# SECTION 4.0

TEXT REVISIONS TO THE DRAFT EA/EIR

### CHAPTER 4.0 TEXT REVISIONS TO THE DRAFT EA/EIR

This chapter presents the substantive revisions that have been made to the Draft EA/EIR, either as corrections or updates or changes made in response to public comments made on the Draft EA/EIR. Text that has been deleted from the Draft EA/EIR will be marked in this chapter as a strikeout (deleted text), while new text will be labeled with an underline (new text).

#### Section 2.0: Alternatives

The title of Section 2.4 on page 2-3 of the Draft EA/EIR has been revised as follows:

## 2.4 ALTERNATIVE A - HIDDEN VALLEY FORCEMAIN ALIGNMENT (PROPOSED PROJECT)

The description of Alternative B in Section 2.5 beginning on page 2-15 of the Draft EA/EIR has been revised as follows:

## 2.5 ALTERNATIVE B – ROAD RIGHT-OF-WAY ALIGNMENT (PROPOSED PROJECT)

#### 2.5.1 PROJECT COMPONENTS

## Pumping Station, <u>Emergency and Equalization Storage Facilities</u>, and Wastewater Treatment Plant Decommissioning

Under Alternative B, the project components related to the pumping station, equalization emergency storage facilities, wastewater treatment plant decommissioning, and grading and drainage are essentially identical to those described under Alternative A. Refer to the description of each under Section 2.4.1 for more detail. Under Alternative B, storage facilities within the WWTP site will differ slightly from Alternative A in that the sand filter will be re-purposed to provide equalization storage or emergency storage.

Table 2-2 provides the approximate available volume for each structure and the time required to fill each structure at a flow rate of 0.77 mgd (535 gpm), equivalent to the PWWF.

TABLE 2-2
STORAGE STRUCTURES AT THE SMD 3 WWTP

Storage Structures	Volume (mgd)	Fill Time (hr)
Storage Structures		
~230 LF of 10-foot-diameter buried RCP	<u>0.135</u>	<u>4.2</u>
Sand Filter	<u>0.134</u>	<u>4.2</u>
Potential Storage Structures		
Primary Clarifier	0.19	<u>6.5</u>
Secondary Clarifier	0.19	<u>6.5</u>
<u>Digester</u>	0.34	<u>10.5</u>
<u>Total</u>	<u>1.00</u>	
Source: Placer County, 2011		

Under Alternative B, the reinforced concrete pipe (RCP) will be utilized first for either emergency or equalization storage. Approximately 230 linear feet (LF) of buried RCP will be constructed at the WWTP site. The existing SMD 3 WWTP 47-foot-diameter, 16-foot-tall sand filter shall be repurposed to provide additional emergency or equalization storage if necessary and will be used as seldom as possible. The sand filter would be retrofitted with concrete walls and the sand filter material and internal mechanisms would be removed in such a way as to prevent buckling of the existing walls due to lateral earth pressures. In order to counteract buoyancy forces, as the filter location is prone to flooding, the bottom four feet of the tank would be filled with concrete. The resulting available volume is approximately 70,000 gallons. A small submersible pump would be necessary at the base of the tank to completely drain the structure back into the influent sewer after each use. A piped connection would allow the sand filter to be filled by gravity and, therefore, a separate equalization storage pump station would not be required.

#### **Sewer Force Main**

Under Alternative B, the 10-inch diameter force main to convey wastewater from SMD 3 to the SMD 2 sewer system for treatment at the City of Roseville's Dry Creek WWTP would be installed entirely within the Auburn-Folsom Road and Joe Rodgers Road <u>right-of-way (ROW)</u>. Figure 2-4 shows the proposed pipeline alignment under Alternative B. This alternative requires two pipeline crossings of Miners Ravine. The total length of the force main would be approximately 23,250 LF (approximately 200 feet longer than Alternative A). The proposed pipeline would be installed underground, beneath existing roadways within easements or existing roadways and road shoulders. Construction would be confined within a 30-40 foot wide construction zone. The force

main would be constructed in two phases Two phasing options have been identified for the construction of the force main:

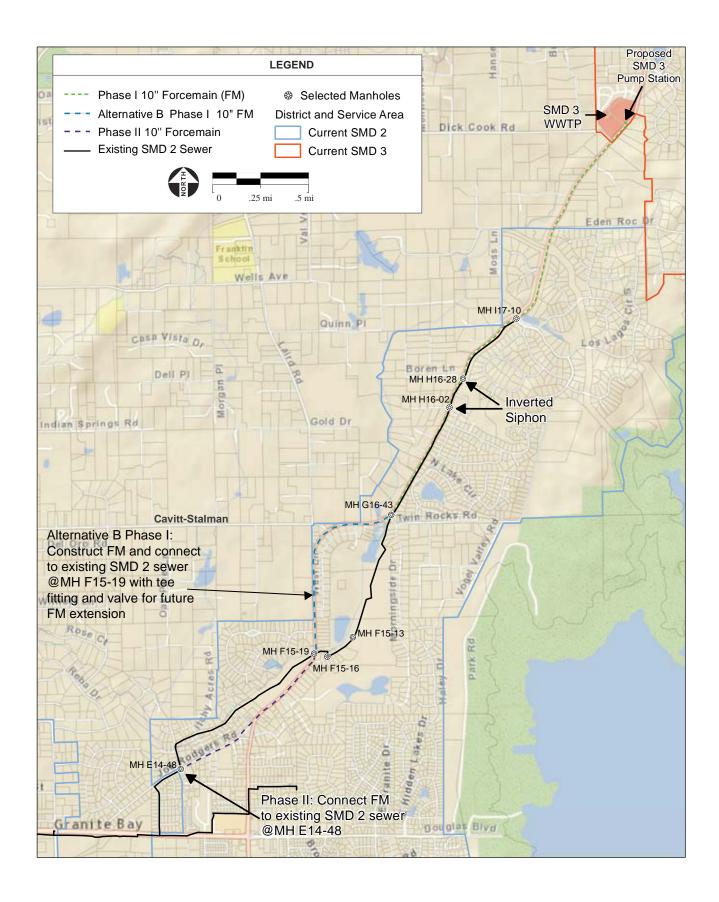
#### Phasing Option 1

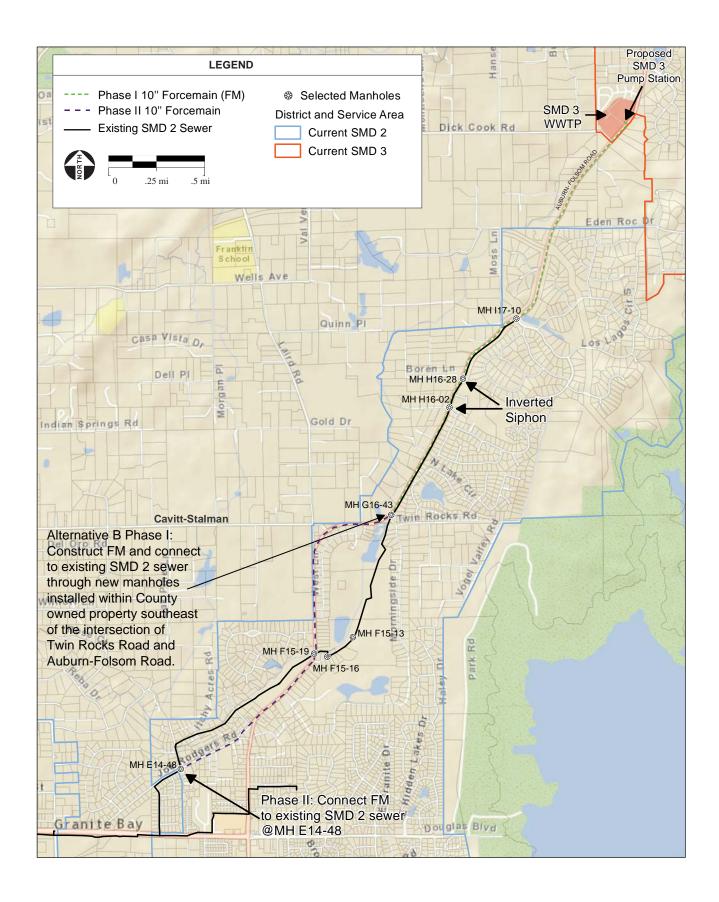
- The first phase of the pipeline would extend from the SMD 3 WWTP boundary south along Auburn-Folsom Road for approximately 18,400 LF to MH F15-19 near the intersection of Willow Lane.
- The second phase would extend the pipeline an additional 4,850 feet south along Auburn-Folsom Road and Joe Rodgers Road from MH F15-19 to MH E14-48 near the intersection of Itchy Acres Road.

#### Phasing Option 2 (Preferred Project)

- The first phase of the pipeline would extend from the SMD 3 WWTP boundary south along the Auburn-Folsom Road ROW for approximately 13,100 LF, connecting into existing lines near the intersection of Twin Rocks Road. Connection to SMD 2 lines may be provided through the installation of a new manhole(s) within County ROW or County owned property at the southeast corner of the intersection.
- The second phase would extend the pipeline an additional 10,150 LF south along Auburn-Folsom Road and then Joe Rodgers Road, ultimately connecting to the existing SMD 2 sewer lines near the intersection of Joe Rodgers Road and Itchy Acres Road.

<u>Figures 2-4a</u> and <u>2-4b</u> show the proposed pipeline alignment under Phasing Options 1 and 2 of <u>Alternative B</u>, respectively. The Alternative B SMD 3 force main alignment will be located within the Auburn-Folsom Road and Joe Rodgers Road ROW for the entire alignment, and permanent easements are not anticipated to be necessary for the pipe alignment; however, easements may be required for air release and blow off valves located outside of the Auburn-Folsom Road and Joe Rodgers Road ROW. Valve design will <u>follow-meet or exceed</u> Placer County Standard Details and will include a carbon filter for odor control.





#### 2.5.2 Phasing and Capacity of Alternative B

Similar to Alternative A, the facilities under Alternative B have been sized to convey existing and projected ADWF and PWWF during a 10-year, 24-hour design storm. **Table 2-3** presents design flows for each component and construction phase of Phasing Options 1 and 2. As with Alternative A, future expansion of the existing SMD 2 gravity sewer downstream of MH E14-48 will be required to accommodate ultimate build-out of the SMD 3 service area in accordance with approved development densities in the Horseshoe Bar Community Plan. This future expansion would be subject to additional environmental review pursuant to CEQA.

TABLE 2-3
ALTERNATIVE B PHASING OPTION 1 AND 2 SCHEDULE AND CAPACITY

Phase Description	Pipeline Length (LF)	Year of Construction	Capacity at Completion (SMD 3 EDUs)	Capacity at Completion (mgd)		
				ADWF	PWWF	
Phasing Option 1						
Phase I: Pumping Station and Force Main to MH F15-19 and WWTP Decommissioning	~18,400	October January 2012-2013  December 2014	<u>~</u> 800	0.16	0.77	
Phase II: Extend Force Main from MH F15-19 to MH E14-48	~4,850	2021	<u>~</u> 1000	0.25	1.21	
Phasing Option 2						
Phase I: Pumping Station and Force Main to near MH G16-43 and WWTP Decommissioning	~13,10 <u>0</u>	January 2013 – December 2014	<u>~800</u>	<u>0.16</u>	<u>0.77</u>	
Phase II: Extend Force Main from near MH G16-43 to MH E14-48	<u>~10,150</u>	<u>2021</u>	<u>~1000</u>	<u>0.25</u>	<u>1.21</u>	
Source: Brown and Caldwell, 2011						

#### 2.5.3 PROJECT CONSTRUCTION

As described under Alternative A, regionalization is planned to be complete by December 2014. Construction of the pump station and Phase I force main under <a href="Phasing Options 1">Phasing Options 1</a> and 2 of Alternative B is expected to occur between <a href="October 2012\_January 2013">October 2012\_January 2013</a> and May 2014, allowing the existing SMD 3 WWTP to be taken off-line by May 2014. After the new facilities are fully operational, decommissioning of the SMD 3 WWTP will begin during the summer and fall of 2014 and is expected to take approximately four months. Construction of the Phase II force main under Alternative B to connect with the SMD 2 sewer at MH E14-48 is anticipated to begin in 2021, and will take approximately 6 months.

Construction activities within the ROW are limited by the Placer County Department of Public Works to the hours between 8:30 a.m. and 3:30 p.m. Monday through Friday; however the County may grant an exemption to allow construction to occur between 6:00 a.m. to 8:00 p.m., Monday through Friday.- Construction may also occur on Saturdays and Sundays between 8:00 a.m. and 6:00 p.m. to 8:00 p.m.

Under Alternative B, the construction activities, equipment, staging areas, and best management practices would be similar to those described under Alternative A. Refer to the description of each under **Section 2.4.3** for more detail. In addition to the construction activities described in **Section 2.4.3**, Alternative B would include the construction activities described below.

#### Miners Ravine Crossing Construction Methods

The proposed force main under Alternative B will cross Miners Ravine at two locations along Auburn-Folsom Road near the intersections of Twin Rocks Road and Willow Lane. The force main may be installed under Miners Ravine using jack and bore tunneling or directional drilling construction methods that would avoid disturbing the ground surface. Jack and bore tunneling involves advancing a horizontal boring machine in a tunnel bore to remove material ahead of the pipe. In the directional drilling method, a small diameter hole is directionally drilled using a horizontal drill rig, and is then enlarged to a diameter that would accommodate the pipeline. Pipeline installation by these methods would require approximately one to two weeks per waterway or sensitive area crossing.

An alternative creek crossing method would be to suspend the force main to the existing concrete deck bridges at each of these locations. Each bridge spans approximately 25 feet. Pipeline suspension will entail mounting the force main onto the concrete barrier just above the bridge deck and above the existing conduit and fitting the pipeline with a protective hood, or hanging the pipeline from the underside of the bridge decking in between the support webs.

Another alternative is to construct a freestanding aerial crossing of Miners Ravine. The pipeline would transition to an aboveground installation outside of the streambed and would span a distance of 25 to 50 feet from bank to bank, avoiding any construction within the streambed. The aboveground portion of the pipeline would utilize a steel casing for support, protection, and containment of the HDPE carrier pipe, and the steel casing could be installed as a single piece with a relatively small crane. Concrete cradle supports may be necessary on either side of the free span to support the steel casing pipe, which would be coated for protection from corrosion. Metal guards would be fixed to the pipe on either side of the free span to discourage pedestrians from attempting to climb onto the pipe. The height of the crossing will be designed to keep the pipeline above the banks, therefore, the streambed geometry or flow patterns would not be altered.

#### 2.5.4 OPERATION AND MAINTENANCE ACTIVITIES

The operation and maintenance activities for Alternative B would be identical to those described for Alternative A in **Section 2.4.4**.

### **Section 3.0: Affected Environment and Environmental Consequences**

Mitigation Measure 3.1-2 in Section 3.1 on page 3.1-5 of the Draft EA/EIR has been revised as follows:

Mitigation Measure 3.1-2: Implement Best Management Practices when Installing New or Upgraded Lighting. Design plans shall configure exterior light fixtures to emphasize lower intensity light. Lighting shall be directed downward in order to minimize glare on adjacent uses and minimize impacts to night sky views. All exterior lighting shall be a fully shielded "full cut-off" design so that the light source is fully screened from offsite. Any freestanding lights shall be fixed (non-tilting) to prevent glare, and a flat lens shall be used (no drop lenses).

Mitigation Measure 3.2-1 in Section 3.2 on page 3.2-22 of the Draft EA/EIR has been revised as follows:

Mitigation Measure 3.2-1: Prepare and Implement a Construction Emissions/Dust Plan. The Contractor shall prepare, and the County shall submit, a construction Emissions/Dust Plan to the PCAPCD. Approval of the Plan from the PCAPCD shall be obtained prior to breaking ground. At a minimum, the Plan shall require implementation of the following measures:

- A comprehensive inventory (e.g. make, model, year, emission rating) of all heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the Plan, the primary contractor shall contact the PCAPCD prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the primary contractor shall provide the PCAPCD with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.
- Construction contractors shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.
- Construction contractors shall minimize idling time during construction to a maximum of five minutes for all diesel powered equipment whenever feasible.
- Construction contractors shall suspend all grading operations when winds are greater than 25 miles per hour.
- Construction contractors shall water exposed surfaces as needed to reduce fugitive dust emissions to less than required by the PCAPCD Rule 228.
- Construction contractors shall cover all trucks delivering or exporting soil, sand, and other loose materials or ensure that all trucks hauling such materials maintain at least two feet of freeboard.

 Construction contractors shall provide graveled, paved, or grass-covered areas for construction employee vehicle parking.

Mitigation Measure 3.2-3a in Section 3.2 on page 3.2-25 of the Draft EA/EIR has been revised as follows:

Mitigation Measure 3.2-3a – Monitor Force Main Construction Activities Between Shady Lane and Lake Circle to Identify NOA. The County shall retain a qualified geologist or geotechnical engineer to monitor construction of the force main alignment along Auburn-Folsom Road between Shady Lake Lane and Lake Circle to determine the presence or absence of NOA. If NOA is not identified by the qualified geologist, then no further mitigation is required.

Impact 3.2-5 in Section 3.2 on page 3.2-27 of the Draft EA/EIR has been revised as follows:

#### Alternative B Road Right-of-Way Alignment

Under Alternative B, storage facilities within the WWTP site will differ slightly from Alternative A in that the sand filter will be re-purposed to potentially provide either equalization storage or emergency storage, in addition to the buried RCP. Because the sand filter is not covered, it will be used as seldom as possible for either equalization or emergency storage and will be drained and cleaned after each use to eliminate odors. The buried RCP will be the primary facility for emergency and equalization storage. Alternative B would have the same odor control system and same effluent flow rate as Alternative A<sub>2</sub>.— Alternative B would not generate odorous emission in quantities as to cause nuisance or annoyance to any persons or to the public (PCAPCD Rule 205). This impact is considered less than significant. Less-Than-Significant Impact.

Mitigation Measure 3.3-1 in Section 3.3 on page 3.3-37 of the Draft EA/EIR has been revised, pursuant to consultation between the USACE and the USFWS, as follows:

Mitigation Measure 3.3-1a: Conduct Construction Crew Training and Implement Avoidance Measures for Activities within 30-feet of VELB Habitat. In accordance with Section 7 of the FESA, the USACE shall-has consulted with the USFWS to develop appropriate protective, minimization, and mitigation measures to avoid impacts to VELB. At a minimum, tThe following measures shall be implemented:

1) High visibility construction fencing shall be placed around the four elderberry shrubs along the proposed force main route (ELDs 3, 7, 8, and 12) and the one elderberry shrub within the WWTP site (ELD 1a). In addition, high visibility construction fencing shall be placed 30 feet from at the edge of the construction footprint\_ in all areas along the proposed pipeline route located within 30 feet of the four elderberry shrubs (ELDs 3, 7, 8, and 12). If establishing a 30 foot buffer is not possible, then construction fencing shall be placed at the maximum possible distance from the dripline to the construction footprint. The fencing shall extend in an approximately 30-foot radius centered on each elderberry shrub, as

- allowed by the road, to denote the limit of disturbance and beginning of the avoidance areas along the proposed pipeline route. Avoidance areas are defined as all areas within the 30-foot-fenced buffer zone surrounding the elderberry bushes. A biologist shall be present during the installation of the construction fencing around all five elderberry shrubs. The construction fencing will not be removed until construction activities in the vicinity of the avoidance areas have been completed.
- 2) Two signs will be erected approximately 20 feet apart along the high visibility construction fencing within each of the five avoidance areas with the following information: "This area is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the FESA, as amended. Violators are subject to prosecution, fines, and imprisonment." The signs should be clearly readable from a distance of 20 feet, and must be maintained for the duration of construction.
- 3) A qualified biologist approved by the USFWS will conduct an environmental awareness training to instruct all construction personnel crews about the status of the VELB and the need to protect its elderberry host plant. The training will include identification of special status species, required practices before the start of construction, general measures that are being implemented to conserve these species as they relate to the Proposed Project, penalties for noncompliance, and boundaries of the study area and of the permitted disturbance zones. Supporting materials containing training information will be prepared and distributed. Upon completion of training, all construction personnel will sign a form stating that they have attended the training and understand all the conservation measures. Training will be conducted in languages other than English, as appropriate. Proof of this instruction will be kept on file with the contractor. The County will provide the USFWS with a copy of the training materials and copies of the signed forms by project staff indicating that training has been completed within 30 days of the completion of the first training session. The biologist will request that a representative volunteer train and provide training materials to any new crew members that were not present at the first environmental awareness training. Copies of signed forms will be submitted monthly as additional training occurs for new employees.
- 4) Staging areas will be located at least 30 feet from the five elderberry shrubs. Temporary stockpiling of excavated or imported material will occur only in approved construction staging areas. Excess excavated soil will be used onsite or disposed of at a regional landfill or other appropriate facility.
- 5) Standard precautions will be employed by the construction contractor to prevent the accidental release of fuel, oil, lubricant, or other hazardous materials.
- 6) A litter control program will be instituted. The contractor will provide closed garbage containers for the disposal of all food-related trash items (e.g., wrappers, cans, bottles, food scraps). All garbage will be removed daily.

7) Roadways and areas disturbed by project activities within the 60-foot buffer to the north and south of the five elderberry shrubs within the study area will be watered at least twice a day to minimize dust emissions.

Mitigation Measure 3.3-1b: Implement Biological Monitoring and Avoidance
Measures for Activities within 20 feet of VELB Habitat. The following mitigation
measures will be implemented to minimize adverse effects to VELB habitat within 20 feet
of the proposed pipeline route:

- 1) A biologist will monitor all construction activities occurring within 20 feet of ELD 7 to ensure that it is not harmed.
- 2) The contractor will ensure that dust control measures (e.g., watering) are implemented in the vicinity of ELD 7. To further minimize adverse effects associated with dust accumulation, ELD 7 will be covered by a protective cloth (i.e., burlap or weed mat) during all ground-disturbing activities occurring within 20 feet of ELD 7. The cloth will be removed daily and immediately after ground-disturbing activities are completed. The cloth will extend from the ground upwards a minimum of six feet along the elderberry shrub.
- 3)2)No insecticides, herbicides, fertilizers, or other chemicals that might harm VELB or the elderberry shrub will be used within the study area.
- 4)3)The County will provide a written description of how the construction areas are to be restored, protected, and maintained after construction is completed.
- <u>5)4)</u>Equipment operators will refrain from working within the dripline of ELD 7 to the maximum extent practicable.
- 6)5)Staging areas shall be located at least 100 feet from ponds, perennial streams, and riparian vegetation surrounding the ponds and perennial streams.
- 7)6)Any disturbed areas will be re-vegetated with native plants and restored to preproject conditions in the Fall following construction. The installation of the proposed pipeline route will not result in damage to ELD 7.

Mitigation Measure 3.3-2 in Section 3.3 on page 3.3-43 of the Draft EA/EIR has been revised as follows:

Mitigation Measures 3.3-2: Implement conservation measures indentified as a result of consultation between the USACE and NMFS in accordance with Section 7 of the ESA. At a minimum, this shall include Implementation of Mitigation Measure 3.7-1a, Obtain Coverage Under the SWRCB NPDES General Permit and Implement Water Quality BMPs to Prevent Sedimentation and Erosion, and Mitigation Measure 3.7-1b, Prepare and Implement a Spill Prevention and Frac-out Contingency Plan.

Mitigation Measure 3.4-1a in Section 3.4 on page 3.4-11 of the Draft EA/EIR has been revised as follows:

Mitigation Measure 3.4-1a: Stop Work and Implement Appropriate Measures for Discovery of Unknown Historic Properties. With the absence of historic properties in the APE, mitigation measures/BMPs for known cultural resources are not warranted. For previously unknown cultural resources, an archaeological monitor will be present during all initial vegetation clearing activities. In the event of an unanticipated discovery, all work within the vicinity shall cease until compliance with 36 CFR 800.13(b) Discoveries without prior planning is achieved. Procedures for inadvertent discovery include the following:

- All work within 100 feet of the find shall be halted until a professional archaeologist can evaluate the significance of the find in accordance with NRHP and CRHR criteria.
- If any find is determined to be significant by USACE and SHPO then a Memorandum of Agreement (MOA) shall be prepared between USACE and the SHPO to resolve the adverse effects. The Applicant shall provide a Treatment Plan, prepared by an archeologist who meets the Secretary of the Interior's Standards, outlining data recovery measures to be followed. The Treatment Plan shall be submitted to the County, USACE, and SHPO for review and approval in accordance with the MOA, and shall be implemented prior to resuming construction.

All significant cultural materials recovered shall be subject to scientific analysis, professional curation, and a report prepared by the professional archaeologist according to current professional standards.

A new Impact 3.6-6 has been added to Section 3.6 of the Final EA/EIR as follows:

#### Impact

3.6-6 The possibility exists that underground utilities and pipelines could be encountered and damaged during construction activities, resulting in upset or potentially hazardous conditions.

#### Alternative A, Alternative B Proposed Project, and Alternative C

As discussed in Section 2.4.3, a number of utilities exist within the construction footprint for the proposed force main, including potable water, storm water, sewer, high pressure gas and power, fiberoptics, and telephone. Existing utilities will be avoided during project construction by routing the pipeline around, over, and under existing utilities lines. There are no plans for utility relocation as part of the Proposed Project. In order to prevent accidental damage to underground utilities and pipelines during excavation, underground services alert (USA) shall be notified to mark and map any underground utilities that are located along the force main alignment. USA shall be notified prior to the beginning of

excavation activities so the entire force main alignment can be properly surveyed in order to minimize the risk of exposing or damaging underground utilities. However, the locations of potable water lines owned by the Hidden Valley Community Association (HVCA) are not recorded with USA. Damage to HVCA water lines from construction could result in interruption of service and is considered a potentially significant impact. Further, use of the County owned property at the intersection of Auburn Folsom Road and Cavitt-Stallman Road as a construction staging area could prevent access to the HVCA's water treatment facility, which could also result in disruption to service and upset conditions. Mitigation will reduce this potential impact to less than significant. Less-Than-Significant Impact with Mitigation.

#### Mitigation Measures/BMPs

#### Alternative A, Alternative B Proposed Project, and Alternative C

Mitigation Measure 3.6-6: Obtain Utility Plans from HVCA Prior to Force

Main Construction and Maintain Access to HVCA water treatment facility.

Where construction occurs within the Hidden Valley corridor, or in the event that the county owned property at Cavitt Stallman Road is used as a staging area, the County shall ensure through contractual obligations that contractors coordinate with HVCA to identify the location of HVCA owned utilities.

The contractor shall also maintain access to the HVCA's water treatment facility at all times in the event that the County owned property at Cavitt Stallman Road is used as a staging area.

Impact 3.6-6 and Impact 3.6-7 in Section 3.6 on pages 3.6-20-21 of the Draft EA/EIR have been renumbered as follows:

#### **Impact**

3.6-67 Operation of the Proposed Project would involve the use and bulk storage of hazardous materials.

#### **Impact**

3.6-78 The Proposed Project in combination with future growth and development in the project vicinity could result in cumulative effects associated with environmental hazards and hazardous materials.

Impact 3.8-1 in Section 3.8 on page 3.8-10 of the Draft EA/EIR has been revised as follows:

#### Alternative B Road Right-of-Way Alignment

Placer County Zoning Ordinance

Under Alternative B, the project components related to the pumping station, emergency storage facilities, and wastewater treatment plant decommissioning are identical to those described under Alternative A, with the exception of re-purposing the sand filter to provide equalization storage or emergency storage., and therefore, Alternative B would be subject to the same land use designations as Alternative A. The force main alignment proposed under Alternative B would also intersect the same zoning designations as Alternative A; however, the pipeline would involve less construction in open space areas than Alternative A, and would be constructed entirely within the Auburn Folsom Road and Joe Rodgers Road ROW. Less-Than-Significant Impact.

Impact 3.8-2 in Section 3.8 on page 3.8-10 of the Draft EA/EIR has been revised as follows:

#### Alternative B Road Right-of-Way Alignment

Under Alternative B, the project components related to the pumping station, emergency storage facilities, and WWTP decommissioning are identical to those described under Alternative A with the exception of re-purposing the sand filter to provide equalization storage or emergency storage. The proposed force main would be located entirely within the Auburn Folsom Road ROW, and would require two crossings of Miners Ravine. Creek crossing would be accomplished using directional drilling or pipeline suspension methods, and thus would minimize impacts to riparian habitat. As with Alternative A, Alternative B would be located within the area covered under the Draft Placer County Conservation Plan. Alternative B is consistent with and will not impact the long-term conservation goals contained in the County's General Plan and the Draft Placer Conservation Plan. With mitigation measures/BMPs discussed in Section 3.3 (Mitigation Measure 3.8-1), potential impacts to biological resources resulting from the Proposed Project would be minimized. Less-Than-Significant Impact with Mitigation.

Impact 3.9-1 in Section 3.9 on page 3.9-11 of the Draft EA/EIR has been revised as follows:

#### **Impact**

3.9-1 Construction activities associated with the force main, pump station, and WWTP decommissioning have the potential to intermittently and temporarily generate noise levels significantly greater than existing ambient levels in the project vicinity.

#### No Project/No Action Alternative

Under the No Action Alternative, no construction related noise would occur because the project would not be constructed. Existing noise conditions at the WWTP would remain the same. **No Impact**.

#### Alternative A Hidden Valley Force Main Alignment

Construction of the pump station, decommissioning of the WWTP, and installation of the force main during Phase I and II would involve heavy equipment usage such as cranes, backhoes, compaction equipment, trenchers, pavers, delivery trucks, personal vehicles, generators, and dump trucks. Activities associated with construction would <u>be</u> intermittent and would temporarily add to the existing noise environment; therefore, construction activities would have the potential to temporarily raise the ambient noise levels in the vicinity of sensitive receptors. **Table 3.9-4** shows typical noise level for common construction equipment. Noise impacts resulting from construction would vary depending on: 1) the noise generated by various pieces of construction equipment; 2) the timing and duration of noise generating activities; 3) the distance between construction noise sources and noise sensitive receptors; and 4) existing ambient noise levels.

#### Pump Station and WWTP Decommissioning

The nearest sensitive receptors are 50 feet north of the property boundary and consist of single family homes and a mobile home park. As indicated in **Table 3.9-4**, typical construction activities (equipment use factor of 25% or more) could result in noise levels up to 88 dBA, Lmax at 50 feet from the construction equipment. Given the ambient noise level of 70.2 dBA, Leq. and assuming use of three pieces of equipment at one time that generate between 80 to 88 dBA, Lmax at 50 feet. Therefore, typical construction and demolition activities would result in maximum noise level at the nearest sensitive receptors of 88-89 dBA Lmax during the majority of the construction period. Additionally, as described in **Section 2.4.3**, blasting may be required on the SMD 3 WWTP site to break up in-situ rock prior to excavation.

TABLE 3.9-4
NOISE EMISSION LEVELS FOR TYPICAL CONSTRUCTION EQUIPMENT

Equipment Description	Typical Use Factor %	Predicted Lmax @ 50 ft (dBA, Lmax)		
Rock Crusher	25	88		
Backhoe	40	80		
Concrete Mixer Truck	40	85		
Concrete Pump Truck	20	82		
Dozer	40	85		
Dump Truck	40	84		
Excavator	40	85		
Flat Bed Truck	40	84		
Front End Loader	40	80		
Jack Hammer	25	80		
Pneumatic Tools	50	85		
All Other Equipment > 5 HP	50	85		
Blasting	1	126		
Source: FHWA, 2006.				

As indicated in **Table 3.9-4**, blasting activities could result in noise levels up to 126 dBA Lmax. Due to the nature of the in-situ rock at the SMD 3 WWTP site, blasting activity at the WWTP site would occur as a single event, and associated noise is not expected to last more than one minute (refer to **Section 2.4.3**). A discussion of airblast and ground vibration from blasting is provided under **Impact 3.9-3**.

#### Force Main Construction

Typical hourly average construction noise levels associated with trenching and pipeline installation activities are 75 to 88 dBA measured at a distance of 50 feet from the site during busy construction periods (FHWA, 2006). Such noise levels would be intermittently audible to residences within 1,000 feet of the construction site. Phase I construction within the Auburn-Folsom Road ROW would occur over a period of 12 months, and Phase II construction within the Auburn-Folsom Road and Joe Rodgers Road ROWs would occur over a period of 6 months.

Given the linear nature of construction, construction activities would occur along the alignment and move at various rates along the alignment depending on the type of soil, traffic impediments, location of the construction activities, etc. It is anticipated that the rate at which project construction moves could vary between approximately 200 to 500 feet per day; therefore,- a given sensitive receptor along the alignment may be exposed to intermittent elevated noise levels for a period of up to 14 days.

Typical construction activities associated with installation of the force main would result in a maximum noise level of 85 db, Lmax at the nearest sensitive noise receptors along the force main route during the majority of the construction period. Additionally, as described in **Section 2.4.3**, blasting may be required along up to five percent of the total alignment to break up "non-rippable" in-situ rock prior to excavation. As indicated in **Table 3.9-4**, blasting activities could result in noise levels up to 126 dBA Lmax. Blasting would occur infrequently and as a single event at each location, and associated noise is not expected to last more than one minute (refer to **Section 2.4.3**). A discussion of airblast and ground vibration from blasting is provided under **Impact 3.9-3**.

#### Staging Areas

Staging areas would be used during construction to store construction equipment and materials related to force main construction. Noise generating activities in the staging areas would be limited to the operation of flat bed construction equipment hauling vehicles and pickup trucks, which travel to and from the construction sites. Noise from these vehicles would be emitted infrequently and generate a -noise level between 55 to 74 dBA, Lmax measured at a distance of 50 feet from the site (FHWA, 2006). Such noise levels would be intermittently audible to residences within 750 feet of the staging areas.

#### **Conclusion**

Noise levels as a result of construction of the pump station and force main and decommissioning of the WWTP would exceed the County's maximum noise level standard of 70 dB, Lmax at sensitive receptors located within 750 feet of construction activities. County Ordinance 9.36.030

exempts construction noise if construction activities occur between 6 am and 8 pm Monday through Friday and 8 am to 8 pm Saturday and Sunday, and construction equipment is properly equipped with noise control devices. Construction-generated source noise could result in annoyance and/or sleep disruption to nearby noise sensitive receptors (e.g., residences) if County standards for construction activities are not met. This is considered a potentially significant short term impact. Mitigation Measure 3.9-1 and Mitigation Measure 3.9-3 (see Impact 3.9-3), would reduce noise-related construction impacts and facilitate communication between construction managers and adjacent sensitive receptors to avoid adverse effects. These mitigation measures would ensure that construction hours are limited to day time hours to avoid sleep disturbance, and that all construction vehicles and equipment are equipped with properly operating and maintained mufflers and acoustical shields or shrouds, in accordance with manufacturers' specifications. Further, all equipment would be placed as far from sensitive receptors as feasible, and existing barriers would be used to minimize noise levels at sensitive receptors to the extent feasible. Because measures have been recommended to minimize temporary increases in noise from construction, Aafter mitigation, noise impacts due to construction of Alternative A would be less than significant. Less-Than-Significant Impact with Mitigation.

#### Alternative B Road Right-of-Way Alignment

Construction activities under Alternative B would be similar to Alternative A, with the exception that more activities would take place along Auburn-Folsom Road potentially impacting more sensitive receptors located adjacent to this roadway. Typical construction and demolition activities would result in maximum noise level at the nearest sensitive receptor of 88-89 dBA Lmax, which is greater than the County's residential max level of 70 dB, Lmax. Additionally, blasting activities would result in a short-term single noise event of 126 dBA Lmax at the nearest sensitive receptors. This is considered a potentially significant short term impact. However, with implementation of Mitigation Measure 3.9-1 and Mitigation Measure 3.9-3, noise impacts due to construction of Alternative B would be less than significant. Less-Than-Significant Impact with Mitigation.

#### Alternative C Hidden Valley Pipe Upsizing

Construction activities under Alternative C would be similar to Alternative B. Therefore, typical construction and demolition activities would result in maximum noise level at the nearest sensitive receptor of 88-89 dBA Lmax, which is greater than the County's residential max level of 70 dB, Lmax. Additionally, blasting activities would result in a short-term single noise event of 126 dBA Lmax at the nearest sensitive receptors. This is considered a potentially significant short term impact. However, with implementation of **Mitigation Measure 3.9-1** and **Mitigation Measure 3.9-3**, noise impacts due to construction of Alternative C would be less than significant. **Less-Than-Significant Impact with Mitigation**.

Mitigation Measure 3.9-1 in Section 3.9 on page 3.9-14 of the Draft EA/EIR has been revised as follows:

**Mitigation Measure 3.9-1: Implement Noise-Reducing Construction BMPs.** The County shall ensure through contractual obligations that the following measures are implemented during construction:

- In order to comply with County ordinance 9.36.030 and the Granite Bay Community Plan, cConstruction activities should be limited to the hours of 6 am to 8 pm Monday through Friday and 8 am to 8-6 pm Saturday-and Sunday.
- Stationary equipment and staging areas shall be located as far as practical from noise-sensitive receptors to minimize noise disturbance. Noise sensitive receptors are defined to include residential housing, schools, health care facilities, and outdoor activity areas. Equipment shall not be left idling for more than 5 minutes.
- All construction vehicles or equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and acoustical shields or shrouds, in accordance with manufacturers' specifications.
- To the extent feasible, existing barrier features (structures) shall be used to block sound transmission between noise sources and noise sensitive land uses.
- The County will designate a disturbance coordinator, such as an employee of the general contractor or the project manager for the County, post the coordinator's contact telephone number conspicuously around the project site, and provide the number to nearby sensitive receptors. The disturbance coordinator shall receive all public complaints, be responsible for determining the cause of the complaints, and implement any feasible measures to alleviate the problem.

The discussion of Alternative B under Impact 3.11-1 in Section 3.11 on page 3.11-7 of the Draft EA/EIR has been revised as follows:

#### Alternative B Road Right-of-Way Alignment

#### Phasing Option 1:

Under Alternative B Phasing Option 1, traffic effects associated with construction activities occurring within County road ROW would be greater than those described for Alternative A, due to the additional 5,300 LF of proposed construction activities occurring within the Auburn-Folsom ROW between the intersection of Twin Rocks Road and MH F15-19 during Phase I. During Phase I, trenching activities associated with installation of the force main would occur within Auburn-Folsom Road ROW from the WWTP boundary for approximately 18,400 LF to MH F15-19. During Phase II, which is expected to be constructed in 2021, trenching activities would occur within approximately 4,850 LF of the Auburn-Folsom Road and Joe Rodgers Road ROW from MH F15-19 to MH E14-48 near the intersection of Itchy Acres Road. The total length of construction within County road ROWs under Alternative B would be approximately 23,250 LF (4.4 miles).

Phase I construction within the Auburn-Folsom Road ROW would occur over a period of 14 months (approximately 2 months longer than Alternative A), and Phase II construction within the Auburn-Folsom Road and Joe Rodgers Road ROWs would occur over a period of 6 months, during which time, temporary lane closures for varying durations at different locations would occur along the force main alignment. Traffic impacts due to construction have the potential to reduce the level of service of these County roadways due to lane closures and reduction in travel speeds through construction zones. However, with the implementation of **Mitigation Measures 3.11-1a** and **b**, project related traffic effects from construction activities within the ROW would be reduced to less than significant. **Less-Than-Significant Impact with Mitigation**.

#### Phasing Option 2:

Under Alternative B Phasing Option 2, traffic effects associated with construction activities occurring within County road ROW would be greater than those described for Alternative A, due to the additional 5,300 LF of proposed construction activities occurring within the Auburn-Folsom ROW between the intersection of Twin Rocks Road and MH F15-19 during Phase II. During Phase I, trenching activities associated with installation of the force main would occur within Auburn-Folsom Road ROW from the WWTP boundary for approximately 13,100 LF to MH G16-43. During Phase II, which is expected to be constructed in 2021, trenching activities would occur within approximately 10,150 LF of the Auburn-Folsom Road and Joe Rodgers Road ROW from MH G16-43 to MH E14-48 near the intersection of Itchy Acres Road. The total length of construction within County road ROWs under Alternative B would be approximately 23,250 LF (4.4 miles).

Phase I construction within the Auburn-Folsom Road ROW would occur over a period of 12 months (equivalent to Alternative A), and Phase II construction within the Auburn-Folsom Road and Joe Rodgers Road ROWs would occur over a period of 6 months, during which time, temporary lane closures for varying durations at different locations would occur along the force main alignment. Traffic impacts due to construction have the potential to reduce the level of service of these County roadways due to lane closures and reduction in travel speeds through construction zones. However, with the implementation of Mitigation Measures 3.11-1a and b, project related traffic effects from construction activities within the ROW would be reduced to less than significant. Less-Than-Significant Impact with Mitigation.

The discussion of Alternative B under Impact 3.11-4 in Section 3.11 on page 3.11-12 of the Draft EA/EIR has been revised as follows:

#### Alternative B Road Right-of-Way Alignment

The potential for damage to roadways due to construction of Alternative B would be the-greater than Alternative A due to the additional 5,300 LF of proposed construction activities occurring within the Auburn-Folsom ROW between the intersection of Twin Rocks Road and MH F15-19 (under the County's Preferred Alternative, Phasing Option 2, this would occur during Phase II); however, with the implementation Mitigation Measure 3.11-4 roadway related impacts are considered less than significant. Less-Than-Significant Impact with Mitigation.

The discussion of Alternative B under Impact 3.12-2 in Section 3.12 on page 3.12-15 of the Draft EA/EIR has been revised as follows:

#### Alternative B Road Right-of-Way Alignment

#### Phasing Option 1

The hydraulic modeling described above resulted in a second alternative which would avoid upsizing pipe, reduce costs, and avoid extensive environmental effects. Phasing Option 1 of Alternative B would have a phasing schedule similar to Alternative A, and would include construction of a new force main from the SMD 3 WWTP to MH F15-19 entirely within the Auburn-Folsom Road ROW. The Alternative B's direct and cumulative contribution to environmental effects resulting from the construction of new/expanded wastewater collection facilities under Phasing Option 1 of Alternative B is considered to be less than significant. Less-Than-Significant Impact.

#### Phasing Option 2

As described above, hydraulic modeling indicated that SMD 2 pipelines located between MH I17-10 and MH G16-43, and MH F15-13 and MH F15-16 would require additional upsizing to convey current SMD 2 and SMD 3 PWWF if SMD 3 flows were conveyed through the SMD 2 sewer at MH I17-10. Under Phasing Option 2 of Alternative B, sufficient equalization storage capacity will be provided at the SMD 3 WWTP site (see revised text of Section 2.5.1) to eliminate the need to upsize the SMD 2 pipelines located between MH F15-13 and MH F15-16. Further, monitoring stations may be installed at various manholes along the alignment to measure flow levels within the system. These monitoring devices will alert the County if surges in the system are detected so that flows may be diverted to equalization and/or emergency storage facilities as necessary. The direct and cumulative contribution to environmental effects resulting from the construction of new/expanded wastewater collection facilities under Phasing Option 2 of Alternative B is considered to be less than significant. Less-Than-Significant Impact.

### **Section 4.0: Other Statutory Considerations**

Section 4.4 beginning on page 4-7 of the Draft EA/EIR has been revised as follows:

#### 4.4 CONCLUSION / FINDINGS

#### **Environmentally Superior/Preferred Alternative**

In accordance with CEQA and NEPA which require an evaluation and comparison of the environmental merits of alternatives considered, a summary matrix has been prepared which qualitatively compares the effectiveness of each of the alternatives in reducing environmental impacts. This matrix, presented in **Table 4-6**, identifies for each impact area whether the alternatives would have greater, lesser, or similar impacts compared with the Proposed Project

(Alternative AB). With the exception of the significant and unavoidable impact to water quality under the No Project Alternative, each of the impacts identified under the project alternatives are considered less than significant after mitigation. Therefore, "greater" and "lesser" impacts identified in **Table 4-6** are referring to varying degrees of impacts below established significance thresholds.

Generally, the environmentally superior/preferred alternative is the alternative that would cause the least impact to the biological and physical environment. As discussed above, implementation of the No Action Alternative would result in fewer short term environmental effects than would occur under the Proposed Project and other development alternatives. Specifically, potential temporary construction impacts would be avoided, reduced, and minimized, including increased noise, traffic, and air quality emissions, unanticipated discovery of cultural resources, and potential impacts to soils, water quality and biological resources. However, the No Action alternative would not meet the waste discharge requirements (WDR) issued by the Regional Water Quality Control Board and would therefore result in adverse effects to the water quality of surface waters. Additionally, the No Action Alternative would not achieve the purpose and need or project objectives and would result in continued operational impacts associated with noise and odors from continued operation of the SMD 3 WWTP, which is located in close proximity to sensitive receptors. Further, from an indirect perspective, the No Action Alternative may result in environmental consequences caused by a reduction in service levels throughout the County due to fiscal limitations caused by significant fines. The significance of adverse environmental consequences resulting from continued operation of existing facilities under the No Action Alternative would outweigh the temporary impacts associated with construction of the Alternatives A-C.

When comparing Alternatives A, B, and C, the Alternative A-B (Proposed Project) would be the environmentally superior/preferred alternative resulting in the lowest potential for environmental effects. Force mains proposed under Alternatives B-A and C would have a higher potential to result in effects to biological resources due to the approximately 5,100 linear feet of construction through an open space area adjacent to riparian habitat and the removal of 30 trees in this area. The removal of these trees may significantly affect visual resources. Further, construction activities within the Hidden Valley open space area would be disruptive to recreational uses in this area. would extend primarily within road right-of-ways (ROWs) resulting in greater effects associated with noise and traffic, as more construction would occur within public roadways and adjacent to sensitive receptors located along Auburn Folsom Road. In addition these alternatives would require two crossings of Miners Ravine, designated critical habitat for Federal listed species, and thus would have a greater potential for impacts to this resource. While Alternative A would have a slightly higher potential to result in effects to biological resources due to the approximately 5,100 linear feet of construction through an open space area adjacent to riparian habitat and the removal of 30 trees in this areaWhile Alternative B would extend primarily within road right-of-ways (ROWs), resulting in greater effects associated with noise and traffic, and would require two crossings of Miners Ravine, resulting in a greater potential for impacts to this resource, all effects can be reduced to a less-than-significant level with the implementation of

recommended mitigation measures within **Section 3.03**. Therefore, because the Proposed Project would have lesser effects associated with noise and traffic along Auburn Folsom Road, and would avoid potential adverse effects associated with directional drilling under the two drainages to Miners Ravinebiological resources, visual resources, and recreation, it is considered to be the environmentally superior/preferred alternative that meets the purpose and need of the Proposed Action and accomplishes all of the project objectives.

	Project Alternatives			
Issue Area	No Action	Alternative B <u>A</u> <u>Hidden Valley Force Main</u> <u>Alignment</u> <del>Road Right-of-Way Alignment</del>	Alternative C Hidden Valley Pipe Upsizing	
Aesthetics	Lesser	<u>Greater</u> Similar	Similar	
Air Quality	Lesser	Similar	Similar	
Biological Resources	Lesser	<u>Greater</u> Similar	<u>Greater</u> Similar	
Cultural Resources	Lesser	Similar	Similar	
Geology and Soils	Lesser	Similar	Similar	
Hazards and Hazardous Materials	Similar	Similar	Similar	
Hydrology and Water Quality	Greater	Similar	Similar	
Land Use	Greater	Similar	Similar	
Noise	Greater	<u>Lesser</u> Greater	<u>Lesser</u> <del>Greater</del>	
Recreation	Lesser	<u>Greater</u> Similar	<u>Greater</u> Similar	
Transportation and Circulation	Lesser	<u>Lesser</u> Greater	<u>Lesser</u> Greater	
Utilities and Service Systems	Lesser	Similar	Similar	
Socioeconomic Conditions and Environmental Justice	Similar	Similar	Similar	

Section 4.5 beginning on page 4-9 of the Draft EA/EIR has been revised as follows:

#### Fish and Wildlife Coordination Act

Compliance PendingFull Compliance. The Fish and Wildlife Coordination Act in general requires Federal agencies to coordinate with USFWS and state fish and game agencies whenever streams or bodies of water are controlled or modified. This coordination is intended both to promote the conservation of wildlife resources by providing equal consideration for fish and wildlife in water project planning and to provide for the development and improvement of wildlife resources in connection with water projects. Federal agencies undertaking water projects are required to include recommendations made by USFWS and state fish and game agencies in project reports, and give full consideration to these recommendations. Coordination under the Fish and Wildlife Coordination Act is being carried out with the Resource agencies. The USFWS' Coordination Act Report is included in Appendix B of this Final EA/EIR.

#### Archaeological Resources Protection Act of 1979, 16 U.S.C. 470, et seq.

Full Compliance. This act prohibits the removal, sale, receipt, and interstate transportation of archaeological resources obtained illegally (without permits) from public lands. The Proposed Project would not involve any such archaeological resources.

#### Endangered Species Act of 1973, as amended, 16 U.S.C. 1531, et seq.

Compliance PendingPartial Compliance. Section 7 of the Federal Endangered Species Act (FESA) requires Federal agencies, in consultation with the Secretary of the Interior (Secretary), to ensure that their actions do not jeopardize the continued existence of endangered or threatened species, or result in the destruction or adverse modification of the critical habitat of these species. The Proposed Action has the potential to affect the Valley Elderberry Long Horn Beetle (VELB), a Federally listed endangered species, through temporary construction activities within 30 feet of VELB habitat. Mitigation measures have been required to avoid, reduce and minimize the potential for adverse effects to VELB. The Proposed Action would also remove discharge of treated effluent from Miners Ravine, designated critical habitat for Central Valley Steelhead, a Federally listed endangered species. A Hydrologic Study completed for the Proposed Action (Appendix I) indicates that the change to the stage of Miners Ravine from the decommissioning of the WWTP would not adversely affect steelhead trout passage, spawning, or rearing conditions based on their documented life history requirements. In addition the removal of the effluent discharge would increase water quality in Miners Ravine. The USACE will-has prepared a Biological Assessment and initiated formal consultation with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) in accordance with Section 7 of the FESA. Consultation shall be concluded prior to the USACE's approval of the Proposed Action. The USFWS' concurrence letter on the VELB is included in **Appendix B** of this final EA/EIR.

<sup>&</sup>lt;sup>1</sup> This discussion has been removed as it was determined by the USACE not to apply to the Proposed Project because no federal lands are involved.

#### National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470 et seq.

Compliance Pending Full Compliance. The project is in compliance with Section 106 of this act. The Proposed Action's area of potential effects (APE) was surveyed for cultural resources sites. A records and literature search was conducted at the Northwest Information Center at California State University, Sacramento. Based on the field survey and records and literature search, there are no recorded prehistoric or historic archeological sites or historic structures within the APE. No properties are listed on, or eligible for, the National Register of Historic Places. The USACE will consult with and seek concurrence from the California State Historic Preservation Officer (SHPO) on a finding of no historic properties affected for the Proposed Action. The State Historic Preservation Officer concurred with the USACE's determination of no historic properties affected in a letter dated September 13, 2012. The concurrence letter received from the State Historic Preservation Officer is included in Appendix B of this Final EA/EIR.

On behalf of Placer County, AES initiated Native American consultation in 2012. The Shingle Springs Rancheria was the only Tribe to respond. On July 12, 2012, the USACE responded to the Shingle Springs Rancheria's letter, including a request for consultation, and provided a copy of the Cultural Resources Survey Report which contained the results of the records and literature search. Additionally, a copy of the EA/EIS was provided to the Shingle Springs Rancheria. As of September 2012, the Tribe has not responded or commented on either document.