

MINUTE ITEM
This Calendar Item No. C9
was approved as Minute Item
No. 9 by the State Lands
Commission by a vote of 3
to 0 at its 3/26/87
meeting.

CALENDAR ITEM

A 27

C09

03/26/87
W 23670 PRC 7056
Gordon

S 12

GENERAL PERMIT - PUBLIC AGENCY USE

APPLICANT: County of Stanislaus
Department of Public Works
1100 "H" Street
Modesto, California 95354

AREA, TYPE LAND AND LOCATION:
A 2.686-acre parcel of submerged land, located
in the Tuolumne River near Modesto and Ceres,
Stanislaus County.

LAND USE: Construction, reconstruction, and maintenance
of a vehicular bridge and ancillary facilities
utilized for public transportation.

TERMS OF PROPOSED PERMIT:
Initial period: 49 years beginning May 1,
1987.

Special: The permit conforms to the
Lyon/Fogerty decision.

CONSIDERATION: The public use and benefit; with the State
reserving the right at any time to set a
monetary rental if the Commission finds such
action to be in the State's best interest.

BASIS FOR CONSIDERATION:
Pursuant to 2 Cal. Adm. Code 2003.

APPLICANT STATUS:
Applicant is owner of upland.

PREREQUISITE CONDITIONS, FEES AND EXPENSES:
Filing fee and processing costs have been
received.

CALENDAR ITEM NO. C 09 (CONT'D)

STATUTORY AND OTHER REFERENCES:

- A. P.R.C.: Div. 6, Parts 1 and 2; Div. 13.
- B. Cal. Adm. Code: Title 2, Div. 3; Title 14, Div. 6.

AB 884:

06/10/87.

OTHER PERTINENT INFORMATION:

- 1. The annual rental value of the site is estimated to be \$2,970.
- 2. Applicant proposes to widen the existing two-lane concrete bridge to four lanes. The bridge presently provides passage over the Tuolumne River between the cities of Modesto and Ceres. It also provides a practical access to the municipal airport serving the area.
- 3. A Negative Declaration/Finding Of No Significant Impact (FONSI) was prepared and adopted for this project by Stanislaus County, California Department of Transportation, and the United States Department of Transportation. The State Lands Commission's staff has reviewed such document and believes that it complies with the requirements of the CEQA.
- 4. This activity involves lands identified as possessing significant environmental values pursuant to P.R.C. 6370, et seq. Based upon the staff's consultation with the persons nominating such lands and through the CEQA review process, it is the staff's opinion that the project, as proposed, is consistent with its use classification.

APPROVALS OBTAINED:

United States Army Corps of Engineers,
California Department of Fish and Game,
California Central Valley Regional Water
Quality Control Board, and the
County of Stanislaus.

CALENDAR ITEM NO. 609 (CONT'D)

- EXHIBITS:
- A. Land Description.
 - B. Location Map.
 - C. Notice of Determination/Negative Declaration.

IT IS RECOMMENDED THAT THE COMMISSION:

1. FIND THAT A NEGATIVE DECLARATION/FONSI WAS PREPARED AND ADOPTED FOR THIS PROJECT BY STANISLAUS COUNTY, CALIFORNIA DEPARTMENT OF TRANSPORTATION, AND THE UNITED STATES DEPARTMENT OF TRANSPORTATION AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN.
2. DETERMINE THAT THE PROJECT, AS APPROVED, WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
3. FIND THAT THIS ACTIVITY IS CONSISTENT WITH THE USE CLASSIFICATION DESIGNATED FOR THE LAND PURSUANT TO P.R.C. 6370, ET SEQ.
4. AUTHORIZE ISSUANCE TO COUNTY OF STANISLAUS OF A 49-YEAR GENERAL PERMIT - PUBLIC AGENCY USE BEGINNING MAY 1, 1987; IN CONSIDERATION OF THE PUBLIC USE AND BENEFIT, WITH THE STATE RESERVING THE RIGHT AT ANY TIME TO SET A MONETARY RENTAL IF THE COMMISSION FINDS SUCH ACTION TO BE IN THE STATE'S BEST INTEREST; FOR CONSTRUCTION, RECONSTRUCTION, AND MAINTENANCE OF A VEHICULAR BRIDGE AND ANCILLARY FACILITIES UTILIZED FOR PUBLIC TRANSPORTATION ON THE LAND DESCRIBED ON EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF.

EXHIBIT "A"

LAND DESCRIPTION

W 23670

A strip of California State land 200 feet wide in the bed of the Tuolumne River in Sections 1 and 2, T4S, R9E, N2W, Stanislaus County, California, the centerline of said strip being described as follows:

BEGINNING at a point on the west line of said Section 1 bearing North 2484.80 feet from the southwest corner of said Section 1; thence North along said west line 656 feet to the end of the herein described line.

EXCEPTING THEREFROM any portion lying landward of the ordinary low water marks along the right and left banks of the Tuolumne River.

END OF DESCRIPTION

PREPARED NOVEMBER 10, 1986 BY BOUNDARY SERVICES UNIT, M. L. SHAFER, SUPERVISOR.

0247b

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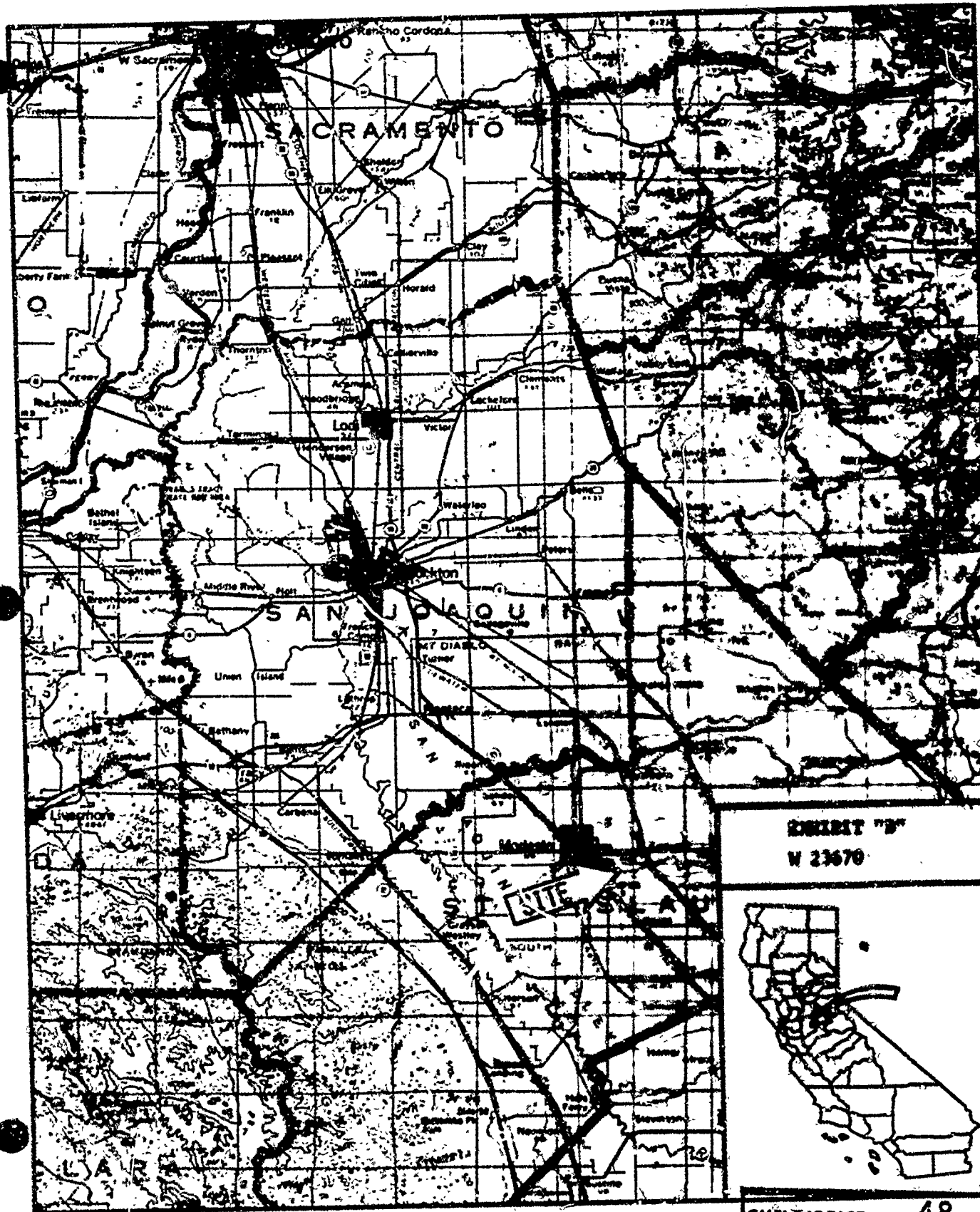


EXHIBIT "B"
W 23670



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EXHIBIT C

NOTICE OF DETERMINATION

TO: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

FROM: (Public Agency) Stanislaus County
Department of Public Works
1100 "H" Street, Modesto, CA 95354

or
X County Clerk
County of Stanislaus

85 OCT -1 10:49

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Mitchell Road Bridge and Road Widening

Project Title

85070926

Jim Harity

(209) 571-6552

State Clearinghouse Number
(if submitted to Clearinghouse)

Contact Person

Telephone Number

Hatch Road to Finch Road, including bridge crossing of the Tuolumne River.
Project Location

Widening existing Mitchell Road from two to four lanes.
Project Description

This is to advise that the Stanislaus County Board of Supervisors
(Lead Agency or Responsible Agency)
has approved the above described project and has made the following determinations regarding the above described project:

1. The project will, X 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.
- X A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.

The EIR or Negative Declaration and record of project approval may be examined at:

Stanislaus County Department of Public Works
1100 "H" Street, Modesto, CA 95354

3. Mitigation measures were, X were not, made a condition of the approval of the project.
4. A statement of Overriding Considerations was, X was not, adopted for this project.

Date Received for Filing OCT 01 1985

A. Ray Williams
Signature

Deputy Director, Engineering
Title

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Revised January 1983

EXHIBIT C

THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
STATE OF CALIFORNIA

ate: August 27, 1985

No. 85-1319

On motion of Supervisor Blow, Seconded by Supervisor Terry,
and approved by the following vote,
Aye: Supervisors: Terry, Starn, Blow, Simon and Chairman Cannella
Nay: Supervisors: None
Excused or Absent: Supervisors: None
Abstaining: Supervisor: None

9:30 A.M.

THE FOLLOWING RESOLUTION WAS ADOPTED:

IN RE: PUBLIC HEARING ON MITCHELL ROAD BRIDGE AND ROAD WIDENING

WHEREAS, this matter came on regularly for public hearing on the request of the Public Works Director regarding widening of Mitchell Road between Finch Road and Hatch Road, including the bridge crossing the Tuolumne River; and

WHEREAS, notice of hearing was given by publication in the Modesto Bee, a newspaper of general circulation, on July 30, 1985 and August 23, 1985; and by mailing to all property owners that would be affected by said widening, and this Board finds that legal notice has been given; and

WHEREAS, the public hearing was called and the Board heard all interested parties and considered the reports of the Stanislaus County Public Works Department; and

WHEREAS, this Board finds that the Mitchell Road Bridge and Road Widening is necessary and would be an asset to those travelling on Mitchell Road,

NOW, THEREFORE, BE IT RESOLVED that a negative declaration be, and hereby is, issued on the project all in accordance with CEQA requirements and this Board recommends a Finding of No Significant Impact in accordance with NEPA requirements and approves the Mitchell Road Bridge and Road Widening.

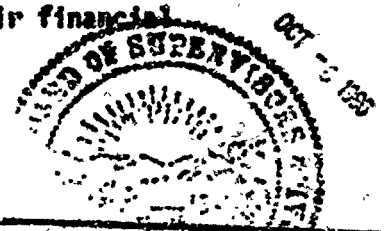
BE IT FURTHER RESOLVED that the Director of Public Works is authorized to negotiate with the Cities of Modesto and Ceres regarding their financial participation.

I hereby certify that the foregoing is a full, true and correct copy of the Original entered in the Minutes of the Board of Supervisors.

CLAUDIA LEONG

Clerk of the Board of Supervisors of the County of Stanislaus, State of California.

By: Danaher E Hill



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ATTEST: BETH MEYERSON-MARTINEZ, Clerk
Stanislaus County Board of Supervisors,
State of California.

By: Rochelle A. Tilton, Assistant Clerk

85070926

SCH No.
M-F 219 (4)
Mitchell Road

**MITCHELL ROAD
ROAD & BRIDGE WIDENING
FINCH ROAD TO HATCO ROAD**

ENVIRONMENTAL ASSESSMENT

**STANISLAUS COUNTY
DEPARTMENT OF PUBLIC WORKS**

and

**State of California
Department of Transportation**

and

**U.S. Department of Transportation
Federal Highway Administration**

Pursuant to: 42 U.S.C. 4332(2)(C)

A. Roy Edwards
Local Agency

4/26/85
Date

J. Fisher
(Local Assistance) (District 10)
of
(Environmental Branch)

6/26/85
Date

Sh. Eno
for Division Administrator
Federal Highway Administration

7-3-85
Date

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MITCHELL ROAD BRIDGE WIDENING

NEED FOR THE PROJECT

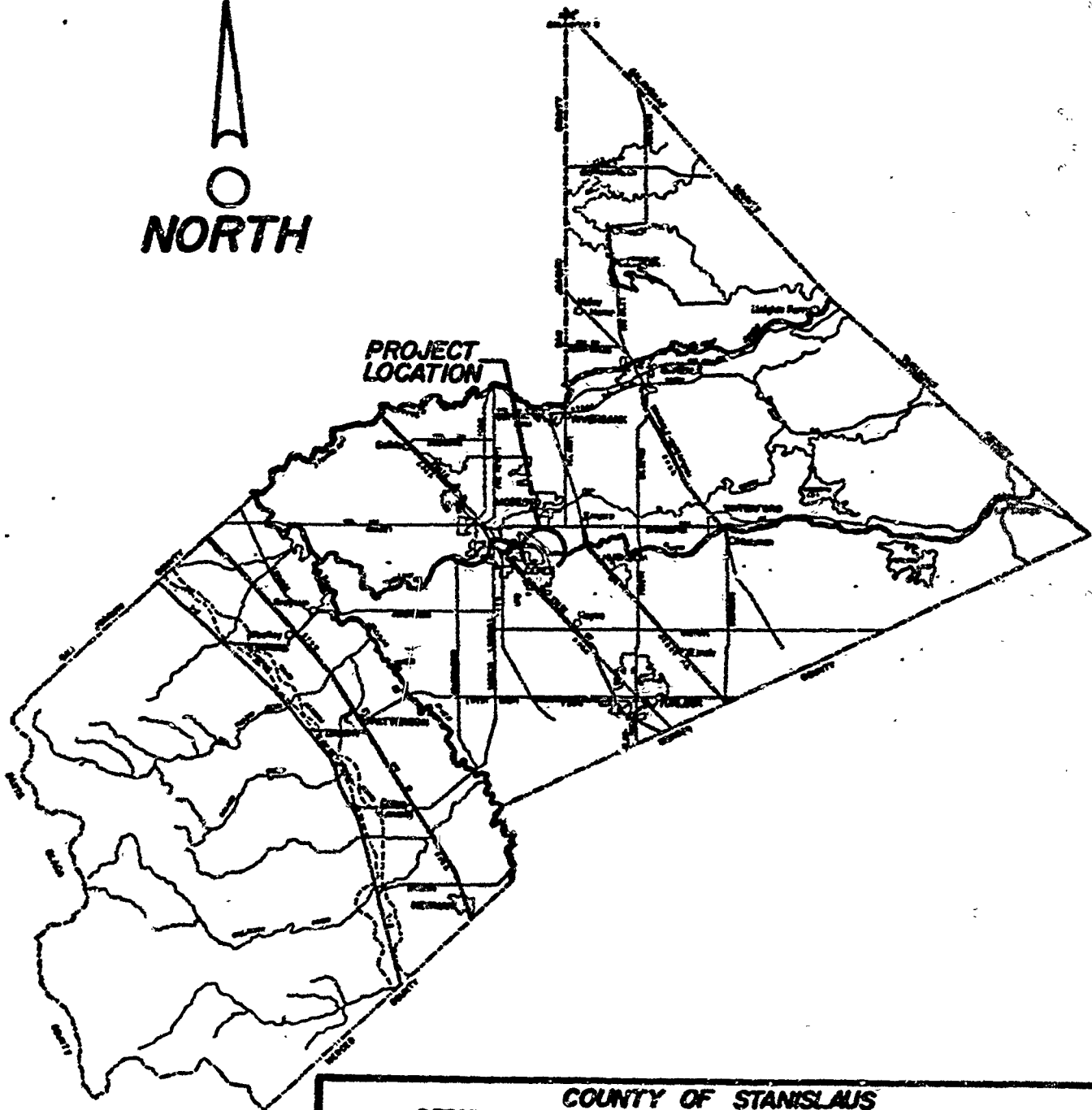
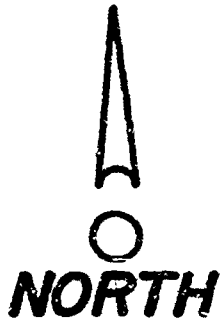
The proposed bridge widening project will expand an existing bridge that has become inadequate and unsafe in terms of volumes of traffic utilizing this transportation corridor. The existing bridge is a major and the eastern most crossing of the Tuolumne River between the City of Modesto and the City of Ceres and provides direct access to the Modesto City-County Airport. It consists of two 12-foot lanes and no median. Review of the bridge evaluations completed by Caltrans and field observation of the traveled roadway indicate that there are no structural deficiencies. The existing road is three lanes between Hatch Road and River Road and two lanes between River Road and Finch Road. The lanes are 12 feet wide with eight foot shoulders and no median.

The 1965 Highway Capacity Manual describes the capacity of a two-lane, two-way roadway under ideal conditions as 2,000 passenger vehicles per hour, total, regardless of distribution of direction.

Traffic counts on this portion of Mitchell Road indicate that the average daily traffic (ADT) in 1983 was 27,000 vehicles with the projected ADT being 45,000 for the year 2005. Based on these figures, the peak hour volume (3:00-4:00 p.m.) (PHV) in 1983 was 2,279 vehicles per hour. The peak hour truck volume of 185 trucks/hour (10:00-11:00 a.m.) was 13.9% of the total PHV. The 1983 PHV of 2,279 is 279 vehicles over the 2,000 vehicle maximum standard for ideal conditions as indicated by the Highway Capacity Manual.

This evidence of congestion is reflected in the accident rate for the proposed project area. The City of Modesto, City of Ceres

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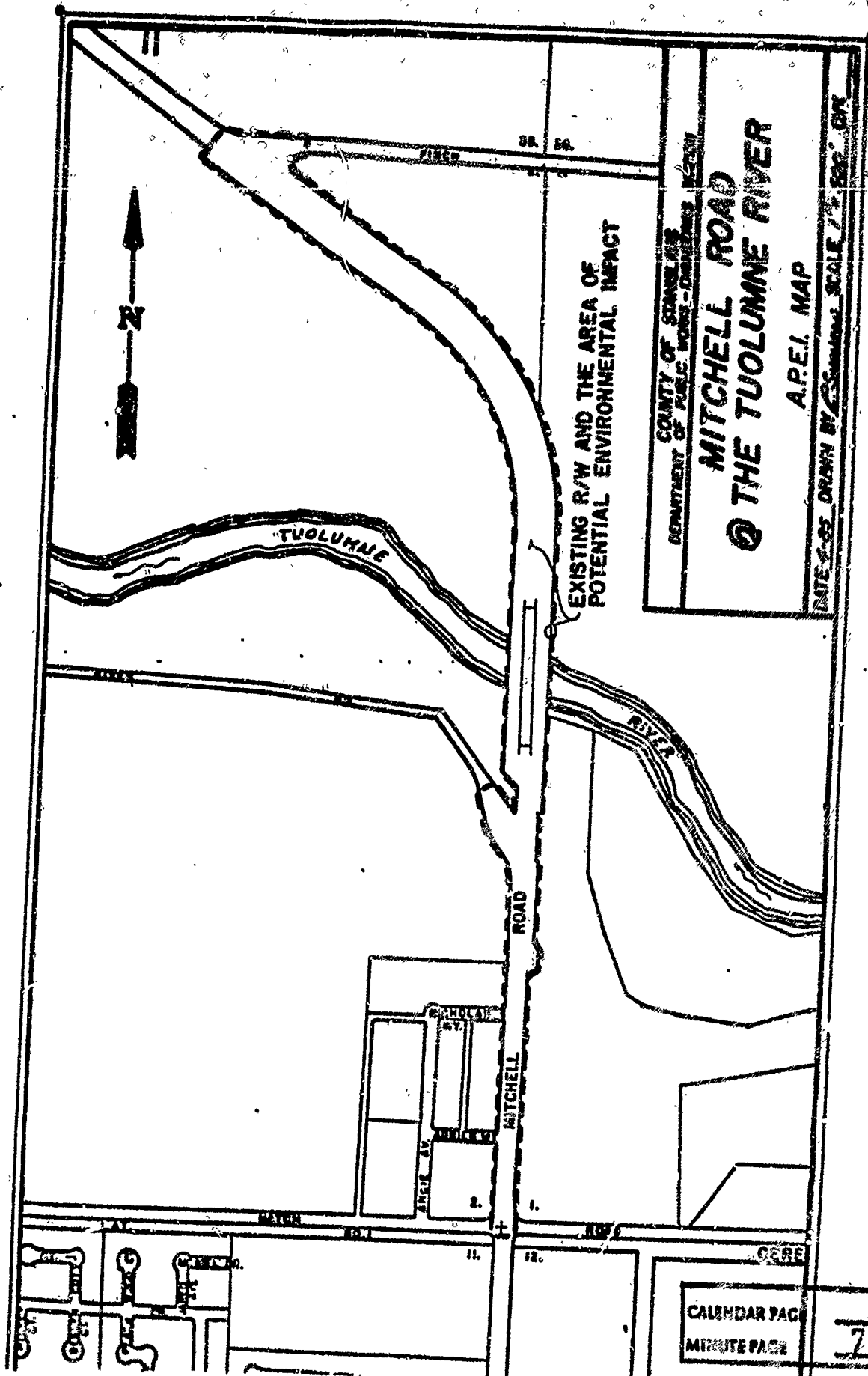


COUNTY OF STANISLAUS
DEPARTMENT OF PUBLIC WORKS - ENGINEERING DIVISION

MITCHELL ROAD BRIDGE @ THE TUOLUMNE RIVER

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DATE 6-04 DRAWN BY *R. S. [Signature]* SCALE 1"=100' CHK



EXISTING R/W AND THE AREA OF
POTENTIAL ENVIRONMENTAL IMPACT

COUNTY OF STANISLAUS
DEPARTMENT OF PUBLIC WORKS - DIVISION OF HIGHWAYS
MITCHELL ROAD
THE TUOLUMNE RIVER
A.P.E.I. MAP
DATE: 1-25-58 DRAWN BY: [signature] SCALE: 1" = 100'

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County share jurisdictional responsibility within the proposed project limits. A compilation of data from the three agencies indicates that within the last five years there have been 63 property damage only accidents, 36 injury accidents with 53 persons injured and four fatal accidents with seven fatalities. These figures are based on a five-year period from 1980 thru 1984 inclusive, without the inclusion of the City of Modesto's 1980 accident data.

A major cannery and surrounding support facilities are located in an industrial park northeast of the bridge. A heavy seasonal volume of truck traffic is generated in the southwest portion of the County by farmers having crops delivered to the cannery for processing. The Mitchell Road Bridge represents the most efficient transportation route to the processing facilities. Crows Landing Road, a north-south route, intersects Hatch Road south of the Tuolumne River and deposits a large volume of produce trucks onto Hatch Road, where they subsequently cross the river on Mitchell Road. North and southbound cannery traffic on Highway 99 use the Hatch Road/Mitchell Road exit to gain access to the cannery northeast of the bridge (~~east of the bridge~~). The truck traffic volumes decrease during the off-season but remain high due to the transport of finished products and delivery of materials to the canneries and other industrial operations.

The widening of the road and bridge would relieve congestion and improve safety for present traffic conditions. The project will not be growth inducing as it will not provide additional access to any area.

DESCRIPTION OF PROPOSED ACTION

This project proposes to widen Mitchell Road between Hatch Road and Finch Road, including the bridge crossing of the Tuolumne River, at a cost

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of 4.2 million dollars. The proposed project will widen the road and bridge to four 12 ft. lanes with 8 ft. shoulders and a 12 ft. median turning lane. The new bridge will have the above described lane and shoulder widths with an additional concrete barrier and headlight glare screen separating the median into two 6 ft. sections. Pedestrian facilities will be provided, and new railings will be installed to current standards. The existing bridge decking will be resurfaced with a slurry mixture or other lightweight sealant.

The existing structure is a seven span, reinforced concrete box girder bridge built in 1958 by the California Department of Transportation, 658 ft. long with a 28 ft. wide roadway between concrete curbs and metal railings. It is supported on concrete piles at the abutments and piers. The proposed project will widen the existing bridge utilizing a reinforced concrete box girder construction with the same span lengths and pier and abutment locations as the existing. The exact method of connecting the new structure to the old will be determined during the design phase of the project. The widening will be contained within the existing right-of-way and there will be no new right-of-way required.

The only alternative other than the bridge widening was the "No Build" alternative. A no build alternative would retain the same facility which is over capacity and has a high incidence of accidents.

ENVIRONMENTAL SETTING

Topography and Soils:

The Mitchell Road bridge site consists of quaternary alluvial sediments (Holocene). The river terraces are mainly composed of the Hanford (Ripperdan) series and contain Hanford and Grangeville sandy loam soils.

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These types of soils are generally well drained, fine to moderately coarse textured, and are generally developed from alluvium derived from granitic rocks.

Hydrology:

The natural flow of the Tuolumne River which originates in the Tuolumne meadows area of the high Sierra has a tributary area upstream of the proposed project site of 1,880 square miles. The first flow regulation structure was completed on June 18, 1918 with the construction of the Lake Eleanor Dam. Additional facilities were built for stream flow control, irrigation water supply and power supply with the construction of the original Don Pedro Dam, completed in 1922, and the Hetch Hetchy Reservoir, completed in April 1923. Diversions through the Hetch Hetchy aqueduct to San Francisco began in October 1934. The completion of New Don Pedro Dam in 1970 provided additional flood control, irrigation supply and power supply.

The Federal Emergency Management Agency's Flood Insurance Study of 1980 determined the 100 year flood after the completion of New Don Pedro Dam to be 41,000 cubic foot/second, at the proposed project site, with an effective channel area of 13,276 square foot, a mean velocity of 3.09 feet per second and a 100 year flood water surface elevation of 72.2 feet. The existing structure's low point is at an elevation of 73.5 feet, having a clear distance of 1.3 feet. The effective channel area is 15,730 square feet when the water surface elevation is 72.2 feet, indicating that the bridge provides an effective area that is larger than the effective channel.

Wetlands:

Information concerning the proposed project area indicated that the area is a designated wetlands area and has a designation of "R20WZ" which is by definition Riverine-Lower Perennial-Open Water-Intermittently Flooded, in the

channel area itself, and a designation of "PFOW" which is by definition Palustrine-Open Water-Sempermanently Flooded northwest of the existing bridge and adjacent to the project limits (~~XXXXXX~~). Following are the definitions of the terminology as defined in the publication "Classification of Wetlands and Deepwater Habitats of the United States", Fish and Wildlife Service, U.S. Department of Interior, December 1979:

R20WZ: R, Riverine System - All wetlands and deepwater habitats contain within a channel except where dominated by trees, shrubs, persistent emergents, emergent mosses or lichens, and habitats with water containing ocean-derived salts in excess of 0.5%. This system is bounded on the landward side by upland, by the channel bank (including natural and man-made levees), or by wetland dominated by trees, shrubs, persistent emergents, emergent mosses or lichens.

2, Lower Perennial - This subsystem is characterized by a low gradient, slow water velocity, no tidal influence and some water flows throughout the year.

OW, Open Water/Unknown Bottom - This is a class in the highest taxonomic unit below the subsystem level. It describes the general appearance of the habitat in terms of the features that can be recognized without the aid of detailed environmental measurements.

Z, Intermittently Flooded - The substrate is usually exposed, but surface water is present for variable periods without detectable seasonal changes. Plant communities may change as soil moisture conditions change.

PFOW: Palustrine System - All nontidal wetlands dominated by trees.

shrubs, persistent emergents, emergent mosses or lichens, and all

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such wetlands that occur in tidal areas where salinity due to ocean derived salts is below 0.5%. This system includes vegetated wetlands that are traditionally called marsh, swamp, bog, fen and prairie. It is usually bordered on one side by uplands (non-wetland) and any of the other four systems of Estuarine, Marine, Lacustrine, and Riverine.

F - Semipermanently Flooded - Surface water persists throughout the growing season in most years.

OW - Open Water - See previous definition under R20WZ.

SOCIOECONOMIC:

The household characteristics for the Modesto/Ceres vicinity, such as ethnic background and income data, are detailed in Tables I and II.

TABLE I

	<u>Population</u> Based on 1980 Census							<u>TOTAL</u>
	<u>White</u>	<u>Black</u>	<u>Hispanic</u>	<u>Native American</u>	<u>Asian</u>	<u>Samoan or Guamanian</u>	<u>Other</u>	
Ceres	10,758	39	1,768	228	227	8	203	13,281
Modesto	88,340	2,187	11,180	1,164	2,292	41	1,398	106,602

The total 1984 populations for Modesto and Ceres are 122,855 and 16,314 respectively, with the ethnic makeups expected to remain unchanged.

TABLE II

	<u>Family Income</u>	
	<u>Total Families</u>	<u>Avg Family Income</u>
Ceres	3,613	\$ 17,645
Modesto	28,477	\$ 19,056

The land northwest of the Mitchell Road bridge is allocated for the Tuolumne River Regional Park. At present, this designated park area is undeveloped and plans for its development do not appear imminent.

The area would not be adversely affected by the bridge widening as right-of-way acquisition is not necessary for this project and all facilities will be constructed within existing right-of-way.

The Modesto City-County Airport is in the same northwest area as the park and the development of the proposed project will be coordinated through the Federal Aviation Administration and the airport. The area northeast of the bridge is zoned "M", industrial, and A-2-10, a designated floodway and exclusive agricultural. There are plans to build out the industrial tract in the area and approximately 90% of the transportation systems for the tract are completed. The area south of the Tuolumne River is zoned A-2-10, residential agricultural (one unit/10 net acres), and A-2-3 (one unit/three net acres). The general plan for the City of Ceres outlines the Mitchell Road corridor as medium to high density residential areas between intersections with planned commercial developments at the major intersections of Hatch Road, Whitmore Avenue and Service Road.

Transit:

At the present time, the Tuolumne River is limited to three crossings in the Modesto-Ceres area. The Mitchell Road crossing is not at present used as a regular transit corridor except by a few private and school carriers for limited trips. Utilization of this corridor for transit to alleviate traffic volumes is not currently planned and is not seen in the immediate future. Future transit planning would do nothing to decrease truck traffic in the corridor.

Historic Resources:

Based on a cultural resources reconnaissance conducted by L. K. Napton, Ph.d. of California State College, Stanislaus, Institute for Archaeological Research, there are no recorded cultural resources located on this project, nor within a one mile radius of the project area. A cultural resource investigation which was conducted in the vicinity of the proposed bridge improvement project did not result in the discovery of cultural resources of either archaeological or historical significance.

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3-03-13
1981-1

ENVIRONMENTAL SIGNIFICANCE CHECKLIST

After making the necessary preliminary studies,
answer the following questions:

	Yes or <u>No</u>	If yes, is it signifi- cant? No, Yes, or *
<u>PHYSICAL. Will the proposal either directly or indirectly:</u>		
1. Change the topography or ground surface relief features?	<u>Yes</u>	<u>No*</u>
2. Destroy, cover, or modify any unique geologic or physical features?	<u>No</u>	—
3. Result in unstable earth surfaces or exposure of people or property to geologic hazards?	<u>No</u>	—
4. Result in or be affected by soil erosion or siltation (whether by water or wind)?	<u>Yes</u>	<u>No*</u>
5. Result in the increased use of fuel or energy in large amounts or in a wasteful manner?	<u>No</u>	—
6. Result in an increase in the rate of use of any natural resource?	<u>No</u>	—
7. Result in the substantial depletion of any nonrenewable natural resource?	<u>No</u>	—
8. Violate any published Federal, State, or local standards pertaining to solid waste or litter control?	<u>No</u>	—
9. Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	<u>No</u>	—
10. Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?	<u>Yes</u>	<u>No*</u>
11. Adversely affect the quantity or quality of surface water, ground water, or public water supply?	<u>No</u>	—
12. Result in the use of water in large amounts or in a wasteful manner?	<u>No</u>	—
13. Affect wetlands or riparian vegetation?	<u>Yes</u>	<u>No*</u>

*See following section: Discussion of Environmental Evaluation and Mitigation Measures.

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	Yes or No	If yes, is it signifi- cant? No, Yes, or *
<u>PHYSICAL. Will the proposal either directly or indirectly:</u> (cont.)		
14. Violate or be inconsistent with Federal, State, or local water quality standards?	<u>No</u>	—
15. Result in changes in air movement, moisture, or temperature, or any climatic conditions?	<u>No</u>	—
16. Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?	<u>Yes</u>	<u>No*</u>
17. Result in the creation of objectionable odors?	<u>No</u>	—
18. Violate or be inconsistent with Federal, State, or local air standards or control plans?	<u>No</u>	—
19. Result in an increase in noise levels or vibration for adjoining areas?	<u>Yes</u>	<u>No*</u>
20. Violate or be inconsistent with Federal design noise levels or State or local noise standards?	<u>Yes</u>	<u>No*</u>
21. Produce new light, glare, or shadows?	<u>No</u>	—
<u>BIOLOGICAL. Will the proposal result in (either directly or indirectly):</u>		
22. Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, microflora, and aquatic plants)?	<u>No</u>	—
23. Reduction of the numbers of or encroachment upon the critical habitat of any unique, rare or endangered species or plants?	<u>No</u>	—
24. Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	<u>No</u>	—
25. Reduction in acreage of any agricultural crop or commercial timber stand?	<u>No</u>	—
26. Removal or deterioration of existing fish or wildlife habitat?	<u>No</u>	—

*See following section: Discussion of Environmental Evaluation and Mitigation Measures.

Yes or No If yes, is it significant? No, Yes, or *

BIOLOGICAL. Will the proposal result in (either directly or indirectly):
(cont.)

- 27. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)? No
- 28. Reduction of the numbers of or encroachment upon the critical habitat of any unique, rare or endangered species of animals? No
- 29. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? No

SOCIAL AND ECONOMIC. Will the proposal directly or indirectly:

- 30. Cause disruption of orderly planned development? No
- 31. Be inconsistent with any elements of adopted community plans, policies, or goals, the Governor's Urban Strategy or the President's National Urban Policy (if NEPA project)? No
- 32. Affect the location, distribution, density, or growth rate of the human population of an area? No
- 33. Affect life-styles, or neighborhood character or stability? No
- 34. Affect minority or other specific interest groups? No
- 35. Divide or disrupt an established community? No
- 36. Affect existing housing, require the displacement of people or create a demand for additional housing? No
- 37. Affect employment, industry or commerce, or require the displacement of businesses or farms? No
- 38. Affect property values or the local tax base? No

*See following section: Discussion of Environmental Evaluation and Mitigation Measures.

	Yes or <u>No</u>	If yes, is it signifi- cant? No, Yes, or *
<u>SOCIAL AND ECONOMIC. Will the proposal directly or indirectly:</u> (cont.)		
39. Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?	<u>No</u>	—
40. Affect public utilities, or police, fire, emergency or other public services?	<u>Yes</u>	<u>No*</u>
41. Have substantial impact on existing transportation systems or alter present patterns of circulation or movement of people and/or goods?	<u>Yes</u>	<u>No*</u>
42. Affect vehicular movements or generate additional traffic?	<u>Yes</u>	<u>No*</u>
43. Affect or be affected by existing parking facilities or result in demand for new parking?	<u>No</u>	—
44. Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or upset conditions?	<u>No</u>	—
45. Result in alterations to waterborne, rail or air traffic?	<u>No</u>	—
46. Affect public health, expose people to potential health hazards, or create a real or potential health hazard?	<u>No</u>	—
47. Affect any significant archaeological or historic site, structure, object or building?	<u>No</u>	—
48. Affect natural landmarks or man-made resources?	<u>No</u>	—
49. Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?	<u>No</u>	—
50. Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	<u>No</u>	—

*See following section: Discussion of Environmental Evaluation and Mitigation Measures.

Yes or No If yes, is it significant? No, Yes, or *

MANDATORY FINDINGS OF SIGNIFICANCE.

- 51. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? No _____

- 52. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.) No _____

- 53. Does the project have environmental effects which are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. It includes the effects of other projects which interact with this project and, together, are considerable. No _____

- 54. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? No _____

*See following section: Discussion of Environmental Evaluation and Mitigation Measures.

MITCHELL ROAD BRIDGE WIDENING

DISCUSSION OF ENVIRONMENTAL EVALUATION
AND MITIGATION MEASURES

Topic Questions 1 and 4 - Topography and Erosion:

The project as planned will require minor changes in the topography due to the construction of additional embankments to facilitate the road and bridge widening. The slopes will be blended by rounding into the existing slopes.

County staff met with Edward S. Armstrong, Water Quality Biologist with the Department of Fish and Game, on February 26, 1985. It was concluded that there would be little or no effect to the streambed during or after construction. Possible erosion of the riverbanks disturbed by the placement of bridge abutments will be reviewed, and if analyzed to be necessary, appropriate erosion control measures will be included in the construction plans.

Topic Question 10 - Encroachment on Floodplain:

The existing structure's low point is at an elevation of 73.5 feet which leaves a clear distance of 1.3 feet, given a Q100 flood. There is no property being used for agricultural purposes within the existing right-of-way and no additional right-of-way will be purchased.

Topic Question 13 - Wetlands:

Pursuant to Executive Order 11990.

The proposed bridge widening is the only practicable alternative to alleviate traffic and safety hazards. The riparian habitat and areas

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defined as wetlands in the vicinity of the project will be minimally affected by the addition of bridge abutments and piers. The area is primarily comprised of seasonal vegetation which will be self-repairing following construction and will not require any unique construction considerations. The affected area is similar to the band of vegetation bordering the length of the river with one major exception, that being the safety clearance area for the Modesto City/County Airport. The main approach runway is adjacent to the project and regulations require that a clear zone be maintained through the project area.

Based upon the above considerations, it is determined that there is no practicable alternative to the proposed new construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

A biological survey conducted in April 1985 follows.

Topic Question 16 - Air Quality:

An air quality study was performed by Caltrans in the Fall of 1984, using a Caline 3 computer model. The results of that study follow.

Topic Questions 19 and 20 - Noise Levels:

Noise studies conducted by Caltrans in the Fall of 1984 indicates that existing noise levels at the right-of-way average 75 decibels (dBA) with a predicted average level of 78 dBA in the year 2006. While these levels are above the Federal guideline maximum of 72 dBA for commercial areas, it is not considered a practical option to construct barriers with access openings for residential and business areas. Construction of barriers with numerous access openings will not effectively attenuate traffic noise and can be a traffic hazard. The residential areas adjacent to the right-of-way are subject to noise levels similar to the commercial

areas but due to setbacks and elevations, they are not as severely affected. Most of the residences are set back from the right-of-way at distances up to 100 feet and 10 - 12 feet above the traveled way. Predicted 2006 build traffic noise levels for the backyards of these residences are below the Federal guideline maximum of 67 dBA. Consequently, the adjoining structures' noise levels did not need to be taken since they were further removed from the road. The backyard of the residence on the west side of the river bluff facing Mitchell Road has a predicted noise level of 73 dBA for the 2006 build year. The predicted noise level of 67 dBA will be attained by constructing a 3 - 4 foot barrier facing Mitchell Road.

Topic Question 40 - Public Services:

With the bridge improvements, the safety of the corridor will be improved, enabling public services such as police, fire or emergency vehicles to service the area more efficiently.

Topic Question 41 and 42 - Transportation:

The improved road will improve the movement of goods to the nearby processing facilities. An increase in traffic cannot be effectively predicted as traffic loads on this corridor are affected by areas far removed from the project location. The present delays are not significant compared to the length and travel time of alternate routes.

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