Exhibit A

SAN RAMON VALLEY RECYCLED WATER PROGRAM

Environmental Impact Report Addendum

August 2009

Prepared for

DSRSD•EBMUD Recycled Water Authority (DERWA)
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San Ramon Valley Recycled Water Program EIR Addendum

1. BACKGROUND

The DSRSD•EBMUD Recycled Water Authority (DERWA) is a Joint Powers Authority formed in 1995 between the Dublin San Ramon Services District (DSRSD) and the East Bay Municipal Utility District (EBMUD) for the purpose of providing recycled water as a replacement for potable water. The San Ramon Valley Recycled Water Program (SRVRWP) supplies recycled water for landscape irrigation to portions of the DSRSD and EBMUD service areas in the San Ramon and Dougherty valleys. The DERWA Board of Directors approved and certified a Program Environmental Impact Report (EIR) for the SRVRWP in December 1996 (State Clearinghouse No. 96013028). The purpose of this Addendum is to evaluate additional distribution pipelines for the system that were not evaluated in the EIR.

The EIR addressed some elements of the Program at a project level and other elements at a program level. The transmission and distribution pipelines were addressed at a project level. The EIR evaluated a distribution system consisting of pipes branching off the main transmission pipeline to connect the transmission system to recycled water customers. The distribution lines consist of pipes ranging from 4- to 16-inches in diameter, depending on pressure and volume considerations. The designated alignments for the distribution lines are primarily within public streets and easements. Portions of the transmission and distribution system have been constructed since the Program was approved in 1996. An Addendum to the EIR was prepared and approved in August 2003 (DERWA Resolution No. 03-15) to address changes (additions and deletions) to the distribution system that were proposed at that time.

DERWA is now proposing further modifications to the distribution system to address changes to their customer base; these changes are within the EBMUD service area and are associated with the EBMUD Phase 2, 3, and 4 Distribution System project. As noted above, DERWA is proposing to add pipeline segments that were not originally included in the Program that was analyzed in the EIR.

2. CEQA PROCESS

The CEQA Guidelines (Sections 15162 and 15164) require that a lead agency prepare an addendum to a previously certified EIR if some changes or additions to the environmental evaluation of a project are necessary but none of the following occurs:

(1) There are no substantial changes in the project which require major revisions to the EIR or a substantial increase in the severity of previously identified significant effects;

(2) There are no substantial changes with respect to the circumstances under which the project is undertaken which require major revisions to the EIR; or

(3) No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of EIR certification, shows any of the following:

a) The project will have one or more significant effects not discussed in the EIR;

b) The project will result in impacts that are substantially more adverse that those disclosed in the EIR;

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

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

This EIR Addendum documents that the proposed additions to the SRVRWP distribution system do not trigger any of the conditions described above.

In accordance with CEQA Guidelines Section 15164, an Addendum need not be circulated for public review but requires consideration by the decision-making body along with the certified EIR prior to making a decision on the project.

3. DESCRIPTION OF CHANGES TO THE DISTRIBUTION SYSTEM

DERWA is proposing to add pipeline segments that were not analyzed in the EIR. The new pipeline segments are located within the EBMUD service area and are all part of the EBMUD Phase 2, 3, and 4 Distribution System project. The proposed modifications reflect changing assumptions regarding customer participation in the DERWA Program. Figures 2-12 through 2-15 in the EIR show the alternative transmission pipeline alignments that were evaluated in the EIR, and Figure 2-19 in the EIR depicts the proposed distribution pipelines at the time the EIR was certified. Appendix E of the EIR provides a list of the proposed distribution pipelines.

Table 1 provides a list of the locations of the proposed new pipeline segments, by EBMUD Phase, as well as pipeline diameters and approximate lengths, that are addressed in this Addendum. The pipeline segments range from 6- to 16-inches in diameter and would all be located within existing developed roadways, driveways or easements. The pipelines would be located underground, approximately 4- to 5-feet below street level.

The pipeline segments are located within Danville, San Ramon, and Blackhawk and would serve customers in those areas. The areas where the additional pipeline segments would be located consist primarily of residential, light commercial, and open space/recreational uses (such as golf courses, parks, and playfields). In addition to golf courses in the service area (e.g. Blackhawk, Crow Canyon), the pipeline segments would serve the schools and parks listed below. The recycled water would be used exclusively for landscape irrigation of existing facilities.

Schools

Golden View School – 5025 Canyon Crest Drive
Iron Horse Middle School – 12617 Alcosta Blvd.

Parks

Central Park (City of San Ramon) – 12501 and 12555 Alcosta Blvd.
Coyote Crossing Park – 4348 Sweetgale Drive
Windy Hills Park – 1236 Ustilago Drive

Town of Danville Park – 1000 and 1001 Tassajara Ranch Drive
Park at Blackhawk Country Club – 3505 Deercrest Drive

Table 1: Proposed Additional Pipeline Segments Not Analyzed in the EIR (EBMUD Phase 2, 3, 4 Distribution System Project)

Phase	Street	From	To	Pipeline Diameter	Pipeline Length
2	El Capitan Dr	Crow Canyon Rd	Customer	8"	1,135 ft.
	N. Chanterella Dr	Bollinger Canyon Rd	Sweetgale Drive	8"	1,435 ft.
	S. Chanterella Dr	Bollinger Canyon Rd	Alisma Court	8"	605 ft.
	Ustilago Dr	S. Chanterella Dr	Customer	8"	575 ft.
3	Azalea Ln	Pearlgrass Ln	Pearlgrass Ct	6"	180 ft.
	Center Way	Tassajara Ranch Rd	Customer	6"	1,230 ft.
	Indian Rice Rd	Crow Canyon Rd	Customer	6"	285 ft.
	Mansfield Dr	Camino Tassajara	Customer	6"	65 ft.
	Pearlgrass Ct	Azalea Ln	Customer	6"	200 ft.
	Rassani Dr	Camino Tassajara	Customer	6"	235 ft.
	Reedland Cir (E)	Crow Canyon Rd	Customer	6"	500 ft.
	Reedland Cir (W)	Crow Canyon Rd	Customer	6"	135 ft.
	Shoreline Loop	Shoreline Circle	Customer	6"	335 ft.
	S Blackbrush Ln	Pearlgrass Ln	Cloverberry Wy	6"	185 ft.
	Tassajara Ranch Dr	Crow Canyon Rd	Camino Tassajara	16"	3,055 ft.
4	Kingswood Dr	Blackhawk Dr	Customer	6"	75 ft.

4. ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

The EIR evaluated the potential effects of the SRVRWP on the following environmental topics: groundwater; surface water and drainage; salinity, soils, and vegetation; geology and seismicity; land use; public services, utilities, and energy; noise; traffic and circulation; biological resources; human health and safety; cultural resources; aesthetics; and air quality. The EIR did not identify any impacts to groundwater, salinity/soils/vegetation, and aesthetics from the distribution pipelines component of the project; therefore, those topics are not discussed further in this Addendum. For the most part, the nature of the impacts potentially generated by the project are driven by the general characteristics of the project (e.g., water quality issues related to the use

of recycled water) and the general location of the facilities (e.g., groundshaking from faults in the project area). The proposed changes to the distribution system would not alter the EIR's conclusions with respect to these types of impacts because they do not represent a substantial change in where and how the project would operate. Similarly, the proposed new pipeline segments would be constructed within existing developed rights-of-way using the construction methods identified in the EIR.

Consequently, almost all of the EIR mitigation measures identified for impacts related to the distribution pipelines should also be implemented for the proposed additional segments, and no additional investigation of impacts is warranted, as documented in this Addendum. The EIR mitigation measures that should be applied to the distribution system, including the new pipeline segments, are listed in Attachment A of this Addendum.

SURFACE WATER AND DRAINAGE

For the distribution pipelines, the EIR (pages 3-21 through 3-30) identifies potential water quality impacts from erosion and the release of recycled water into adjacent creeks from pipeline damage during a 100-year flood. Like the pipeline alignments analyzed in the EIR, some of the proposed additional pipeline segments would be located within the 100-year flood plain of creeks that traverse the project area (e.g., East and West Alamo Creek, San Ramon Creek, etc.) and would have the same potential water quality impacts. The EIR also identified potential water quality impacts from construction of the pipelines from site runoff and potential release of hazardous materials; the proposed new pipelines would have similar impacts. The proposed new pipeline segments would not result in new, significant impacts or increase the severity of existing impacts associated with surface water and drainage beyond those identified in the EIR. Implementation of applicable mitigation measures identified in the EIR (see Attachment A) would reduce surface water and drainage impacts from the proposed additional pipeline segments to less-than-significant levels.

GEOLOGY AND SEISMICITY

The EIR (pages 3-42 through 3-44) identifies potential impacts from groundshaking from earthquakes for the distribution pipelines. Like the pipeline alignments analyzed in the EIR, the proposed additional pipeline segments would be located near the Calaveras and Pleasanton faults and would be expected to experience similar impacts to those identified in the EIR. However, the proposed new segments would not result in new, significant impacts or increase the severity of existing impacts associated with geology and seismicity beyond those identified in the EIR. Implementation of the mitigation measure identified in the EIR (see Attachment A) would reduce geology and seismicity impacts from the proposed additional pipeline segments to less-than-significant levels.

LAND USE

The EIR (page 3-70) identifies the potential disruption of land uses as a temporary impact during construction of the distribution pipelines. Like the pipeline alignments analyzed in the EIR, the proposed additional pipeline segments would be located near residential, recreation, and commercial uses. However, the proposed new segments would not result in new, significant impacts or increase the severity of existing impacts associated with land use beyond those identified in the EIR. Implementation of the mitigation measure identified in the EIR (see Attachment A) would reduce land use impacts from the proposed additional pipeline segments to less-than-significant levels.

PUBLIC SERVICES, UTILITIES, AND ENERGY

The EIR (pages 3-74 through 3-75) identifies the potential delay or interruption to municipal and utility services, as well as possible relocation of infrastructure used by other agencies or utilities within easements and rights-of-way for the distribution pipelines. Like the pipeline alignments analyzed in the EIR, the proposed additional pipeline segments would be located within roadways, near a variety of land use types. There are no hospitals adjacent to the alignment. There is a fire station located on Alcosta Boulevard between Central Park and Iron Horse Middle School. The proposed new segments would not result in new, significant impacts or increase the severity of existing impacts associated with public services, utilities, and energy beyond those identified in the EIR. Implementation of mitigation measures identified in the EIR (see Attachment A) would reduce public services, utilities, and energy impacts from the proposed additional pipeline segments to less-than-significant levels.

NOISE

The EIR (page 3-80 through 3-81) identifies potential temporary noise level increases from construction of the distribution pipelines. Like the pipeline alignments analyzed in the EIR, the proposed additional pipeline segments would also have potential noise impacts from construction. However, the proposed new segments would not result in new, significant impacts or increase the severity of existing impacts associated with noise beyond those identified in the EIR. Implementation of the mitigation measure identified in the EIR (see Attachment A) would reduce noise impacts from the proposed additional pipeline segments to less-than-significant levels.

TRAFFIC AND CIRCULATION

The EIR (pages 3-87 through 3-91) identifies potential street and bicycle lane closures as well as impacts to new roadway surfaces, transit service, and access to adjacent properties from construction of the distribution pipelines. Like the pipeline alignments analyzed in the EIR, the proposed additional pipeline segments would have similar potential traffic and circulation impacts from construction. However, the proposed new segments would not result in new, significant impacts or increase the severity of existing impacts associated with traffic and circulation beyond those identified in the EIR. Implementation of mitigation measures identified in the EIR (see Attachment A) would reduce traffic and circulation impacts from the proposed additional pipeline segments to less-than-significant levels.

BIOLOGICAL RESOURCES

The EIR (pages 3-116 through 3-120) identifies potential impacts to wetland resources, willow riparian woodland, and wildlife species of concern from construction of the distribution pipelines. Because the additional pipeline segments are entirely within roadways, and the vegetation along the proposed alignments is composed of disturbed non-native grassland or landscaped vegetation, no direct impacts to biological resources are anticipated and no mitigation measures are required. Implementation of measures to address surface water run-off (see above) would also address potential indirect effects to biological resources present in nearby creeks.

HUMAN HEALTH AND SAFETY

The EIR (pages 3-128 through 3-131) identifies potential safety risks and exposure to contaminated soil during construction of the distribution pipelines. Like the pipeline alignments analyzed in the EIR, the proposed additional pipeline segments may expose people to hazardous materials or could degrade the environment further. However, the proposed new segments would not result in new, significant impacts or increase the severity of existing impacts associated with human health and safety beyond those identified in the EIR. Implementation of the mitigation measures identified in the EIR (see Attachment A) would

reduce human health and safety impacts from the proposed additional pipeline segments to less-than-significant levels.

CULTURAL RESOURCES

The EIR (pages 3-18 through 3-29) identifies that construction of program facilities (including distribution pipelines) could affect known and unknown archaeological sites. The following mitigation measure was adopted by the DERWA Board of Directors in 1996 for construction of program facilities (including distribution pipelines) that could affect prehistoric or archaeological sites:

> "Site reconnaissance will be performed during design to determine if construction will result in any adverse impact to known archaeological sites. If adverse impact is indicated to any of these sites, the facilities will either be relocated or a suitable research and testing program to mitigate the adverse effects of project construction on them will be developed. It is possible that Native American skeletal remains will be found during subsurface texting or data recovery phase of the investigation. DERWA will follow all applicable regulations set forth in CEQA and the Public Resources Code."

Because the additional pipeline segments are located on paved roadways, no site reconnaissance was necessary. Nevertheless, the possibility still exists of encountering cultural resources during excavation activities associated with pipeline construction. Therefore, the following additional mitigation measure (3.11.2a, to address EIR Impact 3.11.2) not previously included in the EIR is recommended and is included in Attachment A:

> "Should any as yet undiscovered cultural resources, such as structural features, or unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during construction activities, the contractor will suspend work and contact DERWA staff. A qualified cultural resource specialist shall be retained and will perform any necessary investigations to determine the significance of the find. DERWA will then implement any mitigation deemed necessary for the recordation and/or protection of the cultural resources. In addition, pursuant to Sections 5097.97 and 5097.98 of the California Public Resources Code and Section 7050.5 of the California Health and Safety Code, in the event of the discovery of human remains, all work must be halted and the County Coroner shall immediately be notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains."

AIR QUALITY

The EIR (pages 3-149 through 3-150) identifies potential air quality impacts from construction of the distribution pipelines. Like the pipeline alignments analyzed in the EIR, the proposed additional pipeline segments would also have potential air quality impacts from construction. The Bay Area Air Quality Management District (BAAQMD) is currently in the process of updating its CEQA Guidelines; because new guidelines have not yet been issued, the BAAQMD 1999 CEQA Guidelines are still in effect. Based on those Guidelines, the proposed new segments would not result in new, significant impacts or increase the severity of existing impacts associated with air quality beyond those identified in the EIR. Implementation of the mitigation measure identified in the EIR (see Attachment A) would reduce air quality impacts from construction of the proposed additional pipeline segments to less-than-significant levels.

5. CONCLUSIONS

The proposed additional segments to the DERWA distribution system would result in impacts similar to those attributable to the originally proposed project, and therefore would require implementation of the applicable mitigation measures presented in the EIR. This Addendum does not change the conclusions of the EIR and the Mitigation Monitoring and Reporting Program (MMRP) that was adopted by the DERWA Board of Directors in December 1996, with the exception of an additional mitigation measure related to cultural resources (see above). Attachment A of this document presents mitigation measures from the certified EIR that apply to, and will be carried out as part of, the proposed modifications to the distribution system described in this Addendum.

Based on the above analysis and discussion, no significant revisions to the certified EIR are needed because: 1) no new significant impacts or substantially more severe impacts would result from the proposed modifications to the distribution system, 2) there have been no changes in circumstances in the project area that would result in new significant environmental impacts or substantially more severe impacts, and 3) no new information has come to light that would indicate the potential for new significant impacts or substantially more severe impacts than were discussed in the EIR. Therefore, no further evaluation is required, and no Subsequent EIR is needed pursuant to CEQA Guidelines Sections 15162 and 15164.

6. REFERENCES

Bay Area Air Quality Management District. 1999. *BAAQMD CEQA Guidelines.*

CH2M HILL. August 1996. *Draft Environmental Impact Report for the San Ramon Valley Recycled Water Program.* Prepared for DERWA, Dublin CA.

CH2M HILL. December 1996. *Final Environmental Impact Report for the San Ramon Valley Recycled Water Program.* Prepared for DERWA, Dublin CA.

City of San Ramon. 2002. *San Ramon General Plan 2020.*

DERWA. December 2006. *Resolution No. 96-5 Adopted by the DERWA Board of Directors.*

DERWA. December 2006. *Resolution No. 96-6 Adopted by the DERWA Board of Directors.*

Environmental Science Associates. October 2003. *Addendum to the San Ramon Valley Recycled Water Program Draft EIR.* Prepared for DERWA, Dublin CA.

Federal Emergency Management Administration. September 2001. *Flood Insurance Rate Map for Town of Danville.*

ATTACHMENT A
MITIGATION MEASURES

Surface Water and Drainage

Mitigation 3.2.1 – Transmission and Distribution Pipeline Alignments within 100-year Flood Plain

For those portions of the pipeline alignment lying within the 100-year flood plain, the recycled water pipeline will be designed to withstand a 100-year flood. Where warranted, additional protection or support will be provided to prevent pipeline breaks, should the soil and fill base below the pipeline be washed away during the 100-year flood.

Mitigation 3.2.4 – Surface Water Quality Degradation from System Construction

Pursuant to RWQCB permit requirements, a Stormwater Pollution Prevention Plan (SWPPP) will be developed for the Program. Preparation of this plan would be the responsibility of whichever agency or district is responsible for constructing a particular facility, and implementation of the plan would be the responsibility of the contractor hired to perform the work. The plan would include a description of all construction and post-construction practices that would be employed to control pollutants in stormwater discharges. All Program facilities would include properly designed storm drainage systems to accommodate storm runoff generated by impervious surfaces.

Mitigation 3.2.5 – Hazardous Materials Spills During Construction

Handling and storage of fuels and other flammable materials are governed by the California Occupational Safety and Health Administration (CAL/OSHA) standards for fire protection and prevention. These measures include appropriate storage of flammable liquids and prohibition of open flames within 50 feet of flammable storage areas. Construction documents will include a Substance Control Program for construction activities to reduce potentially significant impacts on water quality caused by a chemical spill. This program will require safe collection and disposal of hazardous substances generated during construction activities, and will include an Emergency Response Program to ensure quick and safe cleanup of accidental spills.

Geology and Seismicity

Mitigation 3.4.2 – Earthquake Damage to Facilities

All project-related structural design, as well as all grading and topography modifications, must conform with the most recent editions of the Uniform Building Code, the California Building Code, and the relevant seismic safety standards of the local agencies in the study area as a matter of course. The Alquist-Priolo Special Studies Zone Act requires that geologic investigations be done to determine the precise location of active fault traces prior to project approval, and structures built near a fault trace must be set back 50 feet.

Land Use

Mitigation 3.5.1 – Temporary Disruption of Land Uses by Facilities Construction

DERWA and/or its member districts will provide advance notification to all land uses adjacent to construction zones, and will provide opportunity for property owner input to the construction disruption management process.

Public Services, Utilities, and Energy

Mitigation 3.6.1 – Interruption of Services and Utilities

Construction will be in accordance with commonly accepted practices for pipeline and facility development in urban communities. Municipal authorities will provide terms and conditions for construction practices. Agreements will be reached with utilities and service providers on how to avoid service delays and utility interruptions.

Mitigation 3.6.2 – Potential Relocation of Infrastructure

Pre-construction planning and coordination with other agencies and organizations having infrastructure within the pipeline alignments will be conducted as a normal construction practice. All utilities will be identified prior to construction. Approvals for relocation will be obtained, as required.

Noise

Mitigation 3.7.1 – Temporary Noise Level Increases from Construction

Adherence to local ordinances regulating hours of construction would minimize the potential for sleep disturbance and annoyance, because heavy construction would be limited to the daytime hours. All equipment would be equipped with mufflers equal or superior in noise attenuation to those provided by the manufacturer of the equipment. In addition, idling equipment would be shut off and temporary or portable acoustic barriers would be installed around stationary construction noise sources that are located in proximity to potentially sensitive noise receptors.

Traffic and Circulation

Mitigation 3.8.1 – Disturbance of Roadway Surfaces

DERWA or its contractor shall restore any disrupted pavement to a condition equal to that prior to construction. Individual cities' pavement resurfacing policies shall be adhered to and an effort to minimize disruption of pavement will be considered where possible.

Mitigation 3.8.2 – Street and Bicycle Lane Closures

DERWA or its contractor shall prepare traffic management plans in accordance with local jurisdiction standards. Plans shall address bike and vehicle travel through construction zones and the use of flaggers and off-peak construction hours. Coordination with EBRPD will be necessary to maintain adequate access along the Iron Horse Trail, and at intersection

crossings. Cones and/or other similar temporary traffic flow control devices would be used where necessary to establish bike and/or vehicle lanes through construction zones to protect bicyclists from construction activities and vehicle traffic, and to provide for adequate vehicle movement. Where vehicle lanes within heavily traveled roadways would be closed as a result of roadway crossings, lane closure plans should be employed in accordance with municipal traffic management requirements. Where the width of the roadway would preclude establishing temporary lanes in two directions, and where acceptable detour routes are not available, flaggers would be used to maintain two-way traffic flow.

Mitigation 3.8.3 – Disruption of Transit Service

DERWA shall coordinate with CCTA, WHEELS, and BART Express to temporarily relocate bus stops along roadways during construction, as required to provide uninterrupted service.

Mitigation 3.8.4 – Disruption of Access to Adjacent Properties

DERWA or its contractor will minimize the amount of time that access to a property is disrupted. Adjacent property owners will be notified of construction schedules, and a traffic management plan shall be developed that provides for temporary access to properties. For highly sensitive land uses such as hospitals, schools, and emergency services, access plans will be coordinated with the facility owner or administrator, and the local police departments.

Human Health and Safety

Mitigation 3.10.2 – Construction and Operations Could Create Safety Risks

Safety concerns regarding workers and the general public during construction would be addressed by compliance with Occupational Health and Safety Administration (OSHA) regulations. OSHA regulations would also address worker safety issues during the ongoing operation of the DSRSD plant and on-site irrigation systems.

Mitigation 3.10.3 – Exposure to Contaminated Soil During Construction

Site safety plans shall be prepared for construction crews that address the potential for encountering hazardous materials during trenching and well augering as well as a protocol for employing personal protective equipment.

Cultural Resources

Mitigation 3.11.2a (new) – Construction of Program Facilities Could Affect Prehistoric Archaeological Sites

Should any as yet undiscovered cultural resources, such as structural features, or unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during construction activities, the contractor will suspend work and contact DERWA staff. A qualified cultural resource specialist shall be retained and will perform any necessary investigations to determine the significance of the find. DERWA will then implement any mitigation deemed necessary for the recordation and/or protection of the cultural resources. In addition, pursuant to Sections 5097.97 and 5097.98 of the California Public Resources Code and Section 7050.5 of the California Health and Safety Code, in the event of the discovery of human remains, all work must be halted and the County Coroner shall immediately be notified.

If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

Air Quality

Mitigation 3.13.1 – Project Construction Could Affect Air Quality

The following specific dust control measures recommended by BAAQMD would be implemented:

- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard.
- Pave, apply water three times daily, or apply soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep daily (preferably with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
- Sweep streets daily (preferably with water sweepers) if visible soil material is carried onto adjacent public streets.
- Hydroseed or apply soil binders to inactive construction areas.
- Enclose, cover, water twice daily or apply soil binders to exposed stockpiles.
- Limit traffic on unpaved roads to 15 mph.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Use alternative fueled construction equipment if possible.
- Minimize idling time (e.g., 10-minute maximum).
- Maintain properly tuned equipment.
- Limit the hours of operation on heavy-duty equipment and/or the amount of equipment in use.