

FINAL

INITIAL STUDY/MITIGATED NEGATIVE
DECLARATION

SANTA FE AVENUE BRIDGE REPLACEMENT PROJECT

10-STA-Santa Fe Avenue/Bridge No. 38C-0003

Federal Project No. STPLZ-5938(080)

EA 21701-CU10

STANISLAUS COUNTY, CALIFORNIA

LSA

October, 2003

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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10-STA-Santa Fe Avenue/Bridge No. 38C-0003

Federal Project No. STPLZ-5938(080)

EA 21701-CU10

STANISLAUS COUNTY, CALIFORNIA

Submitted to:

County of Stanislaus
1010 10th Street, Suite 3500
Modesto, CA 95354

Caltrans District 10
1976 E. Charter Way
Stockton, CA 95201

Federal Highway Administration
980 9th Street, Suite 400
Sacramento, California 95814

Prepared by:

LSA Associates, Inc.
4200 Rocklin Road, Suite 11B
Rocklin, California 95677
(916) 630-4600

LSA Project No. DEC138

LSA

October, 2003

INTRODUCTION

This document contains the materials comprising the Final Mitigated Negative Declaration for the proposed Santa Fe Avenue Bridge Replacement project.

PUBLIC REVIEW OF DRAFT INITIAL STUDY

The Draft Initial Study/Mitigated Negative Declaration (IS/MND) was completed and submitted to the State Clearinghouse for public review on April 10, 2003, (see Notice of Completion, Appendix A). The State agency 30-day public review period officially ended on May 9, 2003.

As a result of technicalities involving the review process, the County re-opened the public review period for an additional 45 days. The second review period started on July 22, 2003 and ended on September 5, 2003.

PUBLIC NOTIFICATIONS

The State Clearinghouse circulated the Draft IS/MND to State agencies for review and comment. The County also distributed the document to other local agencies and mailed notices to persons that may have interest in the project (see distribution list). On May 5, 2003, the Stanislaus County Review Committee reviewed the proposed project and had no comments.

On July 22, 2003, on the project site, the County posted a notice of intent to adopt a Mitigated Negative Declaration.

PUBLIC COMMENTS

Comments were received from State agencies on the Draft IS/MND as a result of the public review and are attached. The County also circulated the Draft IS/MND for review to local agencies, and the distribution list is attached. No substantive public comments were received from the public review process. Correspondence for this project follows:

- Governor's Office of Planning and Research, May 12, 2003
- California State Lands Commission, April 23, 2003
- Department of Transportation (Caltrans), May 2, 2003
- California Department of Fish and Game, May 12, 2003
- California Department of Water Resources, April 15, 2003
- Stanislaus County Environmental Review Committee, May 5, 2003
- Vincent E. Lane, September 7, 2003

All public documents are available for review at the County of Stanislaus, Department of Engineering and Transportation, 1010 Tenth Street, Modesto, CA 95353, (209) 577-5265.

USE OF FINAL NEGATIVE DECLARATION

The Final Negative Declaration (ND), in conjunction with the Draft IS/MND, will be used to determine the significance of impacts, with proposed mitigation measures, according to the California Environmental Quality Act (CEQA). If the County of Stanislaus (the Lead Agency) determines that the proposed project will not have a significant impact on the environment, then the City may adopt a Mitigated Negative Declaration. If, after reviewing the Final MND, should the determine that project impacts cannot be mitigated to below levels of significance, an Environmental Impact Report (EIR) must be prepared to further address project impacts.

CONCLUSION

The County did not receive any substantive comments that would require elevated the environmental review resulting in preparation of an Environmental Impact Report. All correspondence resulting from the public review period either acknowledged that the agency had no comments, had comments on issues unrelated to the environmental documentation, or had comments that required clarifications, but did no change conclusions regarding the level of significance. As a result of the analysis included in the Draft IS/MND and Final MND, it is concluded that the project will not have any significant impacts on the environment, and that any potentially significant impacts can be mitigated to levels below significance.

INFORMATION COMPRISING THE PUBLIC RECORD

The following information is included in Appendix A as part of the official record of environmental review for this project and has been included to complete the documentation process. This consists of the following:

- Notice of Intent to Adopt a Mitigated Negative Declaration
- Notice of Completion
- Acknowledgement of Receipt

A Mitigation Monitoring Program is included in Appendix B.



Gray Davis
Governor

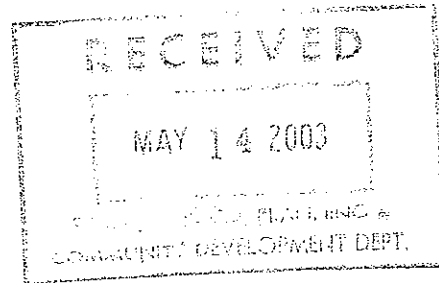
STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



Tal Finney
Interim Director

May 12, 2003

Kirk Ford
Stanislaus County
1010 10th Street, Suite 3500
Modesto, CA 95354



Subject: Santa Fe Avenue Bridge
SCH#: 2003042066

Dear Kirk Ford:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on May 9, 2003, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2003042066
Project Title Santa Fe Avenue Bridge
Lead Agency Stanislaus County

Type Neg Negative Declaration
Description The County of Stanislaus proposes to replace the existing Santa Fe Avenue bridge structure over the Tuolumne River due to seismic safety issues. Previous engineering and structural studies have demonstrated that bridge replacement is a feasible option to retrofitting the existing structure. The fundamental purpose of this project is to provide a safe bridge that is structurally sound during the design seismic event.

Lead Agency Contact

Name Kirk Ford
Agency Stanislaus County
Phone 209/525-6330 **Fax**
email
Address 1010 10th Street, Suite 3500
City Modesto **State** CA **Zip** 95354

Project Location

County Stanislaus
City
Region
Cross Streets Santa Fe Avenue / Yosemite Boulevard
Parcel No.
Township 4S **Range** 9E **Section** 32 **Base**

Proximity to:

Highways SR-132
Airports Modesto City County Airport
Railways ATSF
Waterways Tuolumne River
Schools
Land Use Open Space / Urban Transition

Project Issues Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Vegetation; Water Quality; Wildlife; Wetland/Riparian

Reviewing Agencies Resources Agency; Department of Boating and Waterways; Department of Conservation; Department of Fish and Game, Region 4; Office of Historic Preservation; Department of Parks and Recreation; Reclamation Board; Department of Water Resources; California Highway Patrol; Caltrans, District 10; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission; State Lands Commission

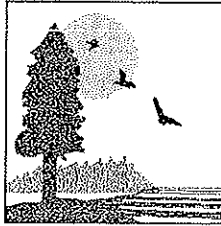
Date Received 04/10/2003 **Start of Review** 04/10/2003 **End of Review** 05/09/2003

Response to Comments

No response necessary.

CALIFORNIA STATE LANDS COMMISSION

100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202



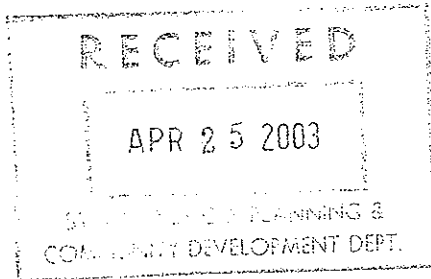
PAUL D. THAYER, Executive Officer

(916) 574-1800 FAX (916) 574-1810

California Relay Service From TDD Phone 1-800-735-2922
from Voice Phone 1-800-735-2929

Contact Phone: (916) 574-1814

Contact FAX: (916) 574-1885



April 23, 2003

Ref: SCH# 2003042066

Mr. Kirk Ford
County of Stanislaus
1010 Tenth Street, Suite 3500
Modesto, CA 95354

Ms. Nadell Gayou
The Resources Agency
1020 9th Street, 3rd Floor
Sacramento, CA 95814

Dear Mr. Ford and Ms. Gayou:

SUBJECT: Initial Study/Mitigated Negative Declaration for the Santa Fe
Avenue Bridge Replacement Project

Staff of the California State Lands Commission (Commission or CSLC) has reviewed the subject document. The CSLC is a responsible agency under the California Environmental Quality Act.

The State acquired sovereign ownership of all tidelands and submerged lands and beds of navigable waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all the people of the State for statewide Public Trust purposes which include waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. The landward boundaries of the State's sovereign interests in areas that are subject to tidal action are generally based upon the ordinary high water marks of these waterways as they last naturally existed. In non-tidal navigable waterways, the State holds a fee ownership in the bed of the waterway between the two ordinary low water marks as they last naturally existed. The entire non-tidal navigable waterway between the ordinary high water marks is subject to the Public Trust. The State's sovereign interests are under the jurisdiction of the Commission.

Mr. Kirk Ford
Ms. Nadell Gayou
Page 2

The proposed project is located over the Tuolumne River which is under the jurisdiction of the Commission. It appears that the Commission has issued a lease for existing the existing bridge under PRC 7183.9. If this bridge is under the lease, the County will need to apply to the Commission for an amendment to the existing lease to authorize the replacement bridge. If it is not under lease, a new lease will need to be issued for the bridge. Please contact Diane Jones, Public Land Manager, at (916) 574-1843, for information concerning our leasing requirements.

Sincerely,

A handwritten signature in cursive script, reading "Stephen L. Jenkins".

Stephen L. Jenkins, Asst. Chief
Division of Environmental
Planning and Management

cc: Diane Jones

Response to Comments

Comment noted. If the existing bridge is covered by the existing lease under PRC 7183.9, the County will apply to the Commission for an amendment to the existing lease to authorize replacement of the existing bridge. If no under the existing lease, the County will apply for a new lease with the Commission.

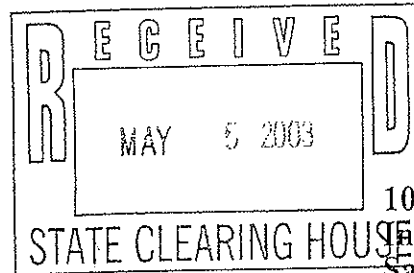
DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 (1976 E. CHARTER WAY)
STOCKTON, CA 95201
TTY: California Relay Service (800) 735-2929
PHONE (209) 941-1921
FAX (209) 948-7164



Flex your power!
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May 2, 2003



10-STA-132-20.103

Initial Study/Mitigated Negative Declaration
Santa Fe Avenue Bridge Replacement
SCH# 2003042066

Mr. Philip Crimmins
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Dear Mr. Crimmins:

Thank you for the opportunity to review the Santa Fe Avenue Bridge Replacement Project Initial Study/Mitigated Negative Declaration. The applicant proposed to replace the existing Santa Fe Avenue Bridge structure over the Tuolumne River due to seismic safety issues.

I have reviewed the proposed project and circulated it with the various Caltrans departments and have the following comments:

TRAFFIC OPERATIONS:

- Please provide stage construction and detour plans during bridge replacement/construction to State Route 132.

If you have any questions or would like to discuss our comments in more detail, please contact David Cooper at (209) 948-7190 (e-mail: david_cooper@dot.ca.gov).

Sincerely,

TOM DUMAS, Chief
Office of Intermodal Planning

Response to Comments

Comment noted, Staged construction and detour plans will be submitted to Caltrans during bridge replacement/construction to State Route 132.



State of California - The Resources Agency

DEPARTMENT OF FISH AND GAME<http://www.dfg.ca.gov>

San Joaquin Valley and Southern Sierra Region
 1234 East Shaw Avenue
 Fresno, California 93710
 (559) 243-4005

GRAY DAVIS, Governor



May 12, 2003

Mr. Kirk Ford
 County of Stanislaus
 1010 Tenth Street, Suite 3500
 Modesto, California 95354

Dear Mr. Ford:

Santa Fe Bridge Replacement Project

We have reviewed the proposed Negative Declaration for the replacement of the existing Santa Fe Avenue Bridge over the Tuolumne River in the County of Stanislaus (Section 32, Township 4 South, Range 9 East, MDB&M,). The Department of Fish and Game (Department) has additionally contacted LSA Associates Inc. regarding the presence or absence of swallows on the site and regarding the extent of potential impacts to the Tuolumne River. We have the following comments on the Project:

The Department has jurisdiction over actions which may result in the disturbance or destruction of active nest sites or the unauthorized "take" of birds. Fish and Game Code Sections that protect birds, their eggs and nests include Section 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory non-game bird). The existing Santa Fe Bridge structure is utilized by swallows, a migratory bird as defined in the Fish and Game Code. According to LSA staff, swallow nests were found attached to lower bridge supports. The mitigated Negative Declaration should disclose the potential to impact swallows and should include measures to avoid impacts to nesting swallows during Project construction. These measures could include scheduling construction activities outside of the documented nesting season, hazing of birds from the area prior to the establishment of active nests, and bird exclusion from the site, such as netting.

The Department has regulatory authority with regard to activities occurring within streams that could adversely affect any fish or wildlife resource. According to LSA staff this Project will require the removal of existing support pilings from the

Conserving California's Wildlife Since 1870



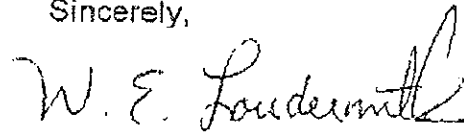
Mr. Kirk Ford
May 12, 2003
Page Two

Tuolumne River. Pursuant to Fish and Game Code Sections 1600 et seq., formal and separate notification to the Department is required for activities within the bed, banks or channel of the Tuolumne River. The Department may need to enter into a Stream Alteration Agreement for the Project. We will need to use the environmental document prepared for the Project in order to determine conditions necessary to include in any agreement we prepare. We will also need to use the Negative Declaration prepared by Stanislaus County to prepare our Responsible Agency Notices of Determination and the California Environmental Quality Act (CEQA) findings for said agreement. Potential impacts to the Tuolumne River from construction related to this Project should be disclosed in the Negative Declaration. A Stream Alteration notification packet can be obtained by calling (559) 243-4593 or at the Stream Alteration website www.dfg.ca.gov/1600.

Filing Fees: State law requires that the Department collect filing fees to defray the cost of managing and protecting fish and wildlife trust resources (Fish and Game Code Section 711.4). The purpose of these fees is to help fund the cost of consulting with other public agencies, reviewing environmental documents, recommending mitigation measures, developing monitoring requirements, and carrying out other activities to protect public trust resources under CEQA. Regardless of whether the above Project will have a significant effect on the environment or whether the Project warrants specific or general mitigation measures, we maintain the Project will result in the destruction of wildlife habitat and should therefore not be considered "De Minimis" in its effect on fish and wildlife. The payment of a filing fee is required.

If you have any questions regarding these comments, please contact Mr. Daniel Applebee, Environmental Scientist, at: 17635 Murphy Court, Sonora, California 95370; or telephone (209) 588-1879.

Sincerely,



W. E. Loudermilk
Regional Manager

cc: See Page Three

Mr. Kirk Ford
May 12, 2003
Page Three

cc: United States Fish and
Wildlife Service
2800 Cottage Way, W-2605
Sacramento, California 95825

Department of Transportation
2015 East Shields Avenue, Suite 100
Fresno, California 93726

Mr. Dean Marston
Department of Fish and Game

Mr. Craig Kindlin
Department of Fish and Game

Mr. Daniel Applebee
Department of Fish and Game

Mr. John Battistoni
Department of Fish and Game

Response to Comments

Comments noted. The following text has been reproduced from the preliminary Natural Environmental Study Report prepared for the project. This text will be incorporated into the Final Mitigated Negative Declaration.

The proposed bridge replacement could potentially affect cliff swallows nesting on the underside of the existing Santa Fe Avenue bridge. Disturbance of these birds during their breeding season (March 1 to August 31) is prohibited under the Migratory Bird Treaty Act.

The following seasonal work restrictions will be implemented during construction to avoid disturbing nesting swallows:

- *Work will be conducted outside the nesting season of the swallows (September 1 through February 31), or;*
- *If work must be conducted during the nesting season (March 1 to August 31), a qualified company shall be hired to exclude the swallows prior to the start of their nesting season. Exclusion structures shall be left in place and maintained through August 31 until all work is complete. Exclusion structures will be required on the existing bridge, prior to the start of construction of the new bridge, to prevent swallow from building nests. Exclusion structures may also be necessary on the new bridge, prior to the start of demolition of the existing bridge, if swallows attempt to nest on the new bridge.*

Impacts to the Tuolumne River are anticipated. The following text has been reproduced from the preliminary Natural Environmental Study Report prepared for the project. This text will be incorporated into the Final Mitigated Negative Declaration.

The project will discharge fill into approximately 9.3 m² (100 ft²) of nonwetland waters of the U.S. during construction of the new bridge piers on the north bank. The piers on the south bank are located above the OHWM and, consequently, will not result in a discharge.

Impacts to areas under the jurisdiction of CDFG include the permanent loss of 0.23 ha (0.56 ac) of Great Valley Mixed Riparian Forest and 9.3 m² (100 ft²) of Great Valley Willow Scrub, and temporary impacts to 0.07 ha (0.17 ac) of Great Valley Willow Scrub on the north bank.

Permitting Requirements

The waters of the U.S. associated with the Tuolumne River that will be affected by the project are regulated by the Corps under Section 404 of the CWA. It is expected that the project can be authorized by the Corps using Nationwide Permit (NWP) 15 - Structural Discharges and NWP 33 - Temporary Construction, Access, and Dewatering. The affected section of the Tuolumne River is a navigable water and, therefore, is also under the jurisdiction of the U.S. Coast Guard pursuant to Section 10 of the Rivers and Harbors Act. In a response dated January 4, 2002, David H. Sulouff (Chief, Bridge Section) determined that no Coast Guard involvement will be necessary for bridge permit purposes.

Impacts to waters of the U.S. under Section 404 will also require a water quality certification from the RWQCB, pursuant to Section 401 of the CWA. A 401 Certification from the RWQCB will also be required prior to the Corps issuing a NWP verification.

In addition, the Tuolumne River and its associated riparian corridor are regulated by the CDFG under Sections 1600-1603 of the Fish and Game Code. Impacts to these areas will require a Streambed Alteration Agreement from CDFG.

The County will be responsible for submitting the CDFG filing fees.

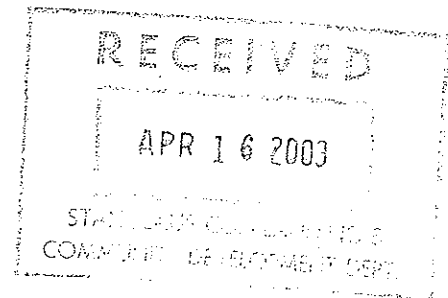
DEPARTMENT OF WATER RESOURCES

1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 94236-0001
(916) 653-5791



April 15, 2003

Mr. Kirk Ford, Senior Planner
County of Stanislaus
1010 10th Street
Modesto, California 95354



Staff for The Department of Water Resources has reviewed State Clearinghouse Document 2003042066 "Santa Fe Avenue Bridge Replacement Project" and provides the following comments:

The project as proposed encroaches into the Tuolumne River Designated Floodway, over which The Reclamation Board has jurisdiction and exercises authority. The California Code of Regulations, Title 23, Waters, Article 3, require that a Board permit be obtained before the start of any work including excavation and construction activities where The Reclamation Board has jurisdiction.

Section 8(b)(2) of the Regulations states that applications for permits submitted to the Board must include a completed environmental questionnaire that accompanies the application and a copy of any environmental documents if they are prepared for the project.

Section 8(b)(4) of the Regulations states that additional information, such as geotechnical exploration, soil testing, hydraulic or sediment transport studies, and other analyses may be required at any time prior to Board action on the application.

If you have any questions, please contact me at (916) 653-0402, or Samuel Brandon at (916) 653-6491.

Sincerely,


Sterling Sorenson
Water Resources Engineering Associate
Floodway Protection Section

cc: Richard Marshall, Chief
Flood Project Inspection Section
3310 El Camino Avenue, Room B-20
Sacramento CA 95821

Responses to Comments

Comment noted. The County will obtain a permit prior to initiating any work, including excavation and construction activities where the Reclamation Board has jurisdiction.



CHIEF EXECUTIVE OFFICE

Reagan M. Wilson
Chief Executive Officer

1010 10th Street, Suite 6800, Modesto, CA 95354
P.O. Box 3404, Modesto, CA 95353-3404

Patricia Hill Thomas
Assistant Executive Officer
Phone: 209.525.6333 Fax 209.544.6886

May 5, 2003

Jim Gregg
Stanislaus County
Public Works
1010 10th Street, Suite 3500
Modesto, CA 95354

SUBJECT: ENVIRONMENTAL REFERRALS- COUNTY OF
STANISLAUS/CALTRANS/FEDERAL HIGHWAY
ADMINISTRATION-SANTA FE AVENUE BRIDGE
REPLACEMENT PROJECT-10-STA-SANTA FE
AVENUE/BRIDGE NO. 38C-003-FEDERAL PROJECT NO.
STPLZ-5938(080);EA 21701-CU10

Mr. Gregg:

The Stanislaus County Environmental Review Committee (ERC) has reviewed the subject project and has no comments at this time.

The ERC appreciates the opportunity to comment on this project.

Sincerely,

W. Richard Jantz, Deputy Executive Officer
Arlene Stevens, Associate Management Consultant
Environmental Review Committee

AS:lbh

cc: ERC Members

Responses to Comments

No response necessary.

Sep 24 03 09:31a

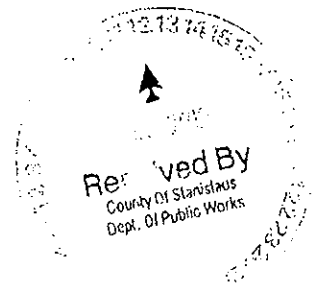
Vickie Pease

209 525 4323

p.2

September 7, 2003

James Gregg
Stanislaus County Public Works Department
1010 Tenth Street, Suite 3500
Modesto, CA 95353



Dear Mr. Gregg,

I am writing in response to a letter dated July 28, 2003 by Martin G. Maechler, Project Manager with Dokken Engineering. In this letter, input and questions were invited, and it was requested that these questions and comments be directed to you.

As a property owner of land adjacent to the Tuolumne River Bridge on Santa Fe Avenue, I am very concerned about the fate of our family homestead.

To begin, I have several questions.

1. What will be the interval of time between the meetings with individual property owners and the start of construction?
2. Has a definite date for the project been set?
3. How many feet of easement (encroachment) will there be? What buildings actually lie in the path?
4. During the construction, will steps be taken to keep boundaries intact so as to control trespassers as we do now?
5. On page 30 (F), it is noted that the project will not reduce available parking. To what does this refer? Please note that current parking and subsequent activity at the northwest end of the bridge have proven problematic. (Records from the Stanislaus County Sheriff's Department will corroborate this concern.) Because there is no official river access, we fail to see the need to provide parking for swimmers and fishermen.
6. Will steps be taken to ensure the safety of our driveway use?
7. Regarding the retaining wall (page 6) -- has a noise analysis been conducted? Visual analysis?
8. The turning lane discussed in the publication is not clear to me. Can you elaborate in detail on this matter?
9. What kind of compensation or mitigation is involved in this project?

Sep 24 03 09:32a

Vickie Pease

209 525 4323

p.3

10. An Historic Property Survey is noted on page 3. However, I have noted a discrepancy in the dates. (Please see comment section below.) How might I procure a copy of this survey?

Comments:

A few words on the age and construction of our original home site.

It is stated on page 19, that our homestead was constructed in 1948. My parents purchased the property in 1947 and the buildings were already in existence. In fact, my father, I, and a neighbor moved our tank house to its present location from what is now Santa Fe Avenue. (At that time, it was on the same level as our current barn, as the grade had not yet been cut for the bridge, which was not yet built.) An educated guess would date these buildings at least 30 years prior to 1947.

Although the house (as is mentioned) is lacking in structural integrity, it is still in use and has its own septic system, well, pressures system and electrical panel which have all been updated (and to code) within the past 10 years. We have a wealth of heirlooms and memorabilia, furniture, appliances as well as much redwood lumber used in the construction of the buildings and the barn. There is also a considerable amount of scrap material (i.e. barn shingles), the disposition of which I would like to learn more about.

I look forward to hearing from you and am anticipating the opportunity to discuss the above noted questions and concerns.

Sincerely,

Vincent E Lane

Vincent E. Lane

P O BOX 445
EMPIRE CA 95319
209 523-6581

Responses to Comments

1. Approximately 6 months to one year.
2. No, not at this time. Project funding remains unresolved.
3. If a conventional design is used with 2:1 side slopes, an easement will be required which will encroach into your property approximately 10-feet at the southwest side tapering to approximately 5-feet at the northwest side of you parcel. With the use of a retaining wall, the easement can be narrowed thus reducing these limits. Only a small easement would be expected with a retaining wall, closely matching the existing roadway condition. A retaining wall, which will also serve as a noise barrier, may also be needed to protect the existing barn structure.
4. Yes, controls similar to the current condition will be utilized.
5. Available parking refers primarily to offstreet parking (e.g., mortuary parking), as well as signed on-street parking. The current on-street parking opportunities, while not prohibited, are not designated for parking, and therefore, are not parking spaces. Changes in this parking status are not anticipated and are not part of the project.
6. The project will be designed to current County and Caltrans safety standards. Safety issues are a high priority for both Caltrans and the County.
7. Yes, the analysis indicates a need for a noise barrier, and is planned as a component of the project. A visual impact analysis was conducted for the project, concluding that the visual impacts associated with the project are not significant.
8. The center median will be striped (painted) and will serve as a turning lane for both directions. This turning lane will facilitate and improve access conditions for the properties to the southwest of the existing bridge. The center turning lane will transition into the left turn lane located in front of the memorial park.
9. Compensation will occur in conjunction with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.
10. Thank you for correcting the information regarding construction dates. The document will be corrected accordingly. The HPSR document is available at the Stanislaus County Public Works Department for review.

APPENDIX A - MISCELLANEOUS

- Notice of Intent to Adopt a Mitigated Negative Declaration
- Notice of Completion
- Acknowledgement of Receipt

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Proposed Project:
SANTA FE AVENUE BRIDGE AT TUOLUMNE RIVER
COUNTY OF STANISLAUS

Project Description: The County of Stanislaus proposes to replace the existing Santa Fe Avenue bridge structure over the Tuolumne River due to seismic safety issues. Previous engineering and structural studies have demonstrated that bridge replacement is a feasible option to retrofitting the existing structure. The fundamental purpose of this project is to provide a safe bridge that is structurally sound during the design seismic event.

Significant Effects on the Environment: An Initial Study/Mitigated Negative Declaration was prepared pursuant to Public Resources Code Section 21080(c) and CEQA Guidelines Sections 15070 – 15073. Potential significant effects from the proposed project relating to Biological resources, Cultural resources, Hydrology, Water Quality, Aesthetics, and Noise were identified. Appropriate revisions to the project have been made and mitigation measures will be made to avoid or mitigate the effects to the point where no significant effect on the environment will occur.

Public Review Period – Starting and Ending Dates: The 45-day public review period will start on July 22, 2003 and end on September 5, 2003. Please submit any comments in writing that you may have on the draft Mitigated Negative Declaration by September 5, 2003, to the following address:

Stanislaus County Public Works Department
1010 Tenth Street, Suite 3500
Modesto, CA 95353
Attention: James Gregg

Address Where Document is Available for Public Review: The Draft Mitigated Negative Declaration and supporting documents may be reviewed at the Stanislaus County Public Works Department, 1010 10th Street, Suite 3400, Modesto, CA 95354.

Notice of Completion

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 916/445/0613

See NOTE below

SCH# _____

Project Title: Santa Fe Avenue Bridge

Lead Agency: County of Stanislaus

Contact Person: Kirk Ford

Street Address: 1010 Tenth Street, Suite 3500

Phone: 209-525-6330

City: Modesto

CA

Zip: 95354

County: Stanislaus County

Project Location

County: Stanislaus County

City/Nearest Community: Empire

Cross Streets: Santa Fe Avenue/Yosemite Boulevard

Zip Code: N/A

Total Acres: N/A

Assessor's Parcel No. N/A

Section: 32

Twp. 4S

Range: 9E

Base: _____

Within 2 Miles: State Hwy #: SR-132

Waterways: Tuolumne River

Airports: Modesto City-County Airport

Railways: ATSF

Schools: N/A

Document Type

CEQA:

☐ NOP

☐ Early Cons

☒ Neg. Dec.

☐ Draft EIR

☐ Supplement/Subsequent

☐ EIR (Prior SCH No.) _____

☐ Other _____

NEPA:

☐ NOI

☐ EA

☐ Draft EIS

☐ FONSI

Other:

☐ Joint Document

☐ Final Document

☐ Other _____

Local Action Type

- ☐ General Plan Update
☐ General Plan Amendment
☐ General Plan Element
☐ Community Plan

- ☐ Specific Plan
☐ Master Plan
☐ Planned Unit Development
☐ Site Plan

- ☐ Rezone
☐ Prezone
☐ Use Permit
☐ Land Division (Subdivision,
Parcel Map, Tract Map, etc.)

- ☐ Annexation
☐ Redevelopment
☐ Coastal Permit
☒ Other Public Works

Development Type

- ☐ Residential: Units _____ Acres _____
☐ Office: Sq.ft. _____ Acres _____ Employees _____
☐ Commercial: Sq.ft. _____ Acres _____ Employees _____
☐ Industrial: Sq.ft. _____ Acres _____ Employees _____
☐ Educational: _____
☐ Recreational: _____

- ☐ Water Facilities: Type _____
☒ Transportation: Type Street Improvements
☐ Mining: Mineral _____
☐ Power: Type _____ Watts _____
☐ Waste Treatment: Type _____
☐ Hazardous Waste: Type _____
☐ Other _____

Project Issues Discussed in Document

- ☐ Aesthetic/Visual
☐ Agricultural Land
☐ Air Quality
☒ Archaeological/Historical
☐ Coastal Zone
☒ Drainage/Absorption
☐ Economic/Jobs
☐ Fiscal

- ☒ Flood Plain/Flooding
☐ Forest Land/Fire Hazard
☒ Geologic/Seismic
☐ Minerals
☐ Noise
☐ Population/Housing Balance
☐ Public Services/Facilities
☐ Recreation/Parks

- ☐ Schools/Universities
☐ Septic Systems
☐ Sewer Capacity
☒ Soil Erosion/Compaction/Grading
☐ Solid Waste
☒ Toxic/Hazardous
☐ Traffic/Circulation
☒ Vegetation

- ☒ Water Quality
☐ Water Supply/Groundwater
☒ Wetland/Riparian
☒ Wildlife
☐ Growth Inducing
☐ Land use
☐ Cumulative Effects
☐ Other _____

Present Land Use/Zoning/General Plan Use

Open Space/Urban Transition

Project Description The County of Stanislaus proposes to replace the existing Santa Fe Avenue bridge structure over the Tuolumne River due to seismic safety issues. Previous engineering and structural studies have demonstrated that bridge replacement is a feasible option to retrofitting the existing structure. The fundamental purpose of this project is to provide a safe bridge that is structurally sound during the design seismic event.

NOTE: Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g., from a Notice of Preparation or previous draft document) please fill it in.



Gray Davis
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



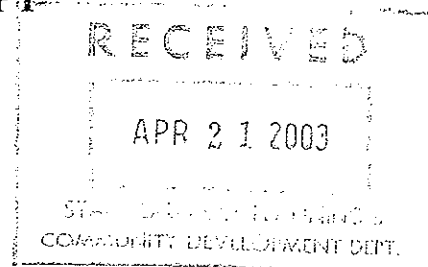
Tal Finney
Interim Director

ACKNOWLEDGEMENT OF RECEIPT

DATE: April 16, 2003

TO: Kirk Ford
Stanislaus County
1010 10th Street, Suite 3500
Modesto, CA 95354

RE: Santa Fe Avenue Bridge
SCH#: 2003042066



This is to acknowledge that the State Clearinghouse has received your environmental document for state review. The review period assigned by the State Clearinghouse is:

Review Start Date: April 10, 2003
Review End Date: May 9, 2003

We have distributed your document to the following agencies and departments:

Air Resources Board, Transportation Projects
California Highway Patrol
Caltrans, District 10
Department of Boating and Waterways
Department of Conservation
Department of Fish and Game, Region 4
Department of Parks and Recreation
Department of Water Resources
Native American Heritage Commission
Office of Historic Preservation
Reclamation Board
Regional Water Quality Control Bd., Region 5 (Sacramento)
Resources Agency
State Lands Commission

The State Clearinghouse will provide a closing letter with any state agency comments to your attention on the date following the close of the review period.

Thank you for your participation in the State Clearinghouse review process.

APPENDIX B - MITIGATION MONITORING PROGRAM

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product /Action	Approving Staff/ Completion Date
PWD	PWD Director / Contractor	Prior to initiating construction	BIO-1 Prior to initiating construction, snow fence shall be installed along the ESA boundaries to prevent encroachment into the riparian corridor areas adjacent to the construction site.	Protect resources with snow fence	
PWD	PWD Director / Contractor	Prior to initiating construction	<p>BIO-2 To minimize impacts to the bat colony utilizing the existing Santa Fe Avenue bridge, the project shall implement the following measures:</p> <ul style="list-style-type: none"> ▪ Prior to the start of construction, the bat colony shall be passively excluded from the bridge structure. A qualified contractor experienced in bat exclusion shall be hired to conduct this work. Exclusion must be completed prior to the start of the bat breeding season (spring/summer) to avoid potentially stranding juvenile bats during the exclusion process. The proposed exclusion method shall be approved by California Department of Fish and Game (CDFG) prior to implementation. ▪ Prior to exclusion, a "bat house" (design to be approved by CDFG prior to construction) shall be constructed in the vicinity of the project in an area that will not be subject to extensive disturbance. The "bat house" shall be of sufficient size to accommodate the bat colony. The "bat house" shall not be removed following construction. If necessary, a qualified biologist experienced in bat behavior shall be hired to estimate the size of the bat colony. 	Exclude bats	
PWD	PWD Director / Contractor	Prior to initiating construction	BIO-3 Measures to assure the project will have no affect on VELB:	Construct bat house	
PWD	PWD Director / Contractor	Prior to initiating construction	<ul style="list-style-type: none"> ▪ Prior to initiation of construction, the limits of all construction and staging areas will be staked. The staked areas will be surveyed by a qualified biologist. Based on these surveys, additional refinements to construction areas will be performed as necessary to ensure a minimum 20-foot setback from the dripline of all elderberry plants. ▪ Once the final limits of construction are set, brightly colored fencing (i.e., snow fencing) will be installed around the perimeter (at the drip line) of all elderberry plants within 100 feet of construction areas. A qualified biologist will be present during the installation of fencing. ▪ Contractors will be briefed on the need to avoid damage to elderberry plants and the possible penalties for not complying with these requirements. ▪ Signs will be posted every 50 feet along elderberry avoidance areas with the 	Construction staking	
				Protect resources with snow fence	
				Brief contractor	

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product /Action	Approving Staff/ Completion Date
PWD	PWD Director	During construction	<p>following information: "This is habitat for the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines and imprisonment." The signs shall be clearly readable from a distance of 20 feet and maintained for the duration of the project.</p> <ul style="list-style-type: none"> During the construction period, a qualified biologist will inspect the construction areas on a regular basis to assure that the project is not affecting any elderberry plants. 	Post signs	
PWD	PWD Director	Prior / during construction	<p>BIO-4 The following seasonal work restrictions will be implemented during construction to avoid disturbing nesting Swainson's hawk:</p> <ul style="list-style-type: none"> If construction activities will occur during the Swainson's hawk nesting season (March 1 through September 15), a preconstruction survey of suitable nesting habitat within and adjacent to the project area shall be conducted by a qualified biologist no more than two weeks prior to the start of construction, to determine if nesting Swainson's hawk are present. If any nesting activity is observed, all activities within 152 m (500 ft) of the nest shall be postponed until any young have fledged, as determined by a qualified biologist. 	<p>Conduct pre-construction survey</p> <p>Postpone construction accordingly</p> <p>Conduct pre-construction survey</p>	
PWD	PWD Director	Prior to construction	<p>BIO-5 No more than two weeks prior to the start of construction, a qualified biologist shall survey the riparian vegetation, within and adjacent to (if possible), the project area for presence of nesting birds. If any nesting activity is observed, the County shall coordinate with CDFG to determine the best course of action.</p>		
PWD	PWD Director / Contractor	During construction	<p>BIO-6 The County shall implement 2.5 ha (1.0 ac) of riparian revegetation, including tree replacement at a 3:1 ratio, on suitable lands along the Tuolumne River (to be acquired). The revegetation will utilize native species occurring in the local area, at the approximate density and composition as adjacent native habitats, and will comply with the NMFS Guidelines for Revegetation of Woody Riparian and Shaded Riverine Aquatic Habitat and the Santa Fe Avenue Bridge Replacement Project - Riparian Revegetation Guidelines contained in Appendix D. In addition, following completion of construction, the County will also hydroseed the abutment fill slopes and areas disturbed during project construction (e.g., temporary access roads, work areas under the bridge, etc.) with a native seed mix.</p>	Implement re-vegetation plan	

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product /Action	Approving Staff/ Completion Date
PWD PWD	PWD Director / Contractor PWD Director / Contractor	Prior / during construction During construction	<p>BIO-7 Contract specifications will include the following Best Management Practices, where applicable, to reduce erosion during construction.</p> <ul style="list-style-type: none"> Scheduling. A specific work schedule will be implemented to coordinate the timing of land disturbing activities and the installation of erosion and sedimentation control practices to reduce on-site erosion and off-site sedimentation. Preservation of Existing Vegetation. In addition to measures above, existing vegetation will be protected in place where feasible to provide an effective form of erosion and sediment control, as well as watershed protection, landscape beautification, dust control, pollution control, noise reduction, and shade. Mulching. Loose bulk materials will be applied to the soil surface as a temporary cover to reduce erosion by protecting bare soil from rainfall impact, increasing infiltration, and reducing runoff. Soil Stabilizers. Stabilizing materials will be applied to the soil surface to prevent the movement of dust from exposed soil surfaces on construction sites as a result of wind, traffic, and grading activities. Slope Roughening/Terracing/Rounding. Roughening and terracing will be implemented to create unevenness on bare soil through the construction of furrows running across a slope, creation of stair steps, or by utilization of construction equipment to track the soil surface. Surface roughening or terracing reduces erosion potential by decreasing runoff velocities, trapping sediment, and increasing infiltration of water into the soil, aiding in the establishment of vegetative cover from seed. 	Include special provisions in contractor's contract specifications	
PWD	PWD Director / Contractor	During construction	<p>BIO-8 Pursuant to Executive Order 13112, contract specifications shall include, at a minimum, the following measures to prevent and minimize the introduction of invasive, non-native, or alien species into the project area during project implementation.</p> <ul style="list-style-type: none"> All earthmoving equipment to be used during project construction shall be thoroughly cleaned before arriving on the project site. <p>All seeding equipment (i.e., hydroseed trucks) shall be thoroughly rinsed at least three times prior to beginning seeding work.</p>	Include special provisions in contractor's contract specifications	

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product /Action	Approving Staff/ Completion Date
PWD	PWD Director / Contractor	During construction	BIO-9 During project activities, all trash that may attract predators shall be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas.	Remove trash and construction debris	
PWD	PWD Director / Contractor	During construction	BIO-10 All fueling and maintenance of vehicles and other equipment and staging areas shall occur at least 20 meters (66 feet) from any riparian habitat or water body. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.	Brief contractor; maintain buffer to riparian areas	
PWD	PWD Director / Contractor	During construction	<p>HYD-1 In conjunction with project construction, the following Best Management Practices shall apply:</p> <ul style="list-style-type: none"> Provide berms along the tops of slopes to prevent water from running uncontrolled down the slopes. Collect the water in these berms and take it down the slopes in an erosion-proof drainage system. Provide energy dissipators and erosion control pads at the bottom of downdrains. Install permanent landscaping, as soon as practical, after the completion of grading. 	Implement BMPs	
PWD	PWD Director	In conjunction with engineering design	<p>HYD-2 In Conjunction with the preparation of Drainage Plans, the following shall apply:</p> <ul style="list-style-type: none"> The drainage plan shall include water quality control measures to ensure minimized contaminants in waters discharged to surface streams or percolated into the ground. The water quality control measures shall address both construction and operation periods. Fluvial erosion related to construction is controlled by a construction erosion control program, which shall be filed with the County Department of Public Works office and kept current throughout any site development phase. The erosion control program shall include best management practices as appropriate, given the specific circumstances of the site and/or project. 	Drainage plans	

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product /Action	Approving Staff/ Completion Date
PWD	PWD Director	During construction	<p>NOI-1 Initial construction has the potential to create noise impacts at the homes located along the project alignments. In addition to the Caltrans' Standard Specifications, the following measures are recommended to reduce these impacts to the extent feasible.</p> <ul style="list-style-type: none"> ▪ Portable equipment should be located as far as possible from the noise sensitive locations as is feasible. ▪ Construction vehicle staging areas and equipment maintenance areas should be located as far as possible from sensitive receptor locations. ▪ All equipment shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust. ▪ As directed by Caltrans, the contractor shall implement appropriate additional noise abatement measures including, but not limited to, shutting off idling equipment, rescheduling construction activities, notifying adjacent residents in advance of construction work, and utilizing construction equipment with tires and not tracks. 	Adhere to noise reduction measures	

Key:

PWD = Stanislaus County Public Works Department

California Home

Thursday, September 17, 2015

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Santa Fe Avenue Bridge

SCH Number: 2003042066**Document Type:** NOD - Notice of Determination**Project Lead Agency:** Stanislaus County

Project Description

The existing bridge is being replaced due to the fact that the existing bridge does not meet current State Seismic Standards.

Contact Information

Primary Contact:

Kirk Ford
Stanislaus County
209/525-6330
1010 10th Street, Suite 3500
Modesto, CA 95354

Project Location

County: Stanislaus
City:
Region:
Cross Streets: Santa Fe Avenue / Yosemite Boulevard
Latitude/Longitude:
Parcel No:
Township: 4S
Range: 9E
Section: 32
Base:
Other Location Info: Empire

Determinations

This is to advise that the ☒ Lead Agency ☐ Responsible Agency Stanislaus County Board of Supervisors has approved the project described above on 1/6/2004 and has made the following determinations regarding the project described above.

1. The project ☐ will ☒ will not have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures ☐ were ☐ were not made a condition of the approval of the project.
4. A Statement of Overriding Considerations ☐ was ☒ was not adopted for this project.
5. Findings ☒ were ☐ were not made pursuant to the provisions of CEQA.

Final EIR Available at: Stanislaus County Dept. of Public Works 1716 Morgan Road Modesto, CA 95358-5894

Date Received: 1/21/2004

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Santa Fe Avenue Over Tuolumne River Bridge Replacement Project

Addendum to the Initial Study/Mitigated Negative Declaration



Stanislaus County, California

November 2014

Santa Fe Avenue Over Tuolumne River Bridge Replacement Project

ADDENDUM TO THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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Introduction

In October of 2003, the County of Stanislaus adopted a Final Mitigated Negative Declaration (MND) for the Santa Fe Avenue Bridge Replacement Project. This Addendum is provided as a supplement to the environmental analysis provided in the Initial Study/Mitigated Negative Declaration (IS/MND) pursuant to CEQA Guidelines Section 15164(b). This Addendum is necessary to ensure current CEQA compliance and address any new project impacts and measures. This Addendum describes the project and the proposed changes to the project description, summarizes existing CEQA documentation, provides an updated environmental evaluation for specific topical areas that may have changed, evaluates project-specific environmental impacts, and makes a determination that an addendum to the prior Final Mitigated Negative Declaration is the appropriate level of CEQA documentation for the project.

Background

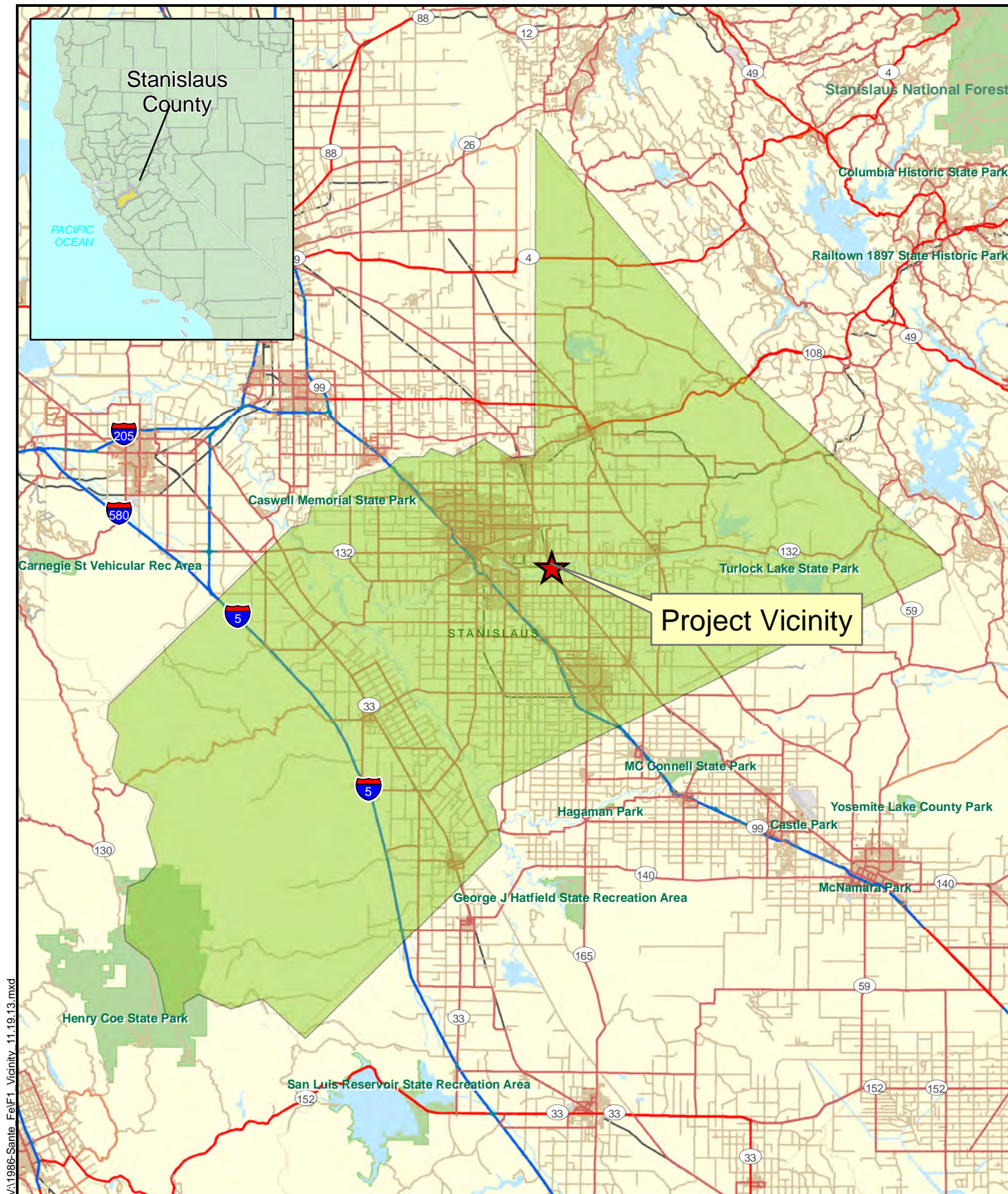
In 1997 the Santa Fe Bridge over the Tuolumne River was determined to be seismically deficient and functionally obsolete. In 2003, an Initial Study with Mitigated Negative Declaration (IS/MND) for the bridge replacement project was prepared and adopted by Stanislaus County. Due to budget constraints, the project was put on hold and the County is now seeking to revalidate the original 2003 IS/MND. Environmental conditions have changed in the intervening 11 years and this addendum is required to update the 2003 document to reflect current conditions.

Project Description

The Santa Fe Avenue Bridge, which crosses the Tuolumne River just east of Modesto, connects the nearby communities of Empire and Hughson in central Stanislaus County (Figure 1 Project Vicinity and Figure 2 Project Location). The Burlington Northern Santa Fe Railroad is located immediately west and parallel to Santa Fe Avenue. The Lakewood Memorial Park cemetery is southeast of Santa Fe Avenue Bridge and residential and light industrial properties lie northeast and southwest of the bridge.

The Santa Fe Avenue Bridge, constructed in 1947, spans the Tuolumne River in a north-south direction with the river flowing in an east to west direction. Santa Fe Avenue has two travel lanes (approximately 10 feet wide each). The existing bridge is an eight-span, reinforced concrete T-girder structure with concrete piers. Each span is approximately 75 feet long with a total bridge length of approximately 495 feet.

Previous structural and geotechnical analysis of the bridge, prepared by Dokken Engineering through the State's Local Agency Seismic Retrofit program in 1997, determined that the bridge is seismically deficient and should be replaced. Additionally, Caltrans maintenance inspection records show that the bridge is functionally obsolete due to its non-standard width and not crash



VA1986-Santa Fe/F1 Vicinity 11.19.13.mxd

Source: ESRI 2008; Dokken Engineering 11/25/2013; Created By: carleneg



0 8 16 Miles

FIGURE 1
Project Vicinity
 BRLSZ-5938(188)
 Santa Fe Avenue Over Tuolumne River
 Bridge Replacement Project
 Stanislaus County, California



\\1986-Sante Fe\F2-Project_Location\112113.mxd

Source: USA Topo Map; Dokken Engineering 11/25/2013; Created By: cheryz



0 0.25 0.5 0.75 1 Miles

FIGURE 2
Project Location
BRLSZ-5938(188)
Santa Fe Avenue Over Tuolumne River Bridge Replacement Project
Stanislaus County, California

rated railing. In response, Stanislaus County Department of Public Works proposes to replace the bridge and secure a combination of Local Bridge Seismic Safety Retrofit Program and Highway Bridge Program funds for preliminary engineering, environmental, right of way acquisition and construction.

Purpose and Need

Purpose

The purpose of the Santa Fe Avenue Bridge Replacement Project is to replace a structurally deficient and functionally obsolete bridge by:

- Replacing the bridge with a structure that can withstand seismically induced soil liquefaction and associated lateral spreading; and,
- Widen the bridge to include standard lanes, shoulders and bridge railing.

Need

The bridge has been determined to be seismically deficient due to inadequate substructure capacity for displacements associated with seismically induced soil liquefaction and associated lateral spreading. In addition to the seismic deficiencies, the bridge has been determined by Caltrans Structures Maintenance to be functionally obsolete due to the non-standard width and not crash rated railing.

Build Alternative

The proposed bridge replacement is a three span, 520-foot long by 55-foot wide, cast-in-place pre-stressed concrete box girder bridge. The bridge will accommodate two 12-foot lanes, two 8-foot shoulders, a 12-foot center median, and two 1.5-foot bridge railings. The bridge will be supported by a total of four 7-foot diameter columns (2 columns per pier). Additional structure work includes a retaining wall along the east side of Santa Fe Avenue to protect the property north of the bridge where the roadway is in a cut section.

The roadway will be 52 feet wide and will accommodate two 12-foot lanes, two 8-foot shoulders, and a 12-foot center median. The maximum horizontal shift of the roadway will be approximately 17 foot 9 inches, while the maximum vertical shift will be approximately 3 feet.

Construction will include approximately 830 feet of roadway south of the bridge, 850 feet of roadway north of the bridge, and modification of three driveways due to the revised horizontal and vertical alignment of Santa Fe Avenue. The center median will provide safer turning movements to and from the driveways adjacent to the bridge, therefore the center median is carried to, and begins tapering immediately north of this driveway. The center median would be carried south to conform to an existing left turn pocket.

The alignment is offset to the east of the existing roadway centerline the distance required to allow for 2 lanes of traffic to be open during the first stage of construction while the existing bridge is removed. The remaining construction will take place in the second stage. It is necessary to keep the existing bridge open during construction due to the current volume of traffic on the roadway and the length of available detours.

The bridge replacement will impact various utility services. Charter buried fiber optic cable and a 4-inch PG&E gas line run along the east side of Santa Fe Avenue and are carried across the Tuolumne River mounted to the outside edge of the existing bridge. Utility poles carrying Turlock Irrigation District and Modesto Irrigation District transition lines, AT&T telephone lines and cable run along the east side of the road from the south and turn to the east just before the bridge. Approximately 7 utility poles as well as the bridge mounted utilities would need to be relocated as part of the project. In addition, various county storm drains will need to be modified or relocated.

All roadway and structure improvements fall within the County's existing right-of-way. Only grading would fall outside of the County's right-of-way and this grading would not directly impact any existing structures. It is anticipated that the project will require easements, but will not require the purchase of right-of-way (Figure 3 Project Features).

Summary of Existing CEQA Documentation

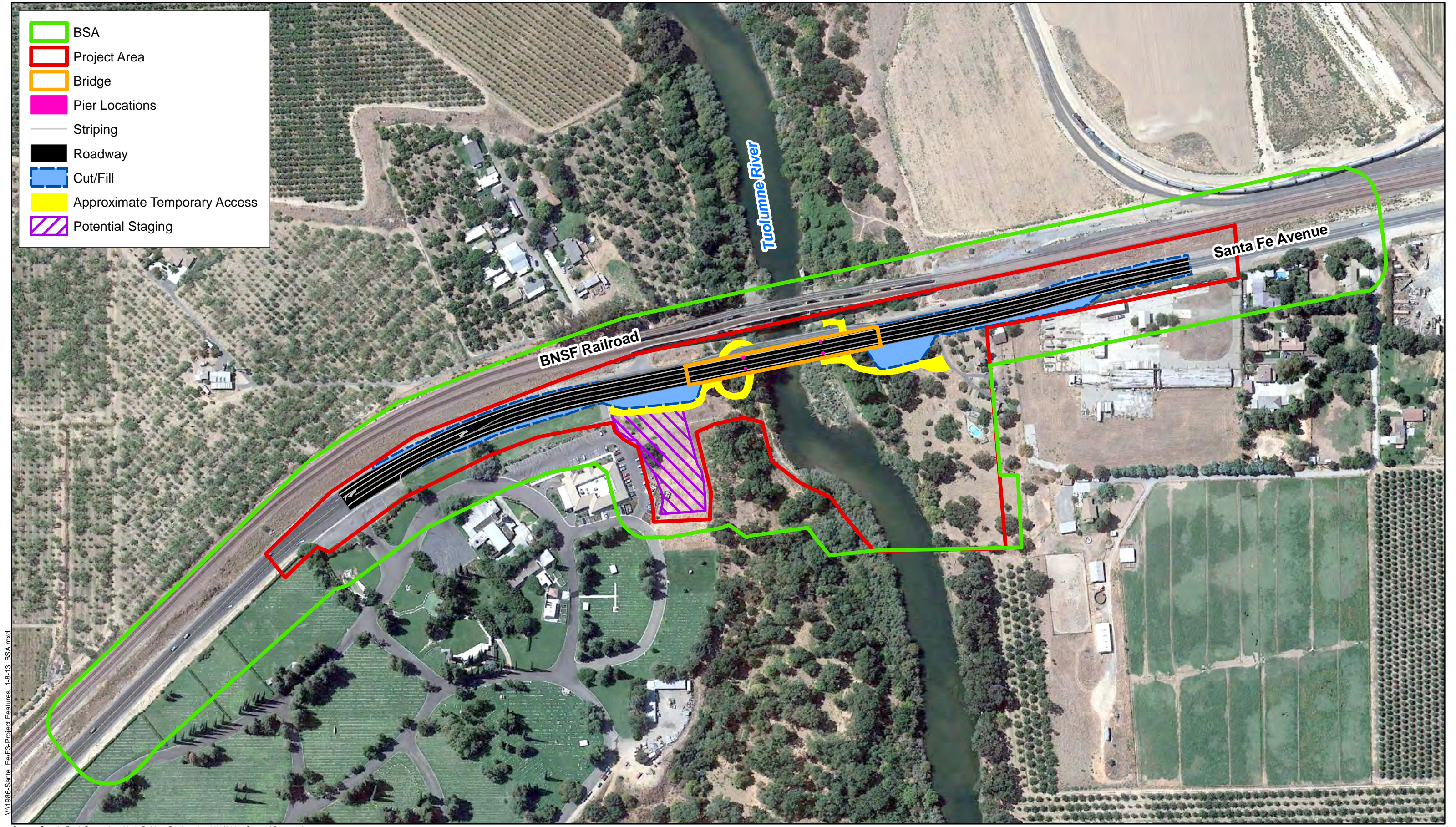
The County of Stanislaus completed a Draft Initial Study/Mitigated Negative Declaration (IS/MND) and submitted it to the State Clearinghouse for public review for a period of 30 days beginning April 10, 2003. As a result of technicalities involving the review process, the county re-opened the public review period for an additional 45 days. The second review period started on July 22, 2003 and ended on September 5, 2003. On July 22, 2003, the County posted a notice of intent to adopt a Mitigated Negative Declaration.

The IS/MND addressed potential environmental effects of the project with regard to the following issues: 1) Aesthetics, 2) Agricultural Resources, 3) Air Quality, 4) Biological Resources, 5) Cultural Resources, 6) Geology and Soils, 7) Hazards and Hazardous Materials, 8) Hydrology and Water Quality, 9) Land Use and Planning, 10) Mineral Resources, 11) Noise, 12) Population and Housing, 13) Public Services, 14) Recreation, 15) Transportation/Traffic, and 16) Utilities and Service Systems.

Potentially significant impacts were identified in the Final MND and were reduced to less than significant levels with the application of mitigation measures identified in the Final MND.

Proposed Modifications to the Santa Fe Avenue Bridge Replacement Project

The 2003 project design has not substantially changed.



Source: Google Earth September 2011; Dokken Engineering 1/13/2014; Created By: angelas

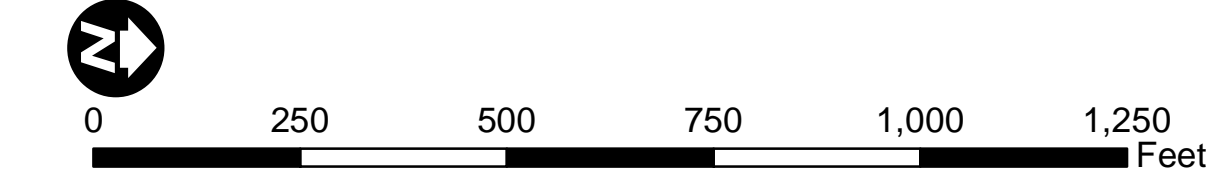


FIGURE 3
Project Features
BRLSZ-5938(188)
Santa Fe Avenue Over Tuolumne River Bridge Replacement Project
Stanislaus County, California

Appropriate CEQA Documentation for the Proposed Modifications

In accordance with Section 15164(b) of the State CEQA Guidelines, “An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR or negative declaration have occurred.” Specifically, these conditions include:

1. Substantial changes proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project but the project proponents decline to adopt the mitigation measure or alternative; or
 - D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.

In order to utilize an addendum as the appropriate CEQA document, Stanislaus County, as the lead agency, must make a finding that changes to the project are necessary and that the project would not result in any new significant or more severe environmental effects than previously identified in the 2003 Final IS/MND.

Environmental Analysis

Although project design has not been substantially modified, the environmental setting of the project has changed.

Biological Resources

The biological conditions within the project area have changed since the 2003 IS/MND was adopted and the project will result in additional effects to sensitive biological resources than those outlined in the 2003 IS/MND. With avoidance and minimization efforts, and mitigation measures, net impacts to sensitive biological resources are expected to remain the same as described in the 2003 IS/MND.

Impacts to Jurisdictional Waters

The new replacement bridge structure will fully span the active channel, with no piers or other structures to be permanently placed within the live Tuolumne River; therefore, no permanent impacts to waters of the U.S. are anticipated. However, the project will result in an approximate total of 0.40 acre permanent impacts to disturbed valley foothill riparian, a water of the State (Appendix A-Figure 1 Impacts to Waters of the U.S. and State). In addition, the project will result in an approximate total of 0.34 acre temporary impacts to waters of the U.S. and an approximate 0.74 acre temporary impacts to waters of the State (0.40 acre of disturbed valley foothill riparian and 0.34 acre of Tuolumne River). Table 1 is a compilation of anticipated impacts to waters of the U.S. and State within the project area.

Table 1: Project Impacts to Waters of the U.S. and State

Feature	Waters of the U.S.		Waters of the State	
	Temporary	Permanent	Temporary	Permanent
Tuolumne River	0.34 acre	0.00 acre	0.34 acre	0.00 acre
Disturbed Valley Foothill Riparian	-	-	0.40 acre	0.40 acre
Total	0.34 acre	0.00 acre	0.74 acre	0.40 acre

BIO-1: All temporary impacts to the Tuolumne River and associated riparian habitat will be re-contoured to pre-project conditions. Permanent impacts to disturbed valley foothill riparian will be mitigated at a 2:1 ratio at an on or offsite, agency approved location or a combination of both. Exact mitigation acreages and locations will be determined during the environmental permitting phase of the project.

Impacts to Valley Elderberry Longhorn Beetle

Elderberry shrubs (*Sambucus* sp.), an obligate host to the federally threatened Valley Elderberry Longhorn Beetle (VELB) (*Desmocerus californicus dimorphus*), are present within the project area in greater numbers than when the 2004 Natural Environment Study (NES) was written. The Project is expected to directly impact 40 elderberry shrubs. The following additional avoidance and minimization efforts for VELB will be amended to the 2003 IS/MND:

BIO-2: The project biologist shall be onsite for all elderberry shrub trimmings to ensure that no unauthorized take of VELB occurs.

BIO-3: A minimum 3-foot ESA setback from the dripline of all elderberry plants not requiring relocation must be established prior to any ground disturbance or vegetation removal activities (see Appendix A-Figure 3 Effects to Elderberry Shrubs). A qualified biologist will be present during the installation of fencing.

BIO-4: No insecticides, herbicides, fertilizers, or other chemicals that might harm VELB or its host plant should be used in the buffer areas.

BIO-5: When feasible, all elderberry shrubs requiring removal will be transplanted at a USFWS approved suitable offsite location (River Ranch Conservation Bank or French Camp Conservation Bank).

BIO-6: All elderberry shrubs eligible for successful removal will be relocated/transplanted following the USFWS 1999 guidelines. All transplants must occur between November 1 and February 15 when elderberry shrubs are dormant.

BIO-7: Elderberry shrubs requiring trimming must be assessed prior to trimming and again 1 year after trimming. The assessment will consist of a stem count and an evaluation of the overall health of the shrubs. An elderberry shrub trimming memorandum will be submitted to the Service after completion of the 1-year survey to document trimming efforts and the health of the shrubs.

In addition to these measures, the Project plans to purchase a total of 39 VELB mitigation credits from the River Ranch Conservation Bank or from another USFWS approved mitigation bank. A Biological Assessment for VELB was prepared and will be used to initiate Section 7 consultation with USFWS and the project will secure a biological opinion for potential adverse effects on VELB.

Updated Regional Special Status Species

Since the 2003 IS/MND was adopted, 3 additional regional special status species have been designated including the subtle orache (*Atriplex subtilis*), hardhead (*Mylopharodon conocephalus*) and Townsend's big-eared bat (*Corynorhinus townsendii*). These species were not observed during biological surveys. Evidence of Townsend's big-eared bat night roosting was observed on the existing bridge but the bridge does not provide suitable day roosting habitat for the species. Project effects to these species were evaluated and it was determined that the project would not have any adverse effects to these species.

Bat Avoidance and Minimization Efforts

A habitat assessment and emergence survey conducted in 2012 confirmed that the Santa Fe Avenue Bridge supports day and night roosting bats. The following avoidance and minimization efforts will replace the bat measures discussed in the 2003 IS/MND:

BIO-8: To avoid direct impacts to individuals, bats must be excluded from the existing bridge structure prior to construction. Bats must be excluded either prior to birth of young (March 1-April 15) or prior to hibernation (August 31-October 15); no bat exclusion is permitted outside the acceptable seasonal time windows. Exclusions must be conducted under supervision of a qualified bat biologist experienced with bridge bat roosts and exclusion methods. Exclusion devices must remain in place for the duration of the construction project.

BIO-9: Prior to initiation of construction, a Bat Exclusion Plan must be developed and submitted to the CDFW for review and approval.

BIO-10: Work activities must not occur under the structure between 8:00 pm and sunrise.

BIO-11: Until all day roosting bats have been excluded, bird exclusion netting will not be installed on or in proximity to the bridge structure. All bird exclusion netting must be maintained in good working order to prevent the entrapment of roosting bats.

BIO-12: Until all day roosting bats have been excluded, internal combustion equipment, such as generators, pumps, and vehicles, must not be parked or operated under the existing structure.

BIO-13: To mitigate for lost roosting habitat, the new bridge will include elements suitable for both night and day roosting activity for multiple bat species. These elements must be designed by a qualified bat biologist, in coordination with and with input from bridge engineers so that suitable replacement roost habitat consistent with acceptable bridge design parameters are implemented.

BIO-14: Prior to tree removal, trees containing potential day roosts, identified as “habitat trees”, must first be trimmed with initial supervision by a qualified bat expert. Trees must be trimmed or removed using a two-step process conducted over two consecutive days. Examples of habitat trees and proper procedures will be provided in the field to the tree cutting crew, after which the crew can work unsupervised by the bat expert. Trimmed habitat trees must be removed the next day to prevent re-occupation of trimmed trees.

Prior to removal of habitat trees, all non-habitat trees adjacent to and/or surrounding habitat trees (including branches and small limbs containing no potential suitable habitat), as identified by a

qualified bat biologist, must be removed/trimmed on the first of the two days using chainsaws or hand saws – no dozers, backhoes, cranes, or other heavy equipment.

Impacts to Central Valley Steelhead

Since the 2003 IS/MND was adopted, critical habitat for Central Valley steelhead has been designated within the project area. Section 7 consultation is being conducted with the National Marine Fisheries Service (NMFS) and the County is seeking concurrence that the project is not likely to adversely modify steelhead critical habitat.

To ensure that the project can be constructed in 2 seasons the following revision will replace Measures # 6 from the 2004 NES:

BIO-15: All construction work that will take place in the live channel must occur between June 1 and October 15 during the summer low-flow period to minimize project effects to migrating salmonids.

Any additional measures suggested by NMFS during Section 7 consultation will be included as well.

Cultural Resources

The 2003 IS/MND identified two potential historic structures within the Area of Potential Effect (APE) including the Santa Fe Bridge over the Tuolumne River and the Voight/Lane Residence. Both these structures were determined to be ineligible for the National Register of Historic Places (NRHP). In May 2014, a supplementary Historical Resources Evaluation Report (HRER) was prepared and submitted to Caltrans. This report found three additional resources within the APE. The Lakewood Memorial Park and Funeral Home will be considered eligible for the NRHP for purposes of the project only. Use of the northern open-lot on the memorial park property as a staging area during the project will not result in an adverse effect to this property as the remainder of the memorial park is outside of the Area of Direct Impact (ADI). A segment of an 1850s road and a concrete foundation were also identified as part of this investigation. These resources are located within the APE but are outside of the ADI and therefore will also not be adversely affected by project actions. The project will not result in any new impacts to cultural resources. On June 17th, 2014 the State Historic Preservation Office concurred with this determination.

Hazardous Waste

In December 2013, an Initial Site Assessment (ISA) was prepared by Geocon Consultants Inc. to verify that hazardous waste conditions within the project area have not changed since the original 2001 ISA by LSA was adopted. The 2013 ISA findings were largely consistent with the 2001 ISA but found that asbestos-containing pipe may be encountered during construction of the

planned roadway and bridge improvements. Any encountered asbestos-containing pipe will require proper handling and disposal in accordance with regulatory requirements.

Noise Quality

The 2003 IS/MND determined that construction of the proposed project would result in potentially high short-term, intermittent noise levels. Limiting construction activities to the hours between 7:00am and 7:00pm would reduce the exposure to construction noise impacts but noise impacts to residents within 100ft of the construction area may be adverse.

An updated noise study conducted in 2013 determined that construction of the project would not result in significant adverse noise impacts. Construction noise from this project would be intermittent, and noise levels would vary depending on the type of construction activity. The loudest construction activities may include engine noise from clam shovels, concrete saws and pile driving. For this project, lowest construction equipment-related noise levels would be 55 dBA at a distance of 50 feet for sound from a pick-up truck. Highest noise levels would be up to 95 dBA (at a distance of 50 feet) for pile driving necessary for the replacement and for equipment involved in general bridge demolition activities. This is estimated to be approximately 77 dB at the nearest private residence north of the bridge and approximately 73 dB at the cemetery south of the bridge. These noise levels would be intermittent and temporary and are not considered significant.

No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications Section 14-8.02 and Stanislaus County Code 10.46.060. Construction noise would be short-term and intermittent. Construction is expected to take a maximum of 18 months (390 workdays). Implementation of the measures below would minimize the temporary noise impacts from construction.

The following avoidance and minimization measures should be added to the 2003 IS/MND:

NOI-1: Construction noise will follow Caltrans Section 14-8.02 of the Standard Specifications which states the following:

- Do not exceed 65 dBA at 50 feet from the job site activities from 10 p.m. to 7 a.m.
- Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.
- Additionally, the County of Stanislaus Noise Element shall be followed and best management practices are included in the minimization measures section below.

NOI-2: Construction will be consistent with the Stanislaus County Code 10.46.060—Specific Noise Source Standards, part E as follows:

“No person shall operate any construction equipment so as to cause at or beyond the property line of any property upon which a dwelling unit is located an average sound level greater than seventy-five decibels between the hours of seven p.m. and seven a.m.”

The 2003 noise studies found that because the proposed project shifted the alignment of the road closer to residences, a sound wall would be necessary to avoid causing a significant noise impact to nearby properties. Updated studies found that traffic would not be moved substantially closer to residential properties and that a sound wall would not be required.

Visual

A Visual impact Analysis (VIA) was conducted by Dokken Engineering April of 2014. This VIA confirmed the results of LSA’s 2001 VIA that the project will not result in significant visual impact.

Water Quality

The following measures should replace the water quality measures listed in the 2003 IS/MND to reflect current standards and ensure no project related impact to water quality:

WQ-1: Temporary berms would be constructed along the tops of slopes to prevent water from running uncontrolled down the slopes during construction activities. Water would be collected in these berms and taken down the slopes in an erosion-proof drainage system. Sediment that is collected within these berms would be allowed to "settle out" and would be removed from the site.

WQ-2: The staging area would contain a barrier between staging activities and the active water channel.

WQ-3: Access roads would contain a barrier between roads and the active water channel to reduce erosion and sedimentation.

WQ-4: Prior to tree removal a native hydroseed seed mix would be applied to the area to stabilize soil to reduce erosion during construction. Once construction is complete another application of native hydroseed would be applied to prevent erosion post construction.

WQ-5: Best management practices:

- The area of construction and disturbance would be limited to as small an area as feasible to reduce erosion and sedimentation.
- Measures would be implemented during land-disturbing activities to reduce erosion and sedimentation. These measures may include mulches, soil binders and erosion control blankets, silt fencing, fiber rolls, temporary berms, sediment desilting basins, sediment traps, and check dams.
- Existing vegetation would be protected where feasible to reduce erosion and sedimentation. Vegetation would be preserved by installing temporary fencing, or other protection devices, around areas to be protected.
- Exposed soils would be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events.
- Exposed soils would be stabilized, through watering or other measures, to prevent the movement of dust at the project site caused by wind and construction activities such as traffic and grading activities.
- All construction roadway areas would be properly protected to prevent excess erosion, sedimentation, and water pollution.
- All vehicle and equipment maintenance procedures would be conducted off-site. In the event of an emergency, maintenance would occur away from the stream channel.
- All concrete curing activities would be conducted to minimize spray drift and prevent curing compounds from entering the waterway directly or indirectly.
- All construction materials, vehicles, stockpiles, and staging areas would be situated outside of the stream channel as feasible. All stockpiles would be covered, as feasible.
- Energy dissipaters and erosion control pads would be provided at the bottom of slope drains. Other flow conveyance control mechanisms may include earth dikes, swales, or ditches. Stream bank stabilization measures would also be implemented.
- All erosion control measures and storm water control measures would be properly maintained until the site has returned to a pre-construction state.
- All disturbed areas would be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native exotic species.
- All construction materials would be hauled off-site after completion of construction.

Determination of Appropriate CEQA Documentation

Section 15162 - Subsequent EIRs and Negative Declarations

a) “When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one of more of the following:”

- 1) “Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;”

Stanislaus County proposes to construct the Santa Fe Bridge over the Tuolumne River as described in the 2003 Final IS/MND adopted by the County October 2003. As discussed above, the environmental conditions in the planned project area have changed since 2003. This addendum describes the current environmental conditions. With the incorporation of additional avoidance and minimization measures, and mitigation, no additional environmental impacts are anticipated and there is no substantial increase in the severity of previously identified significant effects.

- 2) “Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or”

Relatively minor changes in the environmental setting occurred in the intervening 11 years since the original environmental document was adopted. With the proposed avoidance and minimization measures and mitigation incorporated into project design, there are no new significant environmental effects or substantial increases in the severity of previously identified significant effects.

- 3) “New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

- A) “The project will have one or more significant environmental effects not discussed in the previous EIR or negative declaration;”

No new significant environmental effects were identified compared to those identified in the adopted 2003 IS/MND.

- B) “Significant effects previously examined will be substantially more severe than shown in the previous EIR;”

Potentially significant impacts previously discussed in the prior EIR would not be increased or made more severe as a result of this project. Implementation of Santa Fe Bridge Replacement Project as determined in this Addendum would not result in new or more severe significant impacts. All impacts will be below significance thresholds with incorporated avoidance, minimization, and mitigation measures.

- C) “Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or”

Not applicable. No mitigation measures or evaluated alternatives were previously found to be infeasible in the adopted 2003 IS/MND

- D) “Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.”

Impacts have been avoided to the extent feasible and mitigated to a level of less than significant. No other mitigation measures or feasible alternatives have been identified that would substantially reduce impacts.

- b) “If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subsection (a). Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.”

The project description is consistent with the 2003 IS/MND. Changes in the environmental setting require that this addendum be prepared. Based on the analysis in this document, these changes in environmental setting will not result in new or more severe significant environmental impacts. None of the conditions listed under subsection (a) would occur that would require preparation of a subsequent EIR; therefore, this Addendum is an appropriate level of documentation to update the environmental record.

- c) “Once a project has been approved, the lead agency’s role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subsection (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for

the project, if any. In this situation no other Responsible Agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.”

None of the conditions listed in subsection (a) would occur due to changes in environmental setting. No subsequent EIR is required.

Section 15164 - Addendum to an EIR or Negative Declaration

- a) “The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”

This Addendum, and the information provided herein, satisfies the requirements of this Section of the CEQA Guidelines.

- b) “An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.”

There are no major changes to the project description and only minor changes in the environmental setting. None of the conditions described in Section 15162 calling for preparation of a subsequent EIR would occur as a result of the proposed modifications. An addendum to the adopted 2003 IS/MND is the appropriate CEQA document for the proposed project modifications.

- c) “An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.”

This Addendum will be attached to the 2003 IS/MND and maintained in the administrative record files of Stanislaus County.

- d) “The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.”

Stanislaus County will consider this Addendum with the 2003 IS/MND prior to making a decision to move forward with the project.

- e) “A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency’s required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.”

This document provides substantial evidence for Stanislaus County to support the decision to prepare an Addendum for the proposed project modifications.

Conclusion

This Addendum has been prepared in accordance with the provisions of the State CEQA Guidelines and it documents that none of the conditions or circumstances that would require preparation of a subsequent EIR, pursuant to Sections 15162 and 15164 of the State CEQA guidelines, exist in connection with the currently proposed project. No major revisions would be required to the Final IS/MND as a result of the modifications. No new or more severe significant environmental impacts have been identified and preparation of a subsequent EIR is not needed for the proposed project. Stanislaus County has reviewed the prior Final IS/MND dated October 2003 and finds that the project as proposed will not have any new or increased significant effects on the environment with conditioned mitigation measures identified in the IS/MND and with implementation of the updated retrofit strategy. Therefore, the County has determined that this Addendum and the prior Final IS/MND provide the appropriate environmental documentation for the project in compliance with the requirements of the CEQA Guidelines.

Pursuant to the provisions of California Public Resources Code §21082.1, Stanislaus County has reviewed and analyzed the information contained in the Addendum and the Final IS/MND prepared pursuant to CEQA and the State CEQA Guidelines. The complete Addendum and Final IS/MND including discussions, environmental analysis, conclusions, and proposed mitigation measures reflects the independent judgment of Stanislaus County as to those issues at the time of publication.

The Addendum and Final IS/MND will be maintained in the administrative record files at the Stanislaus County offices.

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Thursday, September 17, 2015

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Santa Fe Avenue Bridge

SCH Number: 2003042066**Document Type:** NOD - Notice of Determination**Project Lead Agency:** Stanislaus County

Project Description

The existing bridge is being replaced due to the fact that the existing bridge does not meet current State Seismic Standards.

Contact Information

Primary Contact:

Kirk Ford
Stanislaus County
209/525-6330
1010 10th Street, Suite 3500
Modesto, CA 95354

Project Location

County: Stanislaus
City:
Region:
Cross Streets: Santa Fe Avenue / Yosemite Boulevard
Latitude/Longitude:
Parcel No:
Township: 4S
Range: 9E
Section: 32
Base:
Other Location Info: Empire

Determinations

This is to advise that the ☒ Lead Agency ☐ Responsible Agency Stanislaus County Board of Supervisors has approved the project described above on 1/6/2004 and has made the following determinations regarding the project described above.

1. The project ☐ will ☒ will not have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures ☐ were ☐ were not made a condition of the approval of the project.
4. A Statement of Overriding Considerations ☐ was ☒ was not adopted for this project.
5. Findings ☒ were ☐ were not made pursuant to the provisions of CEQA.

Final EIR Available at: Stanislaus County Dept. of Public Works 1716 Morgan Road Modesto, CA 95358-5894

Date Received: 1/21/2004

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