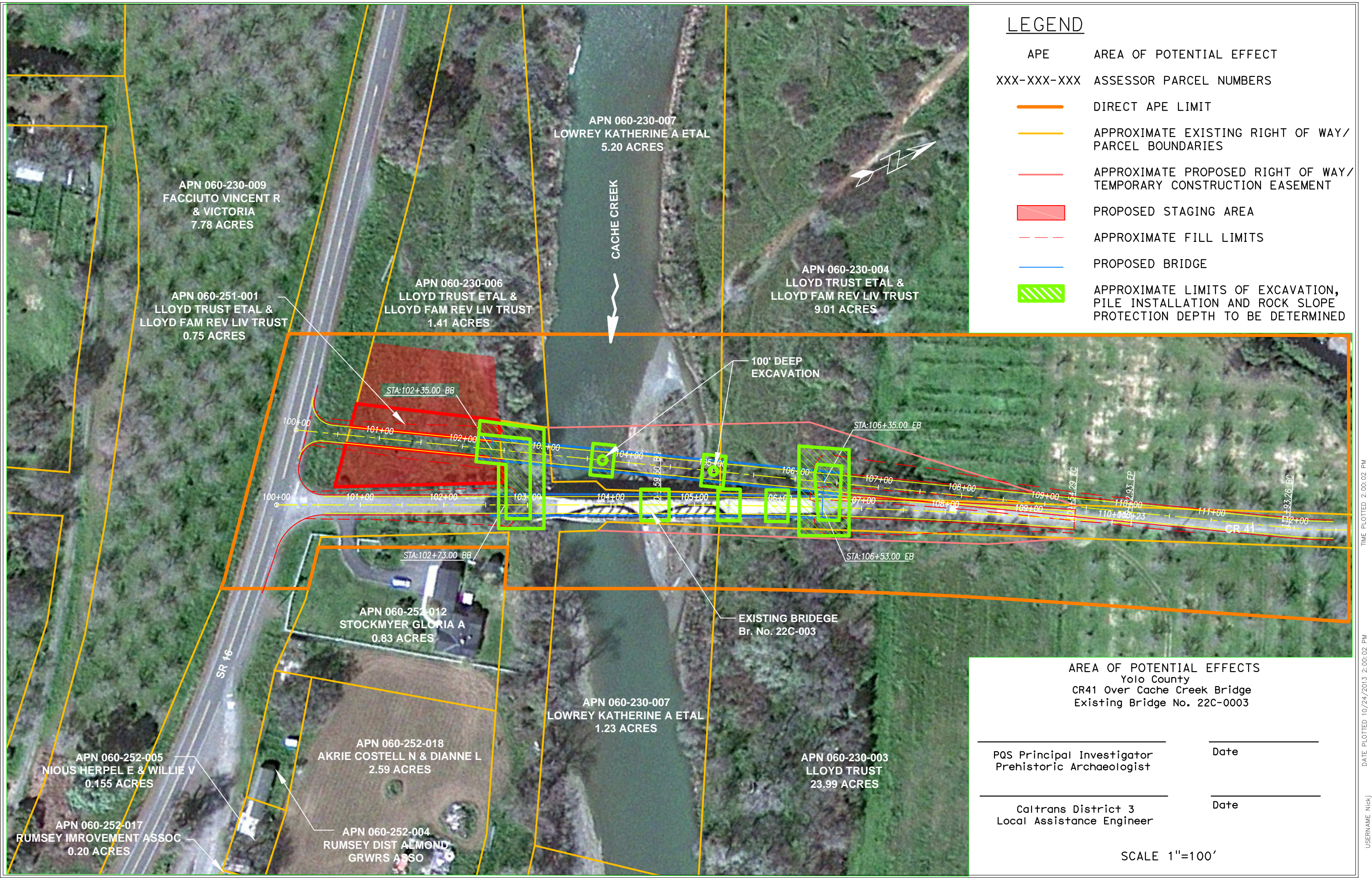


APPENDIX G
Enviromental Documents



LEGEND

- APE AREA OF POTENTIAL EFFECT
- XXX-XXX-XXX ASSESSOR PARCEL NUMBERS
- DIRECT APE LIMIT
- APPROXIMATE EXISTING RIGHT OF WAY/
PARCEL BOUNDARIES
- APPROXIMATE PROPOSED RIGHT OF WAY/
TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED STAGING AREA
- APPROXIMATE FILL LIMITS
- PROPOSED BRIDGE
- APPROXIMATE LIMITS OF EXCAVATION,
PILE INSTALLATION AND ROCK SLOPE
PROTECTION DEPTH TO BE DETERMINED

AREA OF POTENTIAL EFFECTS
 Yolo County
 CR41 Over Cache Creek Bridge
 Existing Bridge No. 22C-0003

 PQS Principal Investigator
 Prehistoric Archaeologist

 Date

 Caltrans District 3
 Local Assistance Engineer

 Date

SCALE 1"=100'

Exhibit 6-A Preliminary Environmental Study (PES) Form

Federal Project No.: <u>BRLO 5922-(077)</u> <i>(Federal Program Prefix-Project No., Agreement No.)</i>	Final Design: <u>January 2015</u> <i>(Expected Start Date)</i>
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To: <u>Harminder Basi</u> <i>(District Local Assistance Engineer)</i> <u>Caltrans District 3</u> <i>(District)</i> <u>P.O. Box 911, Marysville, CA 95901</u> <i>(Address)</i> <u>harminder_basi@dot.ca.gov</u> <i>(E-mail Address)</i>	From: <u>Yolo County Planning & Public Works Dept.</u> <i>(Local Agency)</i> <u>Olesya Tribukait, P.E.</u> <i>(Project Manager's Name and Telephone No.)</i> <u>292 West Beamer Street Woodland, CA 95695</u> <i>(Address)</i> <u>Olesya.Tribukait@yolocounty.org</u> <i>(E-mail Address)</i>
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Is this Project "ON" the State Highway System? Yes No **IF YES, STOP HERE** and contact the District Local Assistance Engineer regarding the completion of other environmental documentation.

Federal State Transportation Improvement Program (FSTIP) http://www.dot.ca.gov/hq/transprog/fedpgm.htm	<u>SACOG - Dec. 21, 2011</u> <i>(Currently Adopted Plan Date)</i>	<u>Admin. Mod. #15</u> <i>(Page No. 75 attach to this form)</i>
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Programming for FSTIP:	Preliminary Engineering	Right of Way	Construction
	10/11	15/16	15/16
	\$ 775,000	\$ 105,000	\$ 4,465,000
	<i>(Fiscal Year)</i>	<i>(Fiscal Year)</i>	<i>(Fiscal Year)</i>
	<i>(Dollars)</i>	<i>(Dollars)</i>	<i>(Dollars)</i>

Project Description as Shown in RTP and FSTIP: CR 41 over Cache Creek, 500' east of SR 16. Replace existing structurally deficient 2 lane bridge with a new 2 lane bridge. (Toll Credits programmed for PE, RW, and CON).

Detailed Project Description: *(Describe the following, as applicable: purpose and need, project location and limits, required right of way acquisition, proposed facilities, staging areas, disposal and borrow sites, construction activities, and construction access.)*
 The Yolo County Public Works Division (County) plans to rehabilitate or replace County Road (CR) 41 bridge over Cache Creek near the town of Rumsey. The County will utilize the Federal Highway Bridge Program (HBP) with toll credit matching funds. The purpose of the project is to rehabilitate or replace a scour critical structure that is also structurally deficient with a Sufficiency Rating of 37.7. The bridge provides the only publically maintained access to approximately 14 residences, and 4,200 acres of range land. If bridge replacement is selected, the bridge will be placed on a new alignment upstream while traffic utilizes the existing bridge during construction.
(Continue description on "Notes" sheet, last page of this Exhibit, if necessary)

Preliminary Design Information:
 Does the project involve any of the following? Please check the appropriate boxes and delineate on an attached map, plan, or layout including any additional pertinent information.

<table style="width:100%; border-collapse: collapse;"> <tr> <th style="text-align: left;">Yes</th> <th style="text-align: left;">No</th> </tr> <tr> <td><input type="checkbox"/></td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/></td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/></td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td colspan="2" style="text-align: center;"><i>(e.g., channelization)</i></td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/></td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </table>	Yes	No	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>(e.g., channelization)</i>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<table style="width:100%; 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Required Attachments:

- Regional map Project location map Project footprint map
 Engineering drawings (existing and proposed cross sections), if available Borrow/disposal site location map, if applicable
 (Note: all maps (except project location map and regional maps) should be consistent with the project description (minimum scale: 1" = 200').)
 Notes to support the conclusions of this checklist/project description continuation page (attached)

Examine the project for potential effects on the environment, direct or indirect and answer the following questions. The "construction area," as specified below, includes all areas of ground disturbance associated with the project, including staging and stockpiling areas and temporary access roads.

Each answer must be briefly documented on the "Notes" pages at the end of the PES Form.

A. Potential Environmental Effects	Yes	To Be Determined	No
General			
1. Will the project require future construction to fully utilize the design capabilities included in the proposed project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Will the project generate public controversy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Noise			
3. Is the project a Type I project as defined in 23 CFR 772.5(h); "construction on new location or the physical alteration of an existing highway, which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes"?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Does the project have the potential for adverse construction-related noise impact (such as related to pile driving)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Air Quality			
5. Is the project in a NAAQS non-attainment or maintenance area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is the project exempt from the requirement that a conformity determination be made? (If "Yes," state which conformity exemption in 40 CFR 93.126, Table 2 applies): <u>Bridge reconstruction (no additional travel lanes)</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Is the project exempt from regional conformity? (If "Yes," state which conformity exemption in 40 CFR 93.127, Table 3 applies):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. If project is not exempt from regional conformity, (If "No" on Question #7)			
Is project in a metropolitan non-attainment/maintenance area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is project in an isolated rural non-attainment area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is project in a CO, PM10 and/or PM2.5 non-attainment/maintenance area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hazardous Materials/Hazardous Waste			
9. Is there potential for hazardous materials (including underground or aboveground tanks, etc.) and/or hazardous waste (including oil/water separators, waste oil, asbestos-containing material, lead-based paint, ADL, etc.) within or immediately adjacent to the construction area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water Quality/Resources			
10. Does the project have the potential to impact water resources (rivers, streams, bays, inlets, lakes, drainage sloughs) within or immediately adjacent to the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Is the project within a designated sole-source aquifer?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Coastal Zone			
12. Is the project within the State Coastal Zone, San Francisco Bay, or Suisun Marsh?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Floodplain			
13. Is the construction area located within a regulatory floodway or within the base floodplain (100-year elevation of a watercourse or lake)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wild and Scenic Rivers			
14. Is the project within or immediately adjacent to a Wild and Scenic River System?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Biological Resources			
15. Is there a potential for federally listed threatened or endangered species, or their critical habitat or essential fish habitat to occur within or adjacent to the construction area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. Does the project have the potential to directly or indirectly affect migratory birds, or their nests or eggs (such as vegetation removal, box culvert replacement/repair, bridge work, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Is there a potential for wetlands to occur within or adjacent to the construction area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
18. Is there a potential for agricultural wetlands to occur within or adjacent to the construction area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
19. Is there a potential for the introduction or spread of invasive plant species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sections 4(f) and 6(f)			
20. Are there any historic sites or publicly owned public parks, recreation areas, wildlife or waterfowl refuges (Section 4[f]) within or immediately adjacent to the construction area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21. Does the project have the potential to affect properties acquired or improved with Land and Water Conservation Fund Act (Section 6[f]) funds?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Visual Resources			
22. Does the project have the potential to affect any visual or scenic resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Relocation Impacts			
23. Will the project require the relocation of residential or business properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Land Use, Community, and Farmland Impacts			
24. Will the project require any right of way, including partial or full takes? Consider construction easements and utility relocations.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
25. Is the project inconsistent with plans and goals adopted by the community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26. Does the project have the potential to divide or disrupt neighborhoods/communities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27. Does the project have the potential to disproportionately affect low-income and minority populations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28. Will the project require the relocation of public utilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
29. Will the project affect access to properties or roadways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
30. Will the project involve changes in access control to the State Highway System (SHS)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
31. Will the project involve the use of a temporary road, detour, or ramp closure?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
32. Will the project reduce available parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
33. Will the project construction encroach on state or federal lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
34. Will the project convert any farmland to a different use or impact any farmlands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Cultural Resources			
35. Is there National Register listed, or potentially eligible historic properties, or archaeological resources within or immediately adjacent to the construction area? <i>(Note: Caltrans PQS answers question #35)</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
36. Is the project adjacent to, or would it encroach on Tribal land?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EP 11/3

For Sections B, C, and D, check appropriate box to indicate required technical studies, coordination, permits, or approvals.

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
<input checked="" type="checkbox"/> Traffic <i>Check one:</i> <input type="checkbox"/> Traffic Study <input type="checkbox"/> Technical Memorandum <input checked="" type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input checked="" type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input checked="" type="checkbox"/> Approval
<input checked="" type="checkbox"/> Noise <i>Check as applicable:</i> <input type="checkbox"/> Traffic Related <input type="checkbox"/> Construction Related <i>Check one:</i> <input type="checkbox"/> Noise Study Report <input type="checkbox"/> NADR <input type="checkbox"/> Technical Memorandum <input checked="" type="checkbox"/> Discussion in ED Only (NES)	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input checked="" type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval <input checked="" type="checkbox"/> Approval
<input checked="" type="checkbox"/> Air Quality <i>Check as applicable:</i> <input type="checkbox"/> Traffic Related <input checked="" type="checkbox"/> Construction Related <i>Check one:</i> <input type="checkbox"/> Air Quality Report <input type="checkbox"/> Technical Memorandum <input checked="" type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> FHWA <input type="checkbox"/> Caltrans <input type="checkbox"/> Regional Agency	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Conformity Finding (6005 CEs, EAs, EISs) <input type="checkbox"/> Conformity Finding (6004 CEs) <input type="checkbox"/> PM10/PM2.5 Interagency Consultation
<input checked="" type="checkbox"/> Hazardous Materials/ Hazardous Waste <i>Check as applicable:</i> <input checked="" type="checkbox"/> Initial Site Assessment (Phase 1) <input type="checkbox"/> Preliminary Site Assessment (Phase 2) <input type="checkbox"/> Discussion in ED Only	<input checked="" type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Cal EPA DTSC <input type="checkbox"/> Local Agency	<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Review Database <input type="checkbox"/> Review Database
<input checked="" type="checkbox"/> Water Quality/Resources <i>Check as applicable:</i> <input type="checkbox"/> Water Quality Assess. Report <input type="checkbox"/> Technical Memorandum <input checked="" type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input checked="" type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input checked="" type="checkbox"/> Approval
<input type="checkbox"/> Sole-Source Aquifer (Districts 5, 6 and 11)	<input type="checkbox"/> EPA (S.F. Regional Office)	<input type="checkbox"/> Approval of Analysis in ED
<input type="checkbox"/> Coastal Zone	<input type="checkbox"/> CCC	<input type="checkbox"/> Coastal Zone Consistency Determination

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
<input checked="" type="checkbox"/> Floodplain		
<i>Check as applicable:</i>		
<input checked="" type="checkbox"/> Location Hydraulic Study	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval
<input checked="" type="checkbox"/> Floodplain Evaluation Report	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval
<input checked="" type="checkbox"/> Summary Floodplain Encroachment Report	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval
	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Only Practicable Alternative Finding
	<input type="checkbox"/> FHWA	<input type="checkbox"/> Approves significant encroachments and concurs in Only Practicable Alternative Findings
<input type="checkbox"/> Wild and Scenic Rivers	<input type="checkbox"/> River Managing Agency	<input type="checkbox"/> Wild and Scenic Rivers Determination
<input checked="" type="checkbox"/> Biological Resources		
<i>Check as applicable:</i>		
<input type="checkbox"/> NES, Minimal Impact	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval
<input checked="" type="checkbox"/> NES		
<input checked="" type="checkbox"/> BA	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approves for Consultation
	<input type="checkbox"/> USFWS	<input type="checkbox"/> Section 7 Informal/Formal Consultation
	<input type="checkbox"/> NOAA Fisheries	
<input type="checkbox"/> EFH Evaluation	<input type="checkbox"/> NOAA Fisheries	<input type="checkbox"/> MSA Consultation
<input type="checkbox"/> Bio-Acoustic Evaluation	<input type="checkbox"/> NOAA Fisheries	<input type="checkbox"/> Approval
<input type="checkbox"/> Technical Memorandum	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input checked="" type="checkbox"/> Wetlands		
<i>Check as applicable:</i>		
<input checked="" type="checkbox"/> WD and Assessment	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval
	<input checked="" type="checkbox"/> ACOE	<input checked="" type="checkbox"/> Wetland Verification
	<input type="checkbox"/> NRCS	<input type="checkbox"/> Agricultural Wetland Verification
	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Wetlands Only Practicable Alternative Finding
<input checked="" type="checkbox"/> Invasive Plants		
<input checked="" type="checkbox"/> Discussion in ED Only (NES)	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval
<input checked="" type="checkbox"/> Section 4(f)		
<i>Check as applicable:</i>		
<input type="checkbox"/> De minimis	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Determine Temporary Occupancy
<input type="checkbox"/> De minimis	<input type="checkbox"/> Caltrans	<input type="checkbox"/> De minimis finding
<input checked="" type="checkbox"/> Programmatic 4(f) Evaluation Type: <u>Historic Bridges</u> <u>Recreational</u>	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval
<input type="checkbox"/> Individual 4(f) Evaluation	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
	<input type="checkbox"/> Agency with Jurisdiction	
	<input type="checkbox"/> SHPO	
	<input type="checkbox"/> DOI	
	<input type="checkbox"/> HUD	
	<input type="checkbox"/> USDA	

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
<input type="checkbox"/> Section 6(f)	<input type="checkbox"/> Agency with Jurisdiction <input type="checkbox"/> NPS <input type="checkbox"/> NPS	<input type="checkbox"/> Determines Consistency with Long-Term Management Plan <input type="checkbox"/> Approves Conversion
<input checked="" type="checkbox"/> Visual Resources <i>Check one:</i> <input type="checkbox"/> Visual Impact Assessment <input checked="" type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans <input checked="" type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Approval
<input type="checkbox"/> Relocation Impacts <i>Check one:</i> <input type="checkbox"/> Relocation Impact Memo <input type="checkbox"/> Relocation Impact Study <input type="checkbox"/> Relocation Impact Report	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval
<input type="checkbox"/> Land Use and Community Impacts <i>Check one:</i> <input type="checkbox"/> CIA <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input checked="" type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input checked="" type="checkbox"/> Approval
<input type="checkbox"/> Construction/Encroachment on State Lands <i>Check as applicable:</i> <input type="checkbox"/> SLC Jurisdiction <input type="checkbox"/> Caltrans Jurisdiction <input type="checkbox"/> SP Jurisdiction	<input type="checkbox"/> SLC <input type="checkbox"/> Caltrans <input type="checkbox"/> SP	<input type="checkbox"/> SLC Lease <input type="checkbox"/> Encroachment Permit <input type="checkbox"/> Encroachment Permit
<input type="checkbox"/> Construction/Encroachment on Federal Lands	<input type="checkbox"/> Federal Agency with Jurisdiction	<input type="checkbox"/> Encroachment Permit
<input type="checkbox"/> Construction/Encroachment On Indian Trust Lands	<input type="checkbox"/> Bureau of Indian Affairs	<input type="checkbox"/> Right of Way Permit
<input checked="" type="checkbox"/> Farmlands <i>Check one:</i> <input type="checkbox"/> CIA <input type="checkbox"/> Technical Memorandum <input checked="" type="checkbox"/> Discussion in ED Only <i>Check as applicable:</i> <input type="checkbox"/> Form AD 1006 <input type="checkbox"/> Conversion to Non-Agri Use	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input checked="" type="checkbox"/> Caltrans <input type="checkbox"/> NRCS <input type="checkbox"/> CDOC <input type="checkbox"/> ACOE	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Approves Conversion <input type="checkbox"/> Approves Conversion

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/ Approvals
<input checked="" type="checkbox"/> Cultural Resources (PQS completes this section) <i>Check as applicable:</i>		
<input checked="" type="checkbox"/> APE Map	<input type="checkbox"/> Caltrans PQS <input checked="" type="checkbox"/> Caltrans PQS and DLAE	<input type="checkbox"/> Screened Undertaking <input checked="" type="checkbox"/> Approves APE Map
	<input checked="" type="checkbox"/> Local Preservation Groups and/or Native American Tribes	<input checked="" type="checkbox"/> Provides Comments Regarding Concerns with Project
<input checked="" type="checkbox"/> HPSR <input checked="" type="checkbox"/> ASR HRER	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approves for Consultation
<input checked="" type="checkbox"/> Finding of Effect Report	<input checked="" type="checkbox"/> Caltrans <input checked="" type="checkbox"/> SHPO	<input checked="" type="checkbox"/> Concurs on No Effect, No Adverse Effect with Standard Conditions <input checked="" type="checkbox"/> Letter of Concurrence on Eligibility, No Adverse Effect without Standard
<input checked="" type="checkbox"/> MOA, TBD	<input checked="" type="checkbox"/> Caltrans <input checked="" type="checkbox"/> SHPO <input checked="" type="checkbox"/> ACHP (if requested)	<input checked="" type="checkbox"/> Approves MOA <input checked="" type="checkbox"/> Approves MOA <input checked="" type="checkbox"/> Approves MOA
<input checked="" type="checkbox"/> Permits Copies of permits and a list of mitigation commitments are mandatory submittals following NEPA approval.	<input checked="" type="checkbox"/> ACOE <input type="checkbox"/> ACOE <input type="checkbox"/> Caltrans/ACOE/EPA <input type="checkbox"/> USFWS <input type="checkbox"/> NOAA Fisheries <input type="checkbox"/> ACOE <input type="checkbox"/> USCG <input checked="" type="checkbox"/> RWQCB <input checked="" type="checkbox"/> CDFG <input checked="" type="checkbox"/> RWQCB <input type="checkbox"/> CCC <input type="checkbox"/> Local Agency <input type="checkbox"/> BCDC	<input checked="" type="checkbox"/> Section 404 Nationwide Permit <input type="checkbox"/> Section 404 Individual Permit <input type="checkbox"/> NEPA/404 Integration MOU <input type="checkbox"/> Rivers and Harbors Act Section 10 Permit <input type="checkbox"/> USCG Bridge Permit <input checked="" type="checkbox"/> Section 401 Water Quality Certification <input checked="" type="checkbox"/> Section 1602 Streambed Alteration Agreement <input checked="" type="checkbox"/> NPDES Permit <input type="checkbox"/> Coastal Zone Permit <input type="checkbox"/> BCDC Permit

*CD
3/19/13*

Notes: Additional studies may be required for other federal agencies.

ACHP	=	Advisory Council on Historic Preservation	HRER	=	Historical Resources Evaluation Report
ACOE	=	U.S. Army Corps of Engineers	HUD	=	U.S. Housing and Urban Development
ADL	=	Aerially Deposited Lead	MOA	=	Memorandum of Agreement
APE	=	Area of Potential Effect	MSA	=	Magnuson-Stevens Fishery Conservation and Management Act
APN	=	Assessor Parcel Number	NEPA	=	National Environmental Policy Act
ASR	=	Archaeological Survey Report	NADR	=	Noise Abatement Decision Report
BA	=	Biological Assessment	NES	=	Natural Environment Study
BCDC	=	Bay Conservation and Development Commission	NHPA	=	National Historic Preservation Act
BE	=	Biological Evaluation	NOAA	=	National Oceanic and Atmospheric Administration
BO	=	Biological Opinion	NMFS	=	National Marine Fisheries Service
Cal EPA	=	California Environmental Protection Agency	NPDES	=	National Pollutant Discharge Elimination System
CCC	=	California Coastal Commission	NPS	=	National Park Service
CDFG	=	California Department of Fish and Game	NRCS	=	Natural Resources Conservation Service
CDOC	=	California Department of Conservation	PM10	=	Particulate Matter 10 Microns in Diameter or Less
CE	=	Categorical Exclusion	PM2.5	=	Particulate Matter 2.5 Microns in Diameter or Less
CIA	=	Community Impact Assessment	PMP	=	Project Management Plan
CWA	=	Clean Water Act	PQS	=	Professionally Qualified Staff
DLAE	=	District Local Assistance Engineer	ROD	=	Record of Decision
DOI	=	U.S. Department of Interior	RTIP	=	Regional Transportation Improvement Program
DTSC	=	Department of Toxic Substances Control	RTP	=	Regional Transportation Plan
EA	=	Environmental Assessment	RWQCB	=	Regional Water Quality Control Board
ED	=	Environmental Document	SER	=	Standard Environmental Reference
EFH	=	Essential Fish Habitat	SEP	=	Senior Environmental Planner
EIS	=	Environmental Impact Statement	SHPO	=	State Historic Preservation Officer
EPA	=	U.S. Environmental Protection Agency	SLC	=	State Lands Commission
FEMA	=	Federal Emergency Management Agency	SP	=	State Parks
FHWA	=	Federal Highway Administration	TIP	=	Transportation Improvement Program
FONSI	=	Finding of No Significant Impacted	USCG	=	U.S. Coast Guard
FTIP	=	Federal Transportation Improvement Program	USDA	=	U.S. Department of Agriculture
HPSR	=	Historic Property Survey Report	USFWS	=	U.S. Fish and Wildlife Service
			WD	=	Wetland Delineation

E. Preliminary Environmental Document Classification (NEPA)

Based on the evaluation of the project, the environmental document to be developed should be:

Check one:

- Environmental Impact Statement (*Note: Engagement with participating agencies in accordance with SAFETEA-LU Section 6002 required*)
 - Compliance with SAFETEA-LU Section 6002 regarding Participating Agencies required
- Complex Environmental Assessment
- Routine Environmental Assessment
- Categorical Exclusion without required technical studies.
- Categorical Exclusion with required technical studies

(if Categorical Exclusion is selected, check one of the following):

- Section 6004
 - 23 CFR 771 activity (c)(____)
 - 23 CFR 771 activity (d) (3)
 - Activity ____ listed in the Section 6004 MOU
- Section 6005


F. Public Availability and Public Hearing

Check as applicable:

- Not Required
- Notice of Availability of Environmental Document
- Public Meeting
- Notice of Opportunity for a Public Hearing
- Public Hearing Required

G. Signatures

Local Agency Staff and/or Consultant Signature


12/13/12
916-446-2566 x202

 (Signature of Preparer) (Date) (Telephone No.)

 (Name)

Local Agency Project Engineer Signature

This document was prepared under my supervision, in accordance with the *Local Assistance Procedures Manual*, Exhibit 6-B, "Instructions for Completing the Preliminary Environmental Study Form."

 (Signature of Local Agency) (Date) (Telephone No.)

Caltrans District Professionally Qualified Staff (PQS) Signature

- Project does not meet definition of an "undertaking"; no further review is necessary under Section 106 ("No" Section A, #35).
- Project is limited to the type of activity listed in Attachment 2 of the Section 106 PA and based on the information provided in the PES Form, the project does not have the potential to affect historic properties ("No" Section A, #35).
- Project is limited to the type of activity listed in Attachment 2 of the Section 106 PA, but the following additional procedures or information is needed to determine the potential for effect ("To Be Determined" Section A, #35):
 - Records Search _____ _____ _____
- Project meets the definition of an "undertaking"; all properties in the project area are exempt from evaluation per Attachment 4 of the Section 106 PA ("No" Section A, #35).
- The proposed undertaking is considered to have the potential to affect historic properties; further studies for 106 compliance are indicated in Sections B, C, and D of this PES Form ("Yes" Section A, #35).


(Signature of Professionally Qualified Staff)

3/11/13
(Date)

530-741-4538
(Telephone No.)

The following signatures are required for all CEs, routine and complex EAs, and EISs:

Caltrans District Senior Environmental Planner (or Designee) and DLAE Signatures

I have reviewed this Preliminary Environmental Study (PES) Form and determined that the submittal is complete and sufficient. I concur with the studies to be performed and the recommended NEPA Class of Action.


(Signature of Senior Environmental Planner or Designee)

3-11-13
(Date)

530-741-7113
(Telephone No.)

SUSAN D. BAUER
(Name)


(Signature of District Local Assistance Engineer or Designee)

03-13-2013
(Date)

530-741-5115
(Telephone No.)

HARMINDER BAGI
(Name)

HQ DEA Environmental Coordinator concurrence _____ E-mail concurrence attached.
(date)

Preliminary Environmental Investigation

DETAILED PROJECT DESCRIPTION

The Yolo County Public Works Division (County) plans to rehabilitate or replace County Road (CR) 41 bridge over Cache Creek near the town of Rumsey. The County will utilize the Federal Highway Bridge Program (HBP) with toll credit matching funds. The purpose of the project is to rehabilitate or replace a scour critical structure that is also structurally deficient with a Sufficiency Rating of 37.7. The bridge provides the only publically maintained access to approximately 14 residences, and 4,200 acres of range land. If bridge replacement is selected, the bridge will be placed on a new alignment upstream while traffic utilizes the existing bridge during construction.

Preliminary Environmental Investigation

Notes to Support the Conclusions of the PES Form (May Also Include Continuation of Detailed Project Description)

Brief Explanation of How Project Complies, or Will Comply with Applicable Federal Mandate (Part A):

1. The project functions independently and does not require additional construction.
2. This project could generate public controversy because it could affect a historic bridge, federally- and state-listed species, nearby land uses, active farmland, and recreational boating activity in Cache Creek.
3. Bridge replacement or renovation would not significantly change either the horizontal or the vertical alignment of CR 41, nor would it increase the number of through-traffic lanes or increase the road's capacity.
4. Several residences are located in proximity to the bridge. Construction noise may be perceptible from some nearby residences. However, construction activities would be short-term and would not be performed during noise-sensitive night or weekend hours. These activities would not result in excessive construction noise. Pile driving might be needed, but no blasting or underwater construction would be performed.
5. The project is located in Yolo-Solano Air Quality Management District, which is in a National Ambient Air Quality Standards (NAAQS) non-attainment area for 8-hour ozone and is in partial attainment for particulate matter 2.5 micron (PM_{2.5}) (Yolo-Solano Air Quality Management District 2012). The project would replace or renovate the bridge, but is not capacity enhancing. Therefore, the completed project would not increase traffic in the area and would not contribute to the area's NAAQS non-attainment.
6. As identified in Table 2 of 40 CFR 93.126 the project is within the following category: Bridge reconstruction (no additional travel lanes). The project is exempt from project level conformity.
7. The project is exempt from the requirements for regional conformity. No further analysis is needed.
8. The project is exempt from the requirements for regional conformity.
9. According to the Environmental Protection Agency's (EPA) EnviroMapper and the State Water Resources Control Board's Geotracker, there are no hazardous sites located in the immediate project area. However, a visual survey of the project area will be conducted via available public access to identify any obvious areas of hazardous waste contamination and to identify whether any asbestos-containing material, lead-based paint, or ADL appear to be present. If hazardous waste sites or hazardous materials are identified within the project study area the potential impact to the project will be determined. Subsequent procedures will be identified in the environmental document to determine the extent of contamination and remediation requirements.
10. Construction activities would occur within and adjacent to Cache Creek, possibly resulting in release of construction-related pollutants or sediment into the creek. However, implementing effective mitigation measures including Best Management Practices (BMPs) would reduce the potential for water quality impacts that may occur during construction activities.
11. The project is located in Yolo County. According to the EPA, there are no sole source aquifers in Yolo County.
12. The project is not located within a coastal zone.

13. As shown on the attached FEMA map (map # 06113C0075G; June 18, 2010), the bridge is located within a Special Flood Hazard Area A subject to inundation by the 1% annual chance flood, but where no base flood elevations have been determined.
14. The proposed project is not located within the vicinity of a waterway designated as a Wild or Scenic River.
15. Several elderberry shrubs grow in the immediate vicinity of the project site. Some elderberry shrubs (with stems greater than 1 inch in diameter) may provide habitat for the federally listed valley elderberry longhorn beetle. Cache Creek and surrounding areas may provide suitable habitat for the federally listed California red-legged frog. Caltrans will determine whether a NES Minimal Impact or an NES would be prepared for the project.
16. Numerous swallow nests were observed under the bridge, and raptors or songbirds may nest in trees within the project site. Construction activities could potentially affect nesting migratory birds, if they are present.
17. There is some potential for wetlands to occur within or adjacent to the project area. Caltrans will determine whether a wetland delineation will be needed to identify areas potentially subject to regulation by the U.S. Army Corps and/or Regional Water Quality Control Board.
18. The agricultural land adjacent to the project site is in orchard and does not appear to support agricultural wetlands, although agricultural wetlands could occur in the general project vicinity.
19. Construction activities associated with project implementation could increase the potential for the spread of invasive plant species. If invasive plant species are identified within the proposed project area, suitable avoidance and minimization measures would be used to reduce their potential to spread. These measures, if needed, will be described in the Minimal Impacts NES. In addition, State Construction Specifications and Best Management Practices (BMP) would be used and a non-invasive seed mix would be used for revegetation activities.
20. According to Caltrans' historic bridge inventory, the bridge (#22C-0003) has been given a National Register status designation of Category 2: eligible for National Register listing. The bridge's eligibility was confirmed in the Caltrans Historic Bridge Inventory project conducted in early 2000s. Based on its National Register eligibility, the bridge is considered a historic property for the purposes of Section 106 compliance. A U.S. Department of Transportation Act Section 4(f) evaluation may be needed. The project would likely meet the requirements for a programmatic Section 4(f) evaluation (Historic Bridges).
21. The project does not include any Section 6(f) resources.
22. The project could affect a historic bridge and could alter views in the project vicinity. State Highway 16 nearby is eligible for the state scenic highway systems but has not been officially designated as such. The Visual Impact Screen Check list (attached) was completed and the score is 15.
23. The project is not expected to result in the relocation of any residential or business property.
24. To be determined.
25. The project is consistent with local planning documents.
26. The project involves bridge improvements on an existing rural County road. Therefore, the project would not divide or disrupt any neighborhoods/communities.
27. The project would improve the local roadway system for all residents. Therefore, the project would not disproportionately affect low-income and minority populations.

28. To be determined.
29. To be determined.
30. The intersection of County Road 41 with SR 16 will likely be relocated directly north of the existing intersection, if the bridge is not retrofitted.
31. The current alignment of County Road 41 would remain open during construction. Therefore, no detour would be needed.
32. The project would not reduce available parking.
33. State and Federal lands are not located in or adjacent to the project area. Therefore, the project would not encroach on any State or Federal lands.
34. The agricultural land adjacent to the project site is in orchard. Effects on farmland are to be determined.
35. To be completed in consultation with Caltrans PQS.
36. Tribal lands are not located in or adjacent to the project area. Therefore, the project would not encroach on any tribal lands.

References

- Yolo-Solano Air Quality Management District. 2012. <http://www.ysaqmd.org/AttainmentPlanning.php> (accessed November 13, 2012).
- Federal Emergency Management Agency. 2010. Flood insurance rate map, Yolo County, California and Incorporated Areas, panel number 75 of 785.
- State Water Resources Control Board. 2012. Geotracker. <http://geotracker.waterboards.ca.gov> (accessed November 13, 2012).
- U.S. Environmental Protection Agency. 2012. Enviromapper. <http://www.epa.gov/emefdata/em4ef.html?ve=13,38.88359832763672,-121.96977996826172&pText=Dunnigan,%20CA> (accessed November 13, 2012).

Attachments:

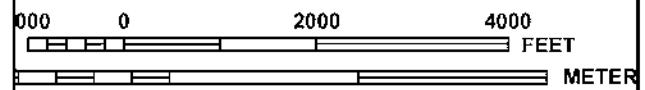
- 1) Area of Potential Effects Map
- 2) Firmette Map
- 3) Visual Impact Screen Check

Distribution 1) Original - DLAE, 2) Local Agency Project Manager, 3) DLA Environmental Coordinator
4) Senior Environmental Planner (or designee), 5) District PQS

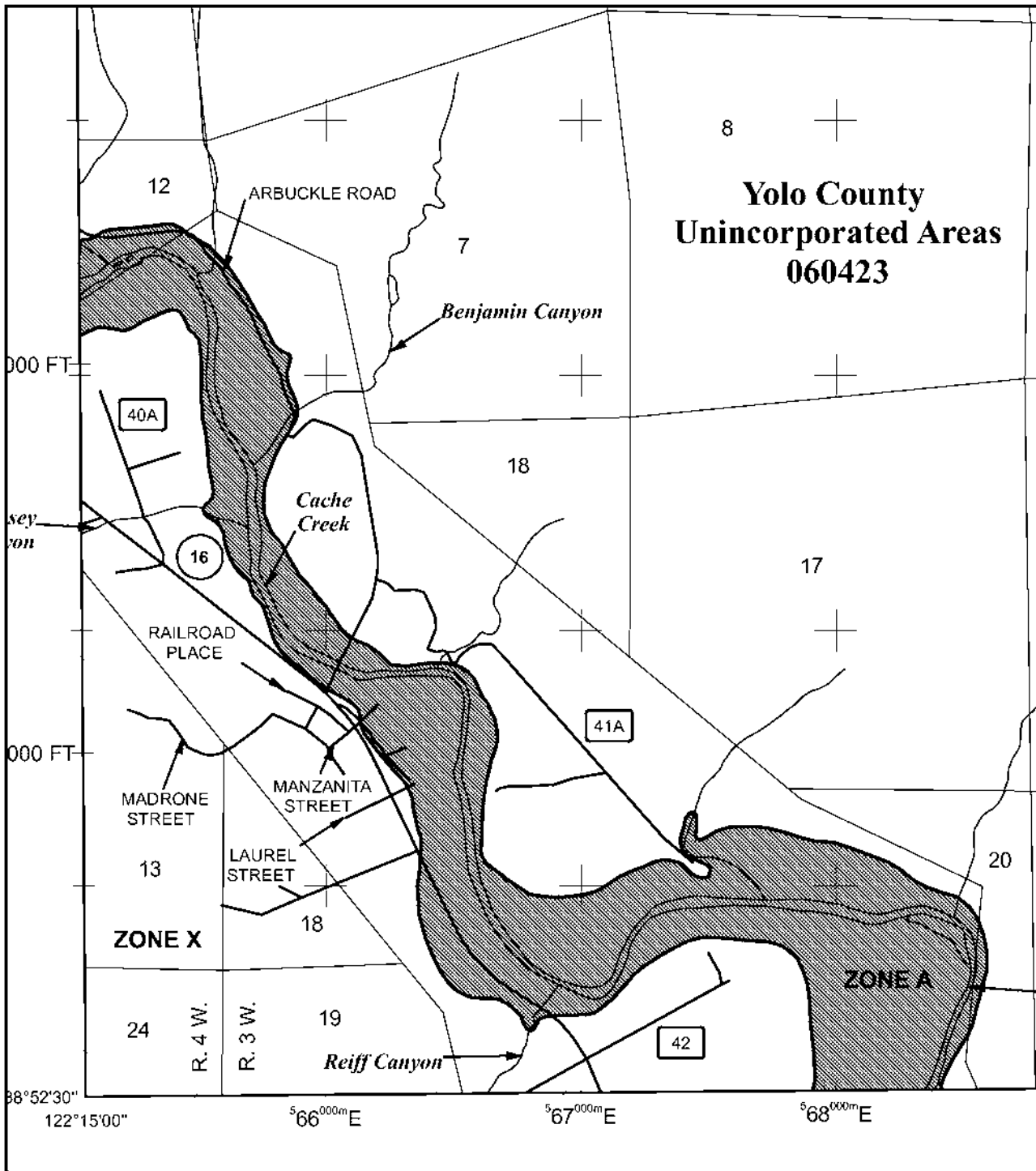
Updated: 05/15/08



MAP SCALE 1" = 2000'



**Yolo County
Unincorporated Areas
060423**



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0075G

FIRM
FLOOD INSURANCE RATE MAP

**YOLO COUNTY,
CALIFORNIA
AND INCORPORATED AREAS**

PANEL 75 OF 785

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

<u>COMMUNITY</u>	<u>NUMBER</u>	<u>PANEL</u>	<u>SUFFIX</u>
YOLO COUNTY	060423	0075	G

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.



**MAP NUMBER
06113C0075G**

**EFFECTIVE DATE
JUNE 18, 2010**

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



2850 Spafford Street
Davis, California 95618

MEMORANDUM

April 11, 2014

TO: Wirt Lanning, North State Resources
Scott Goebel, North State Resources
Steve Mellon, Quincy Engineering

FROM: Christopher McMorris, Partner / Architectural Historian

RE: Cache Creek Bridge, County Road 41, Rumsey, Yolo County (Bridge No. 22C0003)

I prepared this memorandum at your request to provide preliminary assessment of project alternatives for the Cache Creek Bridge in Rumsey, which Yolo County is proposing to rehabilitate or replace. This assessment is intended to provide information regarding project effects on the historic bridge from the various alternatives identified to date. My understanding of the project alternatives is based on descriptions from the draft Feasibility Report that Steve Mellon provided on March 24, 2014, along with single sheet drawings of the retrofit alternative and replacement alternative.

JRP Historical Consulting, LLC (JRP) is under subcontract with North State Resources, Inc. (NSR) to prepare documentation for project compliance with Section 106 of the National Historic Preservation Act, as per Title 36 Code of Federal Regulations, Part 800 (36 CFR 800) and Caltrans' *Standard Environmental Reference* (SER), including the Caltrans Section 106 Programmatic Agreement with the State Historic Preservation Officer (SHPO). The Section 106 process includes identification of historic properties, assessment of whether a federal undertaking would have an adverse effect on historic properties, and steps taken to avoid or mitigate adverse effects. The documentation will also be used for project compliance with the California Environmental Quality Act (CEQA) as it pertains to historical resources, CEQA Guidelines Section 15064.5.

The Cache Creek Bridge carrying County Road 41 in Rumsey was determined eligible for listing in the National Register of Historic Places (NRHP) and is considered a historic property as defined in 36 CFR 800. It is my understanding that for all project alternatives under consideration the bridge is the only built environment resource located in the Area of Potential Effects (APE). Caltrans determined that the bridge was eligible under NRHP Criterion C for its type, period, and method of construction as a rare and significant example of a concrete tied arch bridge construction in California. According to Caltrans, the Yolo County Surveyor used the

plans for the Stevenson Bridge (23C0092) for the Cache Creek Bridge, the former constructed in 1923 and the latter in 1930. The bridge is significant for its engineering design and it retains historic integrity to convey its significance. Although unstated in the Caltrans documentation about the bridge's eligibility, it is understood that the structure's period of significance is 1930. In compliance with the Caltrans SER and 36 CFR 800, JRP is scoped to prepare a Finding of Effects (FOE) report to provide analysis about the County's preferred alternative and whether the project would cause an adverse effect to the Cache Creek Bridge, applying the criteria from 36CFR800.5. We will be conducting a site visit as part of our work to produce the FOE.

Please note that resources determined eligible for the NRHP are automatically listed in the California Register of Historical Resources (CRHR), and thus the Cache Creek Bridge is considered a historical resource for the purposes of CEQA compliance, as per CEQA Guidelines Section 15064.5.

The Cache Creek Bridge is a reinforced concrete, open spandrel, through, tied, partial parabolic arch bridge with two arch spans. The two lane structure has two reinforced concrete T-Beam approach spans that were added in 1949 and which aesthetically blend with the original structure. The bridge has rounded window style reinforced concrete railings on the main spans, as well as matching railings on the approach spans. The bridge is supported on pier walls with decorative buttresses. In addition to the approach spans, known alterations include replacement of the railing on north side of west approach after it washed out in 1996. Review of Caltrans (and Division of Highways) Bridge Inspection Reports may provide more information about repairs and changes made to the structure over time.

The effects analysis that will be presented in FOE will include identification of the Cache Creek Bridge's character-defining features, which are the structure's extant physical features that help convey the bridge's historic engineering significance. These features relate to the historic property's period of significance, 1930. Thus, the original components of the bridge that date to 1930 comprise the structure's character-defining features, including the two concrete tied arch spans, railings, pier walls, and west end abutment. This encompasses the bridge's architectural features, including the size, shape, and details of the concrete elements, such as the pier wall buttresses, panel scoring on the exterior of the bridge deck, railing design, and the components of the tied arches (spandrel columns, arches, and cross members). In general, the character-defining features of a bridge like this would be those elements visible from the shoreline or from the deck. Changes made in the substructure – that cannot be visible from the side or deck of the bridge – are usually less impactful to the historic integrity. Please note that while compatible in design with the original structure, the 1949 approach spans are not specifically character-defining to the historic bridge. The replacement railing on the west end is also not part of the bridge's character-defining features. Definition of the Cache Creek Bridge's character-defining features may be further refined following our site visit.

The analysis in the FOE will address whether the project will adversely affect the bridge's historic integrity such that it can no longer convey its significance. Analysis regarding historic integrity includes review of proposed changes to the bridge itself, as well as to its setting. An adverse effect would occur if the bridge is demolished or if its character-defining features are

greatly altered; the latter requiring careful scrutiny of project details. Applying the Secretary of the Interior's Standards for Rehabilitation would help avoid an adverse effect on the bridge. These standards and their guidelines are available at the National Park Service website at: http://www.cr.nps.gov/hps/tps/standguide/rehab/rehab_index.htm. I have advised project teams on previous project about using and interpreting these standards for use on historic bridge projects. Please note, "rehabilitation" under these standards is the act of making a compatible contemporary use for a historic property while preserving its historic character. In my experience, this specific definition is different than the more general meaning it is give when used by bridge engineers.

The draft Feasibility Report presents on three alternatives. The following provides preliminary assessment of the alternatives and their potential to adversely affect Cache Creek Bridge's historic integrity:

- Alternative 1 – Existing Bridge Retrofit / Rehabilitation

Alternative 1 has the most potential to not cause an adverse effect. In this alternative the bridge remains in place and various repairs and upgrades will be made to it. The temporary bridge needed for this alternative is unlikely to cause an adverse effect, assuming that there are sufficient avoidance measures so that its construction does not impact or indirectly affect (e.g., through vibration) the historic bridge. A finding that concludes that this alternative will not cause an adverse effect will depend on the design of the individual retrofit elements and their combined potential impact on the historic bridge.

Much of the proposed work shown on the drawing of this alternative does not pose an obvious adverse effect to the historic bridge. As noted, adherence to the Secretary of the Interior's Standards for Rehabilitation would help avoid or prevent an adverse effect from occurring. The piling, deck refinishing, patching, girder bolsters installation, and wingwall reconstruction are unlikely to require alterations to bridge that would significantly diminish its historic integrity, including changes to the size, scale, design, and finish of the character-defining features. Fiber wrapping the arch ribs, spandrel columns, and portals can likely be accomplished in a manner that would not significantly diminish the bridge's historic integrity. In other projects proposed fiber wrapping has been planned to be installed with a finish that helps match the material to the extant concrete. Similarly, if refinishing the concrete railing can be accomplish so that its new surface matches, or blends well with, the extant concrete, then this component of the project would likely not diminish the historic integrity of the bridge. It is also possible that the bent cap bolster could be designed and built in a manner so as not to diminish the bridge's historic integrity. This might be accomplished with a bolster that, while sufficiently sized, would be small and/or installed between girders.

- Alternative 2 – New CIP Concrete Box Girder Bridge on Upstream Alignment, Closing Existing Bridge

Alternative 2 also has the potential to not cause an adverse effect. The bridge would remain, and it may be possible to consider construction of the adjacent new bridge to have only limited

impact to the historic bridge's setting, and I assume construction methods necessary for the new bridge would not cause vibration or other indirect effects to the older structure. Depending on the new bridge's scale and distance from the old bridge, it seems likely that the historic bridge would be able to retain sufficient historic integrity to convey its significance. The current CIP concrete box girder design seems to be a modestly sized structure with a low profile, which would avoid diminishing the older bridge's historic integrity. There are multiple examples across the state where a new bridge has been constructed next to an old bridge.

Please note, it is possible that SHPO may comment that with no repair work proposed on the historic bridge that there could be a long-term adverse effect caused by neglect, which is one form of adverse effect noted in 36 CFR 800.5. I understand leaving the historic bridge in place poses maintenance issues for the County, but the way in which this alternative is proposed may raise this issue.

- Alternative 3 – Replacement with CIP Concrete Box Girder Bridge

Alternative 3 would demolish the Cache Creek bridge and thus cause an adverse effect to the historic bridge. Under CEQA this would be considered a significant and unavoidable impact.