

## 4.10 PUBLIC SERVICES, UTILITIES & ENERGY

### 4.10.1 ENVIRONMENTAL SETTING

#### *LAW ENFORCEMENT*

Police protection services in the project area are provided by the County Sheriff's Department and the California Highway Patrol (CHP). The primary responsibility of the CHP is traffic safety, and the primary responsibility of the Sheriff's Department is protection of persons and property. The main offices of both services are located in Weaverville, with a Sheriff's Department substation located at the intersection of Hyampom Road and State Highway 3 in Hayfork.

#### *FIRE PROTECTION*

The Hayfork Fire Protection District provides fire protection to the entire Hayfork Basin, through a joint effort between the District and the Hayfork Volunteer Fire Department. The Hayfork Fire Protection District is the governing body, and the Hayfork Volunteer Fire Department provides fire and emergency medical response services. The Hayfork Fire Protection District is a member of a "Mutual Aid" response program that includes all County fire departments and districts, the California Department of Forestry and Fire Protection (CDF) and the U.S. Forest Service (USFS).

The CDF and USFS provide wildland fire protection in the vicinity of the proposed project. The CDF maintains both ground and air forces and can reach any fires within the state in no more than 20 minutes. Over 3,000 fire and emergency response and resource protection vehicles are maintained by the CDF and 3 air attack and nine helitack bases are located statewide (CDF, 2002). The CDF has a station on Tule Creek Road that is staffed by a captain and three fire fighters during the summer fire season (June 1 to October 1). The CDF crew is trained in all aspects of emergency incident management and responds to all fires, both wildland and structural (Trinity County 1996). The USFS operates lookouts to provide early detection of fire. However, these lookouts are currently staffed at a "minimum" level. The USFS and CDF provide an automatic air support dispatch system from Redding during the summer. Any fire report will result in aircraft response to the incident (Trinity County 1996).

#### *EMERGENCY MEDICAL SERVICES*

As mentioned above, the Hayfork Volunteer Fire Department provides emergency medical response services within the Hayfork Fire Protection District, and beyond. Approximately 70% of the District's calls are for medical aid (Trinity County 1996). In addition, Trinity Ambulance Service has a substation in Hayfork. Air ambulance services are available, but are typically dispatched from Redding.

### *SANITARY, WATER, AND SOLID WASTE SERVICES*

Sanitary, water, and solid waste services are currently not present within the project area, since there is no development within the vicinity. The Trinity County Waterworks District No. 1 operates a water distribution and sanitary sewer collection and treatment system in Hayfork. However the District boundaries do not extend to the project site.

A County operated transfer station in Hayfork collects solid waste and transfers it to Weaverville, where it is transported to the Anderson Landfill in Tehema County.

### *STORM WATER DRAINAGE*

Storm water drainage in the project site consists of a system of roadside drainage ditches, mostly along the inboard (uphill) side of Hyampom Road, and ditch relief culverts conveying the roadside drainage across Hyampom Road to Hayfork Creek. Natural ephemeral drainages and James Creek are also conveyed across Hyampom Road via culverts. In the surrounding area, drainage is uncontrolled, flowing naturally down steep forested terrain into ephemeral, intermittent or perennial tributaries to Hayfork Creek.

### *UTILITIES*

As mentioned above, the project is beyond the boundaries of Trinity County Waterworks District No. 1. Therefore, there are no subsurface sewer or water lines in this portion of Hyampom Road. The few residences in this area rely on on-site septic systems and private water wells.

The Trinity County Public Utilities District (PUD) controls the distribution of electricity in the Hayfork area. However, the overhead power distribution lines only extend for 3 miles (5 km) from Hayfork along Hyampom Road. Buried telephone cable extends 5 miles (8 km) from Hayfork along Hyampom Road (FHWA 2001). There is no television cable service in the Hayfork area.

Therefore, no buried or overhead utility lines are present in the construction area.

### *SCHOOLS*

Mountain Valley Unified School District administers the public school system in Hayfork and Hyampom. The District has elementary schools in both Hayfork and Hyampom, but only one high school, in Hayfork. There is also a private school on Hyampom Road, approximately one mile west of Hayfork, run by the Seventh Day Adventist Church.

The Mountain Valley Unified School District operates school bus service between Hayfork and Hyampom, for High School students residing in Hyampom and attending Hayfork High School.

## *ENERGY USE*

Trinity County PUD annexed all of the Hayfork area into its District in 1993. This annexation resulted in dissolution of the Hayfork Valley Public Utility District and the sale of all Pacific Gas and Electric distribution facilities to the PUD. The PUD currently has access to enough electrical power to serve existing and new development within the Hayfork area through at least 2016 (Trinity County 1996). Most of the power PUD distributes is generated from Trinity Dam on the Trinity River. The PUD is able to provide electrical power at lower rates than the state average, due to a preferential rate arrangement with the Western Area Power Administration.

Diesel and gasoline is sold in Hayfork, and is generally obtained from refineries in the northeastern San Francisco Bay area, and delivered by truck via the Sacramento Valley. Propane is used for domestic and business purposes, and is delivered to Hyampom by trucks based in Hayfork or Weaverville.

Materials for this project, such as aggregate, concrete and asphalt are mined in Hayfork from mine tailings adjacent to Hayfork Creek. Several aggregate mines are in operation in Hayfork, and material processing, including rock crushing and concrete and asphalt production is allowed with a temporary use permit from the Trinity County Planning Department. Suitable material for road fill and possibly road base will also be generated on site from proposed cuts.

## *DELIVERY SERVICES*

The U.S. Postal service delivers and picks up mail in Hyampom. The mail truck leaves Hayfork at 11:00 a.m. and arrives in Hyampom around 12:00 noon. The mail truck picks up and delivers mail at the Hyampom Post Office. The truck must leave Hyampom promptly to arrive in Hayfork by 1:00 to make the connection to points beyond Hayfork.

Commercial delivery services, Federal Express and UPS, do not pick up packages in Hyampom, but do deliver there. Pick-ups are made in Hayfork only. The delivery trucks typically go to Hyampom from Hayfork between 4:00 and 5:00 p.m., and return to Hayfork by 6:00. Priority packages are supposed to arrive by 5:00 p.m. The deliveries sometimes include medical supplies.

## **4.10.2 PLANNING DOCUMENT GOALS, OBJECTIVES, AND POLICIES**

### *TRINITY COUNTY GENERAL PLAN LAND USE ELEMENT*

The Trinity County General Plan Land Use Element contains the following findings and policies related to public services and utilities for the Hyampom Planning Area:

- Ground water resources should be protected. A community water system is not desired by the majority of the residents at this time or in the near future.
- Maintain the existing low level of services

*HAYFORK COMMUNITY PLAN*

The Hayfork Community Plan contains the following findings, objectives and policies related to public services and utilities for the Hayfork Planning Area.

Findings:

- Trinity County Public Utilities District is the sole provider of electricity to the Plan Area
- In order to serve a larger area, the Hayfork Fire District will need to expand its facilities and obtain new sources of revenue.
- Continuation of existing ambulance services is important to area residents.

Goal #1: Provide safe, effective and efficient public services to the Hayfork area.

- Objective #1.1: Maintain, or enhance, the existing level of public services to area residents and businesses.
- Objective #1.2: Adopt or encourage measures and programs that reduce fire hazards and/or improve fire fighting capabilities.

*TRINITY COUNTY GENERAL PLAN SAFETY ELEMENT*

The Trinity County General Plan Safety Element contains the following applicable goals, objectives, and policies related to wildland fires:

- S.5 Structural and Wildland Fire Safety Goal: Reduce fire hazards in wildland, wildland/urban interface, and developed areas.
- S.5.1 Objective: Accessibility: Ensure emergency accessibility to development through proper road construction and signage.
- Policy A. Roads shall be constructed to provide adequate width, grade, and turn-around space for emergency vehicles by complying with appropriate federal, state, and local adopted standards. Construction of roads shall protect water quality, slope stability, and threat to natural and cultural resources.
- S.5.5 Objective: Catastrophic fire: Educate the community on proper procedures in case of a catastrophic fire.
  - Policy A. Identify and publicize, for each community, potential safety zones and evacuations routes.
  - Policy B. Evacuation routes and safety zone locations shall be kept at the Office of Emergency Services, which is responsible for the evacuation process.

*TRINITY COUNTY GENERAL PLAN CIRCULATION ELEMENT*

The Trinity County General Plan Circulation Element contains the following goals, objectives, and policies related to public services and utilities:

- Goal 8: Promote orderly and efficient expansion of public utilities and facilities to meet projected needs.

- Objective 8.1: Coordinate the development and use of public utilities and facilities with community development and growth
  - Policy 8.1.A: Consider the availability, condition and capacity of community utilities and facilities when evaluating land divisions, development projects and transportation projects.
- Objective 8.2: Provide for public utility and facility support services related to other important community services.
  - Policy 8.2.A: Identify future school bus routes and requirements (such as turnarounds and bus stops) at the time of land division.
  - Policy 8.2.D: Locate emergency response services in areas with adequate roads and support systems.
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#### *TRINITY COUNTY REGIONAL TRANSPORTATION PLAN*

The Trinity County Regional Transportation Plan contains the following goals, objectives, and policies related to public services and utilities:

- Goal 1.4: Maintain and upgrade the existing transportation system to prevent costly deterioration, to ensure that the efficiency of the system does not decline and to preserve access into communities for residents and emergency service providers.
- Objective 1.4.1: Use available funds for eligible programs that will ensure the most efficient use of existing facilities.
  - Policy 1.4.1.E: Provide for surfaced, all-weather roads where year-round public access is needed into communities for education, mail, medical, fire protection, law enforcement and cultural activities.

#### *SHASTA-TRINITY NATIONAL FOREST LAND AND RESOURCE MANAGEMENT PLAN*

The proposed action area is included in Management Area 17, Hayfork Creek, and Management Area 19, Indian Valley/Rattlesnake of the Shasta-Trinity National Forests Land and Management Plan (LMP; USDA, 1995). The *Shasta-Trinity National Forest Land and Resource Management Plan (LMP)* policies regarding public services and utilities that relate to the proposed project are as follows (USDI, 1995):

Applicable Forest Goals related to public services and utilities include the following:

- Establish priority in law enforcement activities as follows:
  - Provide for employee and public safety;
  - Protect resources and property;
  - Provide for the accomplishment of management objectives; and
  - Prevent violation of laws and associated loss and damage.

Applicable Forest Standards and Guidelines include the following:

- Bury new telephone lines and new or reconstructed power distribution lines less than 35 kV, unless (1) Visual Quality Objectives (VQOs) can be met without burying; (2) geologic conditions make burying infeasible; and (3) burying will produce greater long-term site disturbance.
- Avoid proliferation of separate utility rights-of-way
  - Establish transportation and utility corridors as needed to accommodate existing and planned facilities. Future rights-of-way will be confined to existing corridors unless there are overriding economic or environmental concerns.
  - Major power transmission lines, from the north and south, will be confined to an eastern corridor within or in the close proximity to existing intertie lines.
  - Protect the public interest by a thorough and aggressive program of violation prevention, violation detection, investigation and apprehension of violators and the presentation of cases for prosecution.

There is no supplemental LMP management direction for public services and utilities within Management Area 17 or Management Area 19.

#### **4.10.3 SIGNIFICANCE CRITERIA**

Appendix G of the CEQA *Guidelines*, the CEQA Environmental Checklist, poses the following questions to be considered in determining whether the project would cause significant public services, utilities or energy impacts:

Would the project:

- Cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
  - Fire protection?
  - Police protection?
  - Schools?
  - Parks?
  - Other public facilities?
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- Require or result in the construction of a new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- Comply with federal, state, and local statutes and regulations related to solid waste?
- Result in the use of energy or non-renewable resources in a wasteful or inefficient manner?

#### **4.10.4 IMPACTS AND MITIGATION MEASURES**

##### *PERMANENT IMPACTS AND MITIGATION MEASURES*

The project will have no permanent effect on public services, utility or energy. Additional fire and police protection will not be required as a result of the proposed project. The project will not cause a need for new or altered government services, or interfere with emergency response and evacuation. In fact, in the long term, the response times of fire, emergency medical and law enforcement will be slightly improved by the project. Although the design speed on Hyampom Road will not be noticeably increased by the proposed improvements, turnouts will be added and wider lanes will enable cars to pull over to allow emergency vehicles to pass. In addition, the reliability of Hyampom Road will be increased in the long term, particularly during storm events, as existing problems with flooding, rockfalls and slipouts are corrected.

The project would not increase the need for expanded water or wastewater systems, because demand for water and wastewater treatment will not increase as a result of this project.

The finished project will have no effect on existing fuel consumption and fuel use patterns in the local vicinity. The finished route will be the same distance to drive from Hayfork to Hyampom as the existing route. Persons living in Hyampom will still need to commute to other communities as necessitated by their daily lives, regardless of this project. As discussed in Chapter 6.0, Growth Inducing Impacts, the project is not expected to cause growth in Hyampom or an increase in the number of trips on Hyampom Road.

Rehabilitation of the existing road will not increase the risk of wildland fires in the area. As discussed in Section 4.4 Hazards, Hazardous Waste and Materials, permanent affects on wildland fire hazards will be beneficial.

There are therefore not permanent impacts on public services, utilities and energy.

#### TEMPORARY IMPACTS AND MITIGATION MEASURES

##### **Utilities Impact – 1: During construction, the proposed project could impact police, medical and fire protection services response times between Hyampom and Hayfork.**

As discussed in Section 4.4 *Hazards, Hazardous Waste and Materials*, construction of the project will cause delays in response time for emergency services providers. At least one lane will be kept open to controlled traffic whenever possible. However, there will be times during construction when the road will be completely closed for up to four hours at a time. When necessary, the road will be completely closed from approximately 8 a.m. to 11 a.m.; from 11:30 a.m. to 12:30 p.m.; from 1 p.m. to 3:30 p.m.; and from 4:00 p.m. to 5:15 p.m. during the school year. When school is not in session, the road may be closed for more extended periods in the afternoon, from 1:00 p.m. to 5:00 p.m. During the brief periods when the road is open during the day, traffic will be controlled by pilot cars on a single travel lane through the construction site. This schedule is based on accommodating the current school bus and mail carrier schedules, and may be revised if the school bus or mail carrier schedules change.

Hyampom has a County airport, and there are Forest Service roads from Hyampom to SR 3, SR 36 and SR 299 that are maintained and kept open during the summer months, when major earthmoving activities on Hyampom Road will be occurring. No formal detour will be designated, but local residents and emergency service providers are aware of these alternate routes.

During the scoping period, the Hayfork Fire Protection District expressed its concern regarding access for vehicles providing fire suppression or emergency medical services during construction. Close coordination between TCDOT and the County Sheriff's Department, the USFS, Hayfork Volunteer Fire Department and Trinity Ambulance Service will be required prior to and during construction. These agencies will be kept informed of construction activities and the road closure schedule for use in planning emergency response routing.

TCDOT Resident Engineers are in radio contact with emergency services. In the event of an emergency, the emergency response agency (Hayfork Fire District, Trinity Ambulance, Trinity County Sheriff's Department, etc.) will dispatch over the same radio frequency that the TCDOT Resident Engineer is monitoring. In the case of wildland fires, the U.S. Forest Service will contact TCDOT through the County Sheriff's office. Upon receiving notification of an emergency, crews will stop construction and immediately begin clearing a safe passage through the construction site. At most times, even during complete road shutdown, there will be a pathway available for construction vehicles to access various portions of the construction site, or a pathway can be cleared quickly (within 10 minutes) by

removing small piles of material. Rarely, when large slopes are being excavated, it could take up to an hour to clear a pathway or grade a debris pile so that an emergency vehicle or vehicles can drive over it.

As determined in Section 4.4, the possibility of lengthy delays of emergency vehicles is a potentially significant temporary impact on public services. The mitigation for this impact is proposed in Section 4.4, and repeated here.

**Significance: Potentially Significant, but mitigated**

**Hazards Mitigation – 1: The TCDOT will coordinate closely with emergency service providers before and during construction. A Fire Plan will be developed between the TCDOT, USFS, Hayfork Fire District, Hyampom Community Services District, Trinity County Sheriff’s Office and Trinity Ambulance Service. The plan shall establish lines of communication so that the construction crew receives notification of an emergency need to open the road prior to the arrival of emergency vehicles at the site. Procedures will also be established to keep emergency service providers advised of the location of construction crews, the activities going on at the time and the estimated time to clear the road for each activity. Communication shall also include current information on the status and passibility of alternate routes. The emergency service providers will use this information to determine the fastest way to reach the emergency site under the present circumstances.**

**Significance after Mitigation: Less than significant.**

**Utilities Impact –2: The proposed project will result in the generation of construction waste.**

As described in the Project Description, Section 3.6.9, *Disposal of Excavated Material*, the project design will endeavor to achieve balanced cut and fill so that disposal of excavated material will not be required. Most of the rock, soil, asphalt, and other excavation spoils generated during construction will be reused in constructing the project. If necessary, the construction contractor will be responsible for disposing excess excavated materials at appropriate disposal sites on, or close to, the project site. These sites must be approved by the County and by USFS if on Forest Service property. Areas identified as staging areas for this project may be ultimately used for spoils disposal, if necessary. Spoils disposal will not involve the use of County solid waste disposal facilities, such as the Hayfork transfer station.

Other debris from the construction site or from other activities associated with the proposed construction activities will consist of packaging material, spent plywood forms, small scraps of metal from rebar, nails, etc. and personal refuse from employee lunches. This small volume of non-hazardous waste will be disposed of off site at the Hayfork transfer station or similar municipal solid waste facility. This amount of waste will not threaten to exceed the capacity of the existing municipal solid waste facilities in the area. As described in the Project Description, Section 3.6.10, *Other Construction Waste*, petroleum-based compounds will be contained and removed to an officially designated landfill authorized to accept that type of waste in accordance with federal, state and local statutes and regulations. Similarly, Section 3.6.13, *Bridge Sanding and Painting*, specifies that disposal of debris contaminated

with lead-based paint shall be performed in accordance with all applicable Federal, State and Local hazardous waste laws. The Project Specifications will also contain requirements for the handling, storage, and cleanup of an accidental spill of hazardous materials, including petroleum-based products, or other construction pollutants. Handling and disposal of hazardous wastes is discussed further in Section 4.4.

Due to the small volume of non-hazardous waste generated by project construction, the complete diversion of spoils from the transfer station and landfill, and the disposal practices incorporated into the Project Specifications for hazardous and designated wastes, the impact of solid waste generation during construction will not be significant.

**Significance: Less Than Significant**

**Mitigation Measures: None Required**

**Utilities Impact 3: Construction equipment will utilize diesel fuel and gasoline during construction.**

Construction would involve mobilization of construction equipment to the remote project site, and a daily commute for construction workers to the site, probably from Hayfork. Once on site, the majority of construction equipment would remain on site for the season or until its purpose is accomplished, unless it needed to be removed from the site for repair. Routine maintenance and fueling of equipment will occur on site, but major repairs would require removal of equipment to a shop with appropriate hazardous materials controls in place. When the project goes into winter suspension, the majority of equipment will be removed from the site for security reasons, and will have to be remobilized in the spring.

The small assemblage of pick-up trucks, dump trucks, graders, backhoes, excavators, bulldozers, compactors, water trucks, truck-mounted drills and pile drivers, concrete delivery trucks, asphalt concrete paving machines, rollers, and service vehicles to be used periodically for express purposes during the two year construction period will not consume significant quantities of fuel. Likewise the daily 15-mile round trip commute for 25 and 45 individual construction workers for two construction seasons will not consume significant quantities of fuel, in comparison to the daily commutes made by most employed individuals. Fuel will be conserved as a matter of economics. Due to the remoteness of the site, fuel for equipment will have to be trucked to the site, probably from Hayfork or points beyond, and the contractor will not be inclined to waste fuel. Leaving construction equipment on site through the construction period will further reduce fuel usage.

Materials needed for this project include fill soils and rock, aggregate base, drain rock cement, asphalt, pipes and bridge structural elements. The majority of fill soils will be derived on site from cuts associated with the project. Some amount of rock processing such as crushing and sorting may occur on site, or aggregate base and drain rock may be derived from commercial sources. Cement and asphalt will probably also be purchased from commercial sources. These materials are all currently available in Hayfork. Economics dictates that aggregate materials, cement and asphalt are generally obtained from nearby sources, and this practice would minimize the amount of energy consumed in transporting

materials to the site. However, the selection of a source of these materials is determined by the contractor during the bidding process.

**Significance: Less Than Significant**

**Mitigation Measures: None Required**

#### *CUMULATIVE IMPACTS AND MITIGATION MEASURES*

**Utilities Impact – 4: The proposed project, in combination with other projects on Hyampom Road proposed by TCDOT and CFLHD will result in delays for emergency vehicles during several construction seasons.**

As discussed in Section 4.4, *Hazards*, the proposed project will result in periodic road closures for two construction seasons, probably 2005 and 2006. Before that, another TCDOT project to be constructed between the SR 3 intersection in Hayfork and the Forest Boundary at Post Mile 3.7 will cause delays during the 2004 construction season. The CFLHD anticipates rehabilitation of the section of Hyampom Road between these two segments, and major reconstruction of the existing one-lane section west of this project, over a two to three year period starting in 2006 or 2007. Therefore, emergency vehicles will be subject to obstacles to ingress and egress similar to those caused by this project, for up to six construction seasons.

As with the proposed project, at least one lane will be kept open to controlled traffic whenever possible. However, there will be times during construction when the road will be completely closed for up to four hours at a time. In the one-lane section, the CFLHD project will cause the longest road closures, and the longest potential delays to emergency vehicles. There is not sufficient room to keep a lane of traffic open, and blasting and large cuts will result in large quantities of debris on the road that would have to be cleared to allow access.

Emergency access during these other construction projects on Hyampom Road will be handled similarly to this project. Resident Engineers would be TCDOT employees for the TCDOT project, and CFLHD employees for the CFLHD projects. TCDOT Resident Engineers are in radio contact with emergency services. TCDOT is typically notified of fires on USFS lands by the County Sheriff's Department, on their shared radio frequency.

Hazards Mitigation – 1, above, shall apply to both TCDOT projects. For the CFLHD, similar measures will be implemented. The primary point of coordination of communications for the CFLHD projects would be the USFS. The specifications for the CFLHD will include, at a minimum, the language in the following mitigation measure, repeated from Section 4.4.

**Significance: Potentially Significant, but mitigated**

**Hazards Mitigation – 4: CFLHD Resident Engineers will be in direct radio contact with the USFS. The CFLHD Contractor will be required to have a serviceable telephone, radiotelephone or radio system connecting each construction operation with the Contractor's headquarters. A radio-equipped fire patrolperson vehicle**

**will satisfy this requirement if in operation during the time required. When such headquarters is at a location which makes communication to it clearly impractical, the Forest Service will accept a reasonable alternative location. The communication system shall provide prompt and reliable communications between the Contractor's headquarters (or above stated alternative) and Forest Service via commercial or Forest Service telephone. The communications system shall be operable during Contractor's operation in the fire precautionary period and at the time fire patrolperson service is required.**

**Significance after Mitigation: Less than significant.**

**Utilities Impact –5: Other construction projects in the area will generate similar quantities of construction waste.**

Other proposed construction projects will generate similar types of solid waste. The CFLHD project is expected to generate excavation spoils consisting of rock and soils that will probably exceed the amount of fill needed for that project. These excess spoils will be disposed of at designated sites in the project area, mostly on Forest Service land. Some material may be made available to public agencies or private parties who request it for construction projects. The CFLHD has no intention of disposing of clean excavation spoils at the County solid waste transfer facility or other municipal solid waste disposal facility. Construction waste produced by all construction projects in the area, including the TCDOT and CFLHD projects on Hyampom Road and the bridge replacement projects in Hayfork, will consist of materials similar to those described above for this project. The two bridges to be removed in Hayfork will be removed from the site, and will likely become the property of the Contractor, or possibly will remain the property of Trinity County or Caltrans. In any event, both bridges will probably be reconditioned off site, and re-used for private projects or as temporary detour bridges by the TCDOT or Caltrans. Hazardous and potentially hazardous wastes produced by any of these projects will be disposed of according to federal, state and local statutes and regulations. The generation of solid waste associated with the combined projects is therefore not considered a significant cumulative impact.

**Significance: Less Than Significant**

**Mitigation Measure: None Required**

**Utilities Impact –6: Other constructions projects in the area will consume energy during construction.**

Other construction projects will consume fuels in a manner similar to the proposed project. A similar practice of leaving heavy equipment on site and commuting in passenger vehicles to and from the site will be the normal procedure. Again, the remoteness of all the sites on Hyampom Road will require equipment fuel to be brought in from Hayfork or beyond, and this will encourage the construction contractors to conserve fuel. Therefore, neither the

proposed project nor the other construction projects in the area will consume energy in a wasteful or inefficient manner.

**Significance: Less Than Significant**

**Mitigation Measure: None Required**

**Utilities Impact –7: The combined projects on Hyampom Road will result in an extended period of up to 6 years of delays for delivery services to Hyampom residents and businesses.**

The road closure schedule is designed to accommodate the mail delivery schedule. Commercial delivery services such as UPS or Federal Express currently deliver in Hyampom but do not pick up packages there. Delivery trucks travel from Hayfork to Hyampom between 4:00 and 5:00 p.m., and return between 5:00 p.m. and 6:00 p.m. Deliveries occasionally include medical supplies. Priority packages are due to arrive by 5:00 p.m. The due time for normal deliveries is by 7:00 p.m. The Hyampom General Store closes at 6:00 p.m., so packages are delivered there before that time. Drivers are on overtime after 5:00 p.m.

Because the delivery service schedule is late in the day, it would be possible to adjust the delivery schedule, General Store hours and/or the road closure schedule to accommodate deliveries without interrupting these services.

AmeriGas has only one client in Hyampom, Meridith Vineyards. Their propane delivery trucks originate in Weaverville, and they try to combine deliveries to Hayfork and Trinity Pines with their Hyampom deliveries. The AmeriGas manager was very concerned about his drivers getting stuck in Hyampom for extended periods while making a delivery to just one customer.

Campora delivers propane to Hyampom, and services their customer's tanks. Trucks are stationed in Hayfork. Mike, the local service manager states that the road closure schedule could be accommodated with some minor adjustments. He was concerned about emergencies, such as a major tank leak. These types of situations would be handled by the procedures stated in Mitigation Measures Hazards Mitigation –1 and Hazards Mitigation –4. He also stated that it was very difficult for the larger propane trucks to take the alternate US Forest Service routes into Hyampom.

Because the mail, commercial delivery services and at least one propane delivery service can be continued through construction with only minor adjustments to their schedules or to the proposed road closure schedule, the impact on delivery services to Hyampom will not result in loss of these services, and is not considered significant.

**Significance: Less Than Significant**

**Mitigation Measure: None Required**