

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.1 GEOLOGY, SEISMICITY, SOILS

GEOLOGY IMPACT-1. Increased potential for erosion may result following construction, until final landscaping is established.

GEOLOGY MITIGATION-1. Activities that increase the erosion potential shall be restricted to the fullest extent possible to the relatively dry summer and early fall period to minimize the potential for rainfall to mobilize and transport sediment to East Weaver Creek. If these activities must take place during the late fall, winter, or spring, then temporary erosion and sediment control structures must be in place and operational at the end of each construction day and maintained until disturbed ground surfaces have been successfully revegetated.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Resident Engineer, Environmental Compliance Specialist, and Project Engineer.

EVIDENCE OF COMPLIANCE: Erosion control measures appear in plans and specifications. Erosion control measures in place.

FUNDED BY: STIP Construction Fund, County Road Fund (Maintenance after construction).

IMPLEMENTATION PHASE: During, and after construction.

MONITORING FREQUENCY: During construction monitoring will be made at the end of each construction day and weekly after construction until removal.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): Success indicated by properly installed and functioning erosion and sediment control devices in place at the end of each construction day.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.1 GEOLOGY, SEISMICITY, SOILS

GEOLOGY IMPACT-1. Increased potential for erosion may result following construction, until final landscaping is established.

GEOLOGY MITIGATION-2. Type D erosion control measures (i.e., hydroseeding) shall be implemented during construction of the proposed project in nonriparian upland areas. These measures shall conform to the provisions in Section 20-3 of the Caltrans Standard Specifications and the special provisions included in the contract for the project. Erosion control shall consist of one application of erosion control materials within nonriparian upland areas to embankment slopes, excavation slopes, and other areas designated by the project engineer. These materials shall consist of fiber, seed, commercial fertilizer, and water. These materials shall conform to Section 20-2 of the Caltrans Standard Specifications. Commercial fertilizer used for nonriparian upland areas shall conform to the provisions in Section 20-2.02 of the Caltrans Standard Specifications.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Resident Engineer, Environmental Compliance Specialist, and Project Engineer.

EVIDENCE OF COMPLIANCE: Type D erosion control measures, (i.e. hydroseeding) appear in plans and specifications. Evidence that finished slopes are hydroseeded in fall following construction.

FUNDED BY: STIP construction funds.

IMPLEMENTATION PHASE: Completion of grading of each segment and following construction.

MONITORING FREQUENCY: Following construction, weekly during the rainy season for 3 years after construction. Remedial measures to restore and revegetate failed slopes shall be performed, as needed, each spring.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): Revegetated and stable slopes 3 years after construction will indicate success.

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PROJECT NAME: East Connector Roadway
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ISSUE: 3.1 GEOLOGY, SEISMICITY, SOILS

GEOLOGY IMPACT-2. Differential ground settling may occur along structural pavement sections built on coarse mine tailings material containing or overlying compressible “slickens”, or on expansive soils.

GEOLOGY MITIGATION-3. A California Registered civil engineer shall design the proposed facility in accordance with the Caltrans Design Manuel, AASHTO Design Guide, California Standard Plans and California Standard Specifications, and in accordance with the recommendations of a site-specific geotechnical review. Materials exploration and testing shall be conducted during design and construction to determine the suitability of materials encountered and any necessary treatments. Tailings of boulders and cobbles lacking a finer grained matrix will be either removed, mixed with a finer grained material and replaced or overlaid with a soil and geotextile sub-base. Expansive soils or zones of weak, compressible material within on underlying tailings, if encountered, will be either removed and replaced with competent material, or surcharge loaded so that potential for settlement is eliminated.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Project Engineer, and Resident Engineer.

EVIDENCE OF COMPLIANCE: Measures are in plans and specs prior to construction, measures are implemented during construction.

FUNDED BY: STIP Construction Funds, Remedial actions funded by STIP Rehabilitation Funds or Road Maintenance Funds.

IMPLEMENTATION PHASE: Prior to and after construction.

MONITORING FREQUENCY: Examination of geotech reports, plans, and specs, monitoring contractor during construction, routine monitoring by road crews after construction.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): Success will be indicated by a road that does not show cracking, hummocks, washboards or other indication of differential settling after 10 years.

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ISSUE: 3.1 GEOLOGY, SEISMICITY, SOILS

GEOLOGY IMPACT-5. Construction activities associated with the proposed East Connector Roadway project would temporarily expose soils to wind and water erosion within the proposed project area.

GEOLOGY MITIGATION-5

- Soil exposure will be minimized through the use of BMPs, ground cover, and stabilization practices. Exposed dust-producing surfaces will be sprinkled daily until wet while avoiding producing runoff.
- The TCDOT contractor will conduct daily inspections and maintenance of erosion and sediment control measures. Failures will be repaired each work day if they occur.
- All temporary erosion and sediment control measures will be removed after the working area is stabilized or as directed by the project engineer.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Resident Engineer, and Environmental Compliance Specialist.

EVIDENCE OF COMPLIANCE: Erosion control measures appear in plans and specifications. BMP's in place, dust producing surfaces kept moist, no large visible clouds of dust or plumes of sediment.

FUNDED BY: STIP construction funds.

IMPLEMENTATION PHASE: During and after construction.

MONITORING FREQUENCY: Monitoring will be done on a daily basis throughout construction period.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): Proper utilization and management of erosion and sediment control practices. No large, visible clouds of dust or plumes of sediment leaving the site.

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PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.2 HYDROLOGY, WATER QUALITY, STORMWATER RUNOFF

HYDROLOGY IMPACT-1. An additional 6 acres of new impermeable surfaces resulting from construction of the East Connector Roadway and concentration of runoff from Pioneer Heights could cause additional loads of surface runoff to the subsurface drainage system of Lance Gulch.

HYDROLOGY MITIGATION 1. Drainage plans will be completed during project design by a California-registered civil engineer. The drainage system will be adequately sized to handle anticipated flows from a 100-year storm event. If it is determined by the Rational Formula that the additional runoff generated from the road surface, combined with the drainage from Pioneer Heights, will exceed the capacity of the existing subsurface drainage system that conveys Lance Gulch beneath the Trinity Plaza Shopping Center and SR 299, then a detention basin will be constructed on the east side of the East Connector, in the vicinity of the intersection with Pioneer Lane. The detention basin will meter flows and attenuate storm peaks, to reduce peak volumes of discharge to the Lance Gulch system. The basin will also serve as a sedimentation basin, reducing sediment discharge to Lance Gulch from both the East Connector and the Martin Road/Pioneer Heights area.

Note: Preliminary calculations indicate more than adequate capacity to handle increased runoff.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Project Engineer, Environmental Compliance Specialist.

EVIDENCE OF COMPLIANCE: Drainage calculations in project file.

FUNDED BY: STIP design funds.

IMPLEMENTATION PHASE: Prior to construction.

MONITORING FREQUENCY: If calculations show excess capacity in pipe, no further monitoring will be required.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): Minimum of 10 cfs excess capacity in pipe above calculated runoff quantity with project, or construction of detention pond designed to limit discharge to at least 10 cfs less than pipe capacity.

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PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.2 HYDROLOGY, WATER QUALITY, STORMWATER RUNOFF

HYDROLOGY IMPACT-2. Road surfaces could carry pollutants such as sediments, fuels and oils to surface water bodies such as East Weaver Creek or Lance Gulch.

HYDROLOGY MITIGATION 2. Road runoff will not be discharged directly to East Weaver Creek or Lance Gulch. It will be conveyed through unlined, vegetated ditches and swales to surface water bodies. Vegetation and soils in the ditches will slow flows, trap solids and absorb liquid pollutants such as fuels and oils.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Project Engineer, and Environmental Compliance Specialist.

EVIDENCE OF COMPLIANCE: Successfully installed and vegetated drainage ditches.

FUNDED BY: STIP Design and Construction Funds.

IMPLEMENTATION PHASE: During design phase and construction phase.

MONITORING FREQUENCY: Monitoring will be done during design phase, and after construction.

PERFORMANCE STANDARDS: No direct, high velocity discharges from the road to East Weaver Creek or Lance Gulch.

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MITIGATION AND MONITORING REPORT

ISSUE: 3.2 HYDROLOGY, WATER QUALITY, STORMWATER RUNOFF

HYDROLOGY IMPACT-3. Temporary water quality impacts could occur as a result of construction of the East Connector Roadway roadway, bridge and bicycle paths.

HYDROLOGY MITIGATION 3.

- No contact of wet concrete with the live stream will be allowed. Groundwater that comes in contact with wet concrete during construction of the footing excavations will not be allowed to enter the creek but will be pumped to a truck or upland for disposal or treatment, or it may be discharged to a sediment-stilling basin and percolated back into the soil.
- If drilling muds are used to drill holes within the ordinary high-water zone, all drilling muds and fluid within all drilled holes will be pumped through a closed system, contained on-site in tanks, removed from the project area, and disposed of off-site at an appropriate facility.
- The TCDOT contractor will remove all spoils materials from the drilled pier holes and dispose of the material in a manner that will not result in discharge of runoff of sediment into Waters of the United States.
- Heavy equipment will not be operated in the active flow channel of East Weaver Creek.
- No diversion of surface flows will be allowed.
- Maintenance and refueling areas for equipment will be located a minimum of 150 ft away from the active stream channel. If equipment must be washed, washing will occur where the water cannot flow into the creek channel.
- Spill containment booms will be maintained on-site at all times during construction operations and/or staging or fueling of equipment.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Resident Engineer, Project Engineer, and Environmental Compliance Specialist.

EVIDENCE OF COMPLIANCE: Measures are included in plans and specs. Monitoring verifies these practices are implemented. Location of equipment maintenance and fueling areas, checking for spill control boom.

FUNDED BY: STIP Construction Funds.

IMPLEMENTATION PHASE: During construction phase.

MONITORING FREQUENCY: Monitoring will be done on a continual basis throughout the construction phase.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): No cement, drilling mud, or petroleum products discharged to surface water bodies.

MONITORING RECORD

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PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.2 HYDROLOGY, WATER QUALITY, STORMWATER RUNOFF

HYDROLOGY IMPACT-4. Use of staging areas near East Weaver Creek or Lance Gulch could result in discharge of construction materials or chemicals to the water bodies.

HYDROLOGY MITIGATION 4. The County will prohibit using the portions of Staging Areas 1, 2, and 4 that run through and immediately adjacent to Lance Gulch and East Weaver Creek. TCDOT will limit the use of Staging Area 4 to the south side of Lance Gulch. The north side of Lance Gulch is heavily vegetated and shall not be used for staging equipment and material. All staging areas will be established at least 50 feet from the top of the stream bank or 50 feet from the outer edge of the riparian habitat, whichever is farther. This buffer will be clearly identified on the design drawings and delineated in the field with orange construction barrier fencing. Sedimentation fencing or other erosion and sediment control measures will be installed between the staging area and the riparian area to prevent sediment and pollutant discharges to Lance Gulch and East Weaver Creek. There will be no removal of riparian vegetation for staging purposes.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Resident Engineer, and Environmental Compliance Specialist, Project Engineer.

EVIDENCE OF COMPLIANCE: Buffers delineated on design drawings, and in the field, sediment barriers in place.

FUNDED BY: STIP Construction Funds.

IMPLEMENTATION PHASE: During design and construction phase.

MONITORING FREQUENCY: Monitoring will be done on a daily basis during construction phase.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): Undisturbed riparian buffers along streams. No discharge of sediments or petroleum products to streams.

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PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.3 HAZARDOUS WASTE/ MATERIALS

Haz Mat Impact-1. Construction of the proposed East Connector Roadway could result in the exposure of construction workers to contaminated soils or groundwater.

HAZ MAT MITIGATION 1. If obvious signs of contamination in soils or groundwater are encountered during excavation (odors, sheens or discolored soil), work in that excavation will stop immediately. The TCDOT and the Trinity County Division of Environmental Health will be notified. The soils and/or groundwater will be sampled and tested for suspected contaminants. A Workplan and Site Safety Plan will be prepared addressing safety procedures for completing the excavation, and disposal of the spoils and wastewater generated by the excavation. The workplan shall be approved by the Trinity County Division of Environmental Health and/or the NCRWQCB. Only workers with current Hazardous Waste Operations and Emergency Response (HAZWOPER) training shall be permitted to work in this area. Grading and construction on uncontaminated sections of the project may continue. Remediation of the contaminated soil and or groundwater in the surrounding area shall be the responsibility of the party responsible for the contamination.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Resident Engineer, Project Engineer, Division of Environmental Health.

EVIDENCE OF COMPLIANCE: Periodic inspections by Trinity County Division of Environmental Health. If contamination is encountered, compliance verified by NCRWQCB.

FUNDED BY: STIP Construction Funds, Cleanup and disposal of contaminated soil will be charged to the party responsible for the contamination.

IMPLEMENTATION PHASE: During construction.

MONITORING FREQUENCY: Monitoring will be done continuously by Contractor and Resident Engineer through phases of construction that require excavation, with periodic inspections by Trinity County Division of Environmental Health.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): Complete removal of any contaminated soil encountered from excavations done for this project.

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PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.3 HAZARDOUS WASTE/ MATERIALS

Haz Mat Impact-2. Construction of the proposed East Connector Roadway could result in the exposure of the public, including construction workers, to contamination in demolition debris (Alternative B only).

HAZ MAT MITIGATION 2. If any structure is to be demolished as part of this project, the building will be surveyed and tested for lead based paint and asbestos-containing building materials by a qualified consultant. If present, the contractor will be notified of the presence and location of the materials, and will be required to prepare a Health and Safety Plan (HSP) prior to the initiation of building demolition. The HSP would meet OSHA and Cal-OSHA requirements and other state and local regulations for the handling and disposal of lead-based paint and/or asbestos, and other potentially hazardous materials associated with the demolition of structures. If asbestos-containing building materials are present, the North Coast Unified Air Quality Management District (NCUAQMD) will be notified at least 10 working days prior to the start date of the demolition. The Contractor shall follow the recommendations of the NCUAQMD regarding demolition, dust control, removal and disposal of asbestos-containing building materials.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Demolition Contractor, Resident Engineer, Project Engineer, and Certified Asbestos Consultant.

EVIDENCE OF COMPLIANCE: Asbestos and lead testing results, health and safety plan and correspondence with NCUAQMD.

FUNDED BY: STIP Construction Funds.

IMPLEMENTATION PHASE: Prior to and during demolition phase.

MONITORING FREQUENCY: Testing prior to demolition, during demolition monitoring will be done during each work day as required by the NCUAQMD and recommended by the consultant.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): No release of asbestos into surrounding atmosphere, no exposure of workers or the public to hazardous substances.

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PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.3 HAZARDOUS WASTE/ MATERIALS

Haz Mat Impact-3. Fuels, oils, greases, solvents, concrete or other materials used in construction or construction equipment could be accidentally released to the environment.

HAZ MAT MITIGATION 3. The Contractor shall exercise every reasonable precaution to protect streams from pollution with fuels, oils and other harmful materials. The Contractor will be required to have adequate spill containment equipment on hand at all times. All waste petroleum products and empty petroleum product containers will be disposed of properly at a recycling or disposal site legally authorized to accept that type of waste. The Trinity County Environmental Health Department and NCRWQCB must be notified immediately in the event of a release of significant quantities of hazardous materials. In the event of a release into East Weaver Creek, CDFG must also be notified. (Also see Hydrology Mitigation 3 & 4).

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Division of Environmental Health, Contractor, Resident Engineer, Environmental Compliance Specialist, and Project Engineer.

EVIDENCE OF COMPLIANCE: Presence of spill containment equipment on site, disposal records for hazardous wastes.

FUNDED BY: Contractor.

IMPLEMENTATION PHASE: During construction phase.

MONITORING FREQUENCY: Monitoring will be done continually during construction phase, with periodic inspections by Trinity County Division of Environmental Health.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): Prevention of release of hazardous materials. Adequate spill containment in the event of a release.

MONITORING RECORD

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ISSUE: 3.4 Air Quality

Air Quality Impact-2: Project construction activities associated with the East Connector Roadway project would generate short-term emissions from site preparation activities.

Air Quality Mitigation-1: The County shall require contractors to reduce particulate emissions by complying with these dust suppression measures:

- Enclose, cover, or water all soil piles twice daily or with sufficient frequency to maintain dampness. Water shall be applied in a fine spray that does not result in runoff.
- Water all exposed soil twice daily, or with sufficient frequency to maintain dampness. Water shall be applied in a fine spray that does not result in runoff.
- Surface all haul roads with rock, pavement or chemical stabilizers, or water with sufficient frequency to maintain dampness. Water shall be applied in a fine spray that does not result in runoff.
- Maintain at least 2 feet of freeboard on all haul/dump trucks, or cover loads.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Resident Engineer, Environmental Compliance Specialist, and Project Engineer, and Planning Dept.

COMPLIANCE VERIFICATION: Moistened or covered soil piles, bare soil, and haul roads. Freeboard on dump trucks.

FUNDED BY: STIP Construction Funds.

IMPLEMENTATION PHASE: During construction phase.

MONITORING FREQUENCY: Monitoring will be done continually during construction phase upon a daily basis.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): No complaints from neighbors, no visible plumes of airborne sediment leaving the project site.

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PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.5 Noise

Noise Impact-3: Construction activities associated with the proposed East Connector Roadway project (road and bridge construction) would temporarily increase noise levels in nearby areas.

Noise Mitigation-1A: Construction activities producing significant noise sources shall be scheduled for periods of the day when construction noise would have the least impact on the residents of adjacent and nearby homes and businesses, specifically during normal working hours (7:00 a.m. to 6:00 p.m.) on weekdays, and the hours of 8:00 a.m. to 5:00 p.m. on Saturday. No construction shall be allowed on Sunday. Emergency maintenance and repair of erosion control and pollution prevention devices will be allowed on Sunday, if necessary to protect the environment.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Resident Engineer, and Planning Department.

EVIDENCE OF COMPLIANCE: No working going on outside the allowable hours.

FUNDED BY: STIP Construction Funds.

IMPLEMENTATION PHASE: During construction phase.

MONITORING FREQUENCY: Monitoring will be done during construction phase upon a daily basis morning and night.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): No work outside the hours prescribed in the mitigation measure. No complaints regarding noise.

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PROJECT NAME: East Connector Roadway
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ISSUE: 3.5 Noise

Noise Impact-3: Construction activities associated with the proposed East Connector Roadway project (road and bridge construction) would temporarily increase noise levels in nearby areas.

Noise Mitigation-1B: Locate stationary construction equipment, such as compressors and generators, within designated staging areas, as far away as possible from sensitive receptors. Impact tools and intake and exhaust ports on power construction equipment shall be muffled or shielded. Construction activities shall comply with appropriate noise-related ordinances and regulations, including Caltrans standards specifications Section 7-1.01I "Sound Control Requirements."

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Resident Engineer, and Planning Dept.

COMPLIANCE VERIFICATION: Equipment properly located, muffled and shielded. No complaints. Noise measurements at property lines during operation.

FUNDED BY: STIP Construction Funds.

IMPLEMENTATION PHASE: During construction phase.

MONITORING FREQUENCY: Monitoring will be done during construction phase upon a daily basis. Noise measurements made at least once during operations at each staging area and nearest property line.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): No complaints from neighbors regarding noise.

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PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.7 WATERS OF THE UNITED STATES (INCLUDING WETLANDS)

Waters Impact-1. The project will result in the filling or disturbance of jurisdictional and non-jurisdictional seasonal wetlands.

Waters Mitigation-1. The County will acquire the portion of the Trinity River Lumber Company property between the East Connector and Lance Gulch, and preserve the area as a vegetated buffer zone. The open space will provide a vegetated buffer of 100 feet or more, between the roadway and the Gulch. Seasonal wetlands will be created in this area, adjacent to, and hydrologically connected with, Lance Gulch. The area of the created seasonal wetlands shall be, at a minimum, equal to the area of seasonal wetlands (both jurisdictional and non-jurisdictional) that is filled or destroyed as a result of this project, in accordance with a “no net loss” of wetlands performance standard.

The compensatory replacement wetlands will be designed by a qualified wetland scientist during the design phase of this project and the mitigation plan will be submitted to the ACOE with the application for a Section 404 permit.

The wetlands shall be constructed during construction of the East Connector, and vegetated during revegetation and landscaping of the East Connector and bicycle/pedestrian paths. The design of the compensatory wetlands shall consider the future construction of the proposed Class 1 bicycle/pedestrian path by the Weaverville Basin Trails Committee, so that construction of the trail will not result in placing fill in the compensatory wetlands.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Wetland Scientist (Consultant), Contractor, Project Engineer, Resident Engineer, and Environmental Compliance Specialist.

EVIDENCE OF COMPLIANCE: Compensatory wetland design by a qualified wetland scientist appears in plans and specs during the design phase, correspondence with ACOE, wetlands constructed according to design.

FUNDED BY: STIP Design Funds, STIP Construction Funds.

IMPLEMENTATION PHASE: Prior to, during, and after construction.

MONITORING FREQUENCY: Monitored construction by Wetland Scientist, Environmental Compliance Specialist, and Resident Engineer during the construction phase. Follow-up monitoring for success by wetland scientist for minimum of 3 years after construction.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): No net loss of jurisdictional and non-jurisdictional seasonal wetlands. New wetland shall replace wetland areas filled or lost due to construction. Minimum 80% survival of wetland plant species 3 years after construction.

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PROJECT NAME: East Connector Roadway
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ISSUE: 3.7 WATERS OF THE UNITED STATES (INCLUDING WETLANDS)

Waters Impact-2. Columns and pier walls for the vehicle bridge over East Weaver Creek would cause a small area of disturbance to waters of the U.S from discharging fill materials (bridge pier walls or columns and eastern approach fill) to waters of the U.S.

Waters Mitigation-2. Encroachment of approach fill slopes into OHWM will be completely eliminated, as follows: If Alternative 1 is constructed, the eastern approach will include a retaining wall at Station 102+00 to Station 102+60. If Alternative 2 is constructed, the eastern approach will include a retaining wall at Station 102+00 to 102+40 and either a retaining wall or a 1.5:1 fill slope at Station 101+60 to 101+80. The pier wall bridge foundation option, which results in less fill within waters of the U.S. than the column option, will be the preferred bridge design. Pier walls will be selected over column supports, unless structural, geotechnical or hydrologic constraints make this option infeasible.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Project Engineer, Resident Engineer, Qualified Structural Engineer.

EVIDENCE OF COMPLIANCE: Retaining wall and 1.5:1 fill slope appear in plans and specs during the design phase. Pier walls appear in plans and specs, or justification by a Registered Civil Engineer as to why pier walls were not selected appears in the project file.

FUNDED BY: STIP Design Funds, STIP Construction Funds.

IMPLEMENTATION PHASE: Prior to and during construction.

MONITORING FREQUENCY: Monitored by Resident Engineer during the construction phase.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): No encroachment of approach fill slopes into waters of the US.

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PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.8 VEGETATION & INVASIVE SPECIES WILDLIFE

T & E Species Impact-1. Construction could result in the loss or destruction of riparian habitat, resulting in impacts on special status wildlife.

Habitat Mitigation-1. Minimize removal and disturbance of riparian habitat along East Weaver Creek. The County will ensure that the removal or disturbance of riparian habitat that is not required for construction or access to the project site will be prohibited by installing orange construction barrier fencing (and sedimentation fencing in some cases) between the construction site and the riparian/creek area. The protected area will be designated as an “environmentally sensitive area.”

The fencing will be installed before construction activities begin and will be maintained throughout the construction period. The following paragraphs will be provided in the construction specifications for environmentally sensitive areas:

“The Contractor’s attention is directed to the areas designated as Environmentally Sensitive Areas. These areas are protected, and no entry by the Contractor for any purpose will be allowed. The Contractor shall take measures to ensure that Contractor’s forces do not enter or disturb these areas, including giving written notice to his employees and subcontractors.

Temporary fences around the Environmentally Sensitive Areas shall be installed as the first order of work. Temporary fences shall be furnished and constructed, maintained, and later removed as shown on the plans, as specified in the special provisions, and as directed by the Project Engineer. Fabric for temporary fences shall be commercial-quality polypropylene, orange in color, a minimum of 48 inches high, and approved by the County.”

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Resident Engineer, and Environmental Compliance Specialist.

EVIDENCE OF COMPLIANCE: Plans and specs include stated language and proper provisions for preserving riparian habitat and special status wildlife. Fencing is installed before construction activities begin and maintenance to habitat barrier fencing is maintained continually as needed through the construction phase.

FUNDED BY: STIP Construction Funds.

IMPLEMENTATION PHASE: Prior to and during construction phase.

MONITORING FREQUENCY: Monitoring will be done on a continual basis during construction phase.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): No loss or unnecessary destruction of riparian habitat.

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MITIGATION AND MONITORING REPORT

ISSUE: 3.8 VEGETATION & INVASIVE SPECIES WILDLIFE

T & E Species Impact-1. Construction could result in the loss or destruction of riparian habitat, resulting in impacts on special status wildlife.

Habitat Mitigation-2. Avoid long-term impacts on woody riparian vegetation and associated habitat by trimming trees and shrubs rather than removing the entire woody species, where possible when creating temporary access to the construction site. Where possible, shrubs and trees shall be cut at least 1 foot above the ground level to leave the root systems intact and allow for more rapid regeneration following construction.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Resident Engineer, and Environmental Compliance Specialist.

EVIDENCE OF COMPLIANCE: Trees and shrubs have been trimmed or cut off at least 1 foot above ground rather than completely removed thereby, preserving habitat for special status wildlife.

FUNDED BY: Contractor.

IMPLEMENTATION PHASE: During construction phase.

MONITORING FREQUENCY: Monitoring will be done on a continual basis during construction phase.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): Rapid regeneration of riparian habitat, (trees and shrubs) is seen following construction.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.8 VEGETATION & INVASIVE SPECIES WILDLIFE

T & E Species Impact-1. Construction could result in the loss or destruction of riparian habitat, resulting in impacts on special status wildlife.

Habitat Mitigation-3. Woody riparian vegetation (tree and shrub species) that will be removed entirely (including their root systems) for construction of the bridge, road or trail will be replaced at a minimum of a 2:1 ratio (two trees/shrubs planted for every one tree/shrub removed). The replacement trees and shrubs will be planted along a 1,000 foot long section of the west bank of East Weaver Creek behind the County maintenance yard. Native riparian plants will be replaced in kind at a 2:1 ratio. Non-native plants will be replaced with native plants at a 2:1 ratio. A detailed Riparian Revegetation Plan will be developed during the design phase of this project, in coordination with CDFG, ACOE and/or NOAA Fisheries. The plan will include planting specifications, an implementation plan and schedule, success standards, maintenance requirements, and a monitoring program. Minimum success standard shall be two surviving, healthy plants per one removed at the end of two years. Monitoring will be conducted for a minimum 2-year period, or until established success/survival standards are met. Remedial actions will be implemented if success standards are not achieved in two years. Annual monitoring reports will be submitted to CDFG, ACOE and NOAA Fisheries, if requested in support of the Section 7 consultation process, until success standards have been achieved.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Consulting Biologist, Planting Contractor, Environmental Compliance Specialist.

EVIDENCE OF COMPLIANCE: Riparian revegetation plan, correspondence with CDFG, ACOE and/ or NOAA fisheries, trees planted according to plan.

FUNDED BY: STIP Design and Construction Funds.

IMPLEMENTATION PHASE: Prior to, during, and after construction phase.

MONITORING FREQUENCY: Monitoring will be conducted for a minimum 2-year period, or until established success/survival standards are met following construction.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): Minimum success standard shall be two surviving, healthy plants per one removed at the end of two years.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.8 VEGETATION AND INVASIVE SPECIES WILDLIFE

Habitat Impact-3. The project could result in the introduction or spread of noxious weed species, which could displace native species, changing the diversity of species or number of species of plants.

Habitat Mitigation-4. Avoid the introduction or spread of noxious weeds into previously uninfested areas or the spread of existing noxious weeds.

The County will implement the following measures:

1. Educate construction supervisors and managers on weed identification and the importance of controlling and preventing the spread of noxious weed infestations.
2. Clean construction equipment immediately prior to transporting into Trinity County.
3. Seed all disturbed areas with certified weed-free native mixes. Mulch with certified weed-free mulch. Rice straw may be used to mulch upland areas.
4. Conduct a follow-up inventory of the construction area to verify that construction activities have not resulted in the introduction of new noxious weed infestations. If new noxious weed infestations are located during the follow-up inventory, the TCRCD will be contacted to determine the appropriate species-specific treatment methods, which will not include chemical (herbicide) spraying, to be performed by Trinity County or the TCRCD.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Resident Engineer, Environmental Compliance Specialist and Trinity County Agricultural Commissioner or Resource Conservation District. (TCRCD)

EVIDENCE OF COMPLIANCE: All 4 measures of Habitat Mitigation-4 are included in plans and specs, and implemented. Certificate of compliance may be required documenting equipment was cleaned in county of origin, "weed free" certifications on materials.

FUNDED BY: STIP Construction Funds.

IMPLEMENTATION PHASE: Prior to and during construction phase.

MONITORING FREQUENCY: Monitoring will be conducted by Agricultural Commissioner or TCRCD during construction and for a minimum 1-year period following construction. If infestation happens TCRCD will be contacted.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): No new introduction or spread of noxious weed species.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.8 VEGETATION AND INVASIVE SPECIES WILDLIFE

Habitat Impact-7. Tree removal associated with the project could result in the disturbance of nesting migratory birds or the removal of occupied nests if construction occurs during the breeding season (generally between March 15 and August 1).

Habitat Mitigation-5. To prevent the take of eggs or nestlings of migratory birds, the cutting of woody vegetation will be limited, to the extent possible, to the nonbreeding season (August 1–March 15). Root removal or other ground-disturbing clearing activities would not be conducted until after June 15. If woody vegetation must be removed during the breeding season, a wildlife biologist will survey the area to ensure that no migratory bird would be affected by the vegetation removal. If nests are present, the vegetation will not be removed until the nests are abandoned.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Project Engineer, Environmental Compliance Specialist, and Wildlife Biologist, (if needed).

EVIDENCE OF COMPLIANCE: Clearing of woody vegetation is completed between August 1 and March 15 a wildlife biologist surveys area to ensure that no migratory birds will be affected by vegetation removal.

FUNDED BY: STIP Construction Funds.

IMPLEMENTATION PHASE: Prior to and during construction phase.

MONITORING FREQUENCY: Monitoring will be conducted during tree removal and/or wildlife biologist will monitor nests during construction.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): No disturbance of nesting migratory birds or the removal of occupied nests.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.8 VEGETATION AND INVASIVE SPECIES WILDLIFE

T & E Species Impact-6. The proposed project would result in cumulative impacts on critical habitat for coho salmon along East Weaver Creek.

Habitat Mitigation-6. The cumulative effects of vegetation removal will be minimized by timing vegetation removal for the proposed East Connector project to coincide with vegetation removal for flood control maintenance along East Weaver Creek. This will minimize the amount of vegetation that is removed and the duration of the disturbance and will help avoid tree removal during the nesting season. In the year the bicycle/pedestrian bridge is constructed, the vegetation removal for flood control will be adjusted to compensate for loss of vegetation from both sides of the creek for bridge construction, by leaving vegetation on both sides of the creek in the 100-foot sections upstream and downstream of the bicycle/pedestrian bridge.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Vegetation removal crew supervisors and Environmental Compliance Specialist.

EVIDENCE OF COMPLIANCE: Revised pattern of vegetation removal for flood control maintenance.

FUNDED BY: Trinity County General Fund for levee maintenance.

IMPLEMENTATION PHASE: During routine annual vegetation removal for levee maintenance (October- December prior to construction).

MONITORING FREQUENCY: Monitoring will be done continually during the construction period.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): Vegetation is removed from all areas within construction of the bicycle bridge will take place during routine vegetation removal for levee maintenance.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.9 THREATENED AND ENDANGERED SPECIES

T & E Species Impact-3. Temporary construction phase impacts to aquatic species could result from construction activities in or near streams, due to water disturbance, sedimentation and potential for pollutants.

T & E Species Mitigation-1. Construction activities will be scheduled so that they do not interfere with the reproductive cycles of fish species or the foothill yellow-legged frog. Work within the ordinary high water zone and riparian zone of East Weaver Creek or Lance Gulch will take place from June 15 to October 15, except for tree trimming and cutting, which will take place as described in T&E Species Mitigation-4. This time frame will avoid the majority of the adult and juvenile migration, spawning, and incubation of anadromous fish species and will avoid the breeding season of the foothill yellow-legged frog.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Resident Engineer, and Environmental Compliance Specialist.

EVIDENCE OF COMPLIANCE: Plans and specs include this restriction, (Construction activities scheduled so that they do not interfere with threatened and endangered species).

FUNDED BY: STIP Design Funds.

IMPLEMENTATION PHASE: During design phase and construction phase.

MONITORING FREQUENCY: Monitoring will be done during construction that takes place prior to June 15 or after October 15.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): Work within stream zones between June 15 and October 15.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.9 THREATENED AND ENDANGERED SPECIES

T & E Species Impact-3. Temporary construction phase impacts to aquatic species could result from construction activities in or near streams, due to water disturbance, sedimentation and potential for pollutants.

T & E Species Mitigation-2. If the County determines that in-water work in Lance Gulch is necessary, the County will retain a qualified wildlife biologist to conduct a pre-construction survey for foothill yellow-legged frog and northwestern pond turtle. The survey would be conducted within 24 hours of the start of construction activities in the creek. If a foothill yellow-legged frog or northwestern pond turtle is located in or adjacent to the construction zone, the biologist will try to passively move the species out of the area by creating a disturbance in the water. The biologist will attempt to capture and move the yellow-legged frog downstream, out of the construction zone. If a turtle becomes trapped in the construction zone, a biologist will remove the turtle from the area and place it downstream of the construction zone.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Wildlife Biologist, Contractor, Resident Engineer, and Environmental Compliance Specialist.

EVIDENCE OF COMPLIANCE: Wildlife Biologist survey and activity reports.

FUNDED BY: STIP Construction Funds.

IMPLEMENTATION PHASE: During construction phase.

MONITORING FREQUENCY: Monitoring will be done within 24 hours of start of construction in the creek, and throughout construction in the creek.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): No harm to foothill yellow-legged frogs or northwestern pond turtles due to construction activities.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: THREATENED AND ENDANGERED SPECIES

T & E Species Impact-4. Construction activities associated with the project could result in the disturbance of nesting raptors or the removal of occupied nests if construction occurs during the breeding season (generally between February 1 and August 1).

T & E Species Mitigation-3. Remove upland woody vegetation during the raptor non-breeding season (August 1 to February 1) and begin construction in upland areas prior to the raptor breeding season. If construction prior to the raptor breeding season is not practical, a wildlife biologist will conduct a pre-construction survey for raptor nests. If an active raptor nest is found within the construction zone, a 500-foot buffer zone will be maintained around the active nest until young have fledged.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Resident Engineer, Wildlife Biologist and Environmental Compliance Specialist.

EVIDENCE OF COMPLIANCE: Upland revegetation removed between August 1 and February 1. Construction activities scheduled so that they do not interfere with raptors breeding season. Wildlife Biologist survey reports, if needed.

FUNDED BY: STIP Construction Funds.

IMPLEMENTATION PHASE: During pre-construction tree removal phase (August 1 to February 1) and during the raptor breeding season, if needed.

MONITORING FREQUENCY: If construction activities must occur during the raptor breeding season, then a wildlife biologist will conduct a pre construction survey for raptor nests.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): No disturbance or removal of occupied raptor nests during the breeding season.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: THREATENED AND ENDANGERED SPECIES

T & E Species Impact-5. Tree removal associated with the project could result in the disturbance of nesting little willow flycatchers or yellow-breasted chat or the removal of occupied nests if construction occurs during the breeding season (generally between May 1 and August 1).

T & E Species Mitigation-4. To prevent the take of eggs or nestlings of little willow flycatcher and yellow-breasted chat, the cutting of woody riparian vegetation will be limited, to the extent possible, to the nonbreeding season (August 1–May 1). Root removal or other ground-disturbing clearing activities would not be conducted until after June 15. If woody vegetation must be removed from riparian areas during the breeding season, a wildlife biologist will survey the area to ensure that no Little Willow Flycatcher or Yellow-breasted Chat nests would be affected by the vegetation removal. If nests are present, the vegetation will not be removed until the nests are abandoned.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Resident Engineer, Wildlife Biologist and Environmental Compliance Specialist.

EVIDENCE OF COMPLIANCE: Woody riparian vegetation removed between August 1 and May 1, Wildlife Biologist survey reports, if needed.

FUNDED BY: STIP Construction Funds.

IMPLEMENTATION PHASE: During pre-construction tree removal phase, August 1 to May 1, and during Chat/ Flycatcher breeding season, if needed.

MONITORING FREQUENCY: If construction activities must occur during the little willow flycatchers or yellow-breasted chat breeding season, then a wildlife biologist will conduct a pre construction survey for occupied nests.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): No disturbance or removal of occupied little willow flycatchers or yellow-breasted chat nests during the breeding season.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.10 FLOOD PLAINS

Floodplains Impact-1. Encroachment into the 100-year floodplain for the vehicular bridge and eastern roadway approach to the bridge will raise the base flood elevation, potentially causing shallow overflow of the west bank of East Weaver Creek and Five Cent Gulch at the confluence with East Weaver Creek. This overflow could jeopardize existing structures.

Floodplains Mitigation-1. The existing ridge line along the west bank of East Weaver Creek immediately downstream of the proposed bridge location shall be raised by constructing an earth berm along the ridge line. The berm will be of sufficient height so that the final elevation of the ridge along the west bank of East Weaver Creek is higher than the predicted elevation of the 100-year flood at that location, as calculated by the hydraulics engineer for the selected bridge alternative (approximately 0.6-foot high).

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Project Engineer.

EVIDENCE OF COMPLIANCE: Preliminary design include earth berm construction in plans and specs. A well built earth berm of adequate height is properly constructed along the existing ridge line along the west bank of East Weaver Creek

FUNDED BY: STIP Design and Construction Funds.

IMPLEMENTATION PHASE: During design and construction phase.

MONITORING FREQUENCY: Monitoring will be done during construction phase.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): No flooding occurs, and no structures are jeopardized.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.10 FLOOD PLAINS

Floodplains Impact-2. Project-related construction materials and petroleum products could wash into East Weaver Creek in a flood.

Floodplains Mitigation-2. All temporary fills, excavation spoils, materials stockpiles and construction equipment will be entirely removed from the 100-year floodplain, as mapped by the hydraulics engineer, on October 15. In no event will construction occur during winter storms.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Resident Engineer, Environmental Compliance Specialist, and Project Engineer.

EVIDENCE OF COMPLIANCE: All temporary fills, excavation spoils, material stockpiles, and construction equipment are only placed in designated areas as shown in plans and specs and are entirely removed from the 100-year floodplain prior to October 15th.

FUNDED BY: Contractor.

IMPLEMENTATION PHASE: During construction phase on or before October 15.

MONITORING FREQUENCY: Monitoring will be done during construction phase on and after October 15th.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): No project related materials are washed down East Weaver Creek during a flood.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.14 LAND USE

Land Use Impact-2. Alternative B would alter or remove one existing commercial property located at the SR 299 and Glen Road intersection.

Land Use Mitigation-1. If Alternative B is selected, the County will purchase the affected property and provide appropriate compensation to the property owner, building owner, and business owner in compliance with federal and state law and provide relocation assistance to the business owner, if necessary.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: County Counsel.

EVIDENCE OF COMPLIANCE: Right of Way Certification in accordance with Uniform Relocation Assistance and Real Properties Acquisition Policies Act.

FUNDED BY: STIP Right-Of-Way Funds.

IMPLEMENTATION PHASE: Prior to construction phase.

MONITORING FREQUENCY: Trinity County Right-Of-Way Agent and County Counsel will meet with affected parties as frequently as necessary during right-of-way negotiations.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): Owners of affected commercial property are properly compensated.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.14 LAND USE

Land Use Impact-3. The East Connector Roadway and bicycle/pedestrian trail could create land use and safety incompatibilities with adjacent industrial properties and senior facilities.

Land Use Mitigation-2. If Alternative 1 is selected, the northern intersection of the East Connector with Brown's Ranch Road would be all-way stop controlled. A pedestrian crossing would be provided at the all-way stop intersection. The pedestrian crossing will be clearly marked with "Pedestrian Crossing" signs and pavement striping.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Project Engineer, Resident Engineer, and Planning Dept.

EVIDENCE OF COMPLIANCE: Details for "Pedestrian Crossing" signs and pavement striping appear in plans and specs, and are constructed according to plans and specs.

FUNDED BY: STIP Design and Construction Funds.

IMPLEMENTATION PHASE: Prior to and during construction phase.

MONITORING FREQUENCY: Continually monitored during construction as required.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): Pedestrians are adequately protected.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.14 LAND USE

Land Use Impact-3. The East Connector Roadway and bicycle/pedestrian trail could create land use and safety incompatibilities with adjacent industrial properties and senior facilities.

Land Use Mitigation-3. The County will provide fencing along property lines separating the East Connector and Class I bicycle trail from the mill and construction yard. In addition, fast-growing trees and shrubs, such as cedar or cypress trees, will be planted between the East Connector and the mill, to screen views of the mill. The bicycle/pedestrian path will be routed along the creek side of Levee Road where it crosses the entrance to the construction yard.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Project Engineer, Resident Engineer, and Planning Dept.

EVIDENCE OF COMPLIANCE: A landscaping plan and specifications for fencing and trail location appear in plans and specs, and are constructed/ planted according to plans.

FUNDED BY: STIP Design and Construction Funds.

IMPLEMENTATION PHASE: During design and construction phase.

MONITORING FREQUENCY: Continually monitored during construction as required.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): Industrial facilities adjacent to the project are secured and screened from travelers on the East Connector and associated trails.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.14 LAND USE

Land Use Impact-4. Creation of a new roadway could indirectly induce development along its length.

Land Use Mitigation-4. The County would, as a condition of project approval, limit access to the East Connector as follows. The East Connector is to be classified as a limited-access minor arterial route and adjacent property access will be minimized to preserve the functionality of the route as an Arterial. The TCDOT is the agency responsible for issuing Encroachment Permits on County Roads. The TCDOT will only issue permits for encroachment onto the East Connector on a limited basis, as follows: Land uses existing on properties immediately adjacent to the East Connector at the time of construction of the East Connector may be allowed up to two encroachments, provided proposed encroachments can be located and designed to meet TCDOT standards at the time of their construction. This includes Trinity Plaza Shopping Center, Trinity River Lumber Company, California Highway Patrol, and Golden Age Senior Center. Future development along the East Connector shall only be allowed a single encroachment point for any entire development plan (subdivision, industrial park, etc.) Internal collector roads will be required for any development proposed along this route, connecting to a single encroachment point on the East Connector. No parking will be allowed on the East Connector, and any adjacent development (existing or future) shall be required to provide adequate off-street parking. All other applicable building, zoning, land use, subdivision ordinance, encroachment permit requirements, etc. shall apply. In no case shall future encroachments onto the East Connector be spaced closer than 300 feet from any other encroachment or roadway intersection.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Trinity County Road Superintendant and Director of Transportation.

EVIDENCE OF COMPLIANCE: Trinity County Department of Transportation issues encroachment permits along East Connector according to this policy.

FUNDED BY: Encroachment Permit Fees.

IMPLEMENTATION PHASE: Following construction, in response to applications for encroachment.

MONITORING FREQUENCY: By the Trinity County Department of Transportation in response to applications for encroachment..

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): No unauthorized encroachment onto the East Connector and no indirect inducement to development.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.14 LAND USE

Land Use Impact-5 Construction of the proposed East Connector Roadway project would produce short-term adverse effects on adjacent residential and commercial areas in the community of Weaverville from construction activities.

Land Use Mitigation-5. During construction activities, the County shall limit the amount of daily construction equipment traffic by staging most construction equipment and vehicles on the project site at the end of each work day rather than removing them.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor and Resident Engineer.

EVIDENCE OF COMPLIANCE: Staging areas for parking construction equipment and vehicles appear in plans and specs, no excess movement of equipment.

FUNDED BY: No cost.

IMPLEMENTATION PHASE: During construction phase.

MONITORING FREQUENCY: Monitored at end of each day during construction.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): Minimized disturbance from movement of construction equipment.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.16 COMMUNITY IMPACTS (SOCIAL AND ECONOMICAL)

Community Impact-1. Commercial enterprises along Nugget Lane may lose business due to changes in access from Glen Road to Nugget Lane (Alternatives A, B, C).

Community Mitigation-1. If Alternative A is selected, the County will vacate their right-of-way on Nugget Lane across the properties that contain the Weaver Valley Market (APN 024-480-3100) and the On Your Feet Shoe Store (APN 024-500-4000). This will provide additional flexibility to the businesses to improve internal circulation and parking. If Alternative B is selected, the County will vacate only Nugget Lane north of Glen Road (APN 024-480-3100). South of Glen Road, Nugget Lane would continue to a new intersection with Golf Course Drive.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Board of Supervisors.

MONITORED BY: County Council.

EVIDENCE OF COMPLIANCE: County resolution vacating right-of-way.

FUNDED BY: County Road Fund.

IMPLEMENTATION PHASE: Prior to construction.

MONITORING FREQUENCY: N/A

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): Improved flexibility for businesses in planning.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.16 COMMUNITY IMPACTS (SOCIAL AND ECONOMICAL)

Community Impact-2. The loss of sales revenues from traffic diverted away from the SR 299, SR 3, and downtown business districts in Weaverville could impact the local economy.

Community Mitigation-3. *Although no mitigation is required for this impact, Community Impact Mitigation-1 in Section 3.16, Community Impacts (Social, Economic) includes mitigation for this impact to downtown businesses.* The County would not place signs directing traffic to Trinity Lake or Trinity Alps via the East Connector and would discourage Caltrans from doing so.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation, Planning Department.

MONITORED BY: Trinity County Planning Department, Board of Supervisors.

EVIDENCE OF COMPLIANCE: The absence of any signs that would direct traffic to North SR3 via the East Connector.

FUNDED BY: No cost.

IMPLEMENTATION PHASE: After construction.

MONITORING FREQUENCY: Trinity County Planning Department will monitor future Board of Supervisors and Caltrans proposals.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): Minimize diversion of tourists from the downtown business district.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.17 PUBLIC SERVICES

Public Services/Utilities Impact-2. Construction activities associated with the East Connector Roadway project could result in short-term impacts to the response time of various emergency services.

Public Services/ Utilities Mitigation-1. Public safety and emergency services will be kept informed of construction activities and schedules for use in planning emergency response routing, if necessary. No roads will be completely closed at any time during construction. Emergency response plans and drills should be revised accordingly to take advantage of the new route.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation, Emergency Service Providers.

MONITORED BY: Department of Transportation Road Superintendent, Project Engineer.

EVIDENCE OF COMPLIANCE: Public safety and emergency services are kept informed of construction schedules and activities accordingly.

FUNDED BY: No Cost

IMPLEMENTATION PHASE: Prior to and during construction phase.

MONITORING FREQUENCY: Continually during construction.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): Public safety and emergency services capabilities not impaired as a result of construction of the East Connector.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.18 TRAFFIC

Traffic Impact-2. Access to Nugget Lane at Glen Road would be closed (Alternatives A and B) or restricted to “in only” in both the north and south directions (Alt C).

Traffic Mitigation-1. **Sub-alternative A:** Allow on-street parking on the south side of Glen Road adjacent to the existing shoe store.

Sub-alternatives A, B and C: Add a new entrance to Nugget Lane from SR 299 approximately half way between Glen Road and Martin Road, across from the existing Burger King driveway.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Project Engineer, Resident Engineer, and Caltrans.

EVIDENCE OF COMPLIANCE: Striping for on-street parking and design of access to Nugget Lane appear in plans and specs. County obtains encroachment permit from Caltrans, parking spaces and new access constructed.

FUNDED BY: STIP Construction Funds.

IMPLEMENTATION PHASE: During design and construction.

MONITORING FREQUENCY: Resident Engineer will monitor continually during construction of Nugget Lane access and parking spaces.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): Additional access and parking for Nugget Lane is provided.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS

PROJECT NAME: East Connector Roadway
MITIGATION AND MONITORING REPORT

ISSUE: 3.20 HISTORIC AND ARCHAEOLOGICAL RESOURCES

Cultural Resources Impact-2. Excavations associated with the East Connector project could result in the accidental destruction of previously undiscovered archaeological or historical resources, or could result in the uncovering of Native American human remains.

Cultural Resources Mitigation-1. Contractors and construction personnel involved in any form of ground disturbance (i.e., trenching, grading, etc.) shall be advised of the possibility of encountering subsurface cultural resources or human remains. If such resources are encountered or suspected, work within 100 feet of the discovery shall be halted immediately and the Trinity County Planning Department shall be notified. In accordance to CCR Section 15064 (f) and PRC Section 21083.2(i), a qualified professional archaeologist shall be consulted, who shall assess any discoveries and develop appropriate management recommendations for treatment of the resource. If bone is encountered and appears to be human, California Law requires that potentially destructive construction work is halted and the Trinity County Coroner is contacted. If the coroner determines the human remains are of Native American origin, the coroner must contact the Native American Heritage Commission. The Native American Heritage Commission will attempt to identify the most likely descendant(s), and recommendations will be developed for the proper treatment and disposition of the remains in accordance with CCR Section 15064.5(e) and PRC Section 5097.98. A note to this effect shall be included on all construction plans and specifications.

LEAD AGENCY: Trinity County Planning Department.

IMPLEMENTED BY: Trinity County Department of Transportation.

MONITORED BY: Contractor, Resident Engineer, Environmental Compliance Specialist, and Planning Dept, County Coroner and/ or Native American Heritage Commission, if necessary.

EVIDENCE OF COMPLIANCE: Mitigation measures included in construction plans and specs. Records of notifications of appropriate parties, if necessary.

FUNDED BY: STIP Construction Funds.

IMPLEMENTATION PHASE: During design and construction phase.

MONITORING FREQUENCY: Monitoring will be done by Contractor and Resident Engineer on a continual basis during construction that requires any form of ground disturbing activity.

PERFORMANCE STANDARDS (STANDARDS FOR SUCCESS): No ground disturbing activities result in the accidental destruction of previously undiscovered cultural resources.

MONITORING RECORD

DATE	SIGNATURE OF MONITOR	% OF COMPLETION	ACTIONS/ ACCOMPLISHMENTS