Cultural Resources for measures pertaining to unidentified archaeological, historical, or paleontological resources, or discovery of human remains.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

4.18 UTILITIES/SERVICE SYSTEMS

Would the project:

		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
(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 wastes.	☐	☐	☐	☒

Impact Analysis:

Proposed project construction, operation, and maintenance would not result in any environmental impacts. Therefore, no analysis is required. Refer to Section 3.0, Environmental Factors Potentially Affected for a more detailed discussion.

4.19 MANDATORY FINDINGS OF SIGNIFICANCE

		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
(a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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 will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Impact Analysis:

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?**

As discussed in Section 4.4, Biological Resources, the proposed project has the potential to result in impacts to biological resources. The proposed project has the potential to adversely impact Congdon's tarplant (*Centromadia parryi* ssp. *congdonii*), which is a special status species. However, with implementation of **Mitigation Measures BIO-1** through **BIO-4**, potential impacts to special status species would be reduced to a less than significant level. Additionally, the proposed project has the potential to impact a wetland sensitive natural community on the north side of the bridge structure. With implementation of **Mitigation Measure BIO-5**, potential impacts to sensitive natural communities would be reduced to a less than significant level. Construction of the proposed project also has the potential to introduce and spread invasive plant species that can impact native plant communities. With implementation of **Mitigation Measure BIO-6**, potential impacts related to the spread of invasive plant species would be reduced to a less than significant level. In addition, construction of the proposed project has the potential to impact migratory birds protected under the MBTA. With implementation of **Mitigation Measure BIO-7**, potential impacts to migratory birds would be reduced to a less than significant level. With implementation of the listed mitigation measures, impacts on biological resources would be less than significant.

As discussed in Section 4.5, Cultural Resources, the proposed project is not expected to result in any significant impacts to any examples of the major periods of California history or

prehistory. No historic cultural or archaeological resources as defined by CEQA were identified in the APE. However, because the proposed project includes excavation, it has the potential to impact unknown buried archeological resources, paleontological resources, and human remains. **Compliance Measure CULT-1** requires consultation with a qualified archaeologist or paleontologist if unknown archaeological or paleontological materials are discovered during construction activities. Similarly, **Compliance Measure CULT-2** requires that proper authorities be notified and standard procedures be followed for the respectful handling of human remains if unknown human remains are discovered during construction activities. Implementation of **Compliance Measures CULT-1** and **CULT-2** would reduce any potential impacts to previously undiscovered archaeological or paleontological resources or human remains to a less than significant level.

Therefore, with implementation of **Mitigation Measures BIO-1** through **BIO-7**, and **Compliance Measures CULT-1** and **CULT-2,** the potential for the proposed project 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 rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory would be less than significant.

Significance Determination: Potentially Significant Impact.

Mitigation/Compliance Measures: Refer to **Mitigation Measures BIO-1** through **BIO-7**, under Section 4.4, Biological Resources, and **Compliance Measure CULT-1** and **CULT-2**, under Section 4.5, Cultural Resources.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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?)**

CEQA Guidelines Section 15065(a)(3) states that a project's cumulative impacts are the possible environmental effects that may be cumulatively considerable when considered with other reasonable foreseeable projects. Cumulatively considerable impacts occur when the incremental effects of a particular project or program are significant when viewed in connection with the effects of other past, current, or reasonably foreseeable future projects. Section 15355 of the CEQA Guidelines defines a cumulative impact as an impact which is created as a result of the combination of the project evaluated in the CEQA document together with other projects causing related impacts. The proposed project is not located in the vicinity of any probable current or future projects as identified by the County. As shown in the discussion above, environmental impacts associated with the proposed project can be reduced to less than significant through standard or project-specific mitigation and compliance measures. Furthermore, the impacts relevant to the proposed project are localized and confined to the immediate project area. Given that the potential project-related impacts are less than significant and limited and there are no current or future projects

scheduled for development within the project area, implementation of the proposed project would not result in impacts that are cumulatively considerable when evaluated with the impacts of other current projects, or the effects of probable future projects. Impacts would be less than significant. No mitigation is required.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

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

The proposed project includes replacement of the Hartnell Road Bridge and widening of the roadway approaches to conform to the design of the new bridge. The proposed project would provide wider vehicular travel lanes and shoulders to comply with current AASHTO design standards, replace the bridge with one up to current Caltrans structural standards, improve access for trucks, and improve flood flows. As shown in the discussion above, environmental impacts, including those that may have a direct or indirect adverse effect on humans (i.e., air quality and GHG emissions), that are associated with the proposed project would have less than significant impacts. Therefore, the proposed project would not result in environmental effects that would cause a substantial adverse effect on human beings either directly or indirectly, and impacts would be less than significant. No mitigation is required.

Significance Determination: Less than Significant Impact.

Mitigation/Compliance Measures: No mitigation is required.

Significance Determination after Mitigation/Compliance: Less than Significant Impact.

5.0 FISH AND WILDLIFE ENVIRONMENTAL DOCUMENT FEES

A. Assessment of Fee

The State Legislature, through the enactment of Senate Bill (SB) 1535, revoked the authority of lead agencies to determine that a project subject to California Environmental Quality Act (CEQA) review had a "de minimus" (minimal) effect on fish and wildlife resources under the jurisdiction of the California Department of Fish and Wildlife (CDFW). Projects that were determined to have a "de minimus" effect were exempt from payment of the filing fees.

SB 1535 has eliminated the provision for a determination of "de minimus" effect by the lead agency. Consequently, all land development projects that are subject to environmental review are now subject to the filing fees, unless the CDFW determines that the project would have no effect on fish and wildlife resources.

To be considered for determination of "no effect" on fish and wildlife resources, development applicants must submit a form requesting such determination to the CDFW. Forms may be obtained by contacting the agency by telephone at (916) 631-0606 or through its website at www.wildlife.ca.gov.

B. Conclusion

The project will be required to pay the fee.

C. Evidence

Based on the record as a whole as embodied in the RMA-Public Works & Facilities, files pertaining to project number 3854 and the attached Initial Study/Proposed Mitigated Negative Declaration.

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6.0 MITIGATION MONITORING AND REPORTING PROGRAM

Project Applicant: County of Monterey, through RMA-Public Works & Facilities ***Condition Compliance & Mitigation Monitoring and/or Reporting Plan***	Project Name: Hartnell Road Bridge Replacement Project ***File No***: N/A ***APNs:*** 107-031-013, 137-141-001, 153-011-060, and 153-011-053 ***Approval by:*** _____ ***Date:*** _____

****Monitoring or Reporting refers to projects with an EIR or adopted Mitigated Negative Declaration per Section 21081.6 of the Public Resources Code.***

Permit Cond. Number	*Mitigation/ Compliance Number*	*Conditions of Approval and/or Minimization/Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
		4.2 Agricultural and Forest Resources				
	Mitigation Measure AG-1	***Restoration of Agricultural Land.*** Prior to construction, County of Monterey RMA - Public Works & Facilities shall ensure that the project plans incorporate details regarding the restoration of agricultural land to its original condition, within the timeframe specified by the project plans following the completion of project construction. The party responsible for implementing restoration activities shall also be included in the project plans.	County of Monterey RMA-Public Works & Facilities shall ensure project plans incorporate details regarding the restoration of agricultural land to its original condition.	County of Monterey RMA-Public Works & Facilities	Prior to the approval of project plans	
	Mitigation Measure AG-2	***Agricultural Preservation Ratio.*** Prior to construction, County of Monterey RMA - Public Works & Facilities shall ensure that 0.4 acres of permanent impacts to farmlands shall be mitigated by the preservation of 0.8 acres of equivalent agricultural land, which is a replacement at a 2:1 ratio. This shall be	County of Monterey RMA-Public Works & Facilities shall make payment of specified fee amount into the Monterey County Agricultural Land Trust's Transaction Bank Account for the mitigation of	County of Monterey RMA-Public Works & Facilities	Prior to the approval of project plans	

Permit Cond. Number	*Mitigation/ Compliance Number*	*Conditions of Approval and/or Minimization/Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
		accomplished by payment of a fee into the Monterey County Agricultural Land Trust's Transaction Bank Account to be used solely for the purpose of acquiring agricultural land and/or agricultural conservation easements to protect equivalent farmland. Documentation of the payment of the fee shall be submitted to RMA - Public Works & Facilities.	permanent impacts to farmlands.			
	Mitigation Measure AG-3	***Williamson Act Notification.*** Prior to construction, County of Monterey RMA-Public Works & Facilities shall notify the California DOC of its intent to acquire land that is under a Williamson Act Contract for a public improvement project. The notification shall follow the procedures set forth by the California DOC Public Acquisitions of Williamson Act Contracted Land. The notice shall indicate the amount of land that would need to be acquired to implement the proposed project. The notice shall also indicate that the remaining land not required for project implementation would continue to be governed by a Williamson Act Contract.	Prior to construction, County of Monterey RMA-Public Works & Facilities shall notify the California DOC of its intent to acquire land that is under a Williamson Act Contract for a public improvement project.	County of Monterey RMA-Public Works & Facilities	Prior to Construction	
			4.3 Air Quality			
	Compliance Measure AQ-1	***Fugitive Dust Control Measures.*** The Construction Contractor, in coordination with County of Monterey RMA-Public Works & Facilities, shall ensure, per the MBUAPCD *CEQA Air Quality Guidelines*, that the following dust mitigation measures be implemented during construction:	County of Monterey RMA-Public Works & Facilities shall ensure that the construction contractor implements and adheres to the dust mitigation measures set forth in Compliance Measure AQ-1.	Construction Contractor	Construction	

Permit Cond. Number	*Mitigation/ Compliance Number*	*Conditions of Approval and/or Minimization/Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
		• The construction contractor shall water all active construction sites as least twice daily. Frequency shall be based on the type of operation, soil, and wind exposure. • Prohibit all grading activities during periods of high wind (over 15 mph). • The construction contractor shall apply nontoxic binders (e.g., latex acrylic copolymer) to exposed areas after cut-and-fill operations and hydroseed the area. • Haul trucks shall maintain at least 2 ft of freeboard above ground surface. • The construction contractor shall cover all trucks hauling dirt, sand, or loose materials. • Install wheel washers at entrances to the construction site for all exiting trucks. • The construction contractor shall plant vegetative ground cover in disturbed areas as soon as possible. • The construction contractor shall cover inactive storage piles. • The construction contractor shall sweep streets if visible soil material is carried out from the construction site. • Limit the area under construction at any one time.				

Permit Cond. Number	*Mitigation/ Compliance Number*	*Conditions of Approval and/or Minimization/Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
		4.4 Biological Resources				
	Mitigation Measure BIO-1	***Qualified Biologist/Biological Monitor:*** The Construction Contractor shall hire a qualified biologist to conduct a pre-construction survey of the BSA for Congdon's tarplant during the blooming period (May to November) prior to ground disturbance and/or vegetation clearing. If individuals or a population is found, a maximum five (5) foot buffer will be established using Environmentally Sensitive Area (ESA) fencing. If the population is within the impact area and would be removed, the County of Monterey RMA-Public Works & Facilities will consult with the California Department of Fish and Wildlife (CDFW) to salvage the plant or seeds prior to removal.	The construction contractor shall hire a qualified biologist to conduct a pre-construction survey of the BSA for Congdon's tarplant during the blooming period (May to November) prior to ground disturbance and/or vegetation clearing. Biologist shall establish a buffer or remove plants if necessary.	Construction Contractor	Prior to Construction	
	Mitigation Measure BIO-2	***Environmental Training Session:*** Prior to initial ground disturbance, the qualified biologist shall conduct an environmental training session for all construction and maintenance personnel. At a minimum, the training shall include a description of the special status species that may occur in the BSA, their habitat requirements, and the measures being implemented to avoid and minimize impacts to these species. The environmental training shall include a discussion of the boundaries behind which the workers and equipment must remain.	Prior to initial ground disturbance, the construction contractor shall retain a qualified biologist to conduct an environmental training session for all construction and maintenance personnel.	Construction Contractor	Prior to Construction; Construction	
	Mitigation Measure BIO-3	***Special Status Species Survey:*** Immediately before initial ground disturbance and/or vegetation clearing in the Alisal Creek Channel, the qualified biologist shall conduct a	Immediately before initial ground disturbance and/or vegetation clearing in the Alisal Creek Channel, a qualified	Construction Contractor	Prior to Construction	

Permit Cond. Number	*Mitigation/ Compliance Number*	*Conditions of Approval and/or Minimization/Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
		survey of the work area for special status species. If special status species are found, they shall be allowed to leave the work area on their own or, if approved by the USFWS and/or CDFW, the special status species shall be relocated by the biologist to a safe place outside the work area.	biologist shall conduct a survey of the work area for special status species. The biologist shall relocate the species if necessary.			
	Mitigation Measure BIO-4	***Removal of Invasive Wildlife:*** During project construction, a qualified biologist shall permanently remove individuals of nonnative wildlife species. Invasive wildlife species (e.g., bullfrogs, crayfish, and centrarchid fish) would be removed from the project area and dispatched humanely if they are found during surveys or monitoring activities.	A qualified biologist shall permanently remove individuals of nonnative wildlife species dispatching them humanely.	Construction Contractor	Construction	
	Mitigation Measure BIO-5	***Post Construction Restoration.*** Following construction, the creek channel will be returned to its original contour and condition to the greatest extent possible. All constructed ramps into the creek channel for the temporary construction access road, construction mats, and other temporary material used for construction will be removed. Vegetation native to the area would be used to the extent possible.	Following construction, the construction contractor shall ensure the creek channel will be returned to its original contour and condition to the greatest extent possible.	Construction Contractor	Post Construction	

	Mitigation Measure BIO-6	***Invasive Species Abatement and Eradication Program.*** The County of Monterey RMA-Public Works & Facilities shall require the construction contractor to implement an invasive species abatement and eradication program during construction. The invasive species abatement and eradication measures shall be included in the project design and contract specifications. At a minimum, the abatement and eradication measures shall include: • The construction contractor shall inspect and clean construction equipment at the beginning and end of each day and prior to transporting equipment from one (1) project location to another. • Soil and vegetation disturbance shall be minimized to the greatest extent feasible. • The construction contractor shall ensure that all active portions of the construction site are watered a minimum of twice daily or more often when needed due to dry or windy conditions to prevent excessive amounts of dust and seed dispersal. • The construction contractor shall ensure that all material stockpiled is sufficiently watered or covered to prevent excessive amounts of dust and seed dispersal. • Soil/gravel/rock shall be obtained from weed-free sources. • All invasive plant material removed from during construction shall be disposed of	County of Monterey RMA-Public Works & Facilities shall ensure that the construction contractor implements and adheres to an invasive species abatement and eradication program during construction. Including, but not limited to, the measures set forth in Mitigation Measure BIO-6. The invasive species abatement and eradication measures shall be included in the project design and contract specifications.	Construction Contractor	Construction	

Permit Cond. Number	*Mitigation/ Compliance Number*	*Conditions of Approval and/or Minimization/Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
		properly in a landfill or other suitable facility where it can be chipped and composted to prevent spreading viable seeds or propagules that could take root on another site. • Only certified weed-free straw, mulch, and/or fiber rolls shall be used for erosion control. • Prior to completion of construction, disturbed areas adjacent to native vegetation shall be revegetated with plant species approved by the County of Monterey RMA-Public Works and the Caltrans District Biologist that are native to the vicinity. • The use of species listed in Cal IPC's California Invasive Plant Inventory that have a high or moderate rating in revegetated areas shall be avoided. • Eradication procedures (e.g., spraying and/or hand weeding) shall be implemented should an infestation occur; • The use of herbicides shall be prohibited within and adjacent to native vegetation, except as specifically authorized and monitored by the County of Monterey RMA-Public Works & Facilities and the Caltrans District Biologist.				

Permit Cond. Number	*Mitigation/ Compliance Number*	*Conditions of Approval and/or Minimization/Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
	Mitigation Measure BIO-7	***Nesting Birds:*** County of Monterey RMA-Public Works & Facilities shall require the construction contractor to avoid vegetation removal and trimming during the breeding season for birds (i.e., between February 15 and August 31) to the extent practicable. This shall discourage birds from nesting in construction areas and shall greatly reduce the potential for nesting birds to delay the construction schedule. If vegetation removal and trimming cannot be avoided during the breeding season, then the following measures shall be implemented: • All suitable nesting habitat within 50 ft of the work limits shall be surveyed by a qualified biologist no more than 14 days prior to ground-disturbing/vegetation removal activities and again within two (2) days (48 hours) of such activities. Areas outside the public ROW shall not be surveyed for active nests unless such areas are visible from the public ROW. • If an active nest is found, a qualified biologist shall delineate an appropriate buffer using plastic construction fencing (ESA fencing), pin flags, or other easily identified fencing material. If necessary, the biologist shall consult with the USFWS/CDFW to determine an appropriate buffer size. Typically, buffers range from 250 to 500 ft, depending on the	County of Monterey RMA-Public Works & Facilities shall ensure the construction contractor avoids avoid vegetation removal and trimming during the breeding season for birds (i.e., between February 15 and August 31) to the extent practicable. If vegetation removal and trimming cannot be avoided during the breeding season, the construction contractor shall adhere to the measures set forth in Mitigation Measure BIO-7.	Construction Contractor	Prior to Construction; Construction	

Permit Cond. Number	*Mitigation/ Compliance Number*	*Conditions of Approval and/or Minimization/Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
		species and the location of the nest. However, smaller buffers have been accepted depending on the species, nest location, surrounding habitat, and the nature of the adjacent construction activity. During construction, the qualified biologist shall conduct regular monitoring (at CDFW-approved intervals) to evaluate the nest for potential disturbances associated with construction activities. Construction within the buffer shall be prohibited until the qualified biologist determines the nest is no longer active. • If an active nest is found after completion of the preconstruction surveys and after construction begins, all construction activities in the nest vicinity shall stop until a qualified biologist has evaluated the nest and erected an appropriate buffer around the nest. If establishment of the buffer is not feasible, the USFWS/CDFW shall be contacted for further avoidance and minimization guidelines.				
		4.5 Cultural Resources				
	Compliance Measure CULT-1	***Discovery of Unknown Archaeological and Paleontological Resources.*** During construction, if cultural, archaeological, historical, or paleontological resources are encountered (surface or subsurface resources), work shall be halted immediately within 50 meters (165 ft) of the find until a qualified professional archaeologist can evaluate it. The	During construction, if cultural, archaeological, historical, or paleontological resources are encountered (surface or subsurface resources), the construction contractor shall halt work immediately within 50 meters (165 ft) of the find	Construction Contractor; County of Monterey RMA-Public Works & Facilities	Construction	

Permit Cond. Number	*Mitigation/ Compliance Number*	*Conditions of Approval and/or Minimization/Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
		County of Monterey RMA-Public Works & Facilities and a qualified archaeologist (i.e., an archaeologist registered with the Register of Professional Archaeologists) and paleontologist shall be immediately contacted by the responsible individual present on site. When contacted, the project planner, the archaeologist and paleontologist shall immediately visit the site to determine the extent of the resources and to develop proper mitigation measures required for the discovery (California Code of Regulations, Title 14, Chapter 3, Section 15064.5(f)).	until a qualified professional archaeologist (i.e., an archaeologist registered with the Register of Professional Archaeologists) can evaluate it. The County of Monterey RMA-Planning and a qualified archaeologist shall immediately visit the site to determine the extent of the resources and to develop proper mitigation measures required for the discovery (California Code of Regulations, Title 14, Chapter 3, Section 15064.5(f)).			
	Compliance Measure CULT-2	***Discovery of Human Remains***. During construction, consistent with the requirements of California Health and Safety Code Section 7050.5, if human remains are discovered on site, no further disturbance shall occur until the Monterey County Coroner can evaluate them. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of identification. Pursuant to Section 5097.9 and 5097.993 of the California Public Resources Code, the NAHC shall identify a "Native American Most Likely Descendent" to inspect the site and provide recommendations for the proper treatment of the remains and any associated grave goods.	If human remains are discovered on site the construction contractor shall halt all work, and no further disturbance shall occur until the Monterey County Coroner can evaluate them. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of identification.	Construction Contractor; County of Monterey RMA-Public Works & Facilities	Construction	
4.8 Hazards and Hazardous Materials						

Permit Cond. Number	*Mitigation/ Compliance Number*	*Conditions of Approval and/or Minimization/Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
	Compliance Measure HAZ-1	***Emergency Response and Cleanup Plan.*** Prior to commencement of construction activities, the construction contractor shall prepare an emergency response and cleanup plan. The construction contractor shall implement the plan during construction. The plan shall detail the methods to contain and clean up spill of petroleum products or other hazardous materials in the work area.	Prior to commencement of construction activities, the construction contractor shall prepare an emergency response and cleanup plan. A copy of the plan shall be kept on-site.	Construction Contractor	Construction	

Permit Cond. Number	*Mitigation/ Compliance Number*	*Conditions of Approval and/or Minimization/Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
	Mitigation Measure HAZ-1	*Construction Equipment Maintenance, Refueling, and Washing Activities.* During construction, the construction contractor shall ensure that all equipment maintenance and refueling is conducted outside of the Alisal Creek channel, on level ground, away from concentrated flows of stormwater and drainage courses. Drip pans or absorbent pads shall be used during equipment refueling and maintenance activities. Adequate quantities of absorbent spill clean-up material and spill kits shall be kept in the refueling and maintenance area and on fuel trucks. Spill clean-up and materials shall be disposed of immediately after use.	During construction, the construction contractor shall ensure that all equipment maintenance and refueling is conducted outside of the Alisal Creek channel, on level ground, away from concentrated flows of stormwater and drainage courses, using the techniques set forth in Mitigation Measure HAZ-1.	Construction Contractor	Construction	
	Mitigation Measure HAZ-2	***Lead Based Paint Abatement Program.*** Prior to demolition, the construction contractor, in coordination with County of Monterey RMA-Public Works & Facilities and Caltrans, will develop a lead abatement program for the proper removal, handling, and disposal of surfaces	Prior to demolition, the construction contractor, County of Monterey RMA-Public Works & Facilities, and Caltrans will develop a lead abatement program for the	Construction Contractor; County of Monterey RMA-Public	Prior to Construction	

Permit Cond. Number	*Mitigation/ Compliance Number*	*Conditions of Approval and/or Minimization/Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
		containing LBP that are identified in the Asbestos and Lead-Containing Paint Assessment, Pesticides and Total Lead in Soils Survey Report. The contractor shall follow all applicable regulations of the Cal-OSHA Lead in Construction Standard (Title 8, California Code of Regulations, Section 1532.1). Demolition activities associated with flame torch cutting, high speed rotary saw cutting and demolition consisting of high impact or abrasion activities are considered "Trigger Tasks" as per Cal-OSHA. Therefore, the demolition contractor must ensure that the workers performing these activities are not exposed to airborne lead concentrations (fumes or dusts) in excess of the action level or permissible exposure limit. Workers who are not trained in lead safe work practices or are not lead awareness trained shall not disturb any LBP coated surface.	proper removal, handling, and disposal of surfaces containing LBP that are identified in the Asbestos and Lead-Containing Paint Assessment, Pesticides and Total Lead in Soils Survey Report. The construction contractor shall follow all applicable regulations of the Cal-OSHA Lead in Construction Standard (Title 8, California Code of Regulations, Section 1532.1).	Works & Facilities		
	Mitigation Measure HAZ-3	***Limited Phase II Surface Water Investigation.*** Prior to completion of plans, specifications, and estimates (PS&E) and any work within or involving surface waters, County of Monterey RMA-Public Works & Facilities shall ensure that a Phase II investigation be conducted to property characterize surface water quality in the project area. The surveys shall be conducted by a licensed consultant and shall include testing of surface water at the project site. The results of the survey will determine the recommendations for proper handling requirements in the event of worker contact with surface waters during construction.	County of Monterey RMA-Public Works & Facilities shall ensure that a Phase II investigation be conducted to property characterize surface water quality in the project area prior to any work involving surface waters.	County of Monterey RMA-Public Works & Facilities	Prior to completion of PS&E	

Permit Cond. Number	*Mitigation/ Compliance Number*	*Conditions of Approval and/or Minimization/Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
		4.9 Hydrology and Water Quality				
	Mitigation Measure WQ-1	***Construction General Permit Waiver.*** Prior to the start of construction, a waiver shall be obtained for the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) Order No. 2009-0009-DWQ. To obtain a waiver, County of Monterey RMA-Public Works & Facilities or its designated contractor shall complete the electronic Notice of Intent and Sediment Risk form through the SWRCB Stormwater Multi-Application Reporting and Tracking System (SMARTS) and certify that the construction activity will take place during a period when the value of the rainfall erosivity factor ("R" in the Revised Universal Soil Loss Equation) is less than five (5). If construction activities continue beyond the projected completion date provided on the waiver certification, the County of Monterey (County) or its designated contractor shall recalculate the rainfall erosivity factor for the new project duration and submit the new construction schedule through SMARTS 30 days prior to the projected completion date listed on the original waiver. If the new R factor is below five (5), the discharger shall update, through SMARTS, all applicable information on the waiver certification and retain a copy of the revised waiver on site. If the new R factor is	County of Monterey RMA-Public Works & Facilities shall obtain a waiver for the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) Order No. 2009-0009-DWQ. County of Monterey RMA-Public Works & Facilities or its designated contractor shall complete the electronic Notice of Intent and Sediment Risk form through the SWRCB Stormwater Multi-Application Reporting and Tracking System (SMARTS). If construction activities continue beyond the projected completion date provided on the waiver certification, the County shall submit the new construction schedule through SMARTS. If the value of the rainfall erosivity factor ("R" in the Revised Universal Soil Loss Equation) is greater than 5 the County shall apply for coverage under the Construction General Permit.	County of Monterey RMA-Public Works & Facilities	Prior to Construction	

Permit Cond. Number	*Mitigation/ Compliance Number*	*Conditions of Approval and/or Minimization/Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
		greater than five (5), the County shall apply for coverage under the Construction General Permit. If the construction schedule changes during final design and the resulting R factor is greater than five (5), the County shall apply for coverage under the Construction General Permit. Construction activities shall not commence until a waiver or coverage under the Construction General Permit has been obtained from the SWRCB.				
	Mitigation Measure WQ-2	Construction BMPs. Prior to the start of construction, the County of Monterey RMA-Public Works & Facilities shall ensure that the construction contractor prepares and implements a SWPPP to address all construction-related activities, equipment, and materials that have the potential to impact water quality. The SWPPP shall identify the sources of pollutants that may affect the quality of storm water and include BMPs to control the pollutants (e.g., Sediment Control, Erosion Control, and Good Housekeeping BMPs).	County of Monterey RMA-Public Works & Facilities shall ensure that the construction contractor prepares and implements a SWPPP to address potential impacts to water quality prior to construction.	Construction Contractor; County of Monterey RMA-Public Works & Facilities	Prior to Construction	
	Mitigation Measure WQ-3	***Erosion Control Plan.*** During the PS&E phase, an Erosion Control Plan shall be prepared and implemented by the County of Monterey RMA-Public Works & Facilities or its designated contractor in compliance with the provisions of the Monterey County Erosion Control Ordinance (Municipal Code, Title 16, Chapter 16.12). The Erosion Control Plan shall indicate the proposed	County of Monterey RMA-Public Works & Facilities or its designated contractor shall prepare and implement an Erosion Control Plan in compliance with the provisions of the Monterey County Erosion Control Ordinance (Municipal Code, Title 16, Chapter 16.12).	Construction Contractor; County of Monterey RMA-Public Works & Facilities	During the PS&E phase	

Permit Cond. Number	*Mitigation/ Compliance Number*	*Conditions of Approval and/or Minimization/Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
		methods for the control of runoff, erosion, and sediment movement during project construction.				
			4.12 Noise			
	Compliance Measure NO-1	Construction Noise Compliance Measure. The construction contractor shall ensure compliance with the Monterey County General Plan Policy S-7.9 by ensuring no construction activities occur within 500 ft of sensitive receptors during the nighttime hours of 7:00 p.m. to 7:00 a.m. The construction contractor shall use an alternative warning method instead of a sound signal unless required by safety laws. Also, the contractor shall equip all internal combustion engines with the manufacturer's recommended mufflers and shall not operate any internal combustion engines on the job site without an appropriate muffler.	The construction contractor shall ensure noise compliance with the Monterey County General Plan Policy S-7.9 by ensuring no construction activities occur within 500 ft of sensitive receptors during the nighttime hours of 7:00 p.m. to 7:00 a.m.	Construction Contractor	Construction	
	Mitigation Measure NO-1	Temporary Construction Barriers. Temporary construction barriers, providing a maximum of 10 dBA reduction, shall be required when heavy construction activities occur within 70 ft of the residence at 15 Hartnell Road.	The construction contractor shall install temporary construction barriers providing a maximum of 10 dBA reduction when heavy construction activities occur within 70 ft of the residence at 15 Hartnell Road.	Construction Contractor	Construction	
			4.16 Transportation and Traffic			
	Mitigation Measure TR-1	TMP. Prior to construction, the construction contractor shall be required to submit a Traffic Management Plan (TMP) to the County of Monterey Director of Public Works or appropriate designee for review and approval. During construction, the County shall require	Prior to construction, the construction contractor shall be required to submit a TMP to the County of Monterey Director of Public Works or appropriate designee for review and approval. County of Monterey	Construction Contractor	Prior to Construction	

Permit Cond. Number	*Mitigation/ Compliance Number*	*Conditions of Approval and/or Minimization/Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
		the Construction Contractor to adhere to all requirements of the TMP. The TMP shall include the following: installation of detour signs, notices of road closures in local media, and advance notice to the public and local emergency service providers regarding the timing, location, and duration of construction activities.	RMA-Public Works & Facilities shall ensure the construction contractor adheres to all requirements of the TMP.			
		4.17 Tribal Cultural Resources				
	Mitigation Measure TCR-1	***Tribal Cultural Resources Monitoring and Artifact Return:*** Prior to construction, the County of Monterey RMA-Public Works & Facilities shall contact the OCEN and request that it submit the name of the designated monitor. The designated OCEN monitor shall be on site during all ground-disturbing activities. Should a tribal cultural resource be encountered during ground-disturbing activities, all ground-disturbing activities within 25 ft shall be redirected and the OCEN monitor shall assess the resource, consult with the County of Monterey, and make recommendations for the treatment of the discovery. The County shall be notified by the OCEN monitor within 24 hours of the encounter. If found to be significant by the OCEN monitor, the County shall be responsible for implementing and funding appropriate mitigation measures. Mitigation measures may include, but would not be limited to, recording the tribal cultural resource, data	Prior to construction, the County of Monterey RMA-Public Works & Facilities shall contact the OCEN and request that it submit the name of the designated monitor. The designated OCEN monitor shall be on site during all ground-disturbing activities. Should a tribal cultural resource be encountered during ground-disturbing activities, all ground-disturbing activities within 25 ft shall be redirected and the OCEN monitor shall assess the resource and determine what actions shall be taken.	County of Monterey RMA-Public Works & Facilities	Prior to Construction	

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		recovery and analysis, and public outreach. Upon completion of the selected mitigations, a report documenting methods, findings, and recommendations shall be prepared by the OCEN monitor and submitted to the County of Monterey RMA-Public Works & Facilities for review. Any artifacts or significant tribal cultural resources discovered during ground-disturbing activities shall be given to an OCEN tribal representative.				

7.0 RESPONSE TO COMMENTS

The Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) was made available for public review and comment from October 19, 2017 through November 20, 2017.

The list of comments received is shown below in Table 1. A copy of each written comment precedes the corresponding responses.

Table 7-1: List of Comments Received

Comment Letter	Commenter
Comment Letter 1	Caltrans
Comment Letter 2	David Sargenti, Monterey County Regional Fire District

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STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
http://www.dot.ca.gov/dist05/

Serious drought
Help save water!

November 20, 2017

MON-101-82.2
SCH#2017101042

Mr. Jose Gomez
County of Monterey Resource Management Agency
1441 Schilling Place – South, 2nd Floor
Salinas, CA 93901

Dear Mr. Gomez:

COMMENTS FOR THE MITIGATED NEGATIVE DECLARATION (MND) FOR THE HARTNELL ROAD BRIDGE REPLACEMENT PROJECT – MONTEREY COUNTY, CA

The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the MND for the Hartnell Road Bridge Replacement Project project consisting of the replacement of the existing two-lane Hartnell Road Bridge over Alisal Creek in Monterey County. Caltrans supports local development that is consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel and development. Projects that support smart growth principles which include improvements to pedestrian, bicycle, and transit infrastructure (or other key Transportation Demand Strategies) are supported by Caltrans and are consistent with our mission, vision, and goals.

Further, we seek to reduce vehicle trips and new vehicle miles traveled associated with the development by appropriate measures that avoid, minimize, or mitigate impacts through smart mobility community design and multimodal demand strategies. Caltrans offers the following comments in response to the Hartnell Road Bridge Replacement Project project:

1. The Transportation Agency for Monterey County (TAMC) collects development impact fees to help fund transportation projects of regional significance to address project long-range traffic impacts. Caltrans supports payment of the adopted TAMC development impact fees as required to mitigate any cumulative impacts for future development projects. **1-1**

2. At any time during the environmental review and approval process for development projects, Caltrans retains the statutory right to request a formal scoping meeting to resolve any issues of concern. Such formal scoping meeting requests are allowed per the provisions of the California Public Resources Code Section 21083.9 [a] [1]. **1-2**

3. Please be aware that if any proposed signage is installed or work is completed in the State's right-of-way it will require an encroachment permit from Caltrans, and must be done to our engineering and environmental standards, and at no cost to the State. The conditions of approval and the requirements for the encroachment permit are issued at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting those future conditioned and requirements. For more information regarding the encroachment permit process, please visit our Encroachment Permit Website at: http://www.dot.ca.gov/trafficops/ep/index.html. 1-3

Thank you for the opportunity to review and comment on the proposed project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 549-3282 or email jill.morales@dot.ca.gov.

Sincerely,

JILLIAN R. LEAL-MORALES
Associate Transportation Planner, District 5
jill.morales@dot.ca.gov

cc: Orchid Monroy-Ochoa (D5)
Grant Leonard (TAMC)
Heather Adamson (AMBAG)

1. RESPONSE TO COMMENTS FROM CALTRANS

Response 1-1: The comment has been noted and no changes to the Draft IS/MND are necessary.

Response 1-2: The comment has been noted and no changes to the Draft IS/MND are necessary.

Response 1-3: The comment states that any proposed signage or work within the State right-of-way will require an encroachment permit from Caltrans.

The County will pursue an encroachment permit and submit supporting technical documents as applicable/necessary for any work that is planned within the Caltrans' right-of-way. The comment has been noted and no changes to the Draft IS/MND are necessary.

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Letter 2

From: dsargentimc@gmail.com [mailto:dsargentimc@gmail.com] **On Behalf Of** David Sargenti
Sent: Wednesday, October 25, 2017 9:20 AM
To: Gomez, Jose x4816 <gomezj2@co.monterey.ca.us>
Subject: Hartnell Road Bridge replacement Project Fire District Comments

Mr. Gomez,
The Monterey County Regional Fire District services the area of Hartnell Road and would like to provide the following comments on the proposed Hartnell Road bridge replacement project.

The District is please that the county is taking steps to improve on the roadway segments within the county. These improvements will make the roadways safer for the general public as well as our agricultural businesses that frequent these road ways.

This particular area of Hartnell and Alisal road continues to be problematic for the District during the winter months. A phenomenon occurs usually after heavy rains where as the Alisal creek that runs through the intersection of Alisal and Hartnell exceeds it capacity and overflows its banks. The flooding and flow is significant as the water proceeds to cover the roadways by several feet. First responders have performed several rescues in that area where public has attempted to cross through the flood waters and become trapped in the flow.

The County Public Works does provide temporary barriers and notifications to the public when the roadway is flooded. However, these barriers and signage are often ignored by the travelers in the area. The District has in the past met with County Public Works on developing a hard closure system similar to others used in our District (Salinas River and Davis Road) but were unable to develop a path forward due to highway safety standards and funding.

With the proposed bridge replacement taking place in this exact area, the District requests that the scope of work be expanded to incorporate a physical barrier system that can be utilized during these events. This is a know issue that places the public as well as our first responders in harms way. Attached is a diagram of what was initally discussed with County Public works on a solution to start with. **2-1**

Thank you again for allowing our comments, if there are any questions or concerns please feel free to contact me directly.

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2. RESPONSE TO COMMENTS FROM MONTEREY COUNTY REGIONAL FIRE DISTRICT

Response 2-1: The comment has been noted. However, given the topography of the area and vertical profile of Hartnell Road the proposed gate/barrier system would be located outside the limits of this project. The county will pursue installing traffic control devices, i.e. gates to prevent motorist from attempting to cross the inundated roadway as separate project.

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Appendix A

Farmlands Impact Memorandum

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Appendix B

Air Quality Modeling Worksheets

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Appendix C

Natural Environment Study

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Appendix D

Historic Property Survey Report

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Appendix E

Foundation Report

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Appendix F

Phase I Initial Site Assessment

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Appendix G

Water Quality Memorandum

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Appendix H

Location Hydraulic Study

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Appendix I

Technical Noise Memorandum

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Appendix J

Construction Traffic Analysis Memorandum

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