ERRATA SHEET FOR THE
Initial Study/ Mitigated Negative Declaration for the Newtown Road Bridge (25C0033) at South Fork Weber Creek Bridge Replacement Project (CIP No. 77122) SCH # 2018062062

CEQA REQUIREMENTS

State CEQA Guidelines §15073.5(a) requires that a lead agency recirculate a negative declaration "when the document must be substantially revised." A "substantial revision" includes: (1) identification of a new, avoidable significant effect requiring mitigation measures or project revisions and/or (2) determination that proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required. Recirculation is not required when new information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.

In response to comments from members of the public, the following minor text changes are made to the Initial Study and incorporated as part of the Initial Study/ Mitigated Negative Declaration.

None of these changes substantially modify the analysis or conclusions of the document, but instead simply clarify aspects of the previously circulated document.

Changes to the text are noted with underline (for added text) or ~~strikeout~~ type (for deleted text).

3.3 History

Hydraulic Performance: Under existing conditions the bridge does not provide freeboard to pass 50 and 100 year floods based on the results of the U.S. Army Corps of Engineers, Hydrologic Engineering Center's River Analysis System (HEC-RAS) modeling. The results of the HEC-RAS modeling indicate the existing bridges would be overtopped by approximately 2.37 ft during the 50 yr event and 2.58 ft during the 100 yr flood event (El Dorado County 2018). ~~On December 31, 1997, County staff reported that South Fork Weber Creek was just about to overtop Newtown Road (Drake Haglan & Associates 2015)~~. Review of rainfall data collected at the Placerville National Weather Service station between December 30, 1996 and January 3, 1997 indicate rainfall amounts consistent with a 10 year event, which would result in Weber Creek reaching a level near the driving surface of Newtown Road. This is aligned with County analysis of the rain event of February 10, 2017, which the County considers to be approximately a 10-year event that caused water to rise to within a foot of Newtown Road.

6.2 References

~~Drake Haglan and Associates. January 2015. Technical Memorandum, 77122: Newtown Road Over South Fork Weber Creek Bridge Replacement Project Bridge No. 25C0033, FHWA Project No. BRLS 5925(086).~~

California Department of Water Resources. California Data Exchange Center. Accessed November 2018. Historical Data Selector for the Placerville (PCV) and South Fork American River near Kyburz (AMK). http://cdec.water.ca.gov/dynamicapp/selectQuery.

Final
Initial Study/ Proposed Mitigated Negative Declaration

for the

Newtown Road Bridge (25C0033) at South Fork Weber Creek Replacement Project

SCH # 2018062062

November 2018

El Dorado County
Department of Transportation
2850 Fairlane Court
Placerville, CA 95667

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1. Project Information

1. Project Title:

Newtown Road at South Fork Weber Creek Bridge Replacement Project

2. Lead Agency Name and Address:

El Dorado County, Department of Transportation
2850 Fairlane Court
Placerville, CA 95667

3. Contact Person and Phone Number:

Ms. Donna Keeler, Principal Planner
(530) 621-3829
donna.keeler@edcgov.us

4. Project Location:

The Newtown Road Bridge is located approximately 2 air miles south of the community of Camino in unincorporated El Dorado County. The Project is located on the Camino USGS topographic quad (T10N, R12E, Section 20, Mt. Diablo Base and Meridian; Figure 1) and is in the South Fork American Watershed (hydrologic unit code 18020129). Elevation in the Project Area ranges from approximately 2,270 to 2,355 feet above sea level. Figure 2 is an aerial photograph of the Project and surrounding area.

5. Description of Project:

The El Dorado County Department of Transportation, in conjunction with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), intend to replace the existing Newtown Road Bridge (25C0033) over South Fork Weber Creek. The new bridge and widened approach roadways would improve roadway safety and be consistent with American Association of State Highway and Transportation Officials (AASHTO) guidelines. A detailed project description is included in Section 3 of this Initial Study.

6. General Plan and Zoning Designations: (per El Dorado County Planning Services, Parcel Data Information, http://edcapps.edcgov.us/Planning/parceldatainfo.asp)

APN	2004 General Plan Land Use Designation	Zoning
077-431-61 (County Road ROW)	Low-Density-Residential (LDR)	Residential Estate 5 ac minimum (RE-5)
077-431-57	Low-Density-Residential (LDR)	Residential Estate 5 ac minimum (RE-5)
077-431-14	Low-Density-Residential (LDR)	Residential Estate 5 ac minimum (RE-5)
077-431-18	Low-Density-Residential (LDR)	Residential Estate 5 ac minimum (RE-5)
077-431-17	Low-Density-Residential (LDR)	Residential Estate 5 ac minimum (RE-5)
077-431-62	Low-Density-Residential (LDR)	Residential Estate 5 ac minimum (RE-5)
077-431-15	Low-Density-Residential (LDR)	Residential Estate 5 ac minimum (RE-5)

7. Surrounding Land Uses and Setting:

The Project is located in unincorporated El Dorado County along Newtown Road in a rural residential area bounded by large and medium lot residential parcels on all sides. Newtown Road is classified as an, minor arterial road in El Dorado County (Caltrans 2017a).

8. Other Public Agencies Whose Approval May Be Required (e.g., permits, financing approval, or participation agreement):

The Project may require permits or approvals from the following:

- Caltrans - National Environmental Policy Act (NEPA) Categorical Exclusion
- U.S. Army Corps of Engineers - Section 404 Clean Water Act Permit
- Central Valley Regional Water Quality Control Board (RWQCB)-Section 401 Water Quality Certification
- California Department of Fish and Wildlife (CDFW) - Streambed Alteration Agreement
- El Dorado County Air Quality Management District (AQMD)- Fugitive Dust Plan Approval
- Section 402 Clean Water Act, National Pollutant Discharge Elimination System (NPDES) Construction General Permit

2. Introduction

The El Dorado County, Department of Transportation, (Transportation) intends to replace the existing Newtown Road Bridge (25C0033) over South Fork Weber Creek. The new bridge and widened approach roadways would improve roadway safety and be consistent with American Association of State Highway and Transportation Officials (AASHTO) guidelines.

El Dorado County is the local lead agency and prepared this Initial Study to consider the significance of potential project impacts pursuant to the California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, Section 21000, et seq.). This Initial Study was prepared in accordance with the State CEQA Guidelines (14 California Administrative Code, Section 14000 et seq.).

Based on the results of this Initial Study, the County has determined that the Project would have less than significant impacts on the environment with the incorporation of mitigation measures. The County may approve the Project with the certification of a Mitigated Negative Declaration (MND).

The remainder of this document is organized into the following sections:

- **Section 3, Project Description:** Provides a detailed description of the proposed Project;
- **Section 4, Initial Study Checklist and Supporting Documentation:** Provides CEQA Initial Study Resource impact checklists and supporting documentation. Identifies the thresholds of significance, evaluates potential impacts, and describes mitigation necessary to reduce impact significance;
- **Section 5, Determination:** Provides a determination of the County's CEQA findings;
- **Section 6, Report Preparation and References:** Identifies the personnel responsible for the preparation of this document and provides a list of the references cited throughout the document.
- **Appendix A, Mitigation Monitoring and Reporting Plan**: Contains the Mitigation Monitoring and Reporting Plan prepared for the proposed project. The Mitigation Monitoring and Reporting Plan includes a list of required mitigation measures and includes information regarding the County's policies and procedures for implementation and monitoring of the mitigation measures.

3. Project Description

The El Dorado County Department of Transportation, in conjunction with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), intends to replace the existing Newtown Road Bridge (25C0033) over South Fork Weber Creek. The new bridge and widened approach roadways would improve roadway safety and be consistent with American Association of State Highway and Transportation Officials (AASHTO) guidelines.

3.1 Location

The Project area includes approximately 0.25 mile of Newtown Road east and west of the bridge over South Fork Weber Creek, road shoulders, and portions of adjacent private parcel numbers (APN) 077-431-14, 077-431-15, 077-431-17, 077-431-18, 077-431-57, and 077-431-62. South Fork Weber Creek flows west through the center of the Project area. The Project area includes South Fork Weber Creek, its floodplain, and moderately to steeply sloped hillsides. The Project area is located in a rural residential area bound by a residence to the southwest and undeveloped portions of private parcels to the north and southeast. An additional residence occurs adjacent to the southeast corner of the Project area.

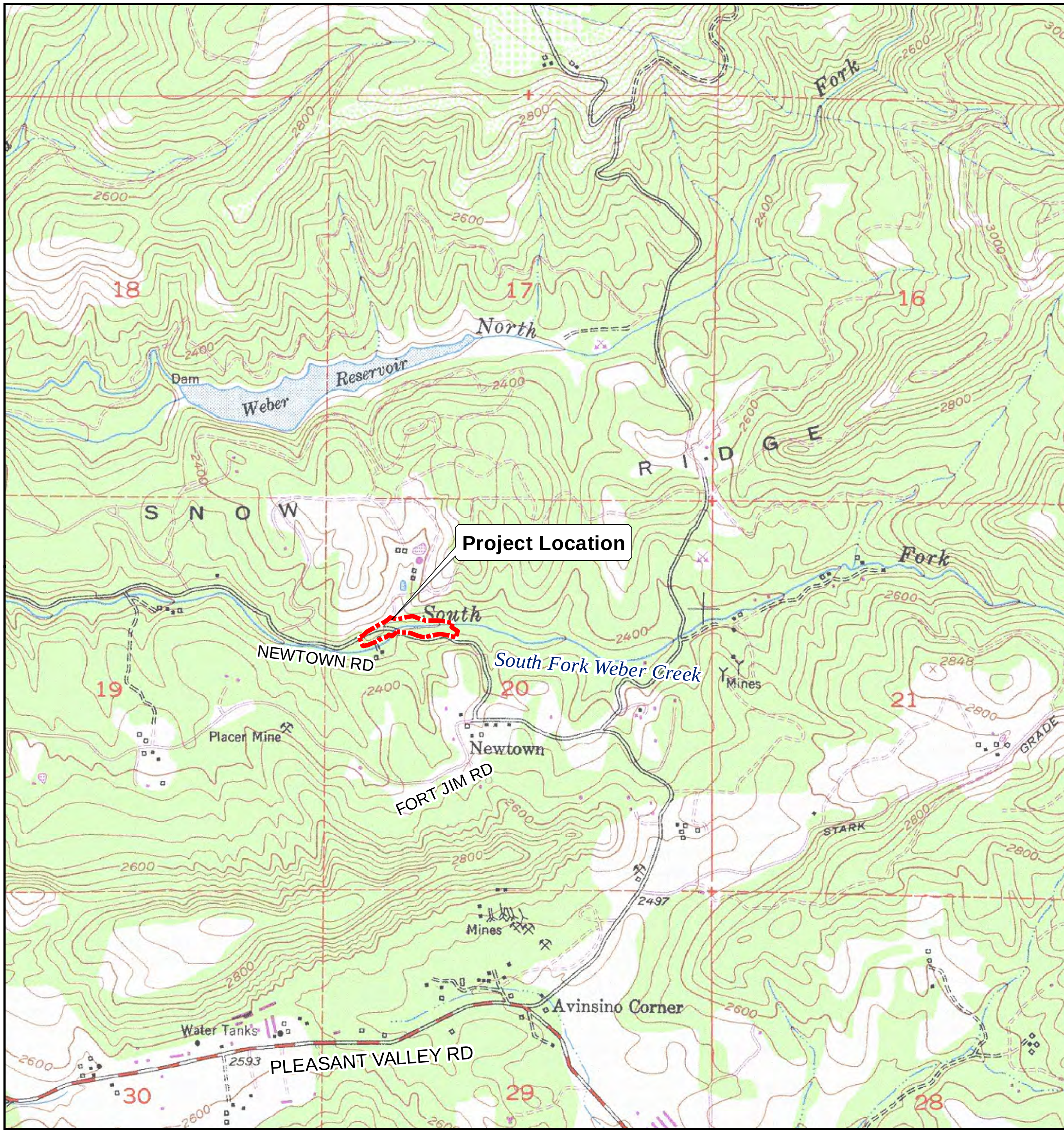
The Project area occurs on the Camino quad (T10N, R12E, Section 20) and is in the South Fork American Hydrologic Unit (Hydrologic Unit Code 18020129). The centroid of the Project area is 38.759468° north, 120.492233° west (WGS 84), and its UTM coordinates are 717,900 m East; 4,293,070 m North (Zone 10 North, WGS84, Mt. Diablo Base and Meridian). Elevation in the BSA ranges from approximately 2,270 to 2,355 feet above sea level.

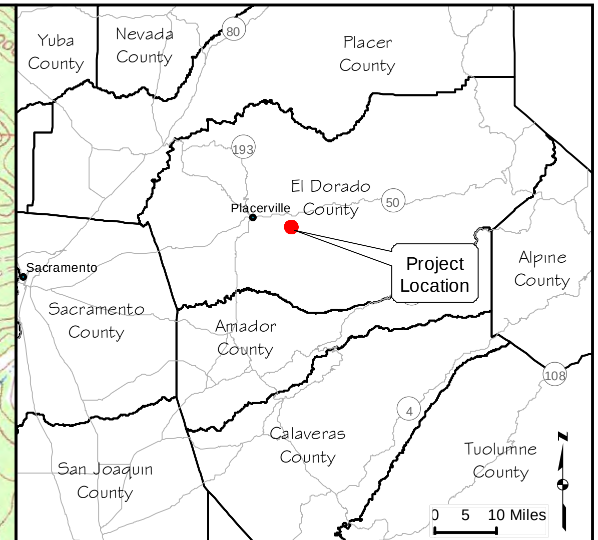
3.2 Project Purpose and Objectives

The purpose of the Project is to replace the existing Newtown Road Bridge over South Fork Weber Creek. Project objectives include improving roadway safety and compliance with the AASHTO guidelines and County standards. This Project is identified in the 2016 El Dorado County Capital Improvement Program as project # 77122 (El Dorado County 2016).

Replacement of the structure is necessary due to the following:

- The bridge is classified as “Functionally Obsolete” due to sub-standard width.
- The existing bridge does not provide the adequate freeboard to pass the Q50 design flood or Q100 base flood.
- The bridge has substandard approach roadways and geometrics.





Newtown Road at
South Fork Weber Creek
Bridge (25C-0033)
Replacement Project
El Dorado County, CA
13 November 2017

Figure 1. Project Location Map

Project Location

2,000 1,000 0 2,000 Feet

N

Scale: 1 inch = 2,000 feet

Camino, CA (Photorevised 1973)
CASIL California USGS Digital Raster Graphics (DRG),
7.5 Minute (C) Series, Albers Nad83 Mosaics (MrSID)
o_nw0102.sid

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Newtown Road at
South Fork Weber Creek
Bridge (25C-0033)
Replacement Project
El Dorado County, CA
13 November 2017

Figure 2. Aerial Photograph

Project Location

800 400 0 800 Feet

N

Scale: 1 inch = 800 feet

Aerial Photograph: 11 July 2016
2016 NAIP Imagery, USDA FSA Imagery
ArcGIS Imagery Basemap Layer

El Dorado County GIS Roads layer

10066Newtown Rd @ South Fork Weber Cr_Fig2_AerialPhoto.mxd

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3.3 History

The existing Newtown Road bridge, constructed in 1929, consists of a 26.9-ft wide, 26.9-ft long, single span reinforced concrete slab on concrete abutments. The existing bridge has a span of approximately 26.9 ft. The bridge has a current Caltrans sufficiency rating of 80.2 (Caltrans 2015).

In 1950, the east face of the original structure was removed and the bridge was widened upstream with an approximate 10.7-ft by 7.5-ft corrugated metal pipe arch (CMPA) culvert. The work included the construction of a headwall on the upstream side of the bridge to secure the CMPA to the bridge structure. The west face of the bridge structure still retains its original concrete railing and wing walls. There is no concrete railing or metal beam guardrail on the east side of the existing structure.

Existing Traffic: On the 18 September 2015 the County conducted a traffic count at the existing bridge. The total Average Daily Traffic (ADT) was approximately 1,633. The County typically obtains yearly traffic counts from three locations along Newtown Road. The first count location is south of the bridge; the other two are north of the bridge. Table 1 summarizes the County traffic counts from 2003 to 2016 for the three Newtown Road count locations.

Table 1. Summary of County ADT Data 2003-2016

Count Location	Year of Count [1]											
	2016	**2014**	**2013**	**2012**	**2010**	**2009**	**2008**	**2007**	**2006**	**2005**	**2004**	**2003**
Approximately 500-600 ft north of the intersection of Newtown Road and Pleasant Valley Road	2,700	2,741	2,705	2,667	2,758	2,873	2,920	2,996	3,345	3,354	3,201	3,378
200 yds N of Pioneer Hill Rd	2,624	2,664	2,681	2,643	2,696	2,776	2,972	2,959	3,159	3,234	3,165	3,225
100 ft E of Broadway	3,856	3,796	3,870	3,820	3,857	3,728	4,196	4,610	4,439	4,426	4,516	4,527

[1] County data not available for the years 2011 and 2015.

As shown in Table 1 the ADT on Newtown Road varies from year to year. The variances are likely caused by many factors including the effects of other road maintenance projects in the County. In general the ADT on Newtown Road between 2003 and 2016 has decreased.

Hydraulic Performance: Under existing conditions the bridge does not provide freeboard to pass 50 and 100 year floods based on the results of the U.S. Army Corps of Engineers, Hydrologic Engineering Center's River Analysis System (HEC-RAS) modeling. The results of the HEC-RAS modeling indicate the existing bridges would be overtopped by approximately 2.37 ft during the 50 yr event and 2.58 ft during the 100 yr flood event (El Dorado County 2018). ~~On December 31, 1997, County staff reported that South Fork Weber~~

~~Creek was just about to overtop Newtown Road (Drake Haglan & Associates 2015).~~ Review of rainfall data collected at the Placerville National Weather Service station between December 30, 1996 and January 3, 1997 indicate rainfall amounts consistent with a 10 year event, which would result in Weber Creek reaching a level near the driving surface of Newtown Road. This is aligned with County analysis of the rain event of February 10, 2017, which the County considers to be approximately a 10-year event that caused water to rise to within a foot of Newtown Road.

Icing Considerations: The County has received reports of icing conditions on the road above the existing bridge, under existing conditions. The icing conditions during cold weather may be in part due to the shade, the thickness of the road pavement above the concrete bridge deck, and drainage conditions. The design of the proposed precast arch bridge includes an approximately 12 inch layer of soil between the concrete arch and the pavement layer. The concrete bridges surfaces are much more vulnerable to roadway icing compared to the normal road surfaces, particularly early in the winter. The dark color of asphalt early in its life cycle leads to faster snow and ice melting due to simple solar heating of the pavement. The asphalt concrete roadway over soil layer on top of the precast concrete is expected to act as a normal roadway.

3.4 Project Description

El Dorado County considered three project build alternatives including:

No Bridge: The County could choose to not replace the existing bridge. The existing bridge would remain and would not comply with current design standards.

Bridge Retrofit: The County evaluated whether a retrofit was feasible from an engineering and cost perspective. A retrofit was determined infeasible because 1) a retrofit would not correct the problematic existing approach geometry and sub-standard bridge width, 2) the hybrid structure of a part slab deck and part corrugated metal pipe is a poor candidate for long-term maintenance, and 3) the existing structure creates upstream backwater conditions above a 10-year flow event. Retrofitting would not correct the inadequate hydraulic conditions at the bridge. In addition, joining, widening, or retrofitting the existing structures will require modifying concrete that is decades old, which is not a transportation infrastructure construction best practice.

Bridge Replacement: Based on the information presented above, the existing bridge will be replaced with a precast arch bridge supported on spread footings. The County evaluated two other replacement designs. The alternate designs were rejected due constructability concerns, greater impacts on natural and cultural resources, and increased need for ROW acquisition. Table 2 compares the three design alternatives based on the 2015 *Newtown Road Bridge Replacement Project Technical Memo* (addressing type selection), which is incorporated herein.

Table 2. Comparison of Design Alternatives

Key Design Factor	**Alternative 1** (Precast Arch)	**Alternative 2** (Cast-In-Place Post-Tensioned Box Girder Bridge on V/S Alignment)	**Alternative 3** (Cast-In-Place Post-Tensioned Box Girder Bridge on N6 Alignment)

Hydraulic Performance	Shallow structure depth makes hydraulic and profile grade concerns easier to solve.	Shallow structure depth makes hydraulic and profile grade concerns easier. A separate hydraulic grade control structure may be necessary and would require additional study.	A separate hydraulic grade control structure may be necessary and would require additional study.
Environmental Impacts	More than Alternative 2 due to the larger footprint of precast arch	Least	Most
Ease of Construction	Most simple	More difficult than Alternative 1	The most difficult of the three alternatives
Construction Cost	Lowest cost	Higher Cost than Alternative 1	The highest cost of the three alternatives
Construction Duration	Shortest	Longer construction time than Alternative 1	The longest duration of the three alternatives
Traffic During Construction	Similar for all alternatives. Newtown Road Closed, detour via Ft. Jim Road. Access to all adjacent residences maintained. Emergency fire/ rescue access will be provided.		
Requires Falsework	No	Yes	Yes
Right of Way Needs	More than Alternative 2 due to the high skew angle	Least	Most
Icing Considerations	Asphalt concrete over soil layer on top of the precast arch helps minimize icing	More prone to icing than precast arch alternative	More prone to icing than precast arch alternative

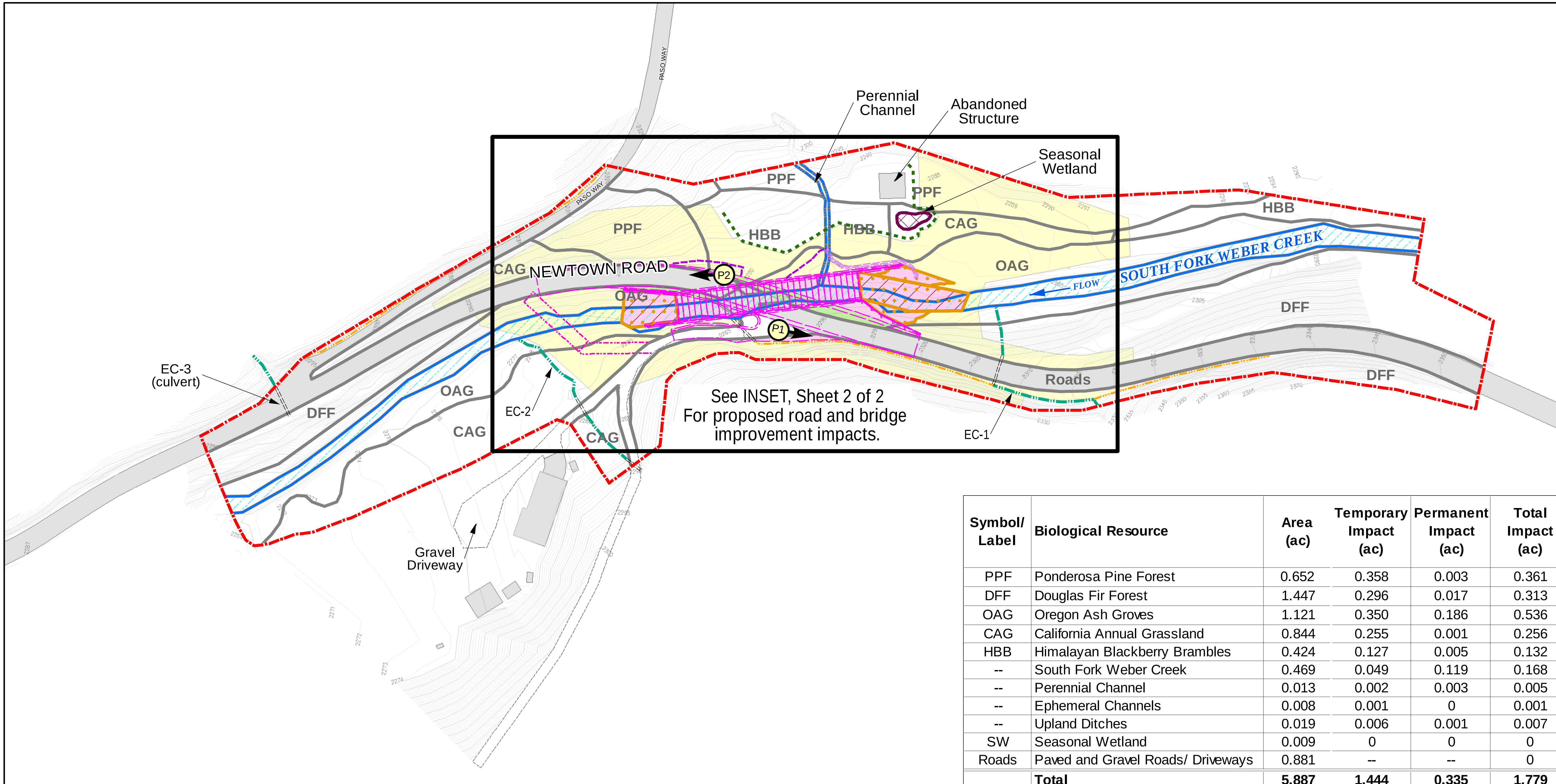
Based on the comparison in Table 2, the precast arch bridge option most easily satisfies the hydraulic performance requirements, has the shortest construction time, is the most simple to construct, does not require falsework, has a moderate level of environmental impact when compared to the other alternatives, and is the most economical/ cost effective solution.

The structure will be approximately 186 ft long, approximately 6 ft tall, and have an approximately 23-ft span. The bridge will accommodate two-way traffic consisting of 12-ft wide lanes and 4-ft wide road shoulders with Midwest Guardrail System guardrails.

This design requires installation of three wing walls and one retaining wall of varying heights and lengths. Wing walls (approximately 35, 46, and 52 ft in length) would extend beyond the southwest, northwest, and

northeast edges of the precast arch bridge. A separate retaining wall (approximately 70 feet in length) will be installed along the south side of the east road approach and terminate at the southeast edge of the precast arch bridge. The anticipated height above finished grade of the new wing and retaining walls is approximately 10 ft.

The extent of road approach improvements on Newtown Road are shown on (Figure 3 and Photos 1 and 2). The Newtown Road roadway profile grade will be raised approximately 2 to 4 feet to accommodate the top slab and the proposed approximate 1.2-ft deep roadway structural section. The west bound lane will be widened in the vicinity of the new bridge structure to provide adequate space for two 12 ft travel lanes and corresponding 4 ft road shoulders. These road improvements would extend approximately 190 ft west and 130 ft east of the proposed bridge. Additional approach improvements include shoulder grading, paving, and conforming the new pavement to the old to provide a smooth transition.



Symbol/ Label	Biological Resource	Area (ac)	Temporary Impact (ac)	Permanent Impact (ac)	Total Impact (ac)
PPF	Ponderosa Pine Forest	0.652	0.358	0.003	0.361
DFF	Douglas Fir Forest	1.447	0.296	0.017	0.313
OAG	Oregon Ash Groves	1.121	0.350	0.186	0.536
CAG	California Annual Grassland	0.844	0.255	0.001	0.256
HBB	Himalayan Blackberry Brambles	0.424	0.127	0.005	0.132
--	South Fork Weber Creek	0.469	0.049	0.119	0.168
--	Perennial Channel	0.013	0.002	0.003	0.005
--	Ephemeral Channels	0.008	0.001	0	0.001
--	Upland Ditches	0.019	0.006	0.001	0.007
SW	Seasonal Wetland	0.009	0	0	0
Roads	Paved and Gravel Roads/ Driveways	0.881	--	--	0
	Total	**5.887**	**1.444**	**0.335**	**1.779**

Newtown Road at
South Fork Weber Creek
Bridge (25C-0033)
Replacement Project
El Dorado County, CA
17 May 2018

Figure 3A.
Proposed Project Map
Sheet 1 of 2

Project Area
South Fork Weber Creek
Perennial Channel
Seasonal Wetland
Ephemeral Channel (EC)
Upland Ditches
Existing Culvert
Biological Boundary
Proposed Road and Bridge Improvements
Limits of Grading
Realign Channel
Environmentally Sensitive Area (ESA) Fencing
Proposed Rock Slope Protection (RSP)
Creek Grading
Permanent Impact from Road Approach Improvements
Permanent Impact
Temporary Impact
Photopoint Location and Direction

100 50 0 100 Feet
Scale: 1 inch = 100 feet
N

Topographic basemap:
XSurface.dwg (10 Nov 2015) by El Dorado County DOT
Alternatives: VeerkampSmeltzer Alt A.dwg (19 Jan. 2017)
Parcels and Roads: El Dorado County, GIS datasets

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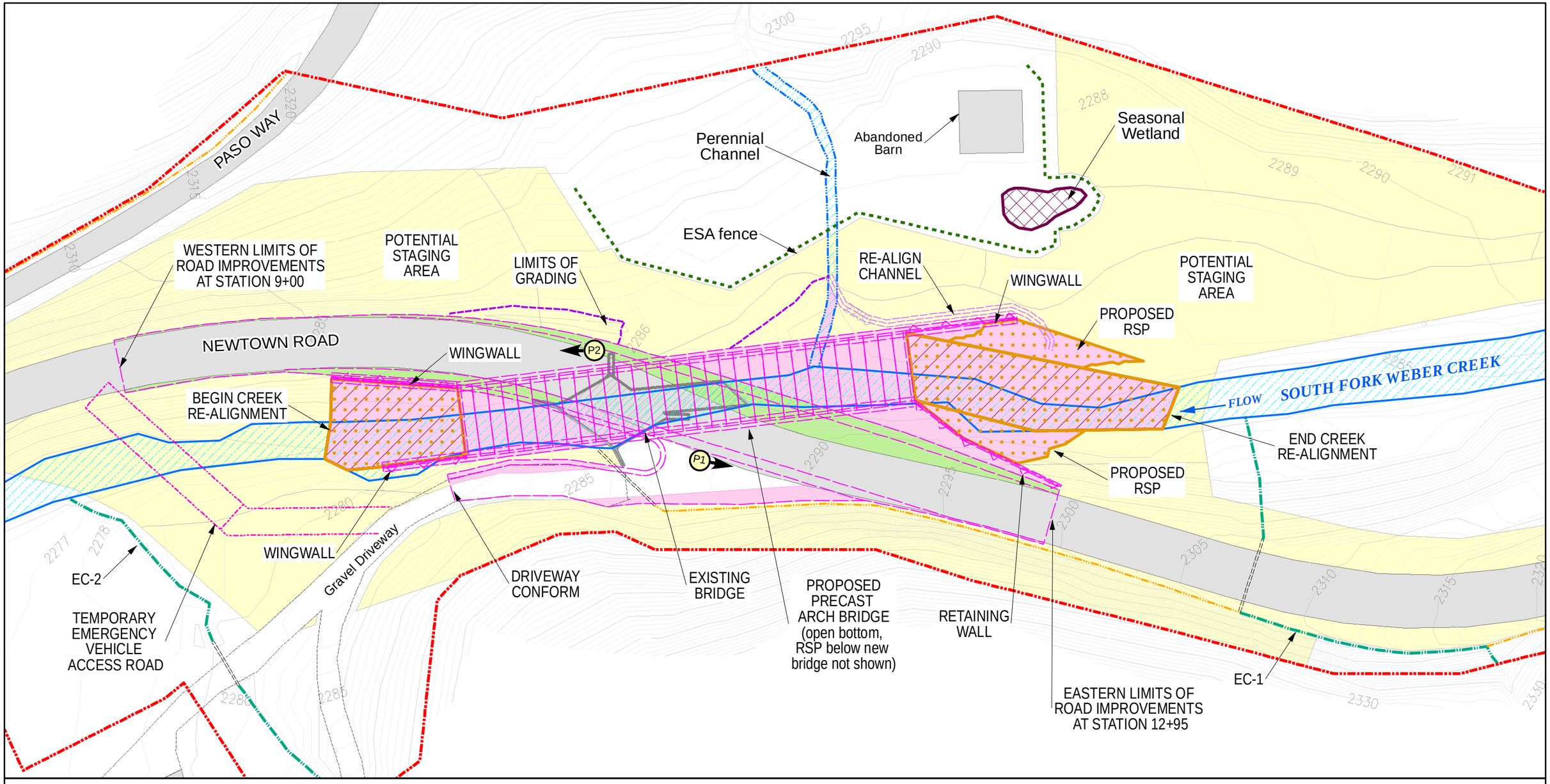

Newtown Road at
South Fork Weber Creek
Bridge (25C-0033)
Replacement Project
El Dorado County, CA
17 May 2018

Figure 3A.
Proposed Project Map
Sheet 2 of 2, INSET

- Project Area
- South Fork Weber Creek
- Perennial Channel
- Seasonal Wetland
- Ephemeral Channel (EC)
- Upland Ditches
- ===== Existing Culvert
- Proposed Road and Bridge Improvements
- Limits of Grading
- Realign Channel
- Environmentally Sensitive Area (ESA) Fencing
- Proposed Rock Slope Protection (RSP)
- Creek Grading
- Permanent Impact from Road Approach Improvements
- Permanent Impact
- Temporary Impact
- P1 Photopoint Location and Direction

40 20 0 40 Feet
Scale: 1 inch = 40 feet
N

Topographic basemap:
XSurface.dwg (10 Nov 2015) by El Dorado County DOT
Alternatives: VeerkampSmeltzer Alt A.dwg (19 Jan. 2017)
Parcels and Roads: El Dorado County, GIS datasets

10066NewtownRd@SouthForkWeberCk_ALT1_[illegible]T_v2.mxd

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Photo 1: View looking northeast from driveway entrance to APN 077-431-62

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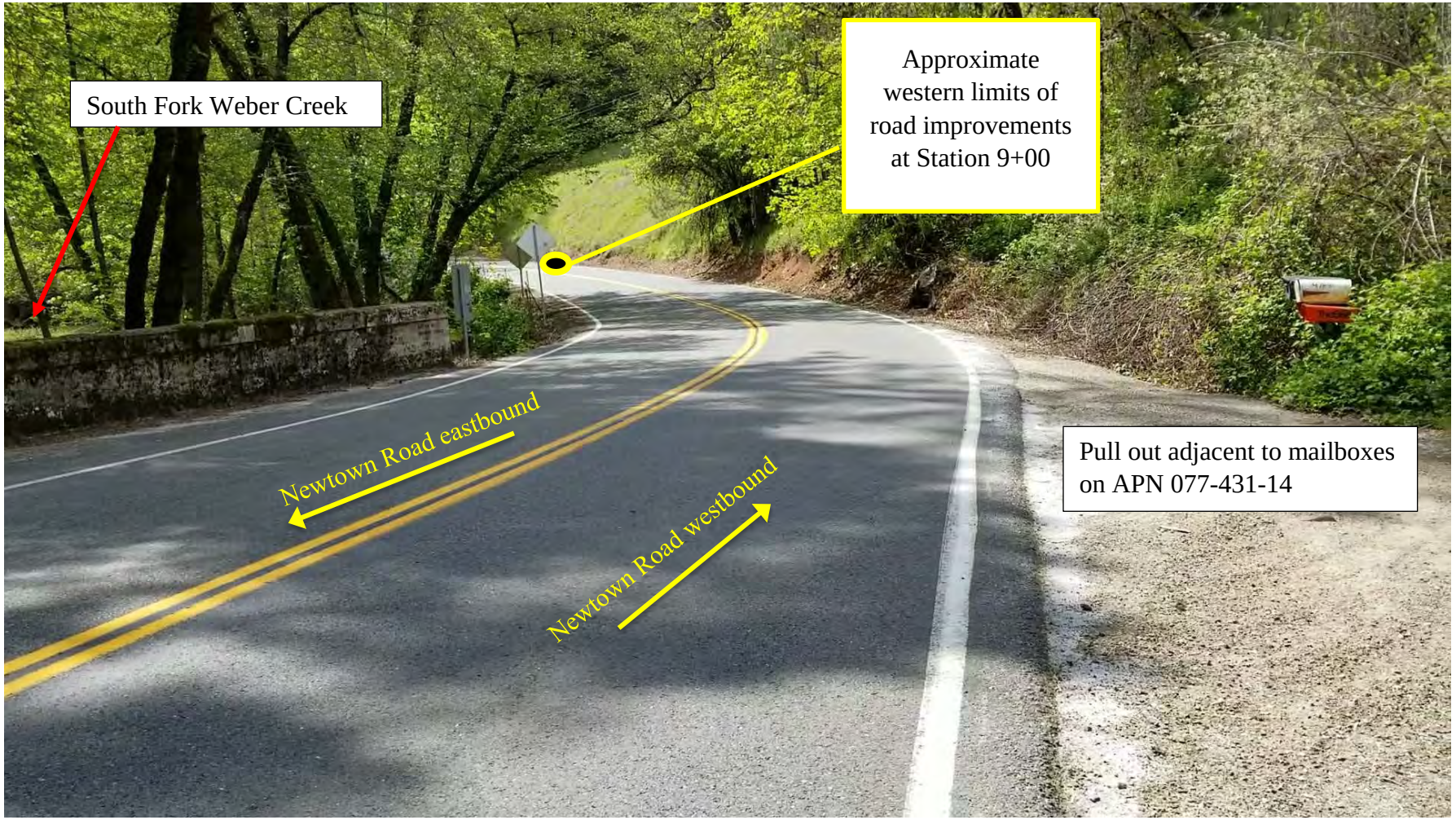
Photo 2. View looking west from APN 077-431-14



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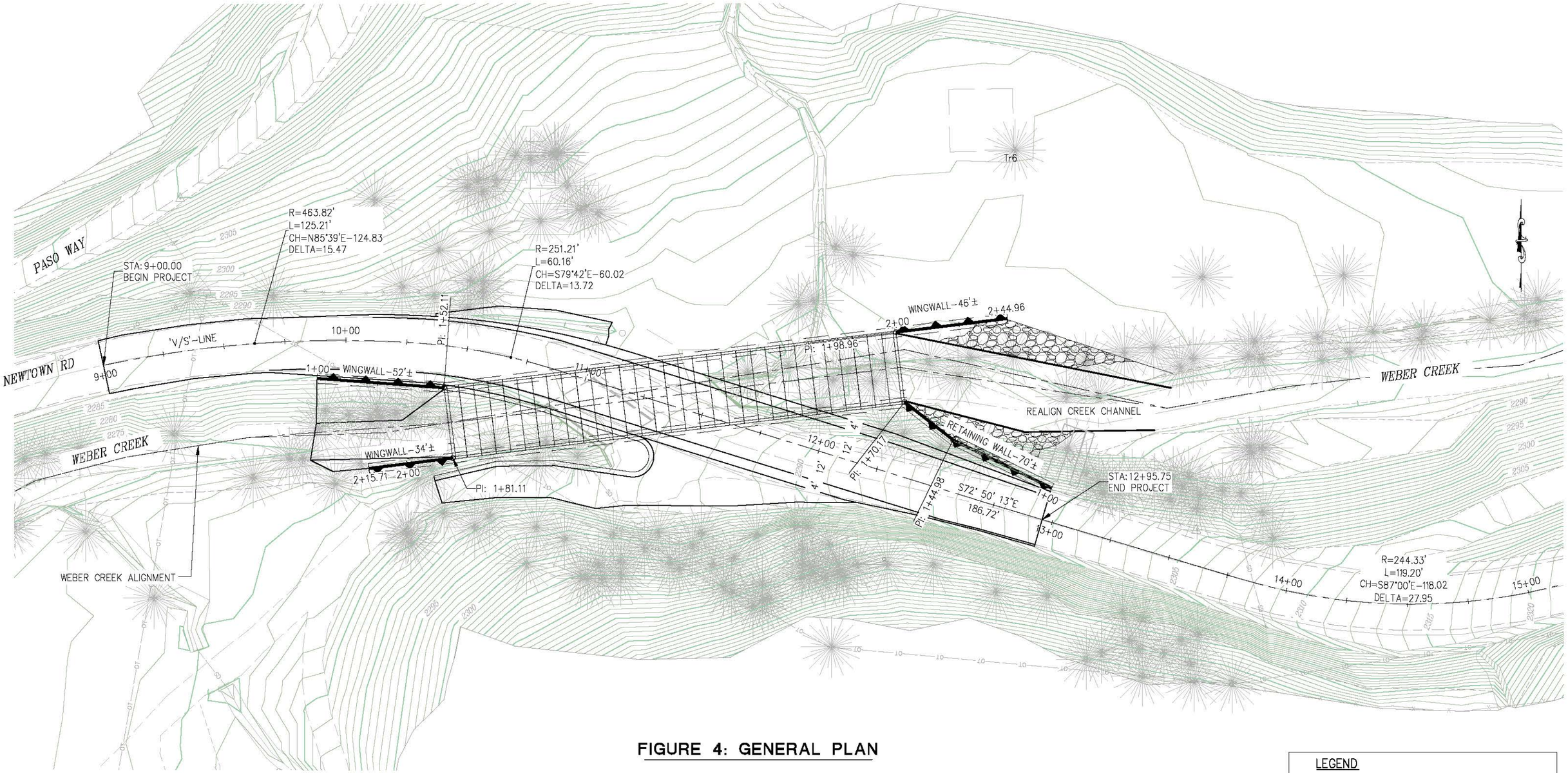

FIGURE 4: GENERAL PLAN

LEGEND

RETAINING WALL

ORIGINAL SCALE IS IN INCHES
Drawing name: C:\Civil 3D Projects\77122 Newtown Road at Weber Creek\CADD Files\Production Drawings\Veerkamp\Smeltzer Alt A - Copy.dwg Layout Tab: SHEET 1 OF 3 PLAN May 02,2018 - 7:34am BRich

0 1 2

FOR REDUCED PLANS

REVISION			
NUMBER	DATE	DESCRIPTION	BY

PREPARED UNDER THE SUPERVISION OF :

REGISTERED CIVIL ENGINEER

DATE:

DESIGNED:	DRAWN: RR
CHECKED:	DATE: 5/2/18
ROAD NUMBER:	84

PRELIMINARY

COUNTY OF EL DORADO, CA
COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION

NEWTOWN ROAD / WEBER CREEK
18-1182 A 26 of 184

W.O. No. 77122

SHEET EXHIBIT OF

NEWTOWN ROAD
SCALE : AS NOTED

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The bridge will not impact the existing 100-year flood limits downstream of the bridge nor impact the residence downstream of the bridge. Dimensions of this bridge structure will allow for a minimum 5 ft freeboard to the proposed roadway finished grade during 50-year and 100-year events.

The precast arch bridge will be installed at approximately the same location as the existing bridge, but at an angle slightly more perpendicular to Newtown Road. The proposed skew of this bridge design will result in a lengthy precast arch bridge structure. The precast arch bridge structure will straddle the ordinary high water mark (OHWM) of South Fork Weber Creek. Bridge replacement will require realignment of approximately 360 feet of South Fork Weber Creek and 40 feet of a small unnamed perennial channel. Rock Slope Protection (RSP) will be placed below the OWHM of South Fork Weber Creek in the Project area. The RSP will be placed below the precast arch bridge structure and extend approximately 110 feet east and 60 feet west of the longitudinal extent of the culvert. RSP will be installed to a depth of approximately 2 feet.

3.5 Construction Methods

Construction would begin with clearing and grubbing of areas to be excavated, built-up, or recontoured. Excavation depth for roadway improvements and staging area preparation would not exceed 1.5 feet. A clear water diversion (see section 3.5.1 below) would be in place prior to bridge demolition. Bridge demolition would likely involve jack-hammering, ramming (with a mechanical ram mounted on a backhoe), temporary shoring, and crane work. The existing bridge, including abutments, and the concrete and corrugated metal pipe in the bed of South Fork Weber Creek would be removed. Existing abutments may be cut below final stream grade and covered with native river rock. All debris generated by bridge demolition would be removed from the dry streambed and disposed of at a County-approved facility.

The existing toe of slope gutters would be enlarged and an underdrain would be installed at the edge of road pavement in areas below the existing cut slopes. Drainage ditches are not expected to be greater than 4 feet deep. Surface water from the roadway, its graded shoulders, and the embankment slopes would be directed away from the bridge.

Best management practices would be implemented during construction to prevent concrete or other materials from entering South Fork Weber Creek and the perennial channel. General bridge construction equipment expected to be used includes, but is not limited to: haul trucks, cranes, excavators, gradalls, backhoes, dump delivery trucks, concrete boom pump, and service vehicles. Use of rock-breaking equipment is anticipated for excavations into rock.

3.5.1 Stream Diversion

Since there is the potential for flow in South Fork Weber Creek and the perennial channel during construction, the Contactor will be required to install a temporary stream crossing and clear water diversions in general accordance with Caltrans' California Storm Water Quality Handbooks, Construction Site Best Management Practices Manual (2017). BMP NS-4 "Temporary Stream Crossing" and BMP NS-5 "Clear Water Diversion" will facilitate the work in the creeks while minimizing erosion, sedimentation, and other water quality concerns. Site conditions and/or contractor construction methods may require deviations from these BMPs.

This report uses the term "diversion" for the re-routing of flowing water. Dewatering is the pumping of standing water, either in pools in the creek, behind a water diversion, or in the excavation pits dug for the new abutment foundations.

Diversion materials and design would be selected by the contractor. Diversions may consist of culverts, diversion dams, etc. Typical diversion materials include bags filled with clean gravel and visqueen plastic sheets, or comparable materials. If pipes are used for South Fork Weber Creek, the pipes would be positioned to allow free passage of fish through the work zone and would be appropriately sized.

South Fork Weber Creek transitions from intermittent to perennial at its confluence with the perennial channel, just upstream of the existing bridge. Flows in South Fork Weber Creek are naturally very low (<1 cfs) during summer months of normal rainfall years. Flow was not sufficient to accommodate fish passage in July and October 2012. South Fork Weber Creek annually dries up upstream of the existing bridge by late spring, so fish passage upstream is not an issue of concern. Although the perennial channel appears to flow year-round, it transports only a small amount of water and does not contain pools or provide habitat for fish. The bed of South Fork Weber Creek is composed of bedrock and large cobble. The potential for increased erosion and scour due to stream diversion is minimal. Any stream diversion would be erected and maintained until all in-stream work is complete or such time that the high stream flows require disassembly and removal from the stream corridor.

South Fork Weber Creek may be diverted through the Project site using diversion culverts or diversion dams or other appropriate methods.

Groundwater may be encountered during excavations, most likely at the footings for the bridge or culvert structure, or the retaining walls. Pumps may be used to pump water from within the work area. Appropriate measures would be taken to avoid impacts to aquatic animals. Dewatering would be in general accordance with Caltrans' BMP NS-02 "Dewatering Operations" and may include the use of SC-02 or SC-03, Sedimentation/Desilting Basins or Sediment Traps, respectively. Site conditions or contractor methods may require deviations from these BMPs. Clean, non-turbid water would be returned to the creek. Turbid water would be detained in a storage basin until it has settled or passed through filtration, at which time it would be returned to the creek.

Upon completion of construction activities within the creek bed, the temporary diversion structures would be removed. Portions of the creek banks temporarily impacted would be revegetated for erosion control. Specific revegetation methods are described in the Revegetation Planting and Erosion Control Specifications (Appendix G) and Appendix H (Replanting Plan) of the Project NES (Sycamore Environmental 2017a). The channel bed/invert may be lined with rock prior to reintroducing stream flow in order to stabilize the bed/invert, inhibit erosion and scour, and provide habitat for aquatic species.

3.5.2 Utilities and ROW

Temporary construction easements or right of entry will be required from adjacent properties. Permanent easements may be required for relocating existing utility poles and raising overhead lines. One utility pole located north of the existing west road approach would likely be relocated. Relocation of overhead utility lines may require the County, utility provider, or their contractors to trim or remove trees prior to construction. At the discretion of the utility provider, additional poles to the east and west may need to be relocated.

3.5.3 Staging and Traffic Control

Staging would be available to the contractor in the flat area northeast of the existing bridge. Newtown Road will be closed at the Project site during construction. Through traffic between the areas of Placerville and Pleasant Valley will be detoured to Fort Jim Road. The Fort Jim Road route is 0.6 miles longer than the Newtown Road route, resulting in minimal delays to through traffic. The Old Fort Jim Road detour would be approximately 3 miles in length and would require approximately 6 minutes. Access to and from 4820 Newtown Road (parcel number 077-431-62) and all other residences adjacent the Project area would be maintained during construction.

The contract plans will include a temporary evacuation route located downstream from the Project area (see Figure 3A for preliminary layout). This temporary evacuation route will cross South Fork Weber Creek downstream from the proposed bridge, join the middle portion of the driveway at 4820 Newtown Road, and then tie back into Newtown Road just upstream from the Project area. Installation of this temporary evacuation route will require a temporary construction easement from the owner of 4820 Newtown Road (parcel number 077-431-62). Prior to construction, the County will consult and coordinate with the El Dorado County Sheriff's Office of Emergency Services (OES) and El Dorado County Fire Protection District (County Fire) regarding evacuation of residents near the Project site in case of fire or other emergency. If the County Department of Transportation (DOT), OES, and County Fire determine that the timing of construction (i.e., starting construction early in the year as opposed to late in the year) and other conditions and factors warrant the construction of the temporary evacuation route, the temporary evacuation route will be constructed in conjunction with the full closure of Newtown Road. If County DOT, OES, and County Fire determine that adequate options exist to evacuate and/or shelter in place residents near the Project site in case of a fire or other emergency, and the timing of construction and other conditions and factors do not warrant the construction of the temporary evacuation route, the temporary evacuation route will not be constructed.

If the temporary evacuation route is constructed, it will only be used in the event of an emergency that warrants an evacuation ordered by OES.

Regardless of whether or not the temporary evacuation route is constructed, any evacuation order or shelter in place order from OES will be executed in whatever manner OES deems appropriate for the emergency that necessitates the evacuation. Since each emergency has its own unique set of circumstances, it is not possible to predetermine the manner (or direction) any specific resident will evacuate or shelter in place during a theoretical emergency. Rather, if an emergency occurs, OES will utilize its best practices to notify the public and direct them to evacuate. Examples of best practices for evacuation notification include reverse 911 calls and door-to-door notifications by Sheriff’s deputies.

3.6 Construction Contract

The County would retain a construction contractor to construct the proposed improvements. The contractor would be responsible for compliance with all applicable rules, regulations, and ordinances associated with proposed Project activities and for implementing construction-related mitigation measures. The County would provide construction contractor oversight and management and would be responsible for verifying implementation of the mitigation measures. The contractor would construct the proposed Project in accordance with the Public Contract Code of the State of California, the State of California Department of Transportation Standard Plans and Standard Specifications, and the Contract, Project Plans, and Project

Special Provisions under development by Transportation. The following are a combination of standard and project-specific procedures/requirements applicable to Project construction:

- Construction contract special provisions will require that a Traffic Management Plan (TMP) be prepared. The TMP will include construction staging and traffic control measures to be implemented during construction to maintain and minimize impacts to traffic during construction. The TMP will address the coordination issues for residential access during road closures during the construction window as applicable;
- The contract plans will include a detour plan that will provide details for sending Newtown Road through traffic over to Fort Jim Road;
- As stated in Section 3.5.3 above, the County will coordinate with the El Dorado County Sheriff's Office of Emergency Services and El Dorado County Fire prior to construction to ensure that adequate options exist to accommodate evacuations and/or sheltering in place in the event of a fire or other emergency;
- Contract special provisions will require compliance with El Dorado County Air Quality Management District (AQMD) Rules 223, 223-1, and 223-2 to minimize fugitive dust emissions;
- Contract provisions will require notification by the County and compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Sections 5097.5, 5097.9 et seq., regarding the discovery and disturbance of cultural materials or human remains should any be discovered during project construction;
- Contract provisions will require implementation of best management practices (BMPs) consistent with the Caltrans Stormwater Quality Handbooks when necessary to protect water quality and minimize the potential for siltation and downstream sedimentation.
- The County or its construction contractors will conduct early coordination with utility service providers, law enforcement and emergency service providers to minimize disruption to service during construction;
- The Project would comply with El Dorado County General Plan Policy 6.5.1.11 pertaining to construction noise.

3.7 Project Schedule

Construction of the proposed bridge is planned to commence in 2019 or later. Relocation of utilities may require the County, utility provider, or their contractors to trim or remove trees prior to construction. Work within the OHWM of South Fork Weber Creek may be restricted to the dry season, generally defined as the time period between 15 April and the first qualifying rain event on or after 15 October (more than one half inch of precipitation in a 24-hour period), subject to the Streambed Alteration Agreement, unless CDFW provides approval of work outside that period. While not anticipated, the Project may include some night and/or weekend work to address safety considerations and avoid peak traffic along Newtown Road. Project duration is expected to be one season.

4. Initial Study Checklist and Supporting Documentation

4.1 Initial Study Checklist

This section of the Initial Study incorporates the Environmental Checklist contained in Appendix G of the CEQA Guidelines. Each resource topic section provides a determination of potential impact and an explanation for the checklist impact questions. The following 19 environmental categories are addressed in this section:

• Aesthetics	• Land Use and Planning
• Agricultural and Forestry Resources	• Mineral Resources
• Air Quality	• Noise
• Biological Resources	• Population and Housing
• Cultural Resources	• Public Services
• Tribal Cultural Resources	• Recreation
• Geology and Soils	• Transportation/Traffic
• Greenhouse Gas Emission	• Utilities/ Service Systems
• Hazards and Hazardous Materials	• Mandatory Findings of Significance
• Hydrology and Water Quality	

Each of the above listed environmental categories was fully evaluated and one of the following four determinations was made for each checklist question:

- **"No Impact"** means that no impact to the environment would occur as a result of implementing the Project.
- **"Less than Significant Impact"** means that implementation of the Project would not result in a substantial and/or adverse change to the environment and no mitigation is required.
- **"Potentially Significant Unless Mitigation is Incorporated"** means that the incorporation of one or more mitigation measures would reduce the impact from potentially significant to less than significant.
- **"Potentially Significant Impact"** means that there is either substantial evidence that a project-related effect would be significant or, due to a lack of existing information, could have the potential to be significant.

4.2 Setting, Impacts, and Mitigation Measures

4.2.1 Aesthetics

I. AESTHETICS—Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Environmental Setting

The Project occurs in the foothills of the Sierra Nevada, at an elevation ranging from of approximately 2,270 to 2,355 feet above sea level. The Project is located in a rural residential setting approximately 2 miles south of the community of Camino in unincorporated El Dorado County. The project area includes existing right of way and portions of private parcels (Table 3). The project vicinity includes the existing roads, disturbed areas along the road shoulders, driveways, homes and accessory structures, horticultural landscaping near homes, Ponderosa Pine forest, Douglas Fir forest, Oregon ash groves, California Annual Grassland, Himalayan blackberry brambles, South Fork Weber Creek, and seasonal wetland habitat.

Table 3. Project Parcels, Zoning and Land Use

APN	**2004 General Plan Land Use Designation**	**2004 General Plan Zoning Designation**
077-431-61 (County Road ROW)	NA	NA
077-431-57	Low-Density-Residential (LDR)	Residential Estate 5 ac minimum (RE-5)
077-431-14	Low-Density-Residential (LDR)	Residential Estate 5 ac minimum (RE-5)
077-431-18	Low-Density-Residential (LDR)	Residential Estate 5 ac minimum (RE-5)
077-431-17	Low-Density-Residential (LDR)	Residential Estate 5 ac minimum (RE-5)
077-431-62	Low-Density-Residential (LDR)	Residential Estate 5 ac minimum (RE-5)
077-431-15	Low-Density-Residential (LDR)	Residential Estate 5 ac minimum (RE-5)

Potential Environmental Effects

a) ***Less Than Significant Impact.*** The Project consists of the replacement of the existing bridge structures and roadway improvements. Impacts to the scenic resources/ scenic views are considered less-than significant for the following reasons:

- The Project is not located on a highway or route that is designated or eligible for designation as a scenic highway.
- El Dorado County's General Plan does not designate or identify any scenic resources in the project limits. Table 5.3-1 of the General Plan EIR identifies multiple scenic views and resources in the County. Newtown Road is not identified in Table 5.3-1 of the General Plan EIR (El Dorado County 2004a).
- The new bridge will be visually consistent with other transportation infrastructure in the vicinity of the Project.
- The limits of road approach improvements on Newtown Road are shown on (Figure 3). The Newtown Road roadway profile grade will be raised approximately 2 to 4 feet to accommodate the top slab and the proposed approximate 1.2-ft deep roadway structural section. The west bound lane will be widened in the vicinity of the new bridge structure to provide adequate space for two 12 ft travel lanes and corresponding 4 ft road shoulders. These road improvements would extend approximately 190 ft west and 130 ft east of the proposed bridge. Additional approach improvements include shoulder grading, paving, and conforming the new pavement to the old to provide a smooth transition. Following Project completion, the change in the road surface elevation is not anticipated to be perceived negatively by local residents or the traveling public.
- This Project will not result in an aggregate adverse change in overall visual quality. There are currently no plans for future improvements in the area of this Project.

b) ***No Impact.*** The Project is not located on a state scenic highway (Caltrans 2017b).

c) ***Less Than Significant Impact.*** See discussion of a) above.

d) ***No Impact.*** The Project does not introduce any new source of light or glare.

4.2.2 Agricultural and Forestry Resources

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
II. AGRICULTURE AND FORESTRY—In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology				

provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Environmental Setting

The Project is located in a rural residential area in the Sierra Nevada. No Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or lands under Williamson Act contracts occur in the project area (California Department of Conservation 2017c). The Project area is not located in a 'Timber Production Zone' per Exhibit 5.2-4 (Timber Production Zones) of the County General Plan EIR (El Dorado County 2004a). All parcels within the Project area have a land use designation of Low-Density-Residential (LDR) and a zoning designation of Residential Estate 5 ac minimum (RE-5).

Potential Environmental Effects

a) ***No Impact.*** No Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or lands under Williamson Act contracts occur in the project area.

b) ***No Impact.*** See response for item a).

c) ***No Impact.*** All parcels within the Project area have a land use designation of Low-Density-Residential (LDR) and a zoning designation of Residential Estate 5 ac minimum (RE-5). The proposed Project is consistent with the existing zoning and does not include any rezoning activities.

d) ***No Impact.*** See response to item c above.

e) ***No Impact.*** Excluding temporary vegetation impacts, the Project is not anticipated to involve other changes in the existing environment that could result in conversion of Farmland or forest land.

4.2.3 Air Quality

III. AIR QUALITY— Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied	*Potentially Significant Impact*	*Potentially Significant Unless*	*Less Than Significant Impact*	*No Impact*

upon to make the following determinations. Would the project:		*Mitigation Incorporated*		
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Environmental Setting

The project area is located in the Mountain Counties Air Basin (MCAB). The San Francisco Bay Area Air Basin and the Sacramento Valley Air Basin are located to the west, and the San Joaquin Valley Air Basin is located to the south. Climate in the MCAB relate to elevation and proximity to the Sierra Ridge. Precipitation is greater and temperatures are lower at higher elevations. Summer temperatures in the project area are in the mid- to upper nineties. Winter temperatures are in the upper thirties to lower forties.

The air quality of a region is determined by the air pollutant emissions (quantities and type of pollutants measured by weight) and by ambient air quality (the concentration of pollutants within a specified volume of air). Air pollutants are characterized as primary and secondary pollutants. Primary pollutants are those emitted directly into the air, for example carbon monoxide (CO), and can be traced to a single pollutant source. Secondary pollutants are those pollutants that form through chemical reactions in the atmosphere, for example reactive organic gasses (ROG) and nitrogen oxides (NO_X) combine to form ground level ozone, or smog.

Congress established much of the basic structure of the Clean Air Act in 1970, and made major revisions in 1977 and 1990. The Federal Clean Air Act established national ambient air quality standards (NAAQS). These standards are divided into primary and secondary standards. Primary standards are designed to protect public health and secondary standards are designed to protect other values. Because of the health-based criteria identified in setting the NAAQS, the air pollutants are termed "criteria" pollutants. California has adopted its own, more stringent, ambient air quality standards (CAAQS). The attainment status of the Mountain Counties Air Basin portion of El Dorado County is listed in Table 4.

Table 4. Attainment Status for Mountain Counties Air Basin portion of El Dorado County

Pollutant	**National Designation**	**State Designation**
Ozone	Nonattainment (8 hr.)	Nonattainment
PM_{10}	Unclassified	Nonattainment
$PM_{2.5}$	Nonattainment	Unclassified
CO	Unclassified/ Attainment	Unclassified

NO_2	Unclassified/ Attainment	Attainment
SO_2	Unclassified	Attainment
Sulfates	NA	Attainment
Lead	Unclassified/ Attainment	Attainment
Hydrogen Sulfide	NA	Unclassified
Visibility Reducing Particles	NA	Unclassified

The AQMD administers the state and federal Clean Air Acts in accordance with state and federal guidelines. The AQMD regulates air quality through its district rules and permit authority. It also participates in planning review of discretionary project applications and provides recommendations. The following El Dorado County AQMD rules apply during the construction of the Project:

- **Rule 202 (Visible Emissions):** Prohibits discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three (3) minutes in any one (1) hour which is a) As dark or darker in shade as that designated as No. 1 on the Ringlemann chart, as published by the United States Bureau of Mines, or b) Of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in subsection (A) of this section.
- **Rule 205 (Nuisance):** Prohibits the discharge of air contaminants which cause injury, detriment, nuisance, or annoyance.
- **Rule 207 (Particulate Matter):** Limits the quantity of PM through concentration limits.
- **Rule 215 (Architectural Coatings):** Defines the quantities of reactive organic compounds permitted for use in new construction.
- **Rule 223 (Fugitive Dust):** The purpose of this rule is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.
- **Rule 223-1 (Fugitive Dust – Construction):** Requires a Fugitive Dust Control Plan be prepared and submitted to the El Dorado County AQMD prior to ground disturbing activities. Pursuant to Rule 610, the El Dorado County AQMD charges a fee to review the Fugitive Dust Control Plan required by Rule 223-1.
- **Rule 223-2 (Fugitive Dust – Asbestos Hazard Mitigation):** The purpose of this Rule is to reduce the amount of asbestos particulate matter entrained in the ambient air as a result of any construction or construction related activities that disturbs or potentially disturbs naturally occurring asbestos by requiring actions to prevent, reduce or mitigate asbestos emissions.
- **Rule 224 (Cutback and Emulsified Asphalt Paving Materials):** Limits emissions of ROGs from the use of cutback and emulsified asphalt paving materials, paving, and maintenance operations.
- **Rule 233 (Stationary Internal Combustion Engines):** Limits emissions of NOx and CO from stationary internal combustion engines. (This rule applies to any stationary internal combustion engine rated at more than 50 brake horsepower, operated on any gaseous fuel or liquid fuel, including liquid petroleum gas (LPG), gasoline, or diesel fuel.)

The AQMD Guide to Air Quality Assessment (2002) specifies specific daily emissions thresholds that can be used to determine the significance of project emissions. The AQMD considers a significant cumulative

impact to occur if the project requires a change in the existing land use designation (i.e., general plan) and would individually exceed the project-level thresholds of significance. Thresholds of significance for specific pollutants of concern are as follows:

- ROG: 82 lbs/day
- NOx: 82 lbs/day
- PM10: AAQS

Potential Environmental Effects

As recommended in the El Dorado County AQMD Guide to Air Quality Assessment, construction emissions were estimated for the Project using the Sacramento Metropolitan Air Quality Management District's *Road Construction Emissions Model (*RCEM*), Version 8.1.0*. The RCEM was developed to estimate emissions from linear projects types including road and bridge construction. The RCEM divides the project into four 'Construction Periods':

- Grubbing/ Land Clearing
- Grading/Excavation
- Drainage/Utilities/Sub-Grade
- Paving

Table 5 presents the type and quantity of construction equipment entered into the RCEM for this project and is based on similar County road and bridge projects. Other Project assumptions used in the RCEM include a total six (6) month construction schedule starting in 2019, use of water trucks, import of 2,900 cubic yards of fill material, and all equipment was assumed to run for eight (8) hours per day. Results of the RCEM based on the Project assumptions are in Table 6.

Table 5. Construction Equipment and Use Assumptions.

Construction Period	**Equipment**	
	Quantity	**Type**
Grubbing/ Land Clearing	1	Excavator
	1	Bulldozer
	2	Signal Board
Grading/Excavation	1	Bulldozer
	1	Excavator
	1	Grader
	1	Roller
	1	Loaders
	1	Scraper
	2	Signal Board
Drainage/Utilities/Sub-Grade	1	Air Compressor
	1	Crane
	1	Generator set
	1	Grader
	1	Plate Compactor
	1	Pumps

	1 2 1	Rough Terrain Forklift Signal Board Backhoe
Paving	1 1 1 2 1	Paver Paving Equipment Roller Signal Board Backhoe

The Project would result in short-term, temporary air pollutant emissions from construction activities. The Project does not increase the capacity of Newtown Road and will not increase operational emissions. Construction emissions were estimated for the Project using the Sacramento Metropolitan Air Quality Management District's *Road Construction Emissions Model, Version 8.1.0* as recommended in the El Dorado County AQMD Guide to Air Quality Assessment. The results are in Table 6.

Table 6. Estimated Construction Emissions

Project Phases	ROG lbs/day	CO lbs/day	NOx lbs/day	PM10 lbs/day	Exhaust PM10 lbs/day	Fugitive Dust PM10 lbs/day
Grubbing/land clearing	1.03	7.13	11.83	20.49	0.49	20.00
Grading/excavation	3.88	28.40	42.50	21.99	1.99	20.00
Drainage/utilities/sub-grade	3.21	24.46	29.72	21.68	1.68	20.00
Paving	1.14	11.16	11.15	0.64	0.64	-
Maximum lbs/day	3.88	28.40	42.50	21.99	1.99	20.00
Significance Threshold	82	AAQS	82	82	*N/A*	*N/A*
Significant?	No	No	No	No	*N/A*	*N/A*

Notes: Data entered to emissions model: Project Start Year: 2019; Project Length (months): 12; Total Project Area (acres): 10 ac. PM10 estimates assume 50% control of fugitive dust from watering and associated dust control measures. Total PM10 emissions are the sum of *exhaust* and *fugitive dust* emissions.

a) ***No Impact.*** The proposed Project is identified as ELD19322 in the Sacramento Council of Governments' (SACOG) 2016 *Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)* (Sacramento Council of Governments 2016). Projects included in the Metropolitan Transportation Plan have been determined to be consistent with the planning goals of the State Implementation Plan.

b) ***Less Than Significant Impact.*** El Dorado County is in nonattainment status for both federal and state ozone standards and the state PM10 standard. Construction activities would result in short-term increases in emissions from the use of heavy equipment that generate dust, exhaust, and tire-wear emissions and from paints and coatings. Project construction would create short-term increases in ROG, NOx, and PM10 emissions from vehicle and equipment operation. None of the estimated

emissions exceed the County's significance thresholds. The Project would not generate additional traffic. No operational emissions will result from the Project.

The PM2.5 AAQS were not in effect when the AQMD's CEQA Guide was published. Therefore, the CEQA Guide gives no guidance on analysis of PM2.5. PM2.5 is primarily generated by vehicle trips on unpaved roads. Thus, emissions of PM2.5 are likely to be associated with the construction-phase of a project. The proposed Project will repave Newtown Road as part of construction. Emissions of PM2.5 during the operational phase will be less than significant.

c) ***No Impact.*** Cumulative net increases of criteria pollutants have been evaluated in the 2016 MTP/ SCS) (SACOG 2016). This Project is referenced and evaluated in the 2016 MTP/ SCS (SACOG 2017). Also see the response for item b).

d) ***Less Than Significant Impact.*** Adjacent residences have the potential to be exposed to PM10, PM2.5, CO, ROG, and NOx during construction. These impacts are considered less than significant due to the limited nature of the Project and short-term construction period.

The Project is not located within an area known to contain naturally occurring asbestos (NOA) or an area "more likely to contain naturally occurring asbestos" (California Department of Conservation 2000, El Dorado County 2005).

e) ***Less Than Significant Impact.*** Construction activities would involve the use of construction equipment and asphalt paving, which have distinctive odors. Odors are considered less than significant because of the limited number of the public affected and the short-term nature of the emissions.

4.2.4 Biological Resources

IV. BIOLOGICAL RESOURCES—Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Environmental Setting

Potential impacts to biological and wetlands resources were evaluated in the following Project technical reports, which are incorporated herein:

- Natural Environment Study (NES, Sycamore Environmental 2017a)
- Wetland Study/ Jurisdictional Delineation Report (Sycamore Environmental 2017b)
- Biological Assessment (BA, Sycamore Environmental 2017c).

The NES is a standard Caltrans report for documenting and evaluating the potential Project impacts to biological resources. The BA is prepared to support Endangered Species Act consultation with United Sates Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS). The NES and BA conclude the following regarding biological resources:

- The Project area provides habitat for the federal-listed California red-legged frog (CRLF; *Rana draytonii*).
- The Project area provides habitat for the state candidate foothill yellow-legged frog, and CDFW species of special concern western pond turtle, California spotted owl, and other birds of prey and migratory birds.
- The Project area provides habitat for seven special-status plants ranked by the California Native Plant Society (CNPS). No special-status plants were observed during a botanical survey conducted during the evident and identifiable period for special-status plants with potential to occur.
- South Fork Weber Creek and a perennial channel in the Project area are potential waters of the U.S.
- The Oregon ash groves community along South Fork Weber Creek and native trees in the Project area are habitats and natural communities of special concern protected under the El Dorado County General Plan.

Natural communities that occur in the Project area and estimated temporary and permanent impacts are shown in Table 7 (Sycamore Environmental 2017a). The Oregon ash groves, South Fork Weber Creek, perennial channel, and seasonal wetland are special-status natural communities in the Project area.

Table 7. Natural Communities in the Project area

Natural Community	Acreage	Temporary Impact (ac)	Permanent Impact (ac)	Total Impact (ac)
Ponderosa Pine Forest	0.652	0.358	0.003	0.361
Douglas Fir Forest	1.447	0.296	0.017	0.313
Oregon Ash Groves	1.121	0.350	0.186	0.536
California Annual Grassland	0.844	0.255	0.001	0.256
Himalayan Blackberry Brambles	0.424	0.127	0.005	0.132
South Fork Weber Creek	0.469	0.049	0.119	0.168
Perennial Channel	0.013	0.002	0.003	0.005
Ephemeral Channels	0.008	0.001	0	0.001
Upland Ditches	0.019	0.006	0.001	0.007
Seasonal Wetland	0.009	0	0	0
Paved and Gravel Roads/ Driveways [1]	0.881	--	--	--
Total:	**5.887**	**1.444**	**0.335**	**1.779**

[1] Previously disturbed community, thus no impacts are calculated.

Potential Environmental Effects

a) ***Potentially Significant Unless Mitigation Incorporated.***

Special-Status Plant Species: The Project area provides habitat for the following seven special-status plants ranked by the CNPS.

- Nissenan Manzanita (*Arctostaphylos nissenana*)
- Pleasant Valley Mariposa Lily (*Calochortus clavatus* var. *avius*)
- Sierra Arching Sedge (*Carex cyrtostchya*)
- Parry's Horkelia (*Horkelia parryi*)
- Stebbins' Phacelia (*Phacelia stebbinsii*)
- Brownish Beaked-Rush (*Rhynchospora capitellata*)
- Oval-Leaved Viburnum (*Viburnum ellipticum*)

No special-status plants were observed during a botanical survey conducted during the evident and identifiable period for special-status plants with potential to occur. No impacts will occur and no mitigation is needed.

California red-legged frog (CRLF; *Rana draytonii*): Potential aquatic habitat for CRLF in the Project area consists of South Fork Weber Creek and a perennial channel. The Project area is not within CRLF designated critical habitat. South Fork Weber Creek and the perennial channel in the Project area provide potential foraging and dispersal habitat for CRLF. Pools downstream of the bridge in South Fork Weber Creek are of sufficient depth to provide potential breeding habitat for

CRLF, though emergent vegetation is minimal and high flows in winter and spring are likely not compatible with CRLF breeding. No CRLF were observed during the general biological fieldwork conducted in June, July, and October 2012 or during biological monitoring of archaeological surveys in March 2013, January 2016, and June 2017. Nonnative bullfrogs (CRLF predator) were observed in South Fork Weber Creek during fieldwork.

National Park Service biologist, Robert Grasso, conducted eDNA surveys for CRLF at three locations on North Fork Weber Creek and two locations on Weber Creek, approximately 5 and 8 miles downstream of the Action Area. Each site, considered suitable nonbreeding habitat for CRLF (with limited breeding habitat), was surveyed along a 0.1 mile segment of the creek. The only positive detection for CRLF was recorded in North Fork Weber Creek, approximately 0.1 mile downstream of the breeding population of CRLF in Spivey Pond (pers. comm. Ian Vogel 2017).

Caltrans initiated an Endangered Species Act (ESA) consultation with USFWS. A site meeting with Ian Vogel, of USFWS, was held on 30 April 2018. Caltrans, El Dorado County, and Sycamore Environmental staff attended the meeting. At the conclusion of the meeting, USFWS agreed that the project was not likely to adversely affect CRLF. On 7 May 2018 USFWS concurred via letter that the project may affect, but is not likely to adversely affect CRLF (USFWS 2018).

The proposed Project may result in temporary disturbance to potential seasonal/dispersal habitat for CRLF. Most potential impacts to habitat are temporary, and affected areas would be restored upon completion of construction. Permanent impacts to 0.186 acre of the Oregon ash groves riparian community and 0.119 acre of South Fork Weber Creek will result from widen road approaches, a larger bridge, and installation of RSP. The quantity of impacts to the habitat are minimal compared to the available surrounding habitat and would not significantly reduce the habitat quality for CRLF. Implementation of BIO-1 will reduce potential impacts to less than significant. BIO-5 also contain measures that will reduce potential impacts to CRLF.

Mitigation Measure BIO-1 (California red-legged frog)

- *A Service-approved biologist shall conduct a preconstruction survey for CRLF within 48 hours prior to the onset of vegetation removal in the riparian habitat and South Fork Weber Creek. If any CRLF are found, construction activities will stop in the riparian and aquatic habitats, and the USFWS will be contacted immediately for further guidance.*
- *Environmental awareness training will be conducted by a qualified biologist prior to the onset of Project work for construction personnel to brief them on how to recognize CRLF, the importance of avoiding impacts to this species, and what to do if they are found. Education programs will be conducted for appropriate new personnel as they are brought on the job during the construction period. Upon completion of training, employees will sign a form stating that they attended the training and understand all the conservation and protection measures.*
- *All vegetation scheduled for removal in the Oregon ash groves community, South Fork Weber Creek, and Himalayan blackberry brambles will be removed by hand or with hand-held power tools. Mechanized vehicles will not be used to clear the brush.*
- *A qualified biologist will be present during clearing and grubbing activities in the riparian and aquatic habitat in the Project area to monitor for CRLF.*

- *ESA fencing will be established along the limits of construction adjacent to the riparian community and aquatic habitats to exclude construction activities from avoided habitat. The fencing can be installed after initial clearing of vegetation, but shall be installed prior to any further work on the Project. Vehicles will not be allowed to park in, nor will equipment be stored in the ESA. No storage of oil, gasoline, or other substances will be permitted in the ESA. No vegetation removal or ground disturbing activities will be permitted in the ESA.*
- *The contractor will prepare a creek diversion plan that complies with any applicable permit conditions. A qualified biologist will conduct a survey of the area to be diverted prior to diversion installation. The qualified biologist will be present during installation and removal of the diversion structure and dewatering activities.*
- *If a work site is to be temporarily dewatered by pumping, the intake will be screened with wire mesh not larger than 0.2 inch to prevent any CRLF not initially detected from entering the pump system.*
- *Plastic mono-filament netting (erosion control matting) or similar material containing netting shall not be used at the Project site because the CRLF or other animals may become entangled or trapped in it. Acceptable substitutes include coconut coir matting or tackified hydroseeding compounds.*
- *All refueling, maintenance, and staging of equipment and vehicles will occur in accordance with Caltrans Best Management Practices (BMPs) NS-8, 9 and 10 (Caltrans 2017) to prevent spills from draining directly toward aquatic habitat.*
- *To prevent inadvertent entrapment of CRLF during construction, all excavated, steep-walled holes or trenches more than 1 foot deep will be covered at the end of each working day with plywood or similar material. If it is not possible to cover the trench at the end of the work day, Permittee shall either 1) Install an exclusion fence surrounding and enclosing the open end(s) of the trench, or 2) shall place an escape ramp at each end of open trench. The ramp may be constructed of either dirt fill or wood planking or other suitable material that is placed at an angle no greater than 30 degrees.*
- *If CRLF are found at any time during Project work, construction will stop in the riparian and aquatic habitats, and the USFWS will be contacted immediately for further guidance.*
- *To ensure compliance with the Project's avoidance and minimization measures, a County inspector will be on-site whenever in-water work occurs. The County construction inspector will make recommendations to the construction personnel, as needed, to comply with all Project implementation restrictions and guidelines. The County construction inspector will be responsible for ensuring that the contractor maintains the staked and flagged perimeters of the construction area and staging areas adjacent to sensitive biological resources. A qualified biologist will be available during the construction period to assist the County construction inspector if CRLF are found and to answer questions and make recommendations regarding implementation of CRLF avoidance and minimization measures.*
- *Upon completion of construction activities, any barriers to flow shall be removed to allow flow to resume with the least disturbance to the substrate.*
- *To ensure that diseases are not conveyed between work sites by the Service-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Populations Task Force will be followed at all times: https://www.fws.gov/ventura/docs/species/protocols/DAFTA.pdf*

Foothill Yellow-Legged Frog (FYLF; *Rana boylii*): South Fork Weber Creek in the Project area provides potential habitat for FYLF. FYLF were not observed during the general biological fieldwork. Nonnative bullfrogs were observed in South Fork Weber Creek during fieldwork.

On 27 June 2017, FYLF was listed as a State candidate threatened species. From the date of listing, CDFW has 12 months to prepare and submit a Status Report to the Fish and Game Commission. The Commission then has up to 90 days to review the report and a make a finding of whether or not the petition action is warranted. Until a determination is made, handling of FYLF may not occur without a CDFW 2081(b) California Endangered Species Act (CESA) Incidental Take Permit (ITP). Additionally, if FYLF is listed as State-threatened following the review period, handling of FYLF may not occur without a CDFW 2081(b) permit.

Implementation of BIO-2 will reduce potential impacts to less than significant. BIO-1 and BIO-5 also contain measures that will reduce potential impacts to FYLF.

Mitigation Measure BIO-2 (Foothill Yellow-Legged Frog)

- *Prior to construction activities, the County will coordinate with CDFW to determine if a 2081(b) CESA ITP is needed.*
- *A preconstruction survey for FYLF shall be conducted within 48 hours prior to the start of construction activities within the riparian and aquatic habitat in the BSA. The survey methodology will be based on Peek et al. (2017) Visual Encounter Survey Protocol for Rana Boylii in Lotic Environments.*
- *A qualified biologist will be present during clearing and grubbing activities in the riparian and aquatic habitat in the Project area to monitor for FYLF.*
- *During construction, if a FYLF is observed in the active construction zone, construction will cease and a qualified biologist will be notified. Construction may resume when the biologist has either relocated the FYLF to nearby suitable habitat outside the construction zone, or, after thorough inspection, determined that the FYLF has moved away from the construction zone. Until FYLF is either listed or removed as a Candidate for listed, CDFW will be contacted for guidance before construction resumes.*

Western Pond Turtle (WPT; *Emys marmorata*): South Fork Weber Creek in the Project area provides potential habitat for WPT. WPT were not observed in the Project area during the general biological fieldwork. Implementation of BIO-3 will reduce potential project impact to less than significant. BIO-1 and BIO-5 also contain measures that will reduce potential impacts to WPT.

***Mitigation Measure BIO-3* (Western Pond Turtle)**

- *A preconstruction survey for WPT shall occur within 48 hours prior to the start of construction activities within the riparian and aquatic habitat in the Project area.*
- *A qualified biologist will be present during grubbing and clearing activities in the riparian and aquatic habitat in the Project area to monitor for WPT.*
- *During construction, if a WPT is observed in the active construction zone, construction will cease and a qualified biologist will be notified. Construction may resume when the biologist*

has either relocated the WPT to nearby suitable habitat outside the construction zone, or, after thorough inspection, determined that the WPT has moved away from the construction zone.

Migratory Birds and Birds of Prey Discussion: The Project area provides potential nesting habitat for birds of prey and birds listed by the Migratory Bird Treaty Act (MBTA). The remains of a black phoebe nest were observed under the Newtown Road Bridge in the Project area. Fish and Game Code Section 3503.5 protects all birds in the orders Falconiformes and Strigiformes (collectively known as birds of prey). Birds of prey include raptors, falcons, and owls. Migratory birds are protected under the federal MBTA of 1918 (16 U.S.C. 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10 including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). All migratory bird species are protected by the MBTA. Implementation of BIO-4 will reduce potential impacts to less than significant.

Mitigation Measure BIO-4

Under the MBTA, nests that contain eggs or unfledged young are not to be disturbed during the breeding season. Nesting or attempted nesting by migratory birds and birds-of-prey is anticipated from February 15 to September 1.

Bridge-Nesting Birds

In California, bridge-nesting swallows typically arrive in mid-February, increase in numbers until late March, and remain until October. Nesting begins in April, peaks in June, and continues into August. Black phoebes also occur in the area and have nested on the Newtown Road Bridge in the past. Black phoebes nest from March to August with peak activity in May. Measures will be taken to prevent establishment of nests prior to construction. Techniques to prevent nest establishment include using exclusion devices, removing and disposing of partially constructed and unoccupied nests of migratory or nongame birds on a regular basis to prevent their occupation, or perform any combination of these. The following measures will be implemented:

- *The contractor will visit the site weekly and remove partially completed nests using either hand tools or high pressure water; and/or*
- *Hang netting from the bridge before nesting begins. If this technique is used, netting should be in place from late February until project construction begins.*

Birds of Prey and Birds Protected by the Migratory Bird Treaty Act

- *If construction begins outside the 15 February to 1 September breeding season, there will be no need to conduct a preconstruction survey for active nests.*
- *Trees scheduled for removal should be removed during the non-breeding season from 2 September to 14 February. Vegetation removal includes trees and vegetation within the stream zone. Within the riparian community, vegetation will be removed using hand tools, including chain saws and mowers, and may be trimmed several inches above the ground with the roots left intact to prevent erosion.*
- *If construction or vegetation removal begins between 15 February and 1 September, a*

biologist shall conduct a survey for active bird of prey nests and rookeries within 500 ft of the project area and active nests of all other MBTA-protected birds within 100 ft of the project area from publicly accessible areas within two weeks prior to construction. The measures listed below shall be implemented based on the survey results.

- *No Active Nests Found:*
- *If no active nest of a bird of prey, MBTA bird, or other CDFW protected bird is found, then no further avoidance and minimization measures are necessary unless one is subsequently found during construction, in which case the applicable measure below will be implemented.*

Active Nests Found:

- *If an active nest of a bird of prey, MBTA bird, or other CDFW protected bird is discovered that may be adversely affected by construction activities, or an injured or killed bird is found, immediately:*
    1. *Stop all work within a 100-foot radius of the discovery.*
    2. *Notify the Project Engineer.*
    3. *Do not resume work within the specified radius of the discovery until authorized.*
    4. *If the bird is injured or dead, determine the cause, if possible, and measures taken to prevent the same result in the future.*
- *The biologist shall establish a minimum 500-ft Environmentally Sensitive Area (ESA) around the nest if the nest is of a bird of prey or is a rookery, and a minimum 100-ft ESA around the nest if the nest is of an MBTA bird other than a bird of prey.*

Species Protection Areas

Identification	***Location***
Bird of Prey or Rookery	*500 ft no-disturbance buffer*
MBTA protected bird (not bird of prey)	*100 ft no-disturbance buffer*

- *Activity in the ESA will be restricted as follows:*
    1. *Do not enter the ESA unless authorized*
    2. *If the ESA is breached, immediately:*
        a. *Secure the area and stop all operations within 100 feet of the ESA boundary.*
        b. *Notify the Project Engineer.*
    3. *If the ESA is damaged, the County determines what efforts are necessary to remedy the damage and who performs the remedy.*
- *No construction activity shall be allowed in the ESA until the biologist determines that the nest is no longer active, or unless monitoring determines that a smaller ESA will protect the active nest.*
- *The ESA may be reduced if the biologist monitors the construction activities and determines that no disturbance to the active nest is occurring. Reduction of the ESA depends on the*

species of bird, the location of the nest relative to the project, project activities during the time the nest is active, and other project-specific conditions.

- *Between 15 February and 1 September, if additional trees or shrubs need to be trimmed and/or removed after construction has started, a survey will be conducted for active nests in the area to be affected. If an active nest is found, the above measures will be implemented.*
- *If an active nest is identified in or adjacent to the construction zone after construction has started, the above measures will be implemented to ensure construction is not causing disturbance to the nest.*

California Spotted Owl (CSO; *Strix occidentalis occidentalis*): Large trees adjacent to the Project area may provide potential nesting habitat for CSO. Trees in the Project area provide only marginal nesting habitat for CSO due to small size and the proximity of roads and residences. Of the 267 trees in the Project area, only 31 trees have a dbh greater than 24 inches, and of those, only one tree has a dbh greater than 46 inches. Implementation of BIO-4 will reduce potential impacts to less than significant.

b) ***Potentially Significant Unless Mitigation Incorporated.*** The Oregon ash groves community, South Fork Weber Creek, the perennial channel, and the seasonal wetland are considered sensitive natural communities in the Project area and are listed in Table 7. Impacts to South Fork Weber Creek, the perennial channel, and the seasonal wetland are discussed under Item c below.

Oregon Ash Groves: Approximately 1.12 acre of riparian Oregon ash groves occurs along South Fork Weber Creek in the Project area. There are 39 trees with a diameter breast height (dbh) of at least 4 inches in the Oregon ash groves community. Vegetation in this community is classified as montane riparian under the El Dorado County General Plan Environmental Impact Report (EIR; El Dorado County 2004a). Montane riparian is considered a sensitive natural community in the El Dorado County General Plan EIR (2004a). The Oregon ash groves community in the Project area is part of the stream zone protected by Fish and Game Code Section 1600.

Construction of the Project will result in 0.35 acre of temporary impacts and 0.186 acre of permanent impacts to the Oregon ash groves community in the Project area. Temporary impacts would result from vegetation clearing and grubbing for construction access, bridge demolition, and construction of the new bridge, including placement of falsework. Permanent impacts would result from road approach widening, installation of RSP, and construction of the new bridge abutments, retaining walls, and wing walls. Approximately 33 trees would be removed in the Oregon ash groves community. The final tree removal determination will be made by the County.

County General Plan Policy 7.3.3.4, and its implementing zoning code (§130.30.030(G)), identifies standards for setbacks to creeks and wetlands. Road and bridge repair and construction are exempted from Policy 7.3.3.4 and its implementing zoning ordinance where avoidance and mitigation measures for potential impacts are identified (El Dorado County 2004b). Implementation of BIO-5 will reduce potential impacts to Oregon ash groves habitat in the Project area.

Mitigation Measure BIO-5

- *Tree removal will be minimized to the extent possible.*

- *Environmentally sensitive area (ESA) fencing will be placed along the limits of construction adjacent to the riparian community and the seasonal wetland to exclude construction activities from avoided habitat. The fencing can be installed after initial clearing of vegetation, but shall be installed prior to any further work on the Project.*
- *Trucks and other vehicles will not be allowed to park beyond, nor shall equipment be stored beyond the fencing.*
- *No vegetation removal or ground disturbing activities will be permitted beyond the fencing.*
- *Temporarily impacted areas will be revegetated and reseeded in accordance with the Revegetation Planting and Erosion Control Specifications in Appendix G of the Project NES.*
- *Implementation of the Replanting Plan in Appendix H) of the Project NES will revegetate the Oregon ash groves community.*

Trees: There is a total of 267 trees with a dbh of at least 4 inches in the Project area. The Ponderosa pine forest community in the Project area includes black oaks and valley oaks. The Douglas fir forest community in the Project area includes black oaks. No oak woodlands occur in the Project area, thus CEQA section 21083.4 is not implicated. The Project may remove an estimated total of 50 trees, 42 of which are native oak trees, in the Project area as a result of bridge construction, road widening, site access, RSP installation, and creek realignment. The final tree removal determination would be made by El Dorado County.

Mitigation requirements for impacts to oak resources are defined in the 2017 El Dorado County Oak Resources Management Plan (ORMP, El Dorado County 2017b). In 2017, the County adopted the ORMP to define mitigation requirements for impacts to oak resources and to outline the County's strategy for oak woodland conservation. The ORMP functions as the oak resources component of the County's biological resources mitigation program identified in General Plan Policy 7.4.2.8 (El Dorado County 2004b). Under the ORMP, certain actions are exempt from mitigation requirements, including "*County Road Projects: Road widening and alignment projects necessary to increase capacity, protect public health, and improve safe movement of people and goods in existing public rights-of-way, as well as acquired right-of-way necessary to complete the project, where the new alignment is dependent on the existing alignment are exempt from the mitigation requirements included in the ORMP.*" (El Dorado County 2017b).

Per Section 130.39.050 (Exemptions and Mitigation Reductions) of the ORMP implementing ordinance No. 5061, the various exemptions from mitigation requirements, including County Road Projects, do not apply to heritage trees, individual valley oak trees not in an oak woodland, and valley oak woodland. All impacts to Heritage Trees, individual valley oak trees, and valley oak woodlands are subject to the provisions and mitigation requirements contained in the ORMP, regardless of whether or not the action requires a development permit.

The Project will remove an estimated forty two (42) native oak trees. Of the total estimated 42 oaks to be removed, two (tree numbers 3241 and 3098) qualify as heritage oak trees with an aggregate trunk DBH greater than 36 inches. The remaining oak trees to be removed occur in the Ponderosa Pine Forest, Oregon Ash Groves, and California Annual Grassland communities. In accordance

with the ORMP, the Project must mitigate for the two heritage trees and any of the remaining oaks to be removed that are Valley oaks. No oak woodlands occurs in the Project area.

The ORMP provides three options to mitigate impacts to in individual native oak trees/ heritage trees:

- In-lieu fee payment for individual oak tree removal
- Replacement planting on-site within an area subject to a Deed Restriction or Conservation Easement
- Replacement planting off-site within an area subject to a Conservation Easement or acquisition in fee title

Implementation of BIO-6 will address Project impacts to qualifying oak resources and includes obtaining an Oak Tree and Oak Woodland Removal Permit (which requires submittal of an Oak Resource Technical Report) and payment of the individual native oak and heritage oak tree in-lieu fee in accordance with ORMP implementing ordinance No. 5061, Section 130.39.070.C.2.a. Per Table 6 of the ORMP the individual native oak tree mitigation fee is $153.00 per inch of DBH and the heritage oak tree mitigation fee is $459.00 per inch. Implementation of BIO-6 will reduce project oak resources impacts to less than significant.

Mitigation Measure BIO-6

- *Prior to construction the County will obtain an Oak Tree Removal Permit in accordance with ORMP implementing ordinance No. 5061, Section 130.39.070. In accordance with ORMP implementing ordinance No. 5061, Sections 130.39.070(D) and (E) the Oak Tree Removal Permit application will be accompanied by an Oak Resources Technical Report and Code Compliance Certificate. The Oak Resources Technical Report must include all pertinent information, documents and recommended mitigation as specified in the ORMP. A Code Compliance Certificate will be submitted verifying that no Oak Resources have been impacted (in the Project area) within two years prior to application submittal.*
- *The County will pay the individual oak tree in-lieu fee for trees subject to the ORMP that are removed by the Project. The individual oak tree in-lieu fee will be in accordance with Table 6 in section 3.2 (Oak Trees) of the September 2017, ORMP.*

c) ***Potentially Significant Unless Mitigation Incorporated.*** The Project has been designed to minimize impacts to potential waters of the U.S. and state including wetlands as defined by Section 404 of the Clean Water Act including South Fork Weber Creek, the perennial channel, seasonal wetland, and ephemeral channels. Approximate project impacts to potential waters of the U.S. are listed in Table 6. The Project avoids both temporary and permanent impacts to the seasonal wetland and ephemeral channels. The seasonal wetland and ephemeral channels are not discussed further.

South Fork Weber Creek: In the Project area South Fork Weber Creek flows east to west and is approximately 1,100 feet long, 59.7 feet wide on average, and occupies 0.469 acre. Based on observed field conditions, South Fork Weber Creek transitions from intermittent to perennial in the Project area. South Fork Weber Creek is intermittent upstream of the confluence with the perennial channel in the Project area, and perennial downstream of this point.

The Project will realign approximately 320 feet of South Fork Weber Creek in the Project area. The Project would temporarily impact 0.049 acre and permanently impact 0.119 acre of South Fork Weber Creek below the ordinary high water mark (OHWM). Temporary impacts would result from temporary creek diversion, demolition of the existing bridge and abutments, construction of the new bridge, and bank re-contouring. Permanent impacts would result from creek realignment and installation of RSP. A total of 0.119 acre of rock slope protection (RSP) will be installed below the OHWM of South Fork Weber Creek. The RSP would be placed below the bottomless arch culvert and extend approximately 110 feet east and 60 feet west of the longitudinal extent of the culvert. RSP would be installed to a depth of approximately 2 feet. Implementation of measure BIO-7 will reduce potential impacts to less than significant.

Mitigation Measure BIO-7

- *During construction, water quality will be protected by implementation of BMPs consistent with the Caltrans Stormwater Quality Handbooks (Caltrans 2011) to minimize the potential for siltation and downstream sedimentation of aquatic habitats.*
- *In-water construction activities will be restricted to the period between 15 April and the first qualifying rain event on or after 15 October (more than one half inch of precipitation in a 24-hour period), subject to the Streambed Alteration Agreement, unless CDFW provides approval of work outside that period.*
- *Water diversion in South Fork Weber Creek will be conducted in accordance with the County of El Dorado Stormwater Management Plan (SWMP; 2004c) and the El Dorado County grading, erosion, and sediment control ordinance (El Dorado County 2010). Minimization efforts will include marking the limits of construction with temporary fencing.*
- *Areas temporarily disturbed on the banks of South Fork Weber Creek will be revegetated and native riparian trees will be replanted in the Project area in accordance with the Revegetation Planting and Erosion Control Specifications (Appendix G) and the Replanting Plan (Appendix H) of the Project NES.*
- *Reseeded areas will be covered with a biodegradable erosion control fabric to prevent erosion and downstream sedimentation. Plastic fabric materials will not be used in the erosion control; acceptable substitutes include coconut coir matting or tackified hydroseeding compounds. The Project engineer will determine the specifications needed for erosion control fabric (e.g., shear strength) based on anticipated maximum flow velocities and soil types. The seed type will consist of commercially available native grass and herbaceous species as described in Appendix G of the Project NES. No seed of nonnative species will be used unless certified to be sterile.*

Perennial Channel: In the Project area, the perennial channel flows south through the Himalayan blackberry brambles to South Fork Weber Creek just east of the Newtown Road Bridge. The hydrology of the perennial channel is altered due to impoundments upstream (north) of the Project area, which created an artificial pond. Without the artificial impoundments, the channel would likely be intermittent or ephemeral.

The Project will result in approximately 0.002 acre of temporary impacts and 0.003 acre of permanent impacts to the perennial channel. Temporary impacts would result from vehicle and

equipment access during construction. Permanent impacts would result from channel realignment. Approximately 40 feet of the perennial channel would be permanently filled. The perennial channel would be reconstructed along a new alignment approximately 110 feet long. The new channel would reconnect to South Fork Weber Creek on the east side of the proposed northeast wing wall. Implementation of BIO-8 will reduce impacts to less than significant.

Mitigation Measure BIO-8

- *ESA fencing will be placed at the limits of construction adjacent to the seasonal wetland and the perennial channel to exclude construction activities from avoided habitat or portions of the habitat. The ESA fencing will be in place prior to commencement of construction. Trucks and other vehicles will not be allowed to park beyond, nor shall equipment be stored beyond the fencing. No vegetation removal or ground disturbing activities will be permitted beyond the fencing.*
- *A temporary crossing will be constructed over the perennial channel to facilitate vehicle and equipment travel over the creek channel and banks. Steel plates, crane mats, or their equivalent may be used to construct the crossing. Immediately following Project completion, the crossing will be removed.*

d) ***Less Than Significant Impact.*** The Project area is not located within a County-designated Important Biological Corridor (IBC, El Dorado County 2004b). Construction of the project could temporarily disrupt movement of native wildlife species that occur in or adjacent to the Project area. Daytime construction activities will result in minimal disruption of nocturnal wildlife movement. If nighttime construction activities would alleviate traffic congestion and safety hazards it would comply with the noise standards for construction activities in General Plan Policy 6.5.1.11. The low density rural development in the area provides ample space for wildlife to easily avoid the construction site. Although construction disturbance may temporarily hinder wildlife movements within the project area, the impact is less than significant due to its short-term nature.

e) ***No Impact.*** See tree discussion under item b above and IBC discussion under item d. Tree removal will be minimized to the maximum extent possible. The final tree removal determination will be made by the County. The Project does not conflict with any local policies or ordinances protecting biological resources.

f) ***No Impact.*** The Project is not located in an area covered by a habitat or natural community conservation plan. In 2017, the County adopted updated biological resources policies and implementation measures within the General Plan and the ORMP. The Project is consistent with the mitigation requirements of the ORMP.

4.2.5 Cultural Resources

V. CULTURAL RESOURCES—Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Environmental Setting

The following cultural resource documents were prepared for the proposed Project:

- *Archaeological Survey Report (ASR) and Extended Phase I Investigation (XPI) Report:* The ASR included a records search and literature review, an intensive pedestrian survey, and consultation with the Native American community and local preservation societies. The ASR documents both positive and negative archaeological survey results (Tremaine 2017). The Extended Phase I (XPI) study is an extension of the identification phase, meeting the requirements of 36 CFR 800.4(b) and Section 106 PA Stipulation VIII B "to identify historic properties within the area of potential effects" and similar requirements under CEQA. The goal of the XPI study is to define part or all of the boundaries (horizontal or vertical) of an archaeological site.
- *Historical Resource Evaluation Report (HRER):* The purpose of the HRER is to identify built environment resources that are 50 or more years old within the APE and evaluate eligibility for listing in the National Register of Historical Places (National Register) and California Register of Historical Resources. The HRER is used to document identification, recordation, and evaluation efforts for historical archaeological resources, built environment resources, such as buildings, structures, objects, districts, and linear features (Mead & Hunt 2016).

To qualify for listing in the California Register and to be considered a historical resource for the purposes of CEQA, a resource must meet one or more of the criteria set forth in PRC 5024.1 and the California Code of Regulations (CCR Title 14, Chapter 11.5, § 4850 et seq). Criteria include:

- **Criteria 1:** Association with events that have made a significant contribution to broad patterns of local or regional history;
- **Criteria 2:** Association with the lives of persons important to local, California, or national history;
- **Criteria 3:** Embodies the distinctive characteristics of a type, period, or region, has high artistic value, or is the work of master;
- **Criteria 4:** Has potential to yield information important to prehistory or history

The criteria for the National Register are nearly identical to the California Register. If Project construction were to cause a substantial adverse change in the significance of an archaeological resource eligible for listing on the National or State Register, then the Project would be considered to have a significant effect on the environment.

Potential Environmental Effects

a) ***No Impact.*** Based on archival research, public involvement, and field investigation, three resources within the study area were identified: Bridge No. 25C-033, an agricultural outbuilding, and a discontinuous stone wall. Bridge No. 25C-0033 is listed as Category 5 – Not Eligible for the National Register in the Caltrans Historic Bridge Inventory. Due to the passage of time, the bridge was re-evaluated and is recommended as not eligible for listing in the California Register or the National Register. The agricultural outbuilding and discontinuous stone wall lack historical significance and do not qualify for listing in the National Register or the California Register. The three resources identified in the Project area are recommended not eligible for the California Register or the National Register and are not considered historical resources under the California Environmental Quality Act (CEQA) because they do not meet the California Register criteria outlined in PRC 5024.1.

b) ***Potentially Significant Unless Mitigation Incorporated.*** During pedestrian archaeological surveys in July 2012 and March 2013, possible archeological resource were observed in the Project area. Based on these results, Caltrans required an XPI to establish the presence/absence of subsurface archaeological resources in the Project area. In January and June 2016, an XPI was conducted within the Project area; ten soil test pit (STPs) and 10 trenches were dug in the Project area. Additional possible archeological resources were observed during the January and June 2016 XPI work.

The possible archeological resources are being assumed eligible for the National Register and California Register for the purposes of the Project. To reduce potential impacts that County has committed to the establishment of environmentally sensitive areas (ESA's) around the possible archeological resources. No construction activities will be allowed beyond the ESA fencing. Implementation of CULT-1 will reduce Project impacts to less than significant.

Measure CULT-1

- *The County will install ESA fencing as shown in the Caltrans approved ESA Action Plan.*

c) ***No Impact.*** Paleontological resources in El Dorado County are associated with limestone cave deposits, occurrences of the Mehrten formation, and Pleistocene channel deposits (El Dorado County 2004a). Because these resources do not occur in the project area, no impact will occur. The site does not contain any other unique geologic features.

d) ***Less Than Significant Impact.*** The Project ASR documents that no known cemeteries or burials occur within the project study area (Tremaine 2017). Should human remains be discovered during the excavation portion of the Project, the project description includes contract provisions that will require notification of Transportation and compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.9 et seq.

4.2.6 Tribal Cultural Resources

VI. Tribal Cultural Resources:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public	☐	☐	☒	☐

Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Environmental Setting

The decision to undertake the Project occurred in 2012 or earlier, well before the 25 September 2014 passage and 1 July 2016 implementation of AB 52. Below is a detailed accounting of the Section 106 coordination efforts with Native American individuals/organizations between 2012 and present (Tremaine 2017).

Initial Outreach (July/ August 2012)

On 14 June, 2012, Tremaine requested a sacred lands search and consultant list from the Native American Heritage Commission (NAHC). The NAHC provided a list of Native American individuals/organizations who may have knowledge of cultural resources in the project area. On July 19, 2012, letters and project location maps were mailed to each of the following tribes:

- Shingle Springs Band of Miwok Indians
- T'si-Akim Maidu
- Colfax-Todds Valley Consolidated Tribe
- United Auburn Indian Community (UAIC)

The UAIC responded on 14 August 2012 via mail, stating the tribe had concerns about development within their aboriginal territory and requested copies of any archaeological reports and environmental documents that are available. On 8 April 2013, the UAIC also replied by mail requesting the presence of Native monitors during the field survey along copies of reports and documents.

Follow Up Outreach (March-June 2013)

The El Dorado Indian Council, not originally listed as contacts by the NAHC, met with an adjacent property owner in early March 2013. They subsequently approached the Tribal Historic Preservation Officer for the UAIC, requesting to monitor and consult on the project. UAIC then contacted El Dorado County sharing concerns regarding the project, specifically noting there were known historic and prehistoric Native American cultural resources within and in close proximity to the project area. An updated contacts list was later obtained from the NAHC on 15 May 2013. Caltrans subsequently sent out updated consultation letters to the following tribes: UAIC, Tsi Akim Maidu, Shingle Springs Band, and Colfax-Todds Valley Consolidated Tribe.

Communications Regarding Site Monitor (June 2013)

Follow-up emails regarding the scheduling of a Native monitor were sent out by Tremaine in June 2013 to the following tribes: Shingle Springs, UAIC, and the Tsi Akim Maidu. Emails were not sent to April Wallace Moore or the Colfax-Todds Valley Consolidated Tribe as the 2013 NACH did not list email addresses for them. Follow up phone calls were made to both April Wallace Moore and the Colfax-Todds Valley Consolidated Tribe on 10 June 2013. A voicemail was left for April Wallace Moore, no return call was received by Tremaine. Tremaine attempted to call the Colfax-Todds Valley Consolidated Tribe using the NAHC provided phone number but the phone number did not work.

The emails and phone calls were to explain that Shingle Springs had priority to provide a monitor for fieldwork due to their close proximity to the project area. Tremaine received an email from Marcos Guerrero on 10 June 2013 requesting a site visit and recommending a UAIC tribal monitor for XPI fieldwork. Tremaine had previously been contacted by Shingle Springs to provide a monitor. El Dorado County approved their request to have both tribes present during fieldwork.

Field Meeting (April 2014)

A field meeting occurred on April 9, 2014 to discuss the work plan for the XPI investigation. It was attended by the Shingle Springs Band, El Dorado Indian Council/El Dorado Miwok, El Dorado County, Sycamore Environmental, Tremaine & Associates, and adjacent property owners. Minutes of the field review meeting were subsequently emailed to all individuals initially contacted (i.e., those that attended and those that were unable to attend).

Native American Monitoring of XPI Shovel Testing (Jan 2016)

XPI Shovel Testing was completed on 27 January 2016 following the development of two alternatives designs. The Shingle Springs Band arranged to have a monitor present during this effort.

Follow Up Outreach (Jan 2016)

On 28 January 2016, Tremaine & Associates requested an updated contact list from the NAHC; they replied on 29 January 2016 stating their search of the sacred land file failed to indicate the presence of Native American cultural resources in the immediate project area and attached a list of six tribes including: Colfax-Todds Valley Consolidated Tribe; Ione Band of Miwok Indians; Shingle Springs Band of Miwok Indians; T'si-Akim Maidu; UAIC; and the Ione Band of Miwok Indians Cultural Committee.

Native American Monitoring of XPI Supplemental Trenching (Jun 2016)

The Shingle Springs Band of Miwok Indians monitored during an XPI Supplemental Trenching effort conducted 13 June through 15 June 2016.

Native American Monitoring of XPI Trenching Addendum (Jun 2017)

The XPI Addendum field work took place on 26 and 27 June 2017. The Shingle Springs Band of Miwok Indians monitored during an additional trenching effort aimed at testing for presence-absence of a small portion of the Project area that had remained un-sampled up to that point.

Potential Environmental Effects

a) ***Potentially Significant Unless Mitigation Incorporated (applies to items i and ii).*** No documentation regarding tribal cultural resources was identified or received that would facilitate an eligibility determination pursuant to PRC Section 21074, 5020.1(k) or 5024.1. The possible archeological resources in the Project area are being assumed eligible for the National Register and

California Register for the purposes of the Project and any impact is avoidable. To reduce potential impacts, the County has committed to the establishment of environmentally sensitive areas (ESA's) around the possible archeological resources. No construction activities will be allowed beyond the ESA fencing. Implementation of CULT-1 will reduce Project impacts to less than significant.

4.2.7 Geology and Soils

VII. GEOLOGY AND SOILS—Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Environmental Setting

Regional Geology: The County is located in the Sierra Nevada geomorphic province of California, east of the Great Valley province and west of the Range and Basin provinces. Steep-sided hills and narrow rocky stream channels characterize the Sierra Nevada province. This province consists of Pliocene and older deposits that have been uplifted as a result of plate tectonics, granitic intrusion, and volcanic activity. Subsequent glaciations and additional volcanic activity are factors that led to the east-west orientation of stream channels (El Dorado County 2004a).

The southwestern foothills of the County are composed of rocks of the Mariposa Formation that include amphibolite, serpentine, and pyroxenite. The northwestern areas of the county consist of the Calaveras Formation, which includes metamorphic rock such as chert, slate, quartzite, and mica schist. The higher

peaks in the County consist primarily of igneous and metamorphic rocks with granite intrusions, a main soil parent material at the higher elevations (El Dorado County 2004a).

Seismicity: Seismicity is defined as the geographic and historical distribution of earthquake activity. Seismic activity may result in geologic and seismic hazards including seismically induced fault displacement and rupture, ground shaking, liquefaction, lateral spreading, landslides and avalanches, and structural hazards. Based on historical seismic activity and fault and seismic hazards mapping, the County is considered to have relatively low potential for seismic activity, and is located beyond the highly active fault zones of the coastal areas of California. The County's fault systems and associated seismic hazards are described below (El Dorado County 2004a).

Fault Systems: Earthquakes are associated with the fault systems in a particular area. The distribution of known faults in the County is concentrated in the western portion of the county, with several isolated faults in the central county area and the Lake Tahoe Basin. On 10 June 2016 the California Geological Survey published two new Alquist-Priolo Earthquake Fault Zones in the Tahoe area for the Emerald Bay Quadrangle and Echo Lake USGS quadrangles.

Fault systems mapped in the western parts of the County include the West Bear Mountains Fault; the East Bear Mountains Fault; the Maidu Fault Zone; the El Dorado Fault; the Melones Fault Zone of the Clark, Gillis Hill Fault; and the Calaveras–Shoo Fly Thrust.

No active faults have been identified in the western portion of El Dorado County. One western El Dorado County fault, part of the Rescue Lineament–Bear Mountains fault zone, is classified as a well located late-Quaternary fault; therefore, it represents the only potentially active fault in western El Dorado County.

Soils: Soils on the west slope of the County consist of well-drained silt and gravelly loams divided into two physiographic regions, the Lower and Middle Foothills and the Mountainous Uplands. There are a total of eight soil associations in the western parts of the County.

Mapped soil units in the Project area include Mariposa-Josephine Very Rocky Loams, 15-50% Slopes, Sites Loam, 30-50% Slopes, and Placer Diggings.

Potential Environmental Effects

a) ***a-i) No Impact.*** No active faults have been identified in the western portion of the County. On 10 June 2016 the California Geological Survey published two new Alquist-Priolo Earthquake Fault Zones in the Tahoe area for the Emerald Bay Quadrangle and Echo Lake USGS quadrangles. The Project is located in western El Dorado County and will not rupture a fault mapped on the most recent Alquist-Priolo Earthquake Fault Zoning Map. No impacts are anticipated.

a-ii) No Impact. The Project is not in a seismic hazard zone (California Department of Conservation 2017b). No impacts are anticipated.

a-iii) No Impact. No portion of western El Dorado County occurs in a Seismic Hazard Zone (i.e., regulatory zones that encompass areas prone to liquefaction and earthquake-induced landslides) based on the Seismic Hazards Mapping Program administered by the California Geologic Survey (CGS). Consequently, the Project site is not considered to be at risk from liquefaction hazards.

a-iv) No Impact. No portion of western El Dorado County occurs in a Seismic Hazard Zone (i.e., regulatory zones that encompass areas prone to liquefaction and earthquake-induced landslides)

based on the Seismic Hazards Mapping Program administered by the California Geologic Survey (CGS). Consequently, the Project site is not considered to be at risk from earthquake-induced landslides.

b) ***Less Than Significant Impact.*** Measure *BIO-5* requires implementation of BMPs consistent with the Caltrans Stormwater Quality Handbooks to protect water quality and minimize the potential for siltation and downstream sedimentation. Construction activities will include implementation of stormwater runoff BMPs. Application of these requirements and measures would prevent substantial erosion or topsoil loss. Areas temporarily disturbed will be revegetated and reseeded with native grasses and other native herbaceous annual and perennial species. No seed of nonnative species will be used unless certified to be sterile.

c) ***No Impact.*** The Project area is underlain by weathered metamorphic rock with schistocity at a depth of ranging from approximately 4.5-21.3 ft. The Foundation and Roadway Study included a study of subsurface materials and conditions (Taber Consultants 2012). Part of the study included geo technical borings to obtain engineering data relative to the project design. The report separates soils (or earth materials) into two categories:

- **Colluvial/Alluvial Materials and Fill (Overburden):** Overburden colluvial/alluvial materials and fill were found in all borings, extending to depths of as much as 13.5±ft. This unit consists of: very loose to compact silty and/or clayey sand, locally with gravel; very soft to stiff silt with sand and sandy silt, locally with gravel; and, very soft to stiff sandy clay and clay. Encountered soils are considered susceptible to scour and erosion. The very loose to loose / very soft to soft soils are compressible and not capable of developing support for fill foundation loading. The compact/stiff soils are relatively incompressible and capable of developing support for fill foundation loading.
- **Metamorphic Rock:** Metamorphic bedrock was found in all borings beneath overburden and roadway fill materials. The rock was typically a very dark bluish gray, intensely to slightly weathered, "soft" to "hard" metamorphic rock with varying degrees of fracturing with depth. Generally, rock hardness increases with depth. Rock found in the upper 1-6±feet of this unit is softer and more fractured, with Rock Quality Designation (RQD) of about 50% or less. Rock found below the upper 1-6± feet is hard and slightly fractured, with RQD of about 80% or higher. Generally, the rock mass is expected to be scour resistant and foundations established within the rock mass are expected to be secure from scour and capable of supporting heavy concentrated foundation loading.

The Foundation and Roadway Study concludes that "*There are no overriding geologic hazards at the site and the materials encountered in our investigation are generally acceptable for supporting the subject bridge with spread footing foundations.*" Soils on site are not susceptible to landslide, lateral spreading, subsidence, liquefaction, or collapse. No impacts are anticipated from unstable soil.

d) ***Less Than Significant Impact.*** Expansive soils that may swell enough to cause problems with paved surfaces are generally clays falling into the AASHTO A-6 or A-7 groups, or classified as CH, MH, or OH by the Unified Soil Classification System (USCS), and with a Plasticity Index greater than about 25 as determined by ASTM D4318. Chapter 610 of the Caltrans Highway Design Manual

(2012) defines an expansive subgrade to include soils with a Plasticity Index greater than 12 (Caltrans 2012).

AASHTO group classification is a system that classifies soils specifically for geotechnical engineering purposes that are related to highway and airfield construction. It is based on particle-size distribution and Atterberg limits, such as liquid limit and plasticity index.

AASHTO and USCS classification for the soils in the Project area are listed in Table 7 (NRCS 2017). The NRCS Web Soil Survey indicates the maximum plasticity index of soils in the Project area is 9.6 (NRCS 2017). Soils in the Project area have a low expansion potential based on the Caltrans definition.

Table 8. AASHTO and USCS soil classes for Project area

Soil Units In Project Area	**Classification**	
	AASHTO	**USDS**
Mariposa-Josephine Very Rocky Loams, 15-50% Slopes	A-4	GM Silty gravels, gravel-sand-silt mixtures
Sites Loam, 30-50% Slopes	A-4	GP-Poorly graded gravels, gravel-sand mixtures, little to no fines)
Placer diggings	A-1	ML-inorganic slits and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity

The Project is being designed in accordance with the special engineering or construction considerations outlined in Chapter 610 *"Engineering Considerations"* of the Highway Design Manual, California Transportation Department. Because the project is being designed in accordance with the Caltrans Highway Design Manual and will consider and address expansive soils, impacts are considered less than significant.

e) ***No Impact.*** The proposed Project is a surface transportation project. Septic tanks and alternative wastewater disposal systems are not part of the Project.

4.2.8 Greenhouse Gas Emissions

VIII.GREENHOUSE GAS EMISSIONS—Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Setting

Greenhouse gases (GHGs) are recognized by wide consensus among the scientific community to contribute to global warming/climate change and associated environmental impacts. The major GHGs that are released from human activity include carbon dioxide, methane, and nitrous oxide (OPR 2008). The primary sources of GHGs are vehicles (including planes and trains), energy plants, and industrial and agricultural activities (such as dairies and hog farms).

Greenhouse gas emissions for transportation projects can be divided into those produced during operations and those produced during construction. The proposed Project does not increase the capacity of Newtown Road and would not increase operational GHG levels. The discussion below therefore focuses on construction related GHG emissions of the Project.

The El Dorado County Air Quality Management District's (EDCAQMD) has not adopted GHG emissions significance thresholds for development projects. On October 13, 2016, the Placer County Air Pollution Control District (Placer APCD) Board of Directors adopted the Review of Land Use Projects under CEQA Policy (Policy). The Policy establishes the thresholds of significance for criteria pollutants as well as greenhouse gases and the review principles which serve as guidelines for the Placer APCD staff when the Placer APCD acts as a commenting agency to review and comment on the environmental documents prepared by the lead agencies. In developing the thresholds, the Placer APCD took into account health-based air quality standards and the strategies to attain air quality standards, historical CEQA project review data in Placer County, statewide regulations to achieve emission reduction targets for GHG, and the special geographic and land use features in Placer County.

The Placer APCD approach to developing significance thresholds for GHG emissions is to identify the emissions level for which a project would be expected to substantially contribute a mass amount of emissions and would conflict with existing statewide GHG emission reduction goal adopted by California legislation. The Placer APCD has developed a 3-step process for determining significance which includes 1) a bright-line threshold, 2) a De Minimis level, and 3) an efficiency matrix for projects that fall between the Bright-line and the De Minimis level. The Placer APCD District also proposes using the bright-line threshold of 10,000 MT CO2e/yr for determining the level of significance for the land use construction phase of a Project. The State of California set the goal to reduce GHG emissions without limiting population and economic growth. The Placer APCD concept is to look for a reasonable threshold which would capture larger–scale projects with significant GHG emission contributions which should implement mitigation.

Given the lack of locally adopted GHG emissions significance thresholds, the Placer APCD thresholds are being used here. Placer APCD GHG Emissions Significance Thresholds are listed in Table 8.

Table 9. Placer APCD 2016 Approved GHG Emissions Significance Thresholds.

Greenhouse Gas Thresholds			
Bright line threshold 10,000 Metric Tons (MT) CO2e/yr			
Efficiency Matrix			
Residential		**Non-Residential**	
Urban	**Rural**	**Urban**	**Rural**
(MT CO2e/capita)		(MT/CO2e/1,000 sf)	
4.5	**5.5**	**26.5**	**27.3**

De Minimis Level 1,110 (MT) CO2e/yr

Potential Environmental Effects

a) ***Less Than Significant Impact.*** The proposed Project does not increase the capacity of Newtown Road and would not increase operational GHG levels. Construction of the proposed Project would generate short-term emissions of greenhouse gases. The Sacramento Metropolitan Air Quality Management District (SMAQMD's) *Roadway Construction Emissions Model Version 8.1.0* was used to estimate Project CO2e (carbon dioxide equivalent) emissions. Based on the Roadway Construction Emissions Model Project construction is estimated to produce approximately 271.26 MT CO2e during the 6 month construction period. The modeled Project GHG emissions are below the De Minimis Level 1,110 (MT) CO2e/yr threshold in Table 8. Project impacts area less than significant.

b) ***Less Than Significant Impact.*** The Project is identified and evaluated in the 2016 MTP/SCS as project ELD19332 (SACOG 2016). The 2016 MTP/SCS is the applicable GHG emissions reduction plan for the Project. The Project will not conflict with the applicable GHG reduction plan as it was included in the 2016 MTP/SCS analysis.

4.2.9 Hazards and Hazardous Materials

IX. HAZARDS AND HAZARDOUS MATERIALS—Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Environmental Setting

An Initial Site Assessment (ISA) report was prepared for the Project area by the County in 2013 (El Dorado County 2013). The County contracted Environmental Data Resources, Inc. (EDR) to conduct a search of Federal and State databases containing known and suspected sites of environmental contamination (equivalent to The Cortese list).

A regulatory agency database review for locations included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (The Cortese list) was conducted as part of the Project scoping process. No listed hazardous materials or waste sites were reported within or near the project site.

In November 2017 the County conducted sampling of soils and rock form the Project area and had it analyzed for asbestos (naturally occurring asbestos). The laboratory results indicated that no asbestos was detected in the samples (El Dorado County 2013 and 2017).

Potential Environmental Effects

a) ***Less Than Significant Impact.*** Small amounts of hazardous materials would be transported and used during construction activities (i.e., equipment maintenance, fuel, solvents, and roadway resurfacing, and re-striping materials). Hazardous materials would only be used during construction of the Project, and any hazardous material uses would be required to comply with all applicable local, state, and federal standards associated with the handling, transport, and storage of hazardous materials. Use of hazardous materials in accordance with applicable standards ensures that any exposure of the public to hazard materials would have a less-than-significant impact.

b) ***Less Than Significant Impact.*** See response to item a above.

c) ***No Impact.*** No schools occur within 0.25 mile of the Project site. The closest school is the Pleasant Valley School located at 4120 Pleasant Valley Rd., approximately one mile south of the Project. As noted above, the Project would involve the short-term handling of hazardous materials during construction. Handling and storage of hazardous materials during construction would comply with all applicable local, state, and federal standards.

d) ***No Impact.*** No listed hazardous materials or waste sites occur within or near the project site.

e) ***No Impact.*** The Project is not located within an airport land use plan area or within two miles of a public or public use airport. The Placerville Airport is located approximately 4 miles east of the Project site and the privately owned Perryman Airport occurs approximately 2.6 miles southwest of the Project site.

f) ***No Impact.*** See response of item e) above.

g) ***Less Than Significant Impact.*** It is anticipated that Newtown Road would be closed at the Project site with through traffic detoured to Fort Jim Road during construction. The Fort Jim Road route is

0.6 mile longer than the Newtown Road route, resulting in minimal delays to through traffic. The Old Fort Jim Road detour would be approximately 3 miles in length and would require approximately 6 minutes. Access will be provided and maintained to all residences adjacent to the Project area. The County will prepare a detour plan in conjunction with the engineering plans. Project construction activities would be coordinated with OES and County Fire as described in Section 3.5.3 of this document.

h) ***Less Than Significant Impact.*** The completed Project will not expose people or structures to a new or increased significant risk of loss, injury, or death involving wildland fires. Project construction activities would be coordinated with local law enforcement and emergency services providers as applicable. Project impacts are less than significant and no mitigation is needed.

4.2.10 Hydrology and Water Quality

X. HYDROLOGY AND WATER QUALITY—Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Environmental Setting

The Project is located in the South Fork American Hydrologic Unit (hydrologic unit code 18020129). The American River has been extensively dammed and diverted for hydroelectricity production as part of the Sacramento Municipal Utility District's (SMUD) Upper American River Project.

South Fork Weber Creek is a category 3 water body per the Final 2014/2016 California Integrated Report (Clean Water Act Section 303(d) List / 305(b) Report) (SWRCB 2017). Category 3 waterbodies have insufficient information to determine beneficial use support. South Fork Weber Creek is not listed on the 303(d) impaired waterbody list.

Potential Environmental Effects

a) ***Less Than Significant Impact.*** Measures BIO-1, BIO-5, BIO-7, and BIO-8 contain actions that reduce potential impacts to water quality as well as biological resources. Water quality objectives will be met through adherence to BIO-1, BIO-5, BIO-7, BIO-8, other construction provisions, precautions, and stipulations as described in the National Pollution Discharge Elimination System (NPDES) permit, Section 404 CWA permit, Section 401 CWA Water Quality Certification, and 1602 Streambed Alteration Agreement.

Coverage under the Statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-006-DWQ) will be obtained. The County will require the contractor to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) to reduce or minimize discharge of pollutants from construction activities.

Implementation of the revegetation measures and water quality BMPs in BIO-1, BIO-5, BIO-7, and BIO-8 as well as adherence to Project permit requirements will ensure long-term soil stabilization and protect of water quality during construction.

b) ***No Impact.*** The Project would not involve any withdrawals from an aquifer or groundwater table.

c) ***Less Than Significant Impact.*** The Project is the replacement of an existing bridge structure. Bridge replacement will require realignment of approximately 360 feet of South Fork Weber Creek and 40 feet of a small unnamed perennial channel. The realignment will move the centerline of the 360 feet segment of South Fork Weber Creek a maximum of approximately 10 ft south of its current location. The realignment of South Fork Weber Creek is needed to improve the hydraulics of the channel that resulted from the original road and bridge installation. The realignment of 40 feet of a small unnamed perennial channel is needed to provide adequate site drainage and facilitate installation of the precast arch bridge structure. The minor realignment of both South Fork Weber Creek and the small unnamed perennial channel will not substantially change the rate or amount of surface runoff present.

Road approach improvements on Newtown Road will extend approximately 200 linear ft east and west of the bridge. The Newtown Road roadway profile grade will be raised approximately 2 to 4 ft to accommodate the top slab and the proposed 1.2-ft deep roadway structural section. The new bridge will not impact the existing 100-year flood limits downstream of the bridge nor impact the residence downstream of the bridge. Dimensions of this bridge structure will allow for a minimum 5 ft freeboard to the proposed roadway finished grade during 50-year and 100-year events.

d) ***Less Than Significant Impact.*** See response to item c) above.

e) ***Less Than Significant Impact.*** The Project would not provide additional sources of runoff compared with the existing bridges. The minor increase of impervious surface area resulting from construction of the approaches is not expected to contribute to a substantial increase in water runoff from the site.

f) ***No Impact.*** No additional impacts other than those discussed above are anticipated.

g) ***No Impact.*** The Project is a roadway improvement project, and no housing development is associated with the Project.

h) ***No Impact.*** According to the FEMA/FIRM community panel (06017C0800E) for El Dorado County the Project site is in Zone X (area of minimal flood hazard). Dimensions of the proposed bridge structure will allow for a minimum 5 ft freeboard to the proposed roadway finished grade during 50-year and 100-year events.

i) ***No Impact.*** The Project will not expose people to higher levels of risk involving flooding. General Plan Policy 6.4.2.2 protects the life and property of County residents below dams by not allowing new critical or high occupancy structures (e.g., schools, hospitals) to be located within the inundation area resulting from failure of dams. The bridge is not a critical or high occupancy structure.

j) ***No Impact.*** The Project is not in an area subject to seiche or tsunami.

4.2.11 Land Use and Planning

XI. LAND USE AND PLANNING—Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Environmental Setting

The 2004 County General Plan is the relevant land use plan for the project area. The General Plan designation of the parcels in the Project area is Low-Density-Residential (LDR) with Residential Estate 5 ac minimum (RE-5) and Transportation Corridor (TC) zoning designations (El Dorado County 2004b).

Potential Environmental Effects

a) ***No Impact.*** The Project is the replacement of an existing bridge and would not physically divide an established community.

b) ***No Impact.*** The Project would not conflict with the goals, objectives, or policies intended to mitigate environmental impacts adopted in the 2004 El Dorado County General Plan. The County's, 2017 Adopted Capital Improvement Program (CIP) identifies the replacement of the bridge as a needed improvement (El Dorado County 2017a).

c) ***No Impact.*** The Project does not occur in an area covered by a habitat or natural community conservation plan.

4.2.12 Mineral Resources

XII. MINERAL RESOURCES—Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Environmental Setting

The County is considered a mining region capable of producing a wide variety of mineral resources. Metallic mineral deposits, gold in particular, are considered the most significant extractive mineral resource. Other metallic minerals found in the county include silver, copper, nickel, chromite, zinc, tungsten, mercury, titanium, platinum, and iron. Nonmetallic mineral resources include building stone, limestone, slate, clay, marble, soapstone, sand, and gravel (El Dorado County 2004a). The Project area is not located in an area mapped as an "Important Mineral Resource Area" (El Dorado County 2004b).

Potential Environmental Effects

a) ***No Impact.*** The Project area is not located in an area mapped as an "Important Mineral Resource Area" (El Dorado County 2004b). The Project would not impact the availability of mineral resources that are locally important or would be of value to the state.

b) ***No Impact.*** See response to item a).

4.2.13 Noise

XIII.NOISE—Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐

b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Setting

The July 2004 El Dorado County General Plan Public Health, Safety, and Noise Element establishes policies and standards for noise exposures at noise sensitive land uses. The relevant policies are listed below:

Policy 6.5.1.9 Noise created by new transportation noise sources, excluding airport expansion but including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in Table 6-1 at existing noise-sensitive land uses.

General Plan Table 6-1 is reproduced as Table 9 below.

Table 10. Maximum allowable noise exposure for transportation noise sources (General Plan Table 6-1).

TABLE 6-1 MAXIMUM ALLOWABLE NOISE EXPOSURE FOR TRANSPORTATION NOISE SOURCES			
Land Use	**Outdoor Activity Areas[1] L_{dn}/CNEL, dB**	**Interior Spaces**	
		L_{dn} /CNEL, dB	**L_{eq}, dB[2]**
Residential	60[3]	45	--
Transient Lodging	60[3]	45	--
Hospitals, Nursing Homes	60[3]	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls, Schools	60[3]	--	40
Office Buildings	--	--	45
Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

Notes:

[1] In Communities and Rural Centers, where the location of outdoor activity areas is not clearly defined, the exterior noise level standard shall be applied to the property line of the receiving land use. For residential uses with front yards facing the identified noise source, an exterior noise level criterion of 65 dB L_{dn} shall be applied at the building facade, in addition to a 60 dB L_{dn} criterion at the outdoor activity area. In Rural Regions, an exterior noise level criterion of 60 dB L_{dn} shall be applied at a 100 foot radius from the residence unless it is within Platted Lands where the underlying land use designation is consistent with Community Region densities in which case the 65 dB L_{dn} may apply. The 100-foot radius applies to properties which are five acres and larger; the balance will fall under the property line requirement.

[2] As determined for a typical worst-case hour during periods of use.

[3] Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Policy 6.5.1.12 When determining the significance of impacts and appropriate mitigation for new development projects, the following criteria shall be taken into consideration.

A. Where existing or projected future traffic noise levels are less than 60 dBA L_{dn} at the outdoor activity areas of residential uses, an increase of more than 5 dBA L_{dn} caused by a new transportation noise source will be considered significant;

B. Where existing or projected future traffic noise levels range between 60 and 65 dBA L_{dn} at the outdoor activity areas of residential uses, an increase of more than 3 dBA L_{dn} caused by a new transportation noise source will be considered significant; and

C. Where existing or projected future traffic noise levels are greater than 65 dBA L_{dn} at the outdoor activity areas of residential uses, an increase of more than 1.5 dBA L_{dn} caused by a new transportation noise will be considered significant.

County General Plan Policy 6.5.1.11 and ordinance code section 130.37.020 outline standards for daytime construction and will apply to construction-related noise associated with the Project. General Plan Policy 6.5.1.11 and ordinance code section 130.37.020 note that nighttime construction activities are allowed if it can be shown that nighttime construction activities would alleviate traffic congestion and safety hazards. The significance of noise impacts associated with operation of transportation facilities is normally measured using General Plan Policy 6.5.1.12, which takes into account the existing (ambient) noise environment. Because the Project is not capacity increasing and would not result in an increase of the number of vehicles passing through the roadway corridor, the ambient condition is not expected to change as a result of the Project. The Project is not located in a general plan designated community or rural center.

Potential Environmental Effects

a) ***(Construction Noise) Less Than Significant Impact.*** Construction activities could increase noise levels temporarily in the vicinity of the Project. Actual noise levels would depend on the type of construction equipment involved, distance to the source of the noise, time of day, and similar factors. These increases would be temporary. Daytime construction would comply with noise standards for construction activities outlined in General Plan Policy 6.5.1.11 and ordinance code section 130.37.020, and any nighttime work would be allowed only if nighttime construction activities

would alleviate traffic congestion and safety hazards (ordinance code section 130.37.020.C). Given that the Project contractor would adhere to applicable County construction-related noise standards, this impact is considered less than significant.

(Operational Traffic Related Noise) No Impact. The Project does not increase the capacity of Newtown Road. The post project noise levels in the Project vicinity will be substantially unchanged from the pre-project condition

b) ***Less Than Significant Impact.*** Project construction includes activities, such as operation of large pieces of equipment (e.g., heavy trucks) which may result in the periodic, temporary generation of ground-borne vibration. Because the Project would not change the way in which it is used, an increase in ground-borne vibration associated with use of the road would not change from the current condition. Given the nature of any potential ground-borne vibration and given that any impacts would be temporary and periodic, potential impacts are less than significant.

c) ***No Impact.*** The Project is not traffic- or growth inducing and would not change the way in which the roadway is used. The Project would not contribute to a substantial permanent increase in the ambient noise level in the project vicinity.

d) ***Less Than Significant.*** Construction activities would increase noise levels temporarily in the vicinity of the Project. Actual noise levels would depend on the type of construction equipment involved, distance to the source of the noise, weather, time of day, and other factors. However, these increases would be temporary. Daytime construction activity would comply with noise standards for construction activities outlined in General Plan Policy 6.5.1.11, and any nighttime work would be allowed if nighttime construction activities would alleviate traffic congestion and safety hazards. Because the Project contractor would be required to comply with applicable County construction-related noise standards, this impact is considered less than significant.

e) ***No Impact.*** The Project is not located within an airport land use plan area or within two miles of a public or public use airport. The Placerville Airport is located approximately 4 miles east of the Project site.

f) ***No Impact***. The Project is not located within the vicinity of a private airstrip. The privately owned Perryman Airport occurs approximately 2.6 miles southwest of the Project site

4.2.14 Population and Housing

XIV. POPULATION AND HOUSING—Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Setting

The Project is the replacement of an existing bridge and will not increase the capacity of the Newtown Road.

Potential Environmental Effects

a) ***No Impact.***). The Project will not result in population growth, the displacement of existing any housing, or a need for new housing.

b) ***No Impact.*** See response to item a).

c) ***No Impact.*** See response to item a).

4.2.15 Public Services

XV. PUBLIC SERVICES—Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☐	☒
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Environmental Setting

The El Dorado County Sheriff provides general public safety and law enforcement services. The El Dorado County Fire Protection District provides fire protection and emergency services. The County maintains public facilities including the project area roadways.

Potential Environmental Effects

a) ***No Impact.*** The Project would not increase human presence in the area. No new or physically altered governmental facilities would be needed.

4.2.16 Recreation

XVI. RECREATION:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Environmental Setting

There are no recreation facilities within or immediately adjacent to the proposed project area.

Potential Environmental Effects

a) ***No Impact.*** The Project would not increase the use of existing parks in the area and does not include the construction of any recreational facilities.

b) ***No Impact.*** The Project does not include the construction of any recreational facilities and would not require the expansion of existing recreational facilities.

4.2.17 Transportation/Traffic

XVII. TRANSPORTATION/TRAFFIC—Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☐	☒
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☒	☐

f) Result in inadequate parking capacity?	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

Environmental Setting

Newtown Road is classified as an off-system, minor arterial road in the County. The proposed Project would not increase the capacity of Newtown Road. On the 18 September 2015 the County conducted a traffic count at the existing bridge. The total Average Daily Traffic (ADT) was approximately 1,633. The term off-system refers to the fact that Newtown Road is not part of the Federal-Aid Highways (on-system).

Potential Environmental Effects

a) ***No Impact.*** The Project would not change the amount of traffic on Newtown Road because it is not a new development or growth inducing project. The number of through lanes on Newtown Road would remain the same after the Project is complete. It is anticipated that Newtown Road would be closed at the Project site during construction with through traffic detoured to Fort Jim Road. Access will be provided and maintained to all residences adjacent to the Project area. The County will prepare a detour plan in conjunction with the engineering plans. Project construction activities that might interfere with any emergency response or evacuation activities would be coordinated with OES and County Fire as described in Section 3.5.3 of this document.

b) ***No Impact.*** The bridge replacement would not change the amount of traffic on Newtown Road.

c) ***No Impact.*** The Project would not result in a change in air traffic patterns.

d) ***No Impact.*** The purpose of the Project is to replace the existing bridge on Newtown Road at South Fork Weber Creek. Project objectives include improving roadway safety and compliance with the AASHTO guidelines and County standards. The Project would correct the following:

- The existing bridge does not provide the adequate freeboard to pass the Q50 design flood or Q100 base flood without freeboard.
- The bridge has substandard approach roadways and geometrics.

e) ***Less than Significant.*** After construction, the Project will not result in any negative impacts to emergency access. It is anticipated that Newtown Road would be closed at the Project site during construction with through traffic detoured to Fort Jim Road. Access will be provided and maintained to all residences adjacent to the Project area. The County will prepare a detour plan in conjunction with the engineering plans. Project construction activities that might interfere with any emergency response or evacuation activities would be coordinated with OES and County Fire as described in Section 3.5.3 of this document.

f) ***No Impact.*** The Project would not result in an increase in demand for parking in the vicinity of the Project.

g) ***No Impact.*** This Project is identified in the adopted 2017 County CIP as project 77122 (El Dorado County 2017a). The CIP is coordinated with the Five-Year major review of the General Plan (including the Transportation and Circulation Element) and is also included in the annual General Plan review. The Transportation and Circulation Element address alternative transportation systems.

4.2.18 Utilities/ Service Systems

XVIII. UTILITIES AND SERVICE SYSTEMS—Would the project:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Environmental Setting

Temporary construction easements or right of entry will be required from adjacent properties. Permanent easements may be required for relocating existing utility poles and raising overhead lines. One utility pole located north of the existing west road approach would likely be relocated. Relocation of overhead utility lines may require the County, utility provider, or their contractors to trim or remove trees prior to construction, which has been mitigated through BIO-54 and BIO-6. At the discretion of the utility provider, additional poles to the east and west may need to be relocated.

Potential Environmental Effects

a) ***No Impact.*** The Project would not produce additional wastewater and would not exceed the applicable wastewater treatment requirements.

b) ***No Impact.*** The Project would not increase the demand on existing water or wastewater treatment facilities.

c) ***Less than Significant.*** The Project may involve minor reconfiguration of the roadside drainage system within the project area. The facilities will retain approximately the same capacity as the existing system.

d) ***No Impact.*** The Project would not require water service.

e) ***No Impact.*** The Project would not produce wastewater.

f) ***No Impact.*** Solid waste generated by the Project would be limited to construction debris, including asphalt and concrete, generated by the excavation of existing roadway and construction of the proposed improvements. Solid waste disposal would occur in accordance with federal, state, and local regulations. Disposal would occur at permitted landfills. Therefore, the Project would not generate the need for new solid waste facilities.

g) ***No Impact.*** The Project would conform to all applicable state and federal solid waste regulations.

4.2.19 Mandatory Findings of Significance

XIX. MANDATORY FINDINGS OF SIGNIFICANCE (To be filled out by Lead Agency if required)	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a) ***Potentially Significant Unless Mitigation Incorporated.*** Through the use of BMPs and the mitigation measures noted previously, the Project will not degrade the quality of the environment.

b) ***Less than Significant.*** The Project is consistent with the General Plan and would not result in individually limited but collectively significant impacts. Therefore, the project would not cause any additional environmental effects or significantly contribute to a cumulative impact.

c) ***Less than Significant.*** The Project would not result in substantial direct or indirect adverse effects from noise, either during project construction or operation, nor would it result in impacts to air quality, water quality or utilities and public services. Therefore the Project would not cause substantial adverse effects on human beings.

5. Determination

5.1 Environmental Factors Potentially Affected

This Initial Study has determined that in the absence of mitigation the proposed Project could have the potential to result in significant impacts associated with the factors checked below. Mitigation measures are identified in this Initial Study that would reduce all potentially significant impacts to less-than-significant levels.

___	Aesthetics	___	Mineral Resources
___	Agricultural Resources	___	Noise
___	Air Quality	___	Population and Housing
✓	Biological Resources	___	Public Services
✓	Cultural Resources	___	Recreation
___	Geology and Soils	___	Transportation/Traffic
___	Greenhouse Gas Emissions	___	Utilities and Service Systems
___	Hazards and Hazardous Materials	✓	Mandatory Findings of Significance
___	Hydrology and Water Quality	___	None Identified
___	Land Use and Planning		

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the project-specific mitigation measures described in Section 4 have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the Project MAY have a "Potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: _____ **Date:** 6/27/2018

Name and Title: Donna Keeler, Principal Planner

6. Report Preparation and References

6.1 Report Preparation

El Dorado County, Department of Transportation– CEQA Lead Agency

John Kahling, PE	Deputy Director, Engineering
Chandra Ghimire, PE	Senior Civil Engineer
Donna Keeler	Principal Planner

Sycamore Environmental Consultants, Inc.

Jeffery Little	Project Manager, Vice President
Adam Forbes	Planner

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Appendix A: Mitigation Monitoring and Reporting Plan

MITIGATION MONITORING AND REPORTING PLAN

NEWTOWN ROAD AT SOUTH FORK WEBER CREEK BRIDGE REPLACEMENT PROJECT

CEQA LEAD AGENCY:

El Dorado County

SCH # 2018062062

PREPARED:

November 2018

ADOPTED BY BOARD OF SUPERVISORS ON: _____

Introduction

The El Dorado County Department of Transportation (County), in conjunction with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), intends to replace the existing Newtown Road Bridge (25C0033) over South Fork Weber Creek. The new bridge and widened approach roadways would improve roadway safety and be consistent with American Association of State Highway and Transportation Officials (AASHTO) guidelines.

As described in the IS/MND, the Project itself incorporates a number of measures to minimize adverse effects on the environment. The IS/MND also identified several mitigation measures that are required to reduce potentially significant impacts to levels that are less than significant. This Mitigation Monitoring and Reporting Plan (MMRP) describes a program for ensuring that these mitigation measures are implemented in conjunction with the Project. The County, as the lead agency under the California Environmental Quality Act (CEQA), is responsible for overseeing the implementation and administration of this MMRP. The County will designate a staff member to manage the MMRP. Duties of the staff member responsible for program coordination will include conducting routine inspections and reporting activities, coordinating with the Project construction contractor, coordinating with regulatory agencies, and ensuring enforcement measures are taken.

Regulatory Framework

California Public Resources Code Section 21081.6 and California Code of Regulations Title 14, Chapter 3, Section 15097 require public agencies to adopt mitigation monitoring or reporting plans when they approve projects under a MND. The reporting and monitoring plans must be adopted when a public agency makes its findings pursuant to CEQA so that the mitigation requirements can be made conditions of Project approval.

Format of This Plan

The MMRP summarizes the impacts and mitigation measures identified and described in the Project IS/MND. Each of the impacts discussed within this MMRP is numbered based on the sequence in which they are discussed in the IS/MND. A summary of each impact with the corresponding specific mitigation measures are provided. Mitigation measures are followed by an implementation description, the criteria used to determine the effectiveness of the mitigation, the timeframe for implementation, and the party responsible for monitoring the implementation of the measure.

Implementation of mitigation measures is ultimately the responsibility of Transportation; during construction, the delegated responsibility is shared by the County's contractors. Each mitigation measure in this plan contains a "Verified By" signature line, which will be signed by the County Project manager when the measure has been fully implemented and no further actions or monitoring are necessary for the implementation or effectiveness of the measure.

Impacts and Associated Monitoring or Reporting Measures

IV. BIOLOGICAL RESOURCES

Impact (a): Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

California red-legged frog (CRLF; *Rana draytonii*): The proposed Project may result in temporary disturbance to potential seasonal/dispersal habitat for CRLF. Most potential impacts to habitat are temporary, and affected areas would be restored upon completion of construction. Permanent impacts to 0.186 acre of the Oregon ash groves riparian community and 0.119 acre of South Fork Weber Creek will result from widen road approaches, a larger bridge, and installation of RSP. Implementation of BIO-1 will reduce potential impacts to less than significant. BIO-5 also contain measures that will reduce potential impacts to CRLF.

Mitigation Measure BIO-1 (California red-legged frog)

- *A Service-approved biologist shall conduct a preconstruction survey for CRLF within 48 hours prior to the onset of vegetation removal in the riparian habitat and South Fork Weber Creek. If any CRLF are found, construction activities will stop in the riparian and aquatic habitats, and the USFWS will be contacted immediately for further guidance.*
- *Environmental awareness training will be conducted by a qualified biologist prior to the onset of Project work for construction personnel to brief them on how to recognize CRLF, the importance of avoiding impacts to this species, and what to do if they are found. Education programs will be conducted for appropriate new personnel as they are brought on the job during the construction period. Upon completion of training, employees will sign a form stating that they attended the training and understand all the conservation and protection measures.*
- *All vegetation scheduled for removal in the Oregon ash groves community, South Fork Weber Creek, and Himalayan blackberry brambles will be removed by hand or with hand-held power tools. Mechanized vehicles will not be used to clear the brush.*
- *A qualified biologist will be present during clearing and grubbing activities in the riparian habitat to monitor for CRLF.*
- *ESA fencing will be established along the limits of construction adjacent to the riparian community and aquatic habitats to exclude construction activities from avoided habitat. The fencing can be installed after initial clearing of vegetation, but shall be installed prior to any further work on the Project. Vehicles will not be allowed to park in, nor will equipment be stored in the ESA. No storage of oil, gasoline, or other substances will be permitted in the ESA. No vegetation removal or ground disturbing activities will be permitted in the ESA.*
- *The contractor will prepare a creek diversion plan that complies with any applicable permit conditions. A qualified biologist will conduct a survey of the area to be diverted prior to diversion installation. The qualified biologist will be present during installation and removal of the diversion structure and dewatering activities.*

- *If a work site is to be temporarily dewatered by pumping, the intake will be screened with wire mesh not larger than 0.2 inch to prevent any CRLF not initially detected from entering the pump system.*
- *Plastic mono-filament netting (erosion control matting) or similar material containing netting shall not be used at the Project site because the CRLF or other animals may become entangled or trapped in it. Acceptable substitutes include coconut coir matting or tackified hydroseeding compounds.*
- *All refueling, maintenance, and staging of equipment and vehicles will occur in accordance with Caltrans Best Management Practices (BMPs) NS-8, 9 and 10 (Caltrans 2017) to prevent spills from draining directly toward aquatic habitat.*
- *To prevent inadvertent entrapment of CRLF during construction, all excavated, steep-walled holes or trenches more than 1 foot deep will be covered at the end of each working day with plywood or similar material. If it is not possible to cover the trench at the end of the work day, Permittee shall either 1) Install an exclusion fence surrounding and enclosing the open end(s) of the trench, or 2) shall place an escape ramp at each end of open trench. The ramp may be constructed of either dirt fill or wood planking or other suitable material that is placed at an angle no greater than 30 degrees.*
- *If CRLF are found at any time during Project work, construction will stop in the riparian and aquatic habitats, and the USFWS will be contacted immediately for further guidance.*
- *To ensure compliance with the Project's avoidance and minimization measures, a County inspector will be on-site whenever in-water work occurs. The County construction inspector will make recommendations to the construction personnel, as needed, to comply with all Project implementation restrictions and guidelines. The County construction inspector will be responsible for ensuring that the contractor maintains the staked and flagged perimeters of the construction area and staging areas adjacent to sensitive biological resources. A qualified biologist will be available during the construction period to assist the County construction inspector if CRLF are found and to answer questions and make recommendations regarding implementation of CRLF avoidance and minimization measures.*
- *Upon completion of construction activities, any barriers to flow shall be removed to allow flow to resume with the least disturbance to the substrate.*
- *To ensure that diseases are not conveyed between work sites by the Service-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Populations Task Force will be followed at all times:* https://www.fws.gov/ventura/docs/species/protocols/DAFTA.pdf

Implementation:	The County will implement the measures as described above.
Effectiveness Criteria:	The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Timing:	Pre-Construction
Verified By:	_____ Date: _____ County Project Manager

Foothill Yellow-Legged Frog (FYLF; *Rana boylii*): South Fork Weber Creek in the Project area provides potential habitat for FYLF. FYLF were not observed during the general biological fieldwork. Implementation of BIO-2 will reduce potential impacts to less than significant. BIO-1 and BIO-5 also contain measures that will reduce potential impacts to FYLF.

Mitigation Measure BIO-2 (Foothill Yellow-Legged Frog)

- *Prior to construction activities, the County will coordinate with CDFW to determine if a 2081(b) CESA ITP is needed.*
- *A preconstruction survey for FYLF shall be conducted within 48 hours prior to the start of construction activities within the riparian and aquatic habitat in the BSA. The survey methodology will be based on Peek et al. (2017) Visual Encounter Survey Protocol for Rana Boylii in Lotic Environments.*
- *A qualified biologist will be present during grubbing and clearing activities in the riparian and aquatic habitat in the Project area to monitor for FYLF.*
- *During construction, if a FYLF is observed in the active construction zone, construction will cease and a qualified biologist will be notified. Construction may resume when the biologist has either relocated the FYLF to nearby suitable habitat outside the construction zone, or, after thorough inspection, determined that the FYLF has moved away from the construction zone. Until FYLF is either listed or removed as a Candidate for listed, CDFW will be contacted for guidance before construction resumes.*

Implementation:	The County will implement the measures as described above.
Effectiveness Criteria:	The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Timing:	Pre-Construction, Construction
Verified By:	_____ Date: _____ County Project Manager

Western Pond Turtle (WPT; *Emys marmorata*): South Fork Weber Creek in the Project area provides potential habitat for WPT. WPT were not observed in the Project area during the general biological fieldwork. Implementation of BIO-3 will reduce potential project impact to less than significant. BIO-1 and BIO-5 also contain measures that will reduce potential impacts to WPT.

***Mitigation Measure BIO-3* (Western Pond Turtle)**

- *A preconstruction survey for WPT shall occur within 48 hours prior to the start of construction activities within the riparian and aquatic habitat in the BSA.*
- *A qualified biologist will be present during grubbing and clearing activities in the riparian and aquatic habitat in the BSA to monitor for WPT.*
- *During construction, if a WPT is observed in the active construction zone, construction will cease and a qualified biologist will be notified. Construction may resume when the biologist has either relocated the WPT to nearby suitable habitat outside the construction zone, or, after thorough* inspection, determined that the WPT has moved away from the construction zone.

Implementation:	The County will implement the measures as described above.
Effectiveness Criteria:	The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Timing:	Pre-Construction, Construction
Verified By:	_____ Date: _____
	County Project Manager

Migratory Birds and Birds of Prey Discussion: The Project area provides potential nesting habitat for birds of prey and birds listed by the MBTA. The remains of a black phoebe nest were observed under the Newtown Road Bridge in the Project area. Implementation of BIO-4 will reduce potential impacts to less than significant.

Mitigation Measure BIO-4

Under the MBTA, nests that contain eggs or unfledged young are not to be disturbed during the breeding season. Nesting or attempted nesting by migratory birds and birds-of-prey is anticipated from February 15 to September 1.

Bridge-Nesting Birds

In California, bridge-nesting swallows typically arrive in mid-February, increase in numbers until late March, and remain until October. Nesting begins in April, peaks in June, and continues into August. Black phoebes also occur in the area and have nested on the Newtown Road Bridge in the past. Black phoebes nest from March to August with peak activity in May. Measures will be taken to prevent establishment of nests prior to construction. Techniques to prevent nest establishment include using exclusion devices, removing and disposing of partially constructed and unoccupied nests of migratory or nongame birds on a regular basis to prevent their occupation, or perform any combination of these. The following measures will be implemented:

- *The contractor will visit the site weekly and remove partially completed nests using either hand tools or high pressure water; and/or*
- *Hang netting from the bridge before nesting begins. If this technique is used, netting should be in place from late February until project construction begins.*

Birds of Prey and Birds Protected by the Migratory Bird Treaty Act

- *If construction begins outside the 15 February to 1 September breeding season, there will be no need to conduct a preconstruction survey for active nests.*
- *Trees scheduled for removal should be removed during the non-breeding season from 2 September to 14 February. Vegetation removal includes trees and vegetation within the stream zone. Within the riparian community, vegetation will be removed using hand tools, including chain saws and mowers, and may be trimmed several inches above the ground with the roots left intact to prevent erosion.*
- *If construction or vegetation removal begins between 15 February and 1 September, a biologist shall conduct a survey for active bird of prey nests and rookeries within 500 ft of*

the project area and active nests of all other MBTA-protected birds within 100 ft of the project area from publicly accessible areas within two weeks prior to construction. The measures listed below shall be implemented based on the survey results.

- *No Active Nests Found:*
- *If no active nest of a bird of prey, MBTA bird, or other CDFW protected bird is found, then no further avoidance and minimization measures are necessary unless one is subsequently found during construction, in which case the applicable measure below will be implemented.*

Active Nests Found:

- *If an active nest of a bird of prey, MBTA bird, or other CDFW protected bird is discovered that may be adversely affected by construction activities, or an injured or killed bird is found, immediately:*
    1. *Stop all work within a 100-foot radius of the discovery.*
    2. *Notify the Engineer.*
    3. *Do not resume work within the specified radius of the discovery until authorized.*
    4. *If the bird is injured or dead, determine the cause, if possible, and measures taken to prevent the same result in the future.*
- *The biologist shall establish a minimum 500-ft Environmentally Sensitive Area (ESA) around the nest if the nest is of a bird of prey or is a rookery, and a minimum 100-ft ESA around the nest if the nest is of an MBTA bird other than a bird of prey.*

Species Protection Areas

Identification	***Location***
Bird of Prey or Rookery	*500 ft no-disturbance buffer*
MBTA protected bird (not bird of prey)	*100 ft no-disturbance buffer*

- *Activity in the ESA will be restricted as follows:*
    1. *Do not enter the ESA unless authorized*
    2. *If the ESA is breached, immediately:*
        a. *Secure the area and stop all operations within 100 feet of the ESA boundary.*
        b. *Notify the Engineer.*
    3. *If the ESA is damaged, the County determines what efforts are necessary to remedy the damage and who performs the remedy.*
- *No construction activity shall be allowed in the ESA until the biologist determines that the nest is no longer active, or unless monitoring determines that a smaller ESA will protect the active nest.*
- *The ESA may be reduced if the biologist monitors the construction activities and determines that no disturbance to the active nest is occurring. Reduction of the ESA depends on the species of bird, the location of the nest relative to the project, project activities during the*

time the nest is active, and other project-specific conditions.

- *Between 15 February and 1 September, if additional trees or shrubs need to be trimmed and/or removed after construction has started, a survey will be conducted for active nests in the area to be affected. If an active nest is found, the above measures will be implemented.*
- *If an active nest is identified in or adjacent to the construction zone after construction has started, the above measures will be implemented to ensure construction is not causing disturbance to the nest.*

Implementation:	The County will implement the measures as described above.
Effectiveness Criteria:	The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Timing:	Pre-Construction, Construction
Verified By:	_____ Date: _____ County Project Manager

Impact (b): Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

Oregon Ash Groves: Construction of the Project will result in 0.255 acre of temporary impacts and 0.240 acre of permanent impacts to the Oregon ash groves community in the Project area. Temporary impacts would result from vegetation clearing and grubbing for construction access, bridge demolition, and construction of the new bridge, including placement of falsework. Permanent impacts would result from road approach widening, installation of RSP, and construction of the new bridge abutments, retaining walls, and wing walls. Approximately 33 trees would be removed in the Oregon ash groves community. Implementation of BIO-5 will reduce potential impacts to less than significant.

Mitigation Measure BIO-5

- *Tree removal will be minimized to the extent possible.*
- *Environmentally sensitive area (ESA) fencing will be placed along the limits of construction adjacent to the riparian community and the seasonal wetland to exclude construction activities from avoided habitat. The fencing can be installed after initial clearing of vegetation, but shall be installed prior to any further work on the Project.*
- *Trucks and other vehicles will not be allowed to park beyond, nor shall equipment be stored beyond the fencing.*
- *No vegetation removal or ground disturbing activities will be permitted beyond the fencing.*
- *Temporarily impacted areas will be revegetated and reseeded in accordance with the Revegetation Planting and Erosion Control Specifications in Appendix G of the Project NES.*
- *Implementation of the Replanting Plan in Appendix H) of the Project NES will revegetate the Oregon ash groves community.*

Implementation: The County will implement the measures as described above.

Effectiveness Criteria:	The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Timing:	Pre-Construction, Construction, Post-Construction
Verified By:	_____ Date: _____
	County Project Manager

Trees: There is a total of 267 trees with a dbh of at least 4 inches in the Project area. The Ponderosa pine forest community in the Project area includes black oaks and valley oaks. The Douglas fir forest community in the Project area includes black oaks. No oak woodlands occur in the Project area. The Project may remove an estimated total of 50 trees, 42 of which are native oak trees, in the Project area as a result of bridge construction, road widening, site access, RSP installation, and creek realignment. The final tree removal determination would be made by El Dorado County. Implementation of BIO-6 will reduce project oak resources impacts to less than significant.

Mitigation Measure BIO-6

- *Prior to construction the County will obtain an Oak Tree Removal Permit in accordance with ORMP implementing ordinance No. 5061, Section 130.39.070. In accordance with ORMP implementing ordinance No. 5061, Sections 130.39.070(D) and (E) the Oak Tree Removal Permit application will be accompanied by an Oak Resources Technical Report and Code Compliance Certificate. The Oak Resources Technical Report must include all pertinent information, documents and recommended mitigation as specified in the ORMP. A Code Compliance Certificate will be submitted verifying that no Oak Resources have been impacted (in the Project area) within two years prior to application submittal.*
- *The County will pay the individual oak tree in-lieu fee for trees subject to the ORMP that are removed by the Project. The individual oak tree in-lieu fee will be in accordance with Table 6 in section 3.2 (Oak Trees) of the September 2017, ORMP.*

Implementation:	The County will implement the measures as described above.
Effectiveness Criteria:	The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Timing:	Pre-Construction, Construction, Post-Construction
Verified By:	_____ Date: _____
	County Project Manager

Impact (c): Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

South Fork Weber Creek: The Project will realign approximately 320 feet of South Fork Weber Creek in the Project area. The Project would temporarily impact 0.012 acre and permanently impact 0.119 acre of South Fork Weber Creek below the ordinary high water mark (OHWM). A total of 0.119 acre of RSP will be installed below the OHWM of South Fork Weber Creek. The RSP would

be placed below the bottomless arch culvert and extend approximately 110 feet east and 60 feet west of the longitudinal extent of the culvert. RSP would be installed to a depth of approximately 2 feet. Implementation of measure BIO-7 will reduce potential impacts to less than significant.

Mitigation Measure BIO-7

- *During construction, water quality will be protected by implementation of BMPs consistent with the Caltrans Stormwater Quality Handbooks (Caltrans 2011) to minimize the potential for siltation and downstream sedimentation of aquatic habitats.*
- *In-water construction activities will be restricted to the period between 15 April and the first qualifying rain event on or after 15 October (more than one half inch of precipitation in a 24-hour period), subject to the Streambed Alteration Agreement, unless CDFW provides approval of work outside that period.*
- *Water diversion in South Fork Weber Creek will be conducted in accordance with the County of El Dorado Stormwater Management Plan (SWMP; 2004c) and the El Dorado County grading, erosion, and sediment control ordinance (El Dorado County 2010). Minimization efforts will include marking the limits of construction with temporary fencing.*
- *Areas temporarily disturbed on the banks of South Fork Weber Creek will be revegetated and native riparian trees will be replanted in the Project area in accordance with the Revegetation Planting and Erosion Control Specifications (Appendix G) and the Replanting Plan (Appendix H) of the Project NES.*
- *Reseeded areas will be covered with a biodegradable erosion control fabric to prevent erosion and downstream sedimentation. Plastic fabric materials will not be used in the erosion control; acceptable substitutes include coconut coir matting or tackified hydroseeding compounds. The Project engineer will determine the specifications needed for erosion control fabric (e.g., shear strength) based on anticipated maximum flow velocities and soil types. The seed type will consist of commercially available native grass and herbaceous species as described in Appendix G of the Project NES. No seed of nonnative species will be used unless certified to be sterile.*

Implementation:	The County will implement the measures as described above.
Effectiveness Criteria:	The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Timing:	Pre-Construction, Construction, Post-Construction
Verified By:	_____ Date: _____ County Project Manager

Perennial Channel: The Project will result in approximately 0.006 acre of temporary impacts and 0.003 acre of permanent impacts to the perennial channel. Temporary impacts would result from vehicle and equipment access during construction. Permanent impacts would result from channel realignment. Approximately 40 feet of the perennial channel would be permanently filled. The perennial channel would be reconstructed along a new alignment approximately 110 feet long. Implementation of BIO-8 will reduce impacts to less than significant.

Mitigation Measure BIO-8

- *ESA fencing will be placed at the limits of construction adjacent to the seasonal wetland and the perennial channel to exclude construction activities from avoided habitat or portions of the habitat. The ESA fencing will be in place prior to commencement of construction. Trucks and other vehicles will not be allowed to park beyond, nor shall equipment be stored beyond the fencing. No vegetation removal or ground disturbing activities will be permitted beyond the fencing.*
- *A temporary crossing will be constructed over the perennial channel to facilitate vehicle and equipment travel over the creek channel and banks. Steel plates, crane mats, or their equivalent may be used to construct the crossing. Immediately following Project completion, the crossing will be removed.*

Implementation:	The County will implement the measures as described above.
Effectiveness Criteria:	The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Timing:	Pre-Construction, Construction, Post-Construction
Verified By:	_____ Date: _____
	County Project Manager

V. CULTURAL RESOURCES

Impact (b): *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Archeological Resource: During pedestrian archaeological surveys in July 2012 and March 2013, possible archeological resources were observed in the Project area. Based on these results, Caltrans required an XPI to establish the presence/absence of subsurface archaeological resources in the Project area. Additional possible archeological resources were observed during the January and June 2016 XPI work. Implementation of CULT-1 will reduce Project impacts to less than significant.

Mitigation Measure CULT-1

- *The County will install ESA fencing as shown in the Caltrans approved ESA Action Plan.*

Implementation:	The County will implement the measures as described above.
Effectiveness Criteria:	The County will prepare and keep on file documentation verifying the implementation of the above-referenced measures.
Timing:	Pre-Construction and Construction
Verified By:	_____ Date: _____
	County Project Manager

Appendix B: Comments and Responses

Newtown Road at South Fork Weber Creek Bridge Replacement Project (SCH # 2018062062)

Introduction

This Appendix lists the comments received on the MND, provides copies of the individual comments, and responds to each comment related to environmental issues. Many of the comments received raised similar issues about the project and its potential environmental impacts. The County has prepared master responses to address the most frequently raised issues. Each master response lists the comments that it addresses.

The Master Responses address the following topics:

- Master Response 1: Project Justification
- Master Response 2: Flooding and Floodplain
- Master Response 3: Emergency Evacuation
- Master Response 4: Right of Way
- Master Response 5: Traffic Counts
- Master Response 6: Misinterpretation of Comments on Technical Studies
- Master Response 7: Rex Vincent Credentials

Section 1. List of Comment Letters Received

Public circulation of the Newtown Road at South Fork Weber Creek Bridge Replacement Project Initial Study/Mitigated Negative Declaration (IS/MND) ended on 3 August 2018 (extended from original end date on 29 July 2018). The date for the Board of Supervisors is December 18, 2018. Ten comment letters and one packet of information were received. In the table below each letter was assigned to one of four categories (Individuals, Tribal Organization, Other Organizations, and Agencies) and given a unique number. Section 2 includes master responses. Section 3 includes responses to the remaining comments. Section 4 includes copies of the 10 comment letters/emails and one packet of information received. The County responded via email to several comment emails. County email responses are also included in Section 4, and are inserted after the email comment.

Comment Letters Received

Letter	Commenter	Response
Private Citizens		
1	Marsha Burch letter on behalf of Wanda Nagel (letter dated 3 August 2018)	See Section 2.

2	Packet of Documents/Comments submitted by Wanda Nagel to Supervisor Shiva Frentzen	See Sections 2 and 3.
3	Bonnie and Michael Sickinger (29 June 2018 email)	See Section 4, County responded via email on 2 July 2018
4	Pete Svendsgaard (2 July 2018 email)	See Section 2
5	Celia Orona (28 July 2018 email) (Comment actually regarding Newtown Road Storm Damage repairs)	See Section 4, County responded via email on 28 June 2018.
Tribal Organizations		
6	United Auburn Indian Community (25 July 2018 email)	See Section 3. County responded via email on 2 August 2018
7	United Auburn Indian Community (letter dated 12 July 2018)	See Section 3.
8	Shingle Springs Band of Miwok (10 & 11 July 2018 emails)	See Section 3.
Other Organizations		
9	PENSCO Trust Company (letter dated 3 July 2018)	See Section 3.
Agencies		
10	Central Valley Regional Water Quality Control Board (letter dated 18 July 2018)	See Section 3.
11	State Clearinghouse (letter dated 26 July 2018)	See Section 3.

Section 2. Master Responses to Comments

Master Response 1, Project Justification (Letter 1, Nagel/ Burch, responds to comments 1, 4, 6, 13, 16, 19, 22, 26, 32, 33, and 34): The existing "bridge" is comprised of a bridge with a corrugated steel pipe (CSP) culvert attached to the upstream end of the bridge. The bridge was built in 1929, and widened with a culvert extension in 1950. The bridge/culvert system has been classified as "functionally obsolete" by Caltrans since at least 2001.

Significant issues with the existing bridge/culvert system include but are not limited to the following:

- The bridge/culvert system does not meet current AASHTO or FHWA standards for hydraulic capacity. Current AASHTO LRFD Bridge Design Specification Chapter 2.6 states that the floods for waterway openings are the Q50 design flood with adequate freeboard to pass anticipated drift, Q100 base flood without freeboard, or the flood of record without freeboard, whichever is greater. Caltrans Highway Design Manual (HDM) Chapter 820 also mentions that sufficient freeboard to accommodate the effects of bedload and debris should be provided. According to HDM, a two-foot of freeboard is often assumed for preliminary bridge designs.
- There is no bridge rail on the upstream side of the culvert. There is a substandard rail that presents a blunt edge to each direction of traffic on the downstream side of the bridge. Bridge rail is required because it can prevent traffic from leaving the road and landing in South Fork Weber Creek. The blunt edge facing each direction of traffic should be eliminated because it does not comply with Section 4 of the Caltrans Construction Manual and it can present a collision hazard to traffic on Newtown Road. The blunt edge concrete barrier does not meet the current safety criteria and the current Caltrans Standard Plans for Midwest Guardrail System.
- Both abutments have been scoured to the point that the abutment foundations are visible. Now that all protective material around the footings has been washed away, the material under the footings will begin to wash away. This will eventually cause the footings to be undermined, which will cause the bridge to fail.
- Both the bridge and the culvert have passed their respective useful life durations. This can be seen by the concrete delamination present on the bridge soffit and spalled concrete at several locations, as well as the concrete placed along the bottom of the pipe to mitigate the corrosion that destroyed the bottom of the culvert. The presence of the culvert and the excessive age and deteriorating condition of the bridge concrete preclude a widening or rehabilitation project. Further, a widening or rehabilitation project would leave in place a substandard bridge/culvert system that is hydraulically deficient.

In the packet of documents that Ms. Nagel gave to El Dorado County Supervisor Shiva Frentzen on August 2, 2018, the commenter makes several mistakes when discussing data found in Caltrans Bridge Inspection Reports (BIRs), including but not limited the following:

1. The commenter states that the current "efficiency rating" is 80.2%. This is inaccurate. There is no "efficiency rating" on BIRs. There is, however, a sufficiency rating included on all BIRs, and the most recent BIR dated July 23, 2017 indicates a sufficiency rating of 67.6 for the Newtown Road Bridge. All bi-annual bridge inspections are performed by Caltrans, and Caltrans prepares all BIRs and calculates all sufficiency ratings. The County is not involved with any of this work, so the County does not know why the sufficiency ratings change.
2. The commenter cites a "safety rating" of 99.1. This is incorrect. BIRs dated February 18, 2010 and September 1, 2011 include a health index of 99.1. The bridge's health index is a 0-100 numerical rating that utilizes element inspection data to determine the remaining asset value of a bridge. The health index is not a "safety rating." The most recent BIR dated July 23, 2017 indicates a health index of 87.0.
3. The commenter cites two "safety ratings" of 99.99. This is incorrect. All BIRs for the Newtown Road Bridge include ratings of 99.99 meters for only the "Inventory Route, Minimum Clearance" and "Minimum Vertical Clearance Over Bridge Roadway." The ratings of 99.99 meters indicate that there is no vertical impediment over the route or the existing structure. These ratings have nothing to do with safety.
4. The commenter cites two "safety ratings" of 99.8. This is incorrect. All BIRs for the Newtown Road Bridge prepared after 2010 include an "Operating Rating" of 99.8 metric tons. The Operating Rating refers to the absolute maximum permissible load level to which the structure may be subjected and is not a "safety rating."
5. Under Item #1 on the sheet titled "Fact Sheet 1," when apparently referring to the term "sufficiency rating," the commenter states "This is ***not*** a safety rating. This is a *FUNDING* Rating…" This is not accurate. BIRs do not include "funding ratings." The sufficiency rating is a numeric value which is indicative of bridge sufficiency to remain in service.
6. Under Item #1 on the sheet titled "Fact Sheet 1," the commenter incorrectly identifies several rating criteria included in BIRs. The correct information regarding these criteria is included in numbers 2-4 above.
7. Under Item #1 on the sheet titled "Fact Sheet 1," the commenter appears to be referring to the sufficiency rating when incorrectly stating that the "updated index" is 80.2. The most recent BIR (dated July 23, 2017) states that the sufficiency rating is 67.6.
8. Under Item #1 on the sheet titled "Fact Sheet 1," the commenter indicates that the "updated index" was updated by the "U.S. Dept of *Transportation Federal Highway Administration!!"* This is not accurate. The Federal Highway Administration does not inspect El Dorado County's bridges or complete BIRs for El Dorado County Bridges.
9. In paragraph 2 under Item #1 on the sheet titled "Fact Sheet 1," the commenter indicates that a sufficiency rating under 80 "***Removes*** the ***availability*** for the County to receive Federal funding for this project!!" The sufficiency rating of the Newtown Road Bridge was 62.3 in 2007. The County applied to Caltrans for funding from the FHWA's Highway Bridge Program on October 16, 2009. Bridges with a sufficiency rating of less than 80 are eligible for rehabilitation, and bridges with a sufficiency rating of less than 50 are eligible for replacement. Pursuant to Chapter 6 of the Caltrans Local Assistance Procedures Guidelines, bridge replacement may be an appropriate method of rehabilitation when

approved by Caltrans Structures Local Assistance ("SLA"). The County received approval from Caltrans SLA for replacement of the existing bridge/culvert system on July 7, 2014. This decision by Caltrans SLA was based primarily on the fact that the existing bridge/culvert system was (and remains) hydraulically deficient. It should be noted that hydraulic capacities of bridges are not analyzed on BIRs.

While the commenter claims that the existing bridge should just be left in place, the commenter does not provide any factual basis for this claim, and the County finds that it is not credible. The commenter has no expert analysis showing the remaining life that can be expected from a bridge built in 1929. The funding source of a Project does not affect the Project's effect on the environment. Notwithstanding the engineering analysis supporting replacement of the bridge, CEQA does not require a finding that a Project is necessary.

Master Response 2. Flooding and Floodplain (Letter 1, Nagel/ Burch, responds to comments 2, 3, 15, 21, 23, 25, 31, 36, and 37): The County used widely accepted methodology and referred to local, State, and Federal standards when analyzing the existing bridge/culvert system for hydrologic capacity.

The County's April 24, 2018 Draft Hydrologic Study utilized methods and standards as follows:

- Caltrans Local Assistance Procedures Manual
- El Dorado County Drainage Manual
- Caltrans Highway Design Manual
- United States Geological Survey regression equation to calculate time of concentration
- United States Army Corps of Engineers HEC-HMS Program, Version 4.2
- HEC-RAS version 5.0.3

Utilizing the methods and standards listed above, the County clearly demonstrated that the 50 year and 100 year storm events will cause the existing structure to be overtopped. Thus, the existing structure does not comply with current AASHTO or FHWA standards.

Neither the comments provided in the letter from Marsha Burch dated August 3, 2018 nor the comments in the package delivered by Wanda Nagel to the County on August 3, 2018 refer to any type of methodology or standard that is appropriate for hydrologic evaluation of a bridge. FEMA Flood Insurance Rate Maps are used primarily to determine Federal flood insurance rates for property owners. No responsible civil engineer would attempt to use one of these FEMA maps when considering the hydrologic capacity of a bridge. For the Newtown Road Bridge, the question of whether the project site lies within a FEMA-designated floodplain is entirely irrelevant to the existing bridge's hydrologic capacity.

The assertion that Placerville would have to be under 30 feet of water for the existing bridge to flood further demonstrates a deeply flawed misunderstanding of the fundamental engineering

principles behind hydrologic analysis. Indeed, topography that far downstream from the project site is not even considered when determining the hydrologic capacity of the existing bridge. Rather, appropriate parameters include upstream watershed area, adjacent waterway channel geometrics, rainfall rates, loss rate (related to Manning's n value), initial abstraction, time of rainfall concentration, lag time, impervious area, hydrograph duration, temporal distribution, and other factors.

Ms. Burch's letter states, "The incident on December 31, 1997 that is referenced in the MND was not due to the rise of Weber Creek, but was the result of clogged drainage in the vicinity of the bridge." This is not accurate. First, it appears that the County and Ms. Nagel were both wrong about the year that this event took place. The County examined rainfall data from Placerville which showed that there were no significant rain events in the area on December 31, 1997, but there were several significant rain events around December 31, 1996. Second, page 10 of the MND states that County staff reported that Weber Creek was just about to overtop Newtown Road. The fact that County staff reported that the creek was just about to overtop Newtown Road was unrelated to any ditch being clogged. No County document states that Weber Creek overtopped or flooded the existing bridge on December 31, 1996 (or 1997).

Ms. Nagel includes several comments in her August 3, 2018 packet regarding this issue, including statements that the County is "lying" about the events of December 31, 1996. This is also untrue, as the County has never stated that Newtown Road was overtopped by Weber Creek. Even though the County has no record of Ms. Nagel ever calling the El Dorado County Department of Transportation's Maintenance Division with a complaint or request for service, the County has no reason to doubt her characterization of the clogged ditch. Review of rainfall data collected at the Placerville National Weather Service station between December 30, 1996 and January 3, 1997 indicate rainfall amounts consistent with a 10 year event, which would result in Weber Creek reaching a level near the driving surface of Newtown Road. This is aligned with County analysis of the rain event of February 10, 2017, which the County considers to be approximately a 10-year event that caused water to rise to within a foot of Newtown Road.

Master Response 3. Emergency Evacuation (Letter 1, Nagel/ Burch, responds to comments 7, 11, and 18):

The Burch letter asserts that project construction may prevent "a residential area (including over 100 homes) from having the ability to effectively evacuate during a wildfire." First, there are only 47 developed parcels that feed to Newtown Road between the two intersections with Fort Jim Road. This is clearly shown by viewing publicly available mapping websites (e.g., Google Maps, El Dorado County's Surveyor "GOTNET" web page, Caltopo.com, Bing.com, and others). There is no factual basis for the assertion that there are 100 homes that might be precluded from evacuating effectively. Second, the County has consulted with both the Office of Emergency Services at El Dorado County Sheriff's Office and El Dorado County Fire District regarding the proposed closure of Newtown Road at the project site. Representatives from both County OES

and EDC Fire were comfortable with the County's proposal to mitigate the closure of Newtown Road.

Decisions regarding evacuations are made by the Office of Emergency Services (OES) at the El Dorado County Sheriff's Office.

The IS/MND includes a temporary emergency evacuation route just downstream from the new bridge. As shown on pages 13 and 15 of the IS/MND, the temporary emergency evacuation route would be constructed across Weber Creek downstream from the proposed bridge, onto parcel 077-431-62 (Ms. Nagel's property), and up Ms. Nagel's driveway to Newtown Road, just east of the project site. As was stated in the IS/MND, if OES and the County determines that it is necessary to build the temporary emergency evacuation route, the County will direct its construction contractor to build it. If OES and the County determine that it is not necessary to build the temporary emergency evacuation route, then the County will not direct its construction contractor to build it, thereby minimizing temporary construction impacts to Ms. Nagel's property and saving taxpayers tens of thousands of dollars. The decision whether or not to build the temporary emergency evacuation route will be primarily driven by the timing of construction. If construction starts in April or May, it is less likely that the temporary emergency evacuation route will be needed, since by the time fire season starts, construction will be advanced to a point where emergency evacuation traffic would be able to be sent through the construction site. Conversely, if construction starts later in the year, it is far more likely that the temporary emergency evacuation route will be constructed.

It is important to note that fires and other emergencies are unpredictable and may require instantaneous changes to any plan for evacuation that is developed before the emergency. The IS/MND did not initially discuss the plans in great detail because it could lead people to believe that they should follow a certain evacuation route when in fact the conditions of the actual emergency dictate a modification to the plan. That said, in order to address the comments raised by Ms. Burch, the County is providing more detail for two scenarios as follows:

<u>Scenario 1: Temporary Emergency Access Route Is Not Constructed</u>

The area of primary concern with respect to emergency evacuation is along Newtown Road between the two intersections with Fort Jim Road. Newtown Road will be closed at the project site for several months to allow for construction of the new bridge. This will preclude access to the easterly intersection of Newtown and Fort Jim for evacuation purposes for 47 developed parcels. Therefore, if a fire occurs that necessitates the evacuation of the Newtown Road corridor between the Fort Jim intersections, evacuation will need to occur through the westerly intersection of Newtown and Fort Jim.

If a fire blocks Newtown Road east of the westerly intersection of Newtown and Fort Jim such that the westerly intersection of Newtown and Fort Jim cannot be used as an evacuation route, OES will use other options to evacuate residents, including but not limited to the following:

1. If site conditions allow, access through the project site to evacuate to the east.
2. Use of an inactive road that connects the driveway at 4550 Newtown Road with the driveway at 3705 Fort Jim Road. This will allow Newtown Road residents to evacuate to Fort Jim Road with the option to then go to either Pleasant Valley or Placerville. This road has been inspected by OES and can accommodate ingress for emergency vehicles and egress for evacuees.
3. Use of Paso Way to connect to Deer Canyon Road, Pioneer Hill Road, and Newtown Road.
4. Use of Green Canyon Court to connect to Deer Canyon Road, Pioneer Hill Road, and Newtown Road.
5. Use of Paso Way to connect to Deer Canyon Road, Weber Reservoir Road, and Snows Road (vehicles without trailers only).
6. Use of Paso Way to connect to 4701 Paso Court and surrounding area, where OES has determined that there is sufficient clear space to allow for sheltering in place. Should sheltering in place be required, it will be implemented by OES with support from on-scene firefighting assets adequate to protect all evacuees present.

Scenario 2: Temporary Emergency Evacuation Route Is Constructed

The area of primary concern with respect to emergency evacuation is along Newtown Road between the two intersections with Fort Jim Road. Newtown Road will be closed at the project site for several months to allow for construction of the new bridge. However, in this scenario, if fire blocks access to the westerly intersection of Newtown and Fort Jim, the temporary emergency evacuation route will open, allowing evacuation egress through the site to points east and south. In addition, OES may contemplate use of options 2 through 6 listed under Scenario 1.

Master Response 4. Right of Way (Letter 1, Nagel/ Burch, responds to comments 8 and 17): The County has not initiated any eminent domain proceedings against any property owner. Since the property owners of parcels adjacent the project site declined to communicate with the County regarding County access to their property to conduct cultural and biological resource investigations, the County and Ms. Nagel stipulated to, and the El Dorado County Superior Court issued, an interlocutory order to gain access to the properties to perform the investigations. Ms. Burch knows this, since Ms. Burch represented the property owners during the process.

The County will use parcel 077-431-61 (County owned) to accommodate some of the project's proposed improvements. In addition, the County will need to acquire property from adjacent property owners to accommodate the construction and maintenance of the proposed improvements. These property acquisitions will include a combination of temporary construction easements, slope and drainage easements, and fee right of way. Work on these acquisitions will commence after the County adopts the environmental document.

Master Response 5. Traffic Counts (Letter 1, Nagel/ Burch, responds to comments 14 and 20): The County performs traffic counts on most County maintained roads. These traffic counts are available on the County website. A cursory inspection of traffic counts performed on various

County roads demonstrates that the County nearly always performs its traffic counts near significant intersections. On Newtown, those intersections are near Pioneer Hill Road and near Pleasant Valley Road. The counts were not taken at these locations to attempt to "falsify" or otherwise increase the number of vehicles counted, but rather because the locations are near significant intersections. It should be noted that the number of vehicles that use a bridge is not a determinative factor in determining which projects Caltrans and FHWA choose to fund for bridge rehabilitation or replacement under FHWA's Highway Bridge Program.

Traffic counts are measured in average daily trips (ADT). The total ADT is the sum of each direction's weekday average ADT. The ADT on Newtown Road near Pleasant Valley Road is approximately 2,700. The ADT on Newtown Road near Pioneer Hill Road is closer to 2,650. A special count was performed in 2015 performed adjacent the project site and measured an ADT of 1,633.

Master Response 6. Misinterpretation of Comments on Technical Studies (Letter 1, Nagel/ Burch, responds to comments 25, 26, 27, 28, 29, and 30):

The commenter misinterpreted statements on draft technical studies and asserts that the project design was being questioned. In a 1 March 2013 email, Sycamore Environmental provided several editorial comments to the County on the draft Initial Site Assessment (ISA) including the following:

> *"5.4 'construction of a new culvert (bridge) beneath Newtown Road' seems awkward. 'Road improvements associated with the construction of the new culvert' is a little more broad"*

The Nagel/Burch letter (Comments 25, 26, 27, 28, and 30) references the above statement. Comment 25 is a handwritten note stating: "The design-not an improvement." Comment 28 references the same edit to the ISA and Comment 30 repeats the quotation from the March 1, 2013 email.

Mr. Little was asked what he meant in the email. He said the substitution of the first phrase with *"Road improvements associated with the construction of the new culvert"* provided a broader description of the project. Mr. Little thought it was more clear to use the phrase "new culvert" instead of the phrase "culvert (bridge)." Sycamore Environmental was not commenting on the design.

Another example of comment misinterpretation occurs with Comment 26. Comment 26 is a hand-written note that says: "ACTUALLY BUILDING (2) BRIDGES? SEE TABER SYCAMORE'S QUESTIONS ON DESIGN!" This comment was in response to the following statements contained in the DRAFT Drainage Report "*Unusual Structural Problems: Construction contractor will have to provide temporary emergency access across the creek at all times. General traffic to be detoured onto Old Fort Jim Road. Other unusual structural problems to be determined.*" As discussed above, Sycamore Environmental was not questioning the design.

The only comment from Taber in the Nagel/Burch letter and supplemental attachment states "*Here is the draft of the geotechnical report. There are many items that we will likely need to discuss. This isn't a straight forward project.*" Taber's email is transmitting the draft Geotechnical Report to the County and noting that the project has some level of complexity. Both Taber's and Sycamore Environmental's statements in Ms. Nagel's packet of documents are not related to the merits of the project design. In one instance Sycamore Environmental is providing editorial feedback to the County. In the other, Taber is transmitting a technical report to the County and indicating that the Project or report has some level of complexity.

Master Response 7. Rex Vincent Credentials (Letter 1, Nagel/ Burch, responds to comments 5, 24, and 29): Ms. Burch's letter and the documents submitted by Ms. Nagel lean heavily on the written comments provided by Rex Vincent. Given the opinions asserted by Mr. Vincent, the County questioned his credentials and sought verification. Specifically, in his July 11, 2018 letter, Mr. Vincent includes the initials "ME, CE, SE, EE" in his signature block. By including these initials, Mr. Vincent is stating that he holds licenses to practice mechanical engineering, civil engineering, structural engineering, and electrical engineering. When engineering license databases were checked against the name "Rex Vincent" in California, Oregon, Washington, Idaho, and Texas, all the databases came back empty except for a Quality Engineer license from California that expired in 1986.

The County sent a letter to Ms. Burch on September 27, 2018 requesting additional information regarding Mr. Vincent's credentials. The letter requested that Ms. Burch respond by October 12, 2018. Ms. Burch responded on October 12 with only a copy of Mr. Vincent's diploma and college transcript from 1979. The County sent two subsequent requests on October 19 and October 22 via email for additional documentation confirming Mr. Vincent's purported credentials, but received nothing. Since it is a violation of the Professional Engineers' Act to misrepresent oneself as an engineer, the County will be preparing a complaint against Mr. Vincent that will be submitted to California Board of Registration for Professional Engineers, Surveyors, and Geologists. 7

In addition to the lack of an engineer's license, Mr. Vincent appears to have further misrepresented his credentials, including but not limited to the following:

1. No certificate that verifies AWS status. The AWS is a welding certification society. Welding has nothing to do with anything in the IS/MND.
2. No certificate that verifies "ASME, Section 9, Certified Welding Engineer."
3. No certificate that verifies "ASME 'N' and 'NP' certified." These certifications appear to be related to evaluating and implementing quality assurance programs, and are completely unrelated to anything in the IS/MND.
4. No certificate that verifies "QC-I, QC-II, & QC-III certification." These appear to relate to quality control inspector ratings, which are not relevant to anything in the IS/MND.

In summary, Mr. Vincent's career experience appears to be related to quality engineering and welding. He is misrepresenting his status as a mechanical engineer, a civil engineer, a structural

engineer, and an electrical engineer. These facts, coupled with his irresponsibly erroneous statements that (1) Placerville would have to be under 30 feet of water for the Newtown Road Bridge to overtop, and (2) the presence of a flood plain is somehow relevant to a hydrologic capacity of a bridge lead the County to conclude that Mr. Vincent's opinions on the IS/MND are not credible and are not those of an expert.

Mr. Vincent states that the existing bridge is "quite functional," but provides no engineering analysis to support this assertion. Similarly, he provides no support for his statement that "Mother Nature will always win out when it comes to finding the creek's original path." The County finds that these unsupported statements lack a factual basis, do not constitute an expert opinion, and are not credible.

Mr. Vincent's blanket assertion that the proposed project will increase icing at the project site also reflects a lack of understanding of the proposed improvements. Ice forms more readily on bridge decks because frigid air can circulate both above and below the deck. The proposed improvements will cause the road to be built on a dirt fill placed over a bottomless concrete arch culvert, which will be much more resistant to icing than the current bridge. The comment that the "orientation of the bridge will result in increased (and significant icing)" lacks a factual basis and is not credible. The orientation of the proposed structure will not be significantly different from the orientation of the existing bridge. Also, the tree canopy over the proposed structure will be reduced compared to the tree canopy over the existing bridge, resulting in more sun and less ice on the road over the creek.

Section 3. Response to Other Comments Received

Private Citizen Responses

Private Citizen Response 1 (Letter 1, Nagel/ Burch, responds to comment 9): The County respectfully disagrees with the commenters' assertion that the project description is "unstable." The commenter referenced *County of Inyo v. County of Los Angeles (1977) 71 Cal.App.3d 185, 193* where the court found that "*The small-scale groundwater project described at the outset was dwarfed by the 'recommended project' ultimately endorsed by the Final EIR and approved by the Board of Commissioners.*" The Project is a small-scale bridge replacement and is described as such in the project description.

The County respectfully disagrees with the commenters statement that "*There is no description of what will occur with respect to planning for an emergency while the roadway is closed for an entire summer.*" Section 3.5.3 of the IS-MND states that the County Department of Transportation will consult and coordinate with the El Dorado County Sheriff's Office of Emergency Services and El Dorado County Fire Protection District regarding evacuation of residents near the Project site in case of fire or other emergency. Section 3.5.3 then provides a range of outcomes that would stem from this consultation and coordination. This is in addition to the consultation that has already occurred and the plans in detailed Master Response 3 (Emergency and Evacuation).

The commenter references section 3.5.1 (Steam Diversions) and states "*The MND states that various Best Management Practices ('BMPs') will be required, but that they might be waived due to 'contractor construction methods' or 'site conditions.'*" No portion of the IS-MND states that BMPs will be waived. The commenter is misinterpreting the statements in section 3.5.1. For example, from the first paragraph of section 3.5.1:

> *"Since there is the potential for flow in South Fork Weber Creek and the perennial channel during construction, the Contactor will be required to install a temporary stream crossing and clear water diversions in general accordance with Caltrans' California Storm Water Quality Handbooks, Construction Site Best Management Practices Manual (2017). BMP NS-4 "Temporary Stream Crossing" and BMP NS-5 "Clear Water Diversion" will facilitate the work in the creeks while minimizing erosion, sedimentation, and other water quality concerns. Site conditions and/or contractor construction methods may require deviations from these BMPs."*

In the paragraph above the contractor is required to implement standard BMPs. The paragraph provides for flexibility during implementation to address site specific conditions and contractor methods. Nothing in this or any other section of the IS-MND discusses waiving specific BMPs.

Private Citizen 2 (Letter 1, Nagel/ Burch, responds to comment 10): Section 4.2.1 of the IS-MND provides a bulleted list of the reasons that the Project would not have a substantial adverse effect to scenic resources or substantially degrade the visual character or quality of the site.

A total of approximately 267 trees with a diameter breast height (dbh) of at least 4 inches occur in the Project area. The Project will remove an approximate total of 50 trees with a dbh of 4 inch or greater. The majority (approximately 33) of the trees to be removed occur in the Oregon Ash Grove biological community adjacent to South Fork Weber Creek. The remaining trees to be removed occur in the Ponderosa Pine Forest, Douglas Fir Forest, and California Annual Grassland communities immediately adjacent to Newtown Road. The Project will remove approximately 19% of the trees with a dbh of at least 4 inch in the Project area.

Mitigation measure BIO-5 requires implementation of the Replanting Plan that is Appendix H to the Project Natural Environment Study (NES). The purpose of the Replanting Plan is to mitigate for impacts to the Oregon ash groves community as a result of the bridge replacement. The Plan requires native trees removed in the Oregon ash groves community be replaced at a 2:1 ratio. The restoration site will be located within the road right-of-way. Trees may be replanted in the temporarily disturbed areas, in the RSP, and in openings within the undisturbed areas of the Oregon ash groves community. Bare soil slopes will be hydroseeded with native grasses and forbs in accordance with the *Revegetation Planting and Erosion Control Specifications* in Appendix G of the NES

Per section 3.5 (Construction Methods) of the CEQA document, the precast arch bridge structure spans the ordinary high-water mark (OHWM) of South Fork Weber Creek. Bridge replacement will require realignment of approximately 360 feet of South Fork Weber Creek and 40 feet of a small unnamed perennial channel. Rock Slope Protection (RSP) will be placed below the ordinary high-water mark (OWHM) of South Fork Weber Creek in the Project area. The RSP will be placed below the bottomless precast arch bridge structure and extend approximately 110 feet east and 60 feet west of the longitudinal extent of the culvert. RSP will be installed to a depth of approximately 2 feet. The RSP is required to prevent channel scour. As described above, implementation of the Project Replanting Plan includes the use of the newly installed RSP for native tree planting. Planting of trees and other native species within the RSP matrix will soften the look of the RSP as the vegetation matures. For example, vegetation shrouds the existing stacked rock headwall structure on the inlet (upstream) side of the culvert. There is moss-covered stacked rock on the creekbank next to the downstream wingwall on the north side of the creek. Depending on the season, blackberry shrubs cover the rock. Further, sediment transport within the South Fork Weber Creek with fill portions of the RSP matrix below the OHWM of the creek.

As described in the IS-MND the Newtown Road roadway profile grade will be raised approximately 2 to 4 feet to accommodate the top slab and the proposed approximate 1.2-ft deep roadway structural section. The west bound lane will be widened in the vicinity of the new bridge structure to provide adequate space for two 12 ft travel lanes and corresponding 4 ft road shoulders. These road improvements would extend approximately 190 ft west and 130 ft east of the proposed bridge.

The Project design requires installation of three wing walls and one retaining wall of varying heights and lengths. Wing walls (approximately 35, 46, and 52 ft in length) would extend beyond the southwest, northwest, and northeast edges of the precast arch bridge. A separate

retaining wall (approximately 70 feet in length) will be installed along the south side of the east road approach and terminate at the southeast edge of the precast arch bridge. The anticipated height above finished grade of the new wing and retaining walls is approximately 10 ft.

The Project will install a new bridge, reconfigure the road approaches, and install three wing walls and a retaining wall. The new bridge will be visually consistent with other transportation infrastructure in the vicinity of the Project, especially the new structure recently constructed at the westerly intersection of Newtown Road and Fort Jim Road, which is the same structure type that is being proposed for the Project. The revegetation measures included in the Project mitigate the visual impact of the Project.

Private Citizen 3 (Letter 1, Nagel/ Burch, responds to comment 12): The County respectfully disagrees with the commenter's assertion that the project description is flawed and that there is a deferred analysis and development of mitigation measures (see Response to Comment 9 above). The project description accurately describes the small-scale bridge replacement project. The remaining portions of the IS-MND analyze potential impacts in accordance with the CEQA checklist. The IS-MND adopts mitigation measures to reduce potential significant impacts to less than significant.

In the packet of documents that Ms. Nagel gave to El Dorado County Supervisor Shiva Frentzen on August 2, 2018, the commenter indicates that the current bridge and Newtown Road on both ends of the bridge have full 12' wide traffic lanes. The County concurs that the bridge and the roadway on both ends of the bridge have 12' lanes.

In the packet of documents that Ms. Nagel gave to El Dorado County Supervisor Shiva Frentzen on August 2, 2018, there is a page titled, "Note on Taber & Sycamore Report." In note 1 on this sheet, the commenter says that the draft geotechnical report for the project indicates "fractured rock not suitable for foundation." The commenter goes on to state that Rex Vincent concluded that the County will have to dig up to 40' deeper than the elevations shown in the draft geotech report to reach competent foundation material. The commenter attributes these conclusions to Mr. Vincent but offers no engineering analysis to support the conclusions. The County finds that these unsupported statements and conclusions lack a factual basis, do not constitute an expert opinion, and are not credible. Further, as one example of the presence of adequate foundation material, compressive strength testing performed on rock samples taken at the project site between elevations 2282' and 2312' (16.5' to 26.9' below original ground) yielded results between 11,300 pounds per square inch (psi) and 36,760 psi. Considering the draft geotechnical report recommends a minimum soil bearing pressure of only 5 tons per square foot (= 69.44 psi) to support the bridge foundation, it is obvious that rock with compressive strength of up to 36,760 psi will be more than adequate to support the loads that the bridge foundation will impose on it.

The packet of documents that Ms. Nagel gave to El Dorado County Supervisor Shiva Frentzen on August 2, 2018 includes an Advance Planning Study (APS) for the Newtown Road Bridge Replacement project. On page 3 of the APS, the comment "WANT MORE $!" indicates confusion by the commenter, since that section of the APS is actually justifying construction of shoulder widths that are more narrow than required, which would save about $1,000,000 in cost.

Lastly, Ms. Nagel submitted numerous articles relating to Caltrans that are not related to the Project or any environmental impacts of the project. No response is necessary. Moreover, funding of a project is not an effect on the environment. Caltrans has determined that the Project is eligible for funding from the Federal Highway Administration's Highway Bridge Program and the County has complied and will comply with all funding conditions.

While public controversy is insufficient to compel preparation of an EIR, Ms. Nagel makes the unsupported claim that local residents do not want the Project. In fact, Ms. Nagel is the only resident along Newtown Road who submitted comments in opposition to the Project.

Private Citizen 4 (Letter 2, Bonnie and Michael Sickinger, 29 June 2018 email): The commenter is asking about repairs to Fort Jim Road pavement resulting from increased use due to emergency repairs that were carried out earlier this summer and the bridge replacement project. The County responded via email on 3 July 2018, see Section 4.

Private Citizen 5 (Letter 3, Pete Svendsgaard (2 July 2018 email)): The emergency work needed on Newton Road to repair damage caused during winter of 2017 was completed this past August. Completion of the environmental process, final design, right of way phase, and the preparation, advertising, and awarding the construction contract for this Project will require more time than the emergency repair work that was conducted on Newton Road.

Private Citizen 6 (Letter 4, Celia Orona (28 July 2018 email) (Comment actually regarding Newtown Road Storm Damage repairs): Ms. Orona's email asked when emergency work on Newtown Road would be completed. The County was repairing damage sustained during winter of 2017. The emergency repair work is not related to the bridge project. The County responded via email to Ms. Orona on 28 June 2018 stating the IS-MND is for the bridge replacement project. The June 2018 response said emergency repair was tentatively scheduled to be completed mid-August 2018 (see Section 4).

Tribal Organization Responses

Tribal Organization Response 1 (Letter 5, United Auburn Indian Community (25 July 2018 email): On 2 August 2018 the County responded stating that the UAIC has been consulting with the County on the project since 2012. A UAIC representative was onsite during a portion of the archeological fieldwork. Also UAIC designated the El Dorado Miwok Tribe as a UAIC point of contact for the archeological monitoring in an email dated 10 July 2013. The County also provided UIAC with a summary of the Native American outreach for the Project and agreed to provide the Caltrans approved Archeological Survey Report. The UAIC email and the County's email response are included in Section 4. UAIC did not respond to the County's email response. No changes to the CEQA document are needed.

Tribal Organization Response 2 (Letter 6, United Auburn Indian Community (12 July 2018 letter): The 12 July letter from UAIC requests much of the same information that was requested in the UAIC 25 July email. The 2 August 2018 email response from the County addresses the information requested in the 12 July letter, see Response to Letter 5 above. No changes to the CEQA document are needed.

Tribal Organization Response 3 (Letter 7, Shingle Springs Band of Miwok (10 & 11 July 2018 emails)):

Based on the results of the Archeological Study Report and Extended Phase I subsurface testing, Caltrans will require preparation and implantation of a Finding of Effect (FOE) with Standard Conditions and an ESA Action Plan. The FOE with Standard Conditions/ ESA Action Plan will require Native American monitoring of initial ground disturbing activities.

Other Organizations Responses

Other Organizations Response 1 (Letter 8, PENSCO Trust Company (3 July 2018 letter)): In a letter dated 11 July 2018, the County provided further detail regarding who the Public Notice was sent to and what parcel the notice was in reference to. No additional comments were received from the PENSCO Trust Company. No changes to the CEQA document are needed.

Agency Responses

Agency Response 1 (Letter 9, Central Valley Regional Water Quality Control Board (18 July 2018 letter)): This letter reiterates standard requirements that are included in the MND document and mitigation measures. No response is necessary.

Agency Response 2 (Letter 10, State Clearinghouse (26 July 2018 letter)): This letter transmits to the County comment letters the State Clearinghouse received. No response is necessary.

Section 4. Comment Letters Received and County Email Responses

Letter 1: Nagel/ Burch

MARSHA A. BURCH
ATTORNEY AT LAW

131 South Auburn Street
GRASS VALLEY, CA 95945

Telephone:
(530) 272-8411

mburchlaw@gmail.com

August 3, 2018

Via electronic mail donna.keeler@edcgov.us

Donna Keeler, Principal Planner
El Dorado County Community Development Services, Department of Transportation
2850 Fairlane Court
Placerville, California 95667

Re: Mitigated Negative Declaration for Newtown Road at South Weber Creek Bridge Replacement Project CIP #77122
SCH# 2018062062

Dear Ms. Keeler:

We appreciate the opportunity to provide the following comments on behalf of Wanda Nagel. Ms. Nagel is deeply concerned about the proposed bridge replacement ("Project") and the cursory level of environmental review. These comments are intended to supplement comments submitted previously by Ms. Nagel and others during the review process.

As an initial matter, the Project is not necessary, and there is no substantial evidence in the record to support the statement of "need" in the Initial Study and Mitigated Negative Declaration (referred to together herein as "MND"). Ms. Nagel has provided information to the County regarding the adequacy of the existing bridge under Federal Highway Administration standards, as well as all applicable safety standards. Also, Ms. Nagel has provided Supervisor Shiva Frentzen with a packet of documents regarding the lack of necessity for the Project. Those documents are part of the administrative record of proceedings for the Project. The lack of any need for the Project is addressed in greater detail below.

Also explained below, the MND for the Project also does not comply with the California Environmental Quality Act ("CEQA") (Public Resources Code § 21000 *et seq*.) in certain essential respects.

While the County may understandably wish to avoid the costs associated with extensive environmental review, the MND does not fulfill the County's obligations under CEQA. It is our view that an Environmental Impact Report ("EIR") is required for the Project.

A. The Project is unnecessary and all impacts could and should be avoided

Where a project is entirely unnecessary, it raises the question of how a lead agency could possibly comply with CEQA. CEQA requires that all impacts be avoided or mitigated to the extent feasible. In this case, there are significant environmental impacts that could easily be avoided by simply leaving the existing bridge in place, particularly in light of the fact that the bridge meets or exceeds all applicable standards.

Comment 1

The MND states that the bridge does not meet current width standards, which is simply false. (MND, pp. 4 and 10.) There is no discussion regarding the factual basis for the statement in the MND that the bridge width is "substandard," and the facts in the record do not support this conclusion. Under the Federal Highway Bridge Program (a rating to determine eligibility for funding), the bridge rating is exceptionally high, and there is no support for the assertion that the bridge needs to be replaced.

In an effort to justify replacement, the County previously claimed that traffic counts were so high that a new bridge was required. As noted in the MND, traffic counts are actually falling at the bridge. (MND, p. 9.)

Comment 2

The MND attempts to justify the Project by claiming that the bridge is insufficient under 50 and 100 year flood conditions. (MND, p. 9.) This makes no sense, as the bridge is not even in an identified flood plain. In fact, later in the MND it is acknowledged that the Project site is in Zone X – area of minimal flood hazard. (MND, p. 61.)

Comment 3

Also, please see attached letter from Rex Vincent Engineering describing the flaws in the MND's analysis. Because of the topography, in order for the bridge to flood, the City of Placerville would have to be under 30 feet of water. The cursory statement that Army Corps of Engineers flood modeling revealed that the existing bridge (that is not in a flood plain) is insufficient during a 50 or 100 year event is a naked statement without any information regarding inputs, or why the model is even an appropriate methodology for this Project.

Under the California Public Records Act we request access to all of the data and reports that were generated using the model, or otherwise relied upon for purposes of making the conclusion that the existing bridge is subject to flooding.

Comment 4

The incident on December 31, 1997 that is referenced in the MND was not due to the rise of Weber Creek, but was the result of clogged drainage in the vicinity of the bridge. Ms. Nagel was the resident who reported that incident. It provides no support for the notion that the existing bridge is insufficient. It speaks to the flimsy nature of the justification for the Project that the County is pointing to an incident that occurred 20 years ago and was a result of clogged drainage.

Comment 5

With respect to the MND's mention of "icing considerations," the orientation of the bridge will result in increased (and significant) icing. The roadway itself in that area is subject to icing, and the "mitigation" of this impact through adding soil to the bridge so that it will behave as a "normal" roadway will simply not be effective. (MND, p. 10.)

Comment 6

In summary, the Project is unnecessary. The existing bridge does not meet State or Federal criteria indicating a need for replacement, the bridge is verifiably wide enough to meet standards, and the alleged flood risk is illusory. All environmental impacts can and must be avoided by rejecting the Project.

B. The MND fails to disclose wildfire risks and defers mitigation

Comment 7

Another overarching concern in this case is the fact that the MND ignores potentially significant adverse impacts as a result of preventing a residential area (including over 100 homes) from having the ability to effectively evacuate during a wildfire. According to the MND, residents may be left without any emergency evacuation route, or one *might* be created, with the only exit being to the west for at least one full fire season, and like many construction projects, it is entirely possible it could be for two or more seasons. (MND, p. 25.) The MND ignores the fact that in the Project area fires generally move from west to east, and so these residents could be trapped during a wildfire. The MND also says that any analysis or decisions on this will be made later. This is no small matter. The County has not even bothered to consult with the Office of Emergency Services and the County Fire Protection District, but claims it will do so before construction, and that whatever they come up with will be good enough. (*Id.*) This is not mitigation, this is deferral of analysis and it could lead to the tragic deaths of County residents because the County does not want to go through the trouble to determine how this impact can be mitigated (if at all) *before* approving the Project.

This is absolutely unacceptable and in blatant violation of CEQA, not to mention an appalling stance for a public agency to take. It would be nice to have each of the County decision makers answer the question on the record whether this "we will figure it out later" approach would be acceptable to them if this was their neighborhood. During the deadly fires that are presently raging across California, killing people in their homes, is it really okay to speculate about this? To say, maybe these folks can just "shelter in place"? The obvious answer is, no.

C. The Project description is incomplete

Comment 8

It is interesting that the MND mentions that temporary construction easements will be necessary for the Project, and that right of way will need to be acquired for utility poles, but fails to disclose to the public that significant permanent easements will be required from adjacent landowners. (See MND, p. 24.) In fact, the County has already filed eminent domain proceedings against these owners, without having completed the CEQA review for the Project. Failure to accurately describe the Project precludes full disclosure to the public and the decision makers regarding the impacts of the Project.

Comment 9

The Project description is also unstable. "An accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR." (*County of Inyo v. County of Los Angeles* (1977) 71 Cal.App.3d 185, 193.) A complete project description is necessary to ensure that all of the project's environmental impacts are considered. (*City of Santee v. County of San Diego* (1989) 214 Cal.App.3d 1438, 1450.)

The MND does not provide a complete, consistent project description sufficient to support environmental analysis. The MND states that various Best Management Practices ("BMPs") will be required, but that they might be waived due to "contractor construction methods" or "site conditions." (MND, pp. 24-24.) Will these BMPs be employed or not? The answer is: maybe.

Comment 9 cont'd

The Project description also states that future consultation will occur with the Office of Emergency Services and County Fire, and an evacuation plan may or may not be developed. Maybe residents will "shelter in place" in the event of a wildfire. (MND, p. 24.) There is no description of what will occur with respect to planning for an emergency while the roadway is closed for an entire summer.

The MND includes conclusions that the Project will have a less than significant impact on the environment and on public safety, and yet there is not enough information in the MND to even begin to make such conclusions. This violates CEQA.

D. The MND fails to adequately address the Projects' impacts

The MND includes a short discussion of scenic impacts, finding that no designated scenic resources will be impacted. (MND, p. 29.) There is no discussion of how the scenic quality of the site will be degraded and how that will impact the Project's immediate neighbors. Weber Creek is a beautiful creek flowing under a bridge that does not dominate the landscape with wing walls, etc. that will be part of the Project. Further, the Project includes removal of 50 trees, and realignment of the creek complete with "rock slope protection" of 160 feet of the creek bed. (See MND, p. 44.)

Comment 10

The Project area will be stripped of trees, the new bridge will have a higher profile and associated wing walls, and Weber Creek will be reduced to something that will look like an urban drainage ditch. And the MND fails to even discuss these visual impacts. Newtown Road may not be a designated scenic roadway, but the visual impacts of the Project have not been adequately disclosed or discussed in the MND.

The MND also discusses potential safety impacts by referring back to the section of the document that defers analysis and mitigation to some point in the future. (MND, p. 68.) There is an obvious and potentially significant impact to safety that will result from closing Newtown Road for an entire summer, and the MND fails to even discuss it. This, along with potentially significant impacts to Oak trees, aesthetics, cultural resources (identified but vaguely described in the MND), trigger the need for an EIR.

Comment 11

If, despite the fact that there is no justification for the Project and for expending taxpayer money and harming the environment, the County determines that it wishes to move forward with the Project, a full EIR is required.

E. Standard for use of a Negative Declaration

Where, as here, there is substantial evidence in the record to support a fair argument that the proposed project may have a significant effect on the environment, preparation of an EIR is required. (PRC §§ 21100, 21151; CEQA Guidelines § 15064; *Communities for a Better Environment v. South Coast Air Quality Mgmt. Dist.* (2010) 48

Comment 12

Cal.4th 310, 319.)

The standard in reviewing an agency's decision not to prepare an EIR for a project is subject to the "fair argument test" and is *not* reviewed under the substantial evidence test that governs review of agency determinations under Public Resources Code sections 21168 and 21168.5. The "substantial evidence test" that generally applies to review of an agency's compliance with CEQA provides that if any substantial evidence in the record supports the agency's determination, then the determination will remain undisturbed.

Comment 12 cont'd

In stark contrast, an agency's decision to omit the preparation of an EIR will not stand if *any* substantial evidence in the record would support a fair argument that the Project *may* have a significant effect on the environment. (*No Oil, Inc. v. city of Los Angeles* (1974) 13 Cal.3d 68, 75; *Friends of "B" Street v. City of Hayward* (1980) 106 Cal.App.3d 988, 1000-1003; Pub. Resources Code § 21151.)

Because of the flaws in the project description and the deferral of analysis and development of mitigation measures, the MND fails disclose and to adequately analyze all areas of impact. Also, there is substantial evidence to support a fair argument that the Project impacts discussed above *may* be significant. A full EIR should be prepared.

F. Conclusion

For the reasons set forth above, the County should reject the Project because it is unnecessary. To approve an unnecessary project at the expense of taxpayer funds and harm to the environment simply cannot be justified through the weak explanation that there is a flooding risk, despite the Project not being located in a flood plain. This weakness will carry over to the moment when the Board of Supervisors will need to justify the taking of property through eminent domain based upon this same, flimsy reasoning.

We also believe that if the County wishes to move forward with the Project, the MND fails to meet the requirements of the California Environmental Quality Act. For these reasons, we believe the document should be withdrawn and a revised environmental document, a full EIR, should be prepared.

Very truly yours,

Marsha A. Burch
Attorney

cc: Wanda Nagel

California Senate Committee Passes Bill Creating Inspector General to Investigate Whistleblower Complaints

The California Senate Committee on Transportation passed SB-13x, which creates the Office of Inspector General for Transportation (OTIG) in the State of California. The bill is now under consideration by the Senate Appropriations Committee. SB-13x was introduced in response to "constant examples within Caltrans of waste, fraud, inefficiencies" and "reports of falsified data in the testing of bridge safety". According to proponents of SB-13x, the OTIG will be tasked with overseeing the billions of dollars that are spent each year by California's transportation agencies, including Caltrans, and the High Speed Rail Authority (HSRA). The OTIG will identify fraud, conduct investigations, respond to whistleblower complaints, and "ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. Federal and state transportation agencies are tasked with spending billions of dollars a year on transportation projects such as local streets, highways, bridges, railroads, and improvements to trade corridors. The State of California is projected to spend $11.4 billion in the 2015-16 fiscal year, and will need at least $137 billion in funds to repair deteriorating streets and highways over the next 10 years. A lack of specialized oversight over these programs makes them vulnerable to fraud, waste and abuse. Among the common types of fraud schemes in these program areas are bid rigging among competing contractors, billing fraud by engineers and other consultants, false test results, product substitution, false

invoices, tax avoidance, money laundering, bribery, and conflicts of interest. According to proponents of SB-13x, the OTIG will provide a significant return on investment for California taxpayers. Similar to the Federal Inspector General,...

Bridge Inspections / Sufficiency Ratings

- Each bridge is thoroughly inspected by Caltrans every two years and rated on 140 elements

- *Given a Sufficiency Rating (SR) score of 0* to 100

- Rating is overall measure of the bridge condition and sufficiency to remain in service

- Used to determine eligibility for federal funds and prioritization

HBP Funding Eligibility Criteria

HBP Funding Eligibility Criteria

- SR < 80 is eligible for Rehabilitation
- SR < 50 is eligible for Replacement
- Must be rated either Structurally Deficient (SD) or Functionally Obsolete (FO).
- SD: Limitations of the structural condition of the bridge, such as weight limits or load capacity.
- FO: Built to standards that are not used today, such as inadequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand.

T0 Concerned Citizens,

Presently, the local EL Dorado County D.O.T. project, "Replacement of Bridge #25C0033":

Is a "Poster Child" on why we desperately need SB x-13, or something similar. The obvious and total falsification of data to "load" up the cost and unnecessary expenses; just to get largest amounts of funds, transferred to the County is phenomenal! Not to mention, with this particular project, there are several unnecessary and serious, 'Safety' concerns as well.

1. Why replace a bridge, that is rated by C Tr s with a c rent "efficien rating" o 0.2%, when it would not be replaced, until it l to 0% or less Cal Trans's ra ng for rep cement. **Note***(This is **NOT a *safety rating*!!**-T ***sa y ratings*** e, **99.1, 99.8 9.99, 99 99.99**) This is strictly for funding!! Also why spend great sums of money and time, trying to do so? Obsessively so? See Item #1 on fact sheet

2. Why skew local traffic counts by any means possible? (Taking them in hi traffic areas, and applying them to an area of a much lower count) then blatantly just falsifying the amounts? See Item #2 on fact sheet

3. Outright lying about "flooding incidents", and flooding areas, (this bridge isn't even in a "flood plain") Not even in an 'area of 0.2% chance' according to FEMA and their recent 9/08 mapping. (FIRM map#06017C0800E) See "Flooding" Item #3 on fact sheet

4. Why replace a properly designed and working bridge, that has *never* had a flooding event, has design properties that are proven, and *safe*. Replaced by an oversized, costly, and poorly designed, ecologically disastrous fiasco? With millions being spent to install huge retaining walls, oversized shoulders, where none are needed? Then, changing the natural flow of the creek. Experienced and trustworthy, engineers, will tell you this is a VERY BAD idea!! Leads to failures on a large scale. (See letter attached dated 7/11/18)

5. Taking large amounts of resident's property, destructively and totally against their will. Putting lives in danger by closing, for *several* fire seasons, the only reasonable and safe fire evacuation route, for numerous families on Newtown Rd., a high fire danger area!

Then, with El Dorado County, continually, trying to justify all this in the name of "Safety" is ludicrous and criminal!! Not to mention spending excessive time and money, just to get the funds!! The local residents do not want or need to spend their hard earned tax dollars, on an expensive and unnecessary scheme, so a poorly run, inefficient County, can maintain their status quo by falsifying information and documentation to the Federal Government and the people who pay their salaries.

Comment 18
Comment 17
Comment 16
Comment 15
Comment 14
Comment 13

See the following fact sheets, to support these findings, along with a map, showing where traffic counts were taken and falsely applied. Also enclosed is a letter from an *independent* and extremely qualified bridge engineer, who has impeccable credentials and experience.

There are many other issues too numerous, to be included in this report. In trying to save time and space, they as well, are serious and noteworthy, but can be summed up in the phrase: "Follow the Money"

The shockingly blatant criminal behavior of County and Cal Trans employees in this project, and the amounts of taxpayer's loss is difficult to even appraise; but it is obvious, this kind of behavior is ***not*** a 'one time thing'. ***Alarmingly***, it should be noted, presently, in El Dorado County there are perhaps as many as **70 + bridges** scheduled for replacement, some already in progress, others, in our near future. How do we protect our selves, and the citizens of El Dorado County from this crime? Please help!!!

*Please Note: The material used in this report, is an extremely small amount of what is available. Pages, numbering in the hundreds probably even thousands; were taken primarily from the Counties own material, acquired legally, through Public Records Request, or private means.

All statements of conditions either by the County or writer, can be verified by an abundance of documentation, for proof. Available to anyone requesting it.

Fact Sheet 1

Item #1. This is ***not*** a safety rating, This is a *FUNDING* rating, with an over all measure to determine "eligibility" for **Federal funds** under the HIGHWAY BRIDGE PROGRAM, (HBP). The safety ratings included in these reports, are as follows: Overall *health* index of this bridge = **99.1**, The load factors, including truck loads and traffic counts = **99.8**, Route clearances, vertical- **99.99**, clearances over bridge & roadway = **99.99.** The over all 'operating rating' = **99.8**. The obvious health and safety of the bridge, has been responsible for an updated index: of **80.2**, by the U.S. Dept. of *Transportation Federal Highway Administration!!*
(See Memorandum of Nov. 15th 2011 in the FHWA – PD-96-001 for bridge #25C0033)

Comment 21

Comment 20

Comment 19

This action removes it from even a *repair* rating of 80%, or less!! More '*importantly*', it ***Removes*** the ***availability*** for the County to *receive Federal funding* for this project!! Obviously, thus, showing, the Federal highway Admin. Did ***not*** approve of this bridge being, ***removed*** and ***replaced!*** Even with the skewed traffic counts, and minor flaws!!
See FHWA – PD-96-001 for bridge #25C0033, or #77122. (Copy of this memorandum included in attached packet)

With this fact being made public, the County has tried to do *anything* to get these funds for this bridge, including falsifying the traffic counts, and the *outright lies* about flooding events! Then desperately, trying to keep the general public from knowing!
See Item #4c, "not necessary to inform the public"
(see Item #2, with map, & Item 3, on fact sheets)
See FHWA – PD-96-001 for bridge#25C0033, or #77122. (Copy of this memorandum included in attached packet)

Item #2 See map of traffic count locations, and the immediate areas they service, as the colored lines, (blue & orange) display. You will see the majority of traffic is directed to those localized roads and not continuing on to the bridge at all. This can be substantiated by viewing the location and number of accidents reported on the list of accidents. (See 2004, 2005, 2006, 2007, CHP accident summary Item # 2-A)

Item #3 Flooding: (See the "1997 Flooding Eye Witness Account")
To support this, from the County's own reports, "The bridge and this area, are ***not*** even ***"in"*** a mapped, or marked flood plain"!!! Not even close!! (See Items #3-A & #3-B) and (the letter, of 7/11/18, by the independent Engineer Mr. R. Vincent)

Fact Sheet 2

Item #4 At last count the cost of this was moving up to 9, or 10 million dollars!! Every time they added another item to this fiasco, such as huge retaining walls, added wider (4 feet) shoulder widths, even though the other 6 miles of the road doesn't have or need them. In fact the bridge has more width of shoulder, (just not all paved) than the road itself and many cars stop there for any number of reasons, as it is the only place you can!!

*The current bridge has full 12' width traffic lanes, as well as the *road in both directions?* Yet they keep repeating how they are going to improve the traffic lanes to 12', costing more money to do it!

FHWA-PD-96-001

25C0033
or 77122

New Code Rating of 80.2

Bridge Inspection

Tunnel Inspection

Bridge Preservation

Bridge Management

Bridge Programs

Load Rating

NBIS

U.S. Department of Transportation
Federal Highway Administration

MEMORANDUM

Subject: ACTION-Revisions to the Recording and Coding Guide for the Structure, Inventory and Appraisal of the Nation's Bridges (Coding Guide) Items 63 and 65, Method Used to Determine Operating and Inventory Ratings

Date: November 15, 2011

From: /s/ Original Signed by
M. Myint Lwin, P.E., S.E. Director,
Office of Bridge Technology

Refer To: HIBT-30

To: Federal Lands Highway Division Engineers
Division Administrators

The purpose of this memorandum is to notify your offices that we are revising the National Bridge Inventory (NBI) Item 63 - Method Used to Determine Operating Rating, and Item 65 - Method Used to Determine Inventory Rating

6	Load Factor (LF) rating reported by rating factor (RF) method using MS18 loading.
7	Allowable Stress (AS) rating reported by rating factor (RF) method using MS18 loading.
8	Load and Resistance Factor Rating (LRFR) rating reported by rating factor (RF) method using HL-93 loadings.
A	Assigned rating based on Load Factor Design (LFD) reported in metric tons
B	Assigned ratings based on Allowable Stress Design (ASD) reported in metric tons
C	Assigned ratings based on Load and Resistance Factor Design (LRFD) reported in metric tons
D	Assigned rating based on Load Factor Design (LFD) reported by rating factor (RF) using MS18 loading
E	Assigned ratings based on Allowable Stress Design (ASD) reported by rating factor (RF) using MS18 loadings
F	Assigned ratings based on Load and Resistance Factor Design (LRFD) reported by rating factor (RF) using HL93 loadings

Code 0 is to be used when the load rating is determined by field evaluation and documented engineering judgment, typically done when plans are not available or in cases of severe deterioration. Field evaluation and engineering judgment ratings must be documented.

Code 5 is to be used when the bridge has not been load rated or load rating documentation does not exist.

PDF files can be viewed with the Acrobat® Reader®

FHWA-PD-96-001

25C0033
or 77122

New Code Rating of 80.2

Bridge Inspection

Tunnel Inspection

Bridge Preservation

Bridge Management

Bridge Programs

Load Rating

NBIS

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Division Administrators

The purpose of this memorandum is to notify your offices that we are revising the National Bridge Inventory (NBI) Item 63 - Method Used to Determine Operating Rating, and Item 65 - Method Used to Determine Inventory Rating

in the Coding Guide report number, FHWA-PD-96-001. Following are the six new codes for the items. These codes are being added to properly identify Assigned Load Ratings.

A	Assigned rating based on Load Factor Design (LFD) reported in metric tons
B	Assigned ratings based on Allowable Stress Design (ASD) reported in metric tons
C	Assigned ratings based on Load and Resistance Factor Design (LRFD) reported in metric tons
D	Assigned rating based on Load Factor Design (LFD) reported by rating factor (RF) using MS18 loading
E	Assigned ratings based on *Allowable Stress Design* (ASD) reported by rating factor (RF) using MS18 loadings
F	Assigned ratings based on Load and Resistance Factor Design (LRFD) reported by rating factor (RF) using HL93 loadings

All new bridges entered into the NBI inventory are expected to use these new codes if an assigned load rating method was used. Past bridges that used and meet the requirements for assigned load ratings are to be re-coded indicating the correct method by the April 2014 NBI submittal.

If there are any questions regarding these codes please direct them to Ann.Shemaka@dot.gov, 202-366-1575, or Gary.Moss@dot.gov, 202-366-4654.

Attached are the revised coding guide pages that contain the complete list of codes that are available for these 2 :ems.

Attachment

Item 63 - Method Used to Determine Operating Rating
1 digit

Item 63 - Method Used to Determine Inventory Rating
1 digit

Use one of the codes below to indicate which load rating method was used to determine the Operating Rating/Inventory Rating in *Item 64/Item 66 for this structure.*

0	Field evaluation and documented engineering judgment
1	Load Factor (LF)
2	Allowable Stress (AS)
3	Load and Resistance Factor (LRFR)
4	Load Testing
5	No rating analysis or evaluation performed

6	Load Factor (LF) rating reported by rating factor (RF) method using MS18 loading.
7	Allowable Stress (AS) rating reported by rating factor (RF) method using MS18 loading.
8	Load and Resistance Factor Rating (LRFR) rating reported by rating factor (RF) method using HL-93 loadings.
A	Assigned rating based on Load Factor Design (LFD) reported in metric tons
B	Assigned ratings based on Allowable Stress Design (ASD) reported in metric tons
C	Assigned ratings based on Load and Resistance Factor Design (LRFD) reported in metric tons
D	Assigned rating based on Load Factor Design (LFD) reported by rating factor (RF) using MS18 loading
E	Assigned ratings based on Allowable Stress Design (ASD) reported by rating factor (RF) using MS18 loadings
F	Assigned ratings based on Load and Resistance Factor Design (LRFD) reported by rating factor (RF) using HL93 loadings

Code 0 is to be used when the load rating is determined by field evaluation and documented engineering judgment, typically done when plans are not available or in cases of severe deterioration. Field evaluation and engineering judgment ratings must be documented.

Code 5 is to be used when the bridge has not been load rated or load rating documentation does not exist.

PDF files can be viewed with the Acrobat® Reader®

EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION

2006 C.H.P. ACCIDENT SUMMARY FOR NEWTOWN RD FROM MP-0 TO MP-6.0

Report Date: 10/22/2007

The following accident data is based on the C.H.P. Accident Reports for the one year period from January 1, 2006, through December 31, 2006.

The following code numbers have been used to classify the various major types of accidents:

1 = Headon	2 = Sideswipe	3 = Rearend
4 = Broadside	5 = Hit Object	6 = Overturned
7 = Pedestrian Involved	8 = Bicycle Involved	9 = Animal Involved
10 = Parked Vehicle Involved	11 = Snow Removal Equip. Involved	12 = Other
13 = Motorcycle Involved	14 = School Bus Involved	

Street	Mile Post	Dist.	Dir.		Cross Street	Injuried	Killed	Involved	Time	Cond.	Imp.	Code	Involved
NEWTOWN RD	0.30	200	SOUTH	of	PARKWAY DR	0	0	1	DAY	WET	HNBD	6	CAR
NEWTOWN RD	0.31	1584	NORTH	of	IVY KNOLL DR	0	0	1	DAY	DRY	HNBD	5	TRANSFER
NEWTOWN RD	0.41	1056	NORTH	of	IVY KNOLL DR	0	0	1	DARK	DRY	HNBD	5	CAR
NEWTOWN RD	0.57	211	NORTH	of	IVY KNOLL DR	2	0	1	DAY	DRY	HNBD	5	CAR
NEWTOWN RD	0.69	422	SOUTH	of	IVY KNOLL DR	0	0	1	DARK	WET	DUI	5	CAR
NEWTOWN RD	0.71	528	SOUTH	of	IVY KNOLL DR	0	0	1	DARK	WET	HNBD	12	CAR
NEWTOWN RD	2.04	264	SOUTH	of	HALFMOON DR	3	0	1	DAY	DRY	HNBD	5	CAR
NEWTOWN RD	2.10	1584	SOUTH	of	FT JIM RD (N)	0	0	2	DAY	DRY	HNBD	1	CAR - PU
NEWTOWN RD	3.29	1584	SOUTH	of	GREEN CANYON RD	1	0	1	DAY	WET	HNBD	5	CAR
NEWTOWN RD	4.13	792	NORTH	of	PASO WY	1	0	1	DAY	DRY	DUI	5	CAR
NEWTOWN RD	4.77	60	SOUTH	of	FT JIM RD (S)	0	0	1	DARK	DRY	DUI	5	PU
NEWTOWN RD	5.11	0	AT	of	SNOWS RD	0	0	2	DAY	DRY	HNBD	3	CAR - PU
NEWTOWN RD	5.81	1030	SOUTH	of	STARKES GRADE R	0	0	2	DAY	DRY	HNBD	2	CAR - CAR

Total Number of Accidents: 13

Total Number of Injuries: 7

Total Number of Fatalities: 0

EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION

2007 C.H.P. ACCIDENT SUMMARY FOR NEWTOWN RD FROM MP-0 TO MP-6.0

Report Date: 10/22/2007

The following accident data is based on the C.H.P. Accident Reports for the one year period from January 1, 2007, through December 31, 2007.

The following code numbers have been used to classify the various major types of accidents:

1 = Headon	2 = Sideswipe	3 = Rearend
4 = Broadside	5 = Hit Object	6 = Overturned
7 = Pedestrian Involved	8 = Bicycle Involved	9 = Animal Involved
10 = Parked Vehicle Involved	11 = Snow Removal Equip. Involved	12 = Other
13 = Motorcycle Involved	14 = School Bus Involved	

Street	Mile Post	Dist.	Dir.		Cross Street	Injuried	Killed	Involved	Time	Cond.	Imp.	Code	Invol
NEWTOWN RD	1.82	686	EAST	of	HALFMOON DR	1	0	2	DAY	DRY	HNBD	4	CAR – C
NEWTOWN RD	1.99	1584	NORTH	of	HALFMOON DR	0	0	1	DAY	DRY	HNBD	9	PU
NEWTOWN RD	4.79	35	SOUTH	of	FORT JIM RD (E)	1	0	1	DARK	DRY	DUI	5	CAR
NEWTOWN RD	5.37	85	SOUTH	of	FRIENDSHIP HILL RD	0	0	1	DAY	DRY	HNBD	6	PU

Total Number of Accidents: 4

Total Number of Injuries: 2

Total Number of Fatalities: 0

EL DORADO COUNTY
COMMUNITY DEVELOPMENT AGENCY: TRANSPORTATION DIVISION

Count Summary Beginning: **May 23, 2014**

Count Station:	1100084	Counter ID:	63
City/Town:	Pleasant Valley	Mile Post:	5.94
Road Name:	Newtown Rd.	Location:	500 ft N. of Pleasant Valley Rd.
Lanes:	2	Direction:	EASTBOUND

Date	25	26	27	28	29	23	24	Weekly	Wk Day
Day	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average	Avg.
Time									Non-holiday
100	5	5	8	4	4	6	10		6
200	2	1	3	3	2	3	5		3
300	3	0	0	1	1	2	3		1
400	4	2	4	3	3	6	3		4
500	1	4	3	2	0	2	2		2
600	2	5	24	30	16	14	3		21
700	9	14	57	58	58	58	19		58
800	31	27	118	122	129	100	30		117
900	39	44	112	120	125	102	59		115
1000	66	58	76	62	76	83	60		74
1100	76	66	44	71	58	89	83		66
1200	79	64	59	85	61	81	88		72
1300	103	72	74	77	78	87	70		79
1400	76	66	77	92	82	106	95		89
1500	70	71	104	93	88	118	106		101
1600	72	78	99	103	108	116	97		107
1700	74	79	113	99	96	96	91		101
1800	72	57	111	96	96	89	74		98
1900	53	55	72	76	89	68	51		76
2000	46	48	73	72	47	53	47		61
2100	40	42	29	46	28	43	46		37
2200	39	24	20	32	22	25	30		25
2300	20	16	10	12	24	18	34		16
2400	11	5	8	9	9	11	10		9
Totals	993	903	1298	1368	1300	1376	1116	1193	1338
AM Peak Hr	12:00	11:00	8:00	8:00	8:00	9:00	12:00		8:00
AM Count	79	66	118	122	129	102	88		117
PM Peak Hr	1:00	5:00	5:00	4:00	4:00	3:00	3:00		4:00
PM Count	103	79	113	103	108	118	106		107

Memorial Day holiday

TOTAL ADT (Non-Holiday): **2,741** ?

How do they get this number?

ITEM 3A

NOT IN Flood PLAIN

C. Channel Changes
The existing South Fork Weber creek channel is lined with rock.

D. Existing Facilities
There are existing plastic and corrugated metal pipes and a 10.75' x 7.5' corrugated metal pipe arch (CMPA) section in the upstream end of the bridge within the project limits.

E. Future Facilities
The El Dorado Planning Department was contacted regarding any future developments within the project limits and they said none were anticipated within the next 10 years.

F. Lined Ditches and Gutters
Asphalt lined high side of super gutters will be provided, where necessary. In some areas *unlined toe of slope gutters will be provided with the furthest downstream portions lined* with RSP.

G. Floodplain Issues and Environmental Mitigation Measures
The Newtown Road/ South Fork Weber Creek project area is not in a mapped FEMA Flood Plain (or FIRM map # 06017C0800E, effective date 9/26/2008).

H. Problems of Debris, Sedimentation, Erosion/Scour, and Bank Protection
There is an existing 3.5' deep scour hole just downstream of the existing 10.75' X 7.5' CMPA and under the CIP Concrete slab portion of the bridge. The Bridge footings will be designed in such a manner as to mitigate against potential scour.

No other areas within the project limit show evidence of scour or erosion.

I. Creeks-Water District Jurisdictions
To be determined.

i. Temporary Divisions During Construction
Construction of all storm drainage facilities must occur during the dry summer months.

During the bridge replacement the Contractor will be required to divert flow from S. F. Weber Creek around the construction site.

ii. Conditions of Existing Pipe Outfalls to Creek
See discussion under topic II. G. Unusual and Special Conditions, Problems of Debris, Sedimentation, Erosion/Scour and Bank Protection above.

iii. Abandonment of Existing Outfalls to Creeks
None.

iv. Proposed New Outfalls to Creeks

Preliminary Environmental Investigation
Notes to Support the Conclusions of the PES Form
(May Also Include Continuation of Detailed Project Description)

Brief Explanation of How Project Complies, or Will Comply with Applicable Federal Mandate (Part A):

1. No future construction required.
2. Potential detour (onto Old Fort Jim Rd) may be controversial. Bridge replacement is not controversial.
3. *No added lanes. No significant change in alignments.*
4. This project is roadway widening that requires minor excavation in rural area and we don't anticipate adverse construction noise. Do not anticipate pile driving
5. Website indicates Particulate Matter- PM 2.5 in areas including El Dorado County.
6. Reconstructing Bridges.
7. Skip per question #6.
8. Skip per question #6.
9. No sign for hazardous materials within or immediately adjacent to the construction area. The project is not near any known gas station, landfill, rail yard or site with potential for hazardous waster. Generally rural & undeveloped.
10. Project is within existing roadway. There will be impacts to existing stream bed. The impact to water resources will be reduced by controlled "water pollution" measures performing construction during summer.
11. This project is not located within a designated sole-source acquifer.
12. *The project is located in El Dorado County and is not within the State Coastal Zone, San Francisco Bay or Suisun Marsh.*
13. According to FEMA FIRM Map # 06017C0800E (9/26/08) project is not within 100-year base flood. but it is located in Zone X (Areas determined to be outside the 0.2% annual chance of floodplain).
14. No. This project is not within or immediately adjacent to any of the National or California Wild and Scenic River Systems located on the Caltrans website (Chapter 19-Wild and Scenic Rivers).
15. To be Determined.
16. To be Determined.
17. To be Determined.
18. To be Determined.
19. No, standard special provisions preclude introduction of invasive species.

ITEM 3C

5. Website indicates Particulate Matter- PM 2.5 in areas including El Dorado County.

6. Reconstructing Bridges.

7. Skip per question #6.

8. Skip per question #6.

9. No sign for hazardous materials within or immediately adjacent to the construction area. The project is not near any known gas station, landfill, rail yard or site with potential for hazardous waster. Generally rural & undeveloped.

10. Project is within existing roadway. There will be impacts to existing stream bed. The impact to water resources will be reduced by controlled "water pollution" measures performing construction during summer.

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13. According to FEMA FIRM Map # 06017C0800E (9/26/08) project is not within 100-year base flood, but it is located in Zone X (Areas determined to be outside the 0.2% annual chance of floodplain).

14. No. This project is not within or immediately adjacent to any of the National or California Wild and Scenic River Systems located on the Caltrans website (Chapter 19-Wild and Scenic Rivers).

15. To be Determined.

16. To be Determined.

17. To be Determined.

18. To be Determined.

19. No, standard special provisions preclude introduction of invasive species.

E. Preliminary Environmental Document Classification (NEPA)

Based on the evaluation of the project, the environmental document to be developed should be:

Check one:

- ☐ Environmental Impact Statement (*Note: Engagement with participating agencies in accordance with SAFETEA-LU Section 6002 required*)
  - ☐ Compliance with SAFETEA-LU Section 6002 regarding Participating Agencies required
- ☐ Complex Environmental Assessment
- ☐ Routine Environmental Assessment
- ☐ Categorical Exclusion without required technical studies.
- ☒ Categorical Exclusion with required technical studies

(if Categorical Exclusion is selected, check one of the following):

- ☒ Section 6004
  - ☐ 23 CFR 771 activity (c)(____)
  - ☒ 23 CFR 771 activity (d) (3)
  - ☐ Activity ____ listed in the Section 6004 MOU
- ☐ Section 6005

F. Public Availability and Public Hearing

Check as applicable:

- ☒ Not Required
- ☐ Notice of Availability of Environmental Document
- ☐ Public Meeting
- ☐ Notice of Opportunity for a Public Hearing
- ☐ Public Hearing Required

G. Signatures

Local Agency Staff and/or Consultant Signature

(Signature of Preparer)	9/27/16 (Date)	530-621-5926 (Telephone No.)

RICHARD R CARTER
(Name)

Local Agency Project Engineer Signature

This document was prepared under my supervision, in accordance with the *Local Assistance Procedures Manual*, Exhibit 6-B, "Instructions for Completing the Preliminary Environmental Study Form."

(Signature of Local Agency)	(Date)	(Telephone No.)

COMMUNITY DEVELOPMENT AGENCY,
TRANSPORTATION DIVISION

ROADWAY DESIGN DIVISION
2850 Fairlane Court
Placerville, CA 95667
Phone: (530) 621-5911
Fax: (530) 626-0387

KIMBERRLY A. KERR
Interim Director of
Department of
Transportation

Internet Web Site:
http://edcgov.us/dot

MAIN OFFICE:
2850 Fairlane Court
Placerville CA 95667
Phone: (530) 621-5900
Fax: (530) 626-0387

September 10, 2013

Scott Straub
Office of Structures Local Assistance
Caltrans – District 3
P.O. Box 911
Marysville, CA 95901-0911

Subject: **Request Approval to Replace Bridge with Sufficiency Rating >50, State Bridge No. 25C0033, Newtown Road at South Fork Weber Creek (County CIP # 77122, FHWA HBP Project # BRLS-5925(086))**
-REQUEST EXPEDITED REVIEW PROCESS

This cover letter and attached forms and documentation are to request approval to replace bridge with a sufficiency rating greater than 50 and a scope/cost/ schedule change.

On January 22, 2013 the County sent Harminder Basi, Office of Local Assistance a request for an HBP Scope/Cost/Schedule change, which was not approved by Caltrans.

On March 21, 2013 the County sent your office a request to replace the bridge with a *sufficiency rating greater than 50, in which we never received approval.*

On May 10, 2013 Matt Smeltzer, Deputy Director of County Engineering Division; Adam Bane, County Project Manager and myself, project engineer met with you in the field to discuss the scope of the project. You said something to the effect that you could not see the HBP program approving 400 linear feet of retaining walls along the roadway at the bridge approaches. You also said something to the effect that the HBP program would most likely approve replacing the bridge instead of rehabilitating the bridge if the County could demonstrate that the existing bridge could not pass a 100-year storm event without flooding Newtown Road.

The project footprint has been since down scop[illegible]ary 2013 submittal to Harminder, due to your concerns and co[illegible]s and the County Board of Supervisors. See attached co[illegible]he proposed Conspan/bridge w alignment, roadway alignm[illegible] super-elevation diagram. The project footprint now lies[illegible]delines of 200' roadway approach improvements on either [illegible]

How can you demonstrate a 100 yr Flood? You Lie about it!!

In summary, we believe the bridge is justified for replacement, as stated in the Newtown Fac Sheet because:

There are five existing tight horizontal curves within the proposed project limits, from 400' south to 400' north of the existing bridge. The existing horizontal curves vary in length of radius from about 54' to 420'. These horizontal curves may pose a safety hazard. A few local residents have mentione[d] ntrol traveling northbound Newtown road[way] have been observed by local residents[,] n the one recorded accident, the accident repor[t] bound on Newtown Rd in icy conditions[,] ff the embankment and hit a tree on the northwest side [of] er Creek.

Through out the County's planning and Request for funds, they refer to the Flooding event at the bridge, hundreds of times, as a 'safety concern' **As if it were true!!**

C. Safety Improvements:

THEY ARE 12'

The project proposes the following features that will improve driver safety:

- Widen lane widths to 12' wide and shoulders to 4' wide.
- Straighten out a portion of the existing roadway alignment south of the bridge, as a result of conforming to existing roadway horizontal and vertical curves.
- Increase the capacity of the bridge to pass a Q100 storm event with 1' freeboard to the proposed roadway finished grade. (Our preliminary calculations indicate the existing bridge will flood at any storm events greater than a 10-year return period.)
- Enlarge existing toe of slope gutters and provide an under drain under the Newtown edge of pavement in areas below the existing cut slopes.

D. Total Project Cost:

How do they get This amount of money??

Preliminary Engineering	$1,112,000
Right of Way	$274,000
Direct Construction Cost	$3,555,000
Construction Management	$628,000
Total Project Cost (2012 Dollars)	$5,569,000

much MORE NOW!

2. FEATURES REQUIRING AN EXCEPTION

A. Shoulder Width

Nonstandard Feature(s):
4' shoulder widths

1997 Flooding Eye Witness Account

All listed calculation of possible flooding at the bridge, in their reports, shows that all flooding calculation of the area and the bridge site were done, by D.O.T. County employees.....who would obviously have a compulsion to "Make it Fit" and stretch the truth! As we have verification of them doing routinely, with this project. As the following account will prove!

The flooding event that has been recounted many time by the County is totally misleading in fact. For in fact, I and my husband, were the property o[illegible]ers involved, and we called the County in Dec. of '97 due to the continued failure of the c[illegible]nty to maintain and clean the drainage ditches running on the uphill side of Newtown [illegible]., uphill from our driveway and the bridge in question.

Comment 23

There may be as much as 1000' lineal length uphill, of ditch with two culverts of adequate size to divert the run off, under the road, emptying into the creek and bypassing our driveway entrance. ONLY if they are maintained!!

After several years of fighting to keep the non-maintained ditch flow and debris from flooding our driveway and the road over the bridge, the county again failed it's maintenance of the ditches!! We called them to come out and take care of it!! We were losing our driveway every year, and were getting tired of it!!!

The ditch water flooding over the bridge, in Dec. of '97 was a traffic hazard, and a 'flooded' sign was posted. No ditch clearing was done!! To our dismay.

But the ditch water was flowing across the road, over the bridge, then dropping 10' or 12' into the creek flow, ***under*** the bridge!! To say the bridge flooded, by the creek water, by the County...is shocking!! It was an impossibility then and now!! You would have to have a flood of Biblical proportions, before that is even close to possible!! If the water was that high in '97, my home and every home on Newtown Rd. down stream would have been washed away !! You would have had to have a wall of water at least 12 to 15' high to accomplish such a flood!!! Then in 1998, according to the local rain reports, we had another 10" above 1997 totals!! Where were the flooding reports then?

The water was not even close to "going over the bridge " from the creek!! It was coming down the road from the uphill side at the unmaintained ditches!!

Also in '98, my driveway again washed away, due to the County not clearing the ditches. I have a very good reason to remember this event quite well, as my firefighter husband, had lost his life on a fire in So. Cal. Just a few weeks earlier, and I was fighting the flood in my driveway, by myself, and not able to stop it.

Wanda H. Nagel

Wanda H Nagel

Rex Vincent Engineering

Lic. # 2016-058717

July 11, 2018

To Whom It May Concern:

Comment 26

Comment 25

Comment 24

I was retained by Ms. Nagel to review and comment on the design and installation of the Newtown Road Bridge Replacement Project.

My credentials: I have a Bachelors Degree in Mechanical Engineering, Civil Engineering and Structural Engineering, as well as ASME "N" and "NPT" stamp authorization. I have over 30 years experience in the construction field, ranging from bridge design and installation to include nuclear power plants.

I was specifically asked to review the topographical layout as it pertains to the 100-year flood parameters which the County of El Dorado keeps referring to when it comes to calling the bridge in question "Functionally Obsolete". After reviewing all of the information provided by the County and doing a personal onsite review, checking elevations, determining flood stages, etc. *and utilizing laser levels and setting up a grid by elevation/location, it has been determined that* the area in question does not sit on a flood plane. To further delineate the problem, the City of Placerville (which lies 7 miles Northwest of the site) would have to be 30 feet underwater before any such flood would threaten the existing bridge.

In my opinion, the existing bridge is quite functional. The removal and replacement of the existing bridge with a conspan design (glorified culvert) while attempting to re-route the creek, is an effort in futility. Mother Nature will always win out when it comes to finding the creek's original path. To replace a perfectly functional bridge (see Caltrans Inspection Reports) with a *larger size footprint will increase the area of icing, resulting in a bridge more hazardous in winter* than the existing bridge.

Rex Vincent

Rex Vincent, ME, CE, SE, EE
Consulting Engineer
Placerville, Ca.

cc: Ms. Wanda Nagel
Files

PROFESSIONAL BIO: REX VINCENT

Education:

- Bachelor of Science: Mechanical Engineering
- Associate Degree: Civil / Structural / Electrical Engineering
- ASME "N" and "NP" certified
- QC-I, QC-II & QC-III certification
- ASME, Section 9, Certified Welding Engineer
- AWS certified in all phases
- Graduated Summa Cum Laude, 4.0 g.p.a.

Experience - includes, *inter alia*:

- Project Engineer:
  - RAB, Satsop Nuclear Power Plant, 3 & 5
  - RAB, Hanford Nuclear Reservation, Plant 4
  - Arco Breeder Reactor, Pocatello, Idaho
  - Diablo Canyon, ASME engineer, retrofit valve assembly plant #2
  - I-5 Tuttle River Bridge replacement, after Mt. St. Helen's eruption, Northbound & Southbound
  - Retrofit of shock absorber system (patent design) Tacoma Narrows Bridge
  - Jacksonville Florida: designed and managed installation of trestle span railroad bridge for SEC
  - Retrofit of swing gate bridge across Columbia River, Portland, Oregon
  - Installation of boardwalk / seawall bridge, Corpus Christie, Texas
  - The first U.S. installation of fiber optic cable, from Miami Florida to Savannah, Georgia (three patents designed, all still in use) for Sprint
  - ASME retrofit / initial startup sign-off for plant operation, Seabrook Nuclear Plant, New York
  - ASME retrofit / initial startup sign-off for plant operation, Three Mile Island, Pennsylvania

1ST TRAF. COUNT
2ND TRAFFIC COUNT
CAMINO
CARSON RD
NEWTOWN RD
JIM VALLEY
CHROME RIDGE
SNOW RIDGE
RANCHO DEL SOL
ELDORADO NATIONAL FOREST
AVINSINO CORNER
NEWTOWN
Weber Reservoir
Weber Dam
South Fork Weber Creek
North Fork Weber
PLEASANT VALLEY RD
SNOWS RD
STARKES GRADE RD
SLY PARK RD
95709
95667
50
0 Feet 2000' 4000'
0 Miles 1/4mi. 1/2mi. 3/4mi. 1mi.
0 Kilometers .50km 1km
1
2
3
4
5
6
7
8

TABER QUESTIONS PROJECT, AGAIN

...e: Draft Newtown Geotechnical Report

Monika Pedigo <monika.pedigo@edcgov.us> Mon, Oct 22, 2012 at 11:37 AM
To: Dave Kitzmann <DKitzmann@taberconsultants.com>
Cc: Adam Bane <adam.bane@edcgov.us>

Hello Dave,
The Draft Geotechnical Report looks great and comprehensive.
Here is the County's minor comments on the draft Newtown Geotechnical Report.

Call me if you have any questions or want to discuss further.

Please make the minor comments requested to the Draft Geotechnical Report and submit 1 electronic copy and 1 hard copy of the Draft Geotechnical Report for our project records.

Thank you.

Monika Pedigo
Associate Civil Engineer
El Dorado County DOT-Design Division
530-621-5954
monika.pedigo@edcgov.us

On Thu, Sep 20, 2012 at 3:13 PM, Dave Kitzmann <DKitzmann@taberconsultants.com> wrote:

Hi, Monika,

Here is the draft of the geotechnical report. There are many items that we will likely need to discuss. This isn't a straight forward project.

I apologize this took a bit longer than expected; we've been unusually busy the last month and are trying to get caught up and back to normal.

Cheers,

David Kitzmann, C.E.G.

Taber Consultants

dkitzmann@taberconsultants.com

LIKE TABER SAYS: NOT A GOOD DESIGN!!

FW: draft ISA text for Newtown Rd (77122)

Jeffery Little <Jeffery.Little@sycamoreenv.com> Fri, Mar 1, 2013 at 10:57 AM
To: "monika.pedigo@edcgov.us" <monika.pedigo@edcgov.us>

Monika,

Leane Dunn and I took a look at the ISA. My edits are in bright blue. Leane compares the style of the ISA to one done by Taber. While there are differences, the reports are equivalent.

Comment 27

The Reliance paragraph section 3.7 should reference El Do DOT.

4.4. don't use the singular

Update 4.6 and 5.3 based on the number of properties.

THE DESIGN - NOT AN IMPROVEMENT

5.4 "construction of a new culvert (bridge) beneath Newtown Road" seems awkward. "Road improvements associated with the construction of the new culvert" is a little more broad.

6.1 don't rely on NWIs, even if cited in an EDR. Since an ISA describes the limits of the data, it would be better to add:

According to the EDR Report, the subject property is not mapped as a wetland per the National Wetlands Inventory (1994), subject to the mapping limitations and scale of the NWI map.

Rd Closure by Contractor

To be determined.

IV. Permanent Erosion Control Measures (PCMs)

An Erosion Control Plan will be prepared and included with the contract plans for permanent erosion control features to be placed at the end of construction.

The Contract Document specifications will include a Water Pollution Control special provision, which will require the Contractor to prepare, get approval and implement a Storm Water Pollution Prevention Plan (SWPPP) as a temporary erosion control measure during construction activities.

V. Roadway Drainage Facilities and Structures

Comment 28

The proposed roadway drainage design include[illegible]e installation of HMA Dikes at the edge of pavement and installation of drainage inlets, to i[illegible]cept storm run-off when spreads become excessive. Bicycle proof grates will be recommend[illegible]hroughout the project. IN some areas the roadway run-off will sheet flow off the pavement of Newtown road and be collected in toe-of-slope ditches.

Most likely there will be a need to have a storm drain culvert outlet through the proposed soldier pile wall southeast of the bridge. If so, then a pipe elbow will be install at the downstream end of the cross culvert at the face of wall and a pipe downdrain will be anchored to the wall with RSP at pipe outfall at base of retaining wall.

VI. Unusual Structural Problems

Construction contractor will have to provide temporary emergency access across the creek at all times. General Traffic will be detoured onto Old Fort Jim Rd. Other unusual structural problems to be determined.

Actually Building (2) Bridges?

SEE TABER & SYCAMORE'S QUESTIONS ON DESIGN!

VII. Alteration of Facilities of Other Agencies

A. Federal Agencies, Caltrans, Cities and Counties

None.

B. Flood Control Agencies and Water Districts

To be determined.

C. Utility Companies

Utility relocations to be determined.

VII. Cooperative Agreements and Improvements of Facilities

There are no Cooperative Agreements at this time for this project.

VIII. Diversions

There are no diversions proposed within the project limits. All inlets and pipe alignments have been proposed to be located in such a manner as to be consistent with existing overland storm run-off flow patterns.

Note on Taber & Sycamore Report

1. Taber Drilling did the boring for this project. They were only able to drill so deep, but the boring reports are available, and show the fractured rock not suitable *for foundation. This report, was read and analyzed by the Engineer, Mr. Vincent,* who tried to show the County how they will have to go much deeper, possibly around 40' for this project, and will be into water, which complicates matters, and cost, considerably.

He will be available to discuss his report and the structural drawbacks, as needed. If requested.

Comment 32

Comment 31

Comment 30

Comment 29

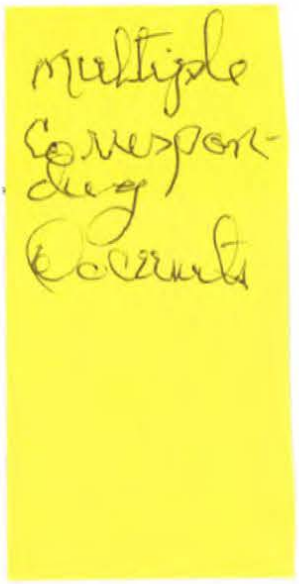
No doubt this is part of what the geologist was referring to in calling it ***"Not a straight forward project."*** *Rerouting a creek referred to in the letter, by Mr.* Vincent, is extremely troublesome, which no doubt The Taber geologist was including in his statement.

2. Sycamore Environmental Consultants

On a report to Monika Pedigo, of D.O.T. Jeffery Little, President of Sycamore, in his report dated Mar. 1, 2013, said "Construction of a new culvert (Bridge) beneath Newtown Road***" seems awkward".***

Furthermore, there was some question as to how the county was *interpreting* the NWI (National Wetlands Inventory Map) of the area. The area of the bridge, at the creek, was not really mapped, as wetlands. Considering it's not even in an area of possible 0.2% flood, or any flood plain, This brings into question, "How could it ever of had the flooding event, Ms. Pedigo, of the El Dorado D.O.T. claims? Especially in viewing the local historical rain totals for the area. (See "rain totals" in facts)

Considering, how hard the County is trying to make this "Fit" a scenario, so they can get "FUNDING" from the HBP, and how many varied professional individuals, are raising red flags about the whole project.....makes the rest of their claims even more suspect!!


multiple
corresponding
records

TRAFFIC COUNT "VICINITY" OF PROJECT P3

100 YR. Flood Plain "STATE" ROUTE NOT SMALL County R/W P7

COUNTY OF EL DORADO
DEPARTMENT OF TRANSPORTATION

Advanced Planning Study

Date: January 31, 2013

To: Project File

From: Monika Pedigo, EDC DOT- Engineering Division M.P.

Subject: **77122 Newtown Rd/ South Fork Weber Creek Bridge Replacement *Project***
APS: Advanced Planning Study

The Design team: Matthew Smeltzer, Adam Bane, Bob Richards and Monika Pedigo have chosen the following Alternative as the most efficient bridge replacement for this project:

Conspan Alt — Proposed 28X7 precast bottomless concrete structure (Conspan), *raised roadway profile, widened roadway, 2% super-elevated* roadway, roadway realignment, retaining walls and creek realignment.

See attached Newtown Fact Sheet for an explanation and justification of this Design alternative as well two exhibits.

Exhibit 1: Roadway Geometrics shows the existing and proposed Newtown Road horizontal alignments. Exhibit 2 shows the proposed horizontal alignment, tangent lengths, curve data, roadway widths, taper areas, roadway profile and roadway super elevation diagram proposed as part of this APS.

All of the attachments were also submitted to Caltrans on 1/22/13, along with other exhibits, as a proposed Scope/Cost/Schedule Change for the HBP program.

NEWTOWN FACT SHEET

District 3 – El Dorado County –Newtown Rd/ South Fork Weber Creek Bridge Replacement Project
HBP Project Number: BRLS 5925(086)
State Bridge No. 25C0033
Total Project Cost: $5,500,000

1. PROPOSED PROJECT

A. Project Description:

The County of El Dorado is proposing to replace the existing PCC Slab Corrugated/ Corrugate Metal Pipe Arch culvert bridge on Newtown Road at South Fork Weber Creek. The Caltrans Bridge Report dated 9/1/2011 indicates that this bridge is "functionally obsolete" because the size of the bridge is not considered adequate for the amount of traffic using the bridge.

NOT ACCEPTABLE TO CALTRANS

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Due to the severe skew that exists between the existing South Fork Weber Creek alignment and the Newtown Rd alignment a prefabricated bottomless concrete arch structure appears to be the most cost effective alternative in this bridge replacement project. The existing roadway alignment is proposed to be raised to accommodate the proposed 28' x 7' bottomless concrete arch structure. The proposed project is to realign existing Newtown Road from 400' south of the proposed end bridge to 400' north of the proposed begin bridge, realign a portion of South Fork Weber Creek in the vicinity of the bridge, build retaining walls and realign a portion of an existing driveway. The proposed realignment of Newtown Road includes 2 horizontal curves. It may be necessary to relocate an existing AT&T pole and raise existing AT&T overhead lines.

B. Existing Facility:

TRAFFIC COUNT see where

This portion of Newtown Road is located south of Highway 50, about 0.7 miles northwest of Snows Road, and provides local traffic with a connection between Pleasant Valley Road and Route 50. The 2010 total Average Daily Traffic was recorded as 2700 vehicles per day, just north of the project site. ADT count was taken 200 yards north of Pioneer Trail Rd or about 2 miles north of existing Newtown Rd/ South Fork Weber Creek Bridge. Newtown Road in this area is a rural arterial road with mountainous terrain, steep grades and sharp horizontal curves.

The project lies within a Medium-Density Residential (MDR) zoned housing area with 1 dwelling unit per 1 to 5 acres. There is one house (#4820 Newtown Rd) immediately southwest of the bridge and about 265' from Newtown Road; otherwise the nearest house is about 2000' away from the existing bridge. This existing house has a driveway located immediately southwest of the existing bridge.

The western portion of the existing bridge is a reinforced concrete slab with about a 45 degree skew, which was built in 1929. In 1950 the bridge was widened to the east with a 10'9" X 7'6" (129" X 90") Corrugated Metal Pipe Arch (CMPA) culvert. (Reference: Caltrans Bridge Inspection Report dated 9/01/2011).

Current lane widths on Newtown Road, within the project limits, are 10' to 11' wide with shoulders varying in width from 0' to 2' within 2 miles of the project.

NOT TRUE LIE! ALL ARE 12'

There are five existing tight horizontal curves within the proposed project limits, from 400' south to 400' north of the existing bridge. The existing horizontal curves vary in length of radius from about 54' to 420'. These horizontal curves may pose a safety hazard. A few local residents have mentioned they have seen motorists that have lost control traveling northbound Newtown road as they approach the bridge. Several accidents have been observed by local residents, but only one accident was recorded by CHP. In the one recorded accident, the accident report indicates that the motorist was traveling northbound on Newtown Rd in icy conditions and lost control of his/her car and drove off the embankment and hit a tree on the northwest side of Newtown Rd/ South Fork Weber Creek.

C. Safety Improvements:

The project proposes the following features that will improve driver safety:

- Widen lane widths to 12' wide and shoulders to 4' wide.
- Straighten out a portion of the existing roadway alignment south of the bridge, as a result of conforming to existing roadway horizontal and vertical curves.
- Increase the capacity of the bridge to pass a Q100 storm event with 1' freeboard to the proposed roadway finished grade. (Our preliminary calculations indicate the existing bridge will flood at any storm events greater than a 10-year return period.)
- Enlarge existing toe of slope gutters and provide an under drain under the Newtown edge of pavement in areas below the existing cut slopes.

D. Total Project Cost:

Preliminary Engineering	$1,112,000
Right of Way	$274,000
Direct Construction Cost	$3,555,000
Construction Management	$628,000
Total Project Cost (2012 Dollars)	$5,569,000

2. FEATURES REQUIRING AN EXCEPTION

A. Shoulder Width

Nonstandard Feature(s):
4' shoulder widths

Standard for Which Exception Is Requested:
ASSHTO: "Geometric Design of Highways and Streets", 2004: Chapter 7: Rural and Urban Arterials, page 448: Exhibit 7-3 indicates that with an ADT of 2700 and a design speed of 30 mph the graded shoulder should be a minimum of 8'.

Reason for Requesting Exception:
ASSHTO: "Geometric Design of Highways and Streets", 2004: Chapter 4: Cross Section Elements, page 314: requires at least 2 feet shoulder for rural roads.

In 2010 an ADT of 2700 was recorded in the vicinity of the project.

A 4' shoulder width is proposed through a majority of the project limits to improve driver safety by providing more recovery area and improved sight distance than existing circumstances and to more closely match existing roadway features adjacent to the project. The shoulder widths in the vicinity of this project do not exceed 2' width.

Added Cost to Make Standard:
Our preliminary cost estimates indicate that building a shoulder width of 8' instead of 4' proposed would result in an increase in cost of about $1,000,000. The majority of the additional costs would be in the roadway approach costs and in the retaining wall costs. The Bridge costs are very similar in the 4' shoulder and the 8' shoulder options.

B. Approach Roadway Length
Nonstandard Feature(s):
400'of roadway realignment in the approach from both the south and the north end bridge stations to conform to the existing roadway requires an exception to the Federal Highway Bridge Program guideline.

Standard for Which Exception Is Requested:
The County requests that the federal participation for the approach roadway length be extended beyond the 200' on both sides of the proposed bridge abutments (as included in Section 6.4.2 of the Caltrans LAPG) for this bridge, which lies on the federal-aid system. The County used the following design criteria for the proposed roadway curve radius and Length (See Exhibit 2 attached):

- Newtown Road Design speed is 30 mph with +2% super-elevation rate, which would require a minimum radius of 273', per AASHTO "Geometric Design of Highways & Streets" eqn. 3-10 & Exhibit 3-16.
- Comfort Speed, per Caltrans HDM Figure 202.2 indicates that w/ e=+2% and v=30mph, the minimum curve radius should be between 300 and 400 feet.
- Newtown Road tangent runoff lengths of 41 feet, per AASHTO equation 3-36 & Exhibit 3-32, are proposed at the project conforms.

- Newtown Road tangent runoff lengths of 166 feet, per AASHTO equation 3-36 & Exhibit 3-32 and Caltrans Highway Design Manual Figure 202.5A are proposed at the proposed super elevation reversal station within the project limits.

Reason for Requesting Exception:

The entire proposed roadway widening south of bridge has been done toward creek to avoid a series of AT&T poles at the top of an existing cut slope. The proposed precast bottomless concrete arch structure requires the existing roadway profile to be raised. The longer conform south of the bridge is necessary to conform the proposed roadway alignment to existing horizontal and vertical curve geometry of the roadway. See attached Exhibits 1 and Exhibit 2. The proposed roadway alignment results in 2 horizontal curves in lieu of the existing 5 horizontal curves. The widening of the roadway toward the creek requires the installation of retaining walls to avoid impacts to the creek capacity and environmental features. The request for the 400-foot roadway conform north of the bridge is required to meet current design standards. If a 200-foot roadway conform were used north of the bridge, then a design exception would be need for nonstandard horizontal curves.

VERY IMPORT. FOR MORE $'s

1.7 mil FOR WALLS MORE $

Added Cost to Make Standard:

It would not be possible to increase the bridge capacity, widen the roadway to 12' lane widths and 8' shoulder widths within 200' of the proposed begin and end bridge due to the constraints of the existing roadway geometry. The project would have to be canceled and the existing funding lost if the 400' roadway approach lengths could not be accepted because the County does not want to build the roadway with nonstandard horizontal alignments.

MORE $'s

C. 100-Year Storm Event Freeboard Requirement

NO Flood!

Nonstandard Feature(s):

Q100 storm event with freeboard to the roadway finished grade and no freeboard to the bridge soffit. The bridge in this case is the proposed 28'x7' precast bottomless concrete arch structure. SMALLER THAN CURRENT!

Standard for Which Exception Is Requested:

- *If the precast bottomless concrete arch structure (28'x7') is considered a bridge because span is greater than 20'*, then LAPM Chp11, "Drainage, Hydraulic Design Criteria, Bridges", page 11-18: requires a 2' freeboard to soffit for the Q50 storm event.
- Per Manual Update to Local Assistance Procedures Manual (LP 12-01), Section 2.8 Projects "On System" Local Road, Design Standards: States that Local Agencies are required to use AASHTO.
- CA Amendments to AASHTO LRFD Bridge Design Specs-3rd Edition, Section 2.6.3 Hydrologic Analysis, 5th bullet: "The floods for waterway openings are the Q50 design flood with adequate freeboard to pass anticipated drift. Q100 base flood without *freeboard, or the flood of record without freeboard, whichever is greater.*"

NOT HERE!

Reason for Requesting Exception:

The County eyewitness accounts are that the worst case flood of record was December 31, 1997 and was estimated to be a 10-year storm event based on rainfall gaging station data from nearby Weber Reservoir. On December 31, 1997 South Fork Weber Creek was observed by County staff to be just about to overtop Newtown Road, which agrees with HECRAS computer model run by County staff.

The County proposes to design the precast bottomless concrete arch structure to replace the existing bridge. The LAPM, page 11-19 indicates the precast bottomless concrete arch structure must pass the Q10 storm event with the headwater below the soffit and must pass the Q100 storm event without damage. Our 28'x7' precast bottomless concrete arch structure design meets this requirement.

The County proposes that the precast bottomless concrete arch structure be designed to pass the Q10 & Q25 storm events with freeboard to the concrete pipe arch soffit and to pass the Q50 & Q100 storm events with freeboard to the proposed roadway finished grade. The proposed precast bottomless concrete arch structure design would be an improvement to the existing conditions and provide protection of Newtown Road for the 100-year storm event. The proposed precast bottomless concrete arch structure will reduce existing maintenance required to remove debris upstream end of the structure under existing conditions.

El Dorado County Drainage Manual dated (Adopted by EDCBOS, Resolution No. 67-95) Section 1.8 Drainage Requirements: indicates that with drainage shed areas greater than 100 acres then the drainage facilities must be designed to pass the Q100 storm event and that all available headwater depth may be utilized. The drainage shed area for the proposed bridge was calculated to be 5.7 square miles or about 3,600 acres. The HECRAS computer model output performed by the County indicates that the proposed 28'x7' precast bottomless concrete arch structure would be under pressure flow for Q100 storm event, but it would pass Q100 without flooding Newtown Road. A summary table of the HECRAS flood surface elevations for existing conditions and proposed 28'x7' precast bottomless concrete arch structure is available upon request. The proposed 28'x7' precast bottomless concrete arch structure will meet current County Design requirements.

The Counties preliminary HECRAS calculations for a larger 28'x9' precast bottomless concrete arch structure (structure) indicate it would pass a Q100 storm event with 1' freeboard, and it would pass a Q50 storm event with a 2' freeboard. But the HECRAS program indicate the 28'x9' structure would result in Q100 water surface elevation downstream of the bridge moving closer to existing downstream residence.

The County prefers the 28'x7' structure design because our preliminary calculations indicate it will not impact the existing 100-year flood limits downstream of the bridge nor impact that residence downstream of the bridge. The preliminary HECRAS runs performed by County staff indicate that a 28'x7' structure would result in Q100 storm

event with 1' freeboard to the proposed roadway finished grade and a 3' freeboard with a Q50 storm event.

The Newtown Road/ South Fork Weber Creek project area is not in a mapped FEMA Flood Plain (or FIRM map).

The Counties proposed precast bottomless concrete arch structure will be 27' wide versus the existing 11' and 20' wide bridge openings upstream and downstream, respectively. The wider bridge will require portions of South Fork Weber Creek to be widened and realigned immediately upstream and downstream of the bridge. The proposed project includes placement of slope protection on the realigned portions of Weber Creek and under the precast bottomless concrete arch structure.

Added Cost to Make Standard:

The preliminary cost estimates indicate that the if the precast bottomless concrete arch *structure is designed to pass the Q100 storm event (28'x9') with 1' of freeboard to the soffit,* then construction would cost about $600,000 more than the current proposed concrete arch culvert (28'x7') for construction.

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If the larger structure is required, then additional right of way acquisitions would also be uired and are estimated to cost $500,000.

Total cost to meet standard of Q100 water surface elevation with 1' freeboard requirement to the soffit would be about $1,100,000.

3. TRAFFIC DATA

EDC DOT 2010 Traffic counts in the area resulted in an ADT of 2700 vehicle per day.

In an EDC BOS approved document in 2006 Dowling & Associates calculated the 2010 Level Of Service as C and the estimated the 2025 ADT to be 4100, with a Level of Service of C.

4. COLLISION ANALYSIS

One CHP recorded accident and several observed accidents. See Topic 1B. "Proposed Project, Existing Conditions" discussion above.

5. INCREMENTAL IMPROVEMENTS

Shoulder Width

The existing shoulder width is 0 feet to 2 feet wide throughout the project limits. The AASHTO advisory shoulder width is 8 feet wide. The proposed shoulder width is 4' wide to

more closely matches existing rural roadway features within and adjacent to the project limits and still improves that safety of the roadway.

Bridge Flood Capacity

The existing bridge passes a 10-year return period flood event with ponding at the *roadway shoulder. Caltrans LAPM advises that a bridge on a state route should pass a 50-*year return period flood with freeboard to the bridge soffit and a 100-year return period flood with no freeboard to the bridge soffit. But this is a rural local road and the County wants to design to AASHTO requirements and pass the worst case flood of record (in this case 10-year) with freeboard.

6. FUTURE CONSTRUCTION

No future projects on Newtown Road or Pleasant Valley Road within the current 10-year CIP.

The following projects are planned for construction in 10-years or more:

GP Proj. No.	Description	Dist. to Project Site/Const. Date
GP173	Pleasant Valley Rd widening-Pearl Place to Big Cut Rd in Diamond Springs	6.5 miles
GP174	Pleasant Valley Rd widening- Big Cut Rd to Cedar Ravine Road	5 miles

7. PROJECT REVIEWS, CONCURRENCE

8/12/10	E-76 Authorization Agreement/Summary signed by Caltrans
10/12/10	Field Review Form Signed by Caltrans (LAPM Exh 7-B)
10/19/11	PES Form signed by Caltrans (Exh 6-A)
9/6/12	EDC DOT Design Management concurrence on the precast bottomless concrete arch structure design alternative with Q100 freeboard to road
9/18/12	EDC DOT Design Management concurrence on roadway geometrics and project limits

8. FEDERAL ACTION

In a phone conversation on November 7, 2012 Harminder Basi of Caltrans District 3 Local Assistance recommended a fact sheet be submitted with the Newtown Road/ South Fork Weber Creek bridge replacement project Scope/Cost/Schedule Change Request for his approval team to better understand the existing and proposed features of this project.

State Auditor Warns Caltrans Spending Habits Open Door To Fraud

March 17, 2016 11:30 PM By Steve Large

Filed Under: CalTrans

SACRAMENTO (CBS13) — A scathing report from the state auditor warns Caltrans' spending habits are inviting "waste, fraud and abuse" of taxpayer dollars.

That rough ride on your way to work on uneven, potholed roadways now has the auditor calling out the state agency spends on maintenance.

The audit says Caltrans "never implemented a budget model it paid $250,000 to develop," then "reported to the Legislature it is using the model."

The audit reports the Caltrans maintenance division "has weak cost controls," which "creates opportunities for fraud, waste, and abuse."

Caltrans spokesman Matt Rocco responded to the report.

"Which says Caltrans division of maintenance paid $250,000 for development of a budget model, and abandoned it," he said. "Well we didn't abandon it."

The biggest error in his opinion is Caltrans mischaracterizing its work.

"What I'm saying is Caltrans can do a better job, of more clearly *explaining how we allocate resources," he said.*

But the audit has renewed state Sen. John Moorlach's criticisms of the agency.

"We're wasting money left and right," he said.

In 2014, another government report showed Caltrans was overstaffed by 3,500 positions.

"Bbecause if they're telling us they're using new tools, and they're not?" He said. "That's deceit. that's not acceptable to any boss, especially the stakeholders in this state."

Steve Large

Steve anchors the news on CBS13 on the weekends and reports during the week. He has also worked as a morning anchor/weathercaster at KCOY-TV in Santa Maria, sports director at KVIQ-TV in Eureka, and videographer at KEYT-TV in Santa...

More from Steve Large

Comments

More From CBS Sacramento

Audit Shows Inefficiency In Caltrans Mainten Division

Friday, March 18, 2016 | Sacramento, CA | Permalink

An audit of Caltrans shows the department's maintenance division is inefficient in plan managing service requests. The California State Auditor's report says 30-thousand req five years took at least three months to resolve.

Margarita Fernandez is with the auditor's office. She says Caltrans bases its budget on instead of need.

"We recommended that the Legislature require the maintenance division to implemer for field maintenance that takes into account these key indicators to identify the maint traffic, volume and climate, for example," says Fernandez.

According to Fernandez, Caltrans spent $250,000 on a budget model in 2009 but has r audit says Caltrans often doesn't review the costs of field maintenance projects before

Caltrans has 60 days to respond.

John Moorlach's Postings

MOORLACH UPDATE — Caltrans Insubordinatior — March 18, 2016

march 18, 2016march 18, 2016 • john moorlach

Yesterday afternoon, the State Auditor's Office released an audit report that was critical of Caltrans. This is not the first disappointing audit of Caltrans by the State Auditor (see MOORLACH UPDATE — Caltrans Fairways — August 28, 2015 august 28, 2015 (https://johnmoorlach.wordpress.com/2015/08/28/moorlach-update-caltrans-fairways-august-28-2015/) john moorlach (https://johnmoorlach.wordpress.com/author/johnmoorlach/)).

We've already discussed the architects and engineers side of Caltrans most of last year (for a recap, see MOORLACH UPDATE — Blame the Unions — November 9, 2015 november 9, 2015 (https://johnmoorlach.wordpress.com/2015/11/09/moorlach-update-blame-the-unions-november 9-2015/) john moorlach (https://johnmoorlach.wordpress.com/author/johnmoorlach/)). This latest audit report addressed the maintenance division. What did they find?

* *"The maintenance division does not use key indicators that could identify a need for maintenance or performance information to strategically plan field maintenance activities."*

* *A budget model obtained in 2009, at a cost of $250,000, "that would have considered key factors . . . for allocating funds [was] . . . never implemented. [Consequently, Caltrans] allocates funds based on historical budgets rather than key indicators of need."*

* *"Although the model was not implemented [during the last seven years], Caltrans reported to the Legislature that it is using the model to allocate funding to its districts."*

* *"The maintenance division cannot demonstrate that it promptly performs field maintenance work."*

* *"Caltrans' weak cost controls over field maintenance work orders create opportunities for fraud, waste, and abuse."*

Below is the State Auditor's announcement with appropriate links:

(http://www.auditor.ca.gov/pdfs/reports/2015-120.pdf)

(http://www.mymotherlode.com/)

Audit Critical Of Caltrans Decisions

03/18/2016 11:47 am PST(http://www.mymotherlode.com/news/local/261391/audit-critical-of-caltrans-decisions.html)
B.J. Hansen, MML News Director

Sacramento, CA — A new state audit is critical of the way Caltrans is allocating money for maintenance projects.

The report, released by California Auditor Elaine Howell, notes that the agency spent $250,000 in 2009 to develop a new model that would give funding priority to areas of the state that are of most critical need, rather than the traditional model of giving set percentages of money to the 12 Caltrans districts. The audit notably focused on field maintenance, which includes minor repairs and things like clearing of vegetation. The newly developed model would have taken into account traffic volume, climate and terrain. The reason for creating the new program was that some areas where seen to have excess money, while others had much overdue maintenance needs. *However, the new program was created, but not implemented.*

The report comes out as Democrats and Republicans have been debating how to fund California's backlog of overdue road maintenance.

The Assembly Republican Caucus is using the report to argue its claim that additional tax revenue is not the answer to fix roads, and a change to the overall system is needed. The caucus has released a statement reading, "Levying taxes on Californians to simply dump that money into a broken system will do nothing to fix our roads. California doesn't have a revenue problem, it has a governing problem."

You can find the audit by clicking here.(http://www.auditor.ca.gov/pdfs/reports/2015-120.pdf)

Written by *BJ Hansen(mailto:bjhansen@clarkebroadcasting.com)*.

If you see breaking news, traffic or weather contact us at the News Hotline at 532-6397. If you have a photo regarding this news story or any Mother Lode News Story please email news@clarkebroadcasting.com(mailto:news@clarkebroadcasting.com).

For local news delivered to your email twice daily, sign up myMotherLode's FREE daily newsletter here(/mymotherlode-newsletter).

Rain Totals

Listing of Rain Totals from Snows road location. Less than 2 miles from Bridge.

From 1983- to 2017

Only the years of *over 50.71"* per year, supposed to create a flooding event. This flooding, according to the County, would create a high enough level to "breach" the Newtown RD. Bridge. [illegible]ny level of this amount would flood all homes down stream) Which there a[illegible] several, including my own, and, it *sits approximately* 11' *elevation below the bri[illegible]e height.*

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1982 – 1983= 72.85"

1994 – 1995= 65.44"

1996 – 1997= 50.71"

1997 – 1998= 60.72"

2004 – 2005= 53.26"

2005 – 2006= 59.50"

2010 – 2011= 58.82"

2016 – 2017= 66.55"

According to these totals, and the County's stories of flooding I'd of had to rebuild my house 8 times, so would the others!! Amazing, as no one here has had even a "High Water" event, over flow the creek banks!! Although considering we are *not even in a flood plain,* one wonders, about the stories, County employees tell.

3.3 History

The existing Newtown Road bridge, constru ists of a 26.9-ft wide, 26.9-ft long, single span reinforced concrete slab on concrete abutm g bridge has a span of approximately 26.9 ft. The bridge has a current Caltrans sufficien Caltrans 2015).

In 1950, the east face of the original struct nd the bridge was widened upstream with an approximate 10.7-ft by 7.5-ft corrugated (CMPA) culvert. The work included the construction of a headwall on the upstrean to secure the CMPA to the bridge structure. The west face of the bridge structure still concrete railing and wing walls. There is no concrete railing or metal beam guardrail o e existing structure.

Existing Traffic: On the 18 September 201 cted a traffic count at the existing bridge. The total Average Daily Traffic (ADT) was a The County typically obtains yearly traffic counts from three locations along Newto ount location is south of the bridge; the other two are north of the bridge. *Table 1* summarizes the County traffic counts from *2003* to *2016* for the three Newtown Road count locations.

Table 1. Summary of County ADT Data 2003-2016

Count Location	Year of Count [1]											
	2016	**2014**	**2013**	**2012**	**2010**	**2009**	**2008**	**2007**	**2006**	**2005**	**2004**	**2003**
Approximately 500-600 ft north of the intersection of Newtown Road and Pleasant Valley Road	*2,700*	*2,741*	*2,705*	*2,667*	*2,758*	*2,873*	*2,920*	*2,996*	*3,345*	*3,354*	*3,201*	*3,378*
200 yds N of Pioneer Hill Rd	2,624	2,664	2,681	2,643	2,696	2,776	2,972	2,959	3,159	3,234	3,165	3,225
100 ft E of *Broadway*	3,856	3,796	3,870	3,820	3,857	3,728	4,196	4,610	4,439	4,426	4,516	4,527

[1] County data not available for the years 2011 and 2015.

As shown in Table 1 the ADT on Newtown Road varies from year to year. The variances are likely caused by many factors including the effects of other road maintenance projects in the County. In general the ADT on Newtown Road between 2003 and 2016 has decreased.

Hydraulic Performance: Under existing conditions the bridge does not provide freeboard to pass 50 and 100 year floods based on the results of the U.S. Army Corps of Engineers, Hydrologic Engineering Center's River Analysis System (HEC-RAS) modeling. The results of the HEC-RAS modeling indicate the existing *bridges would be overtopped by approximately 2.37 ft during the 50 yr event and 2.58 ft during the 100 yr*

flood event (El Dorado County 2018). On December 31, 1997, County staff reported that South Fork Weber Creek was just about to overtop Newtown Road (Drake Haglan & Associates 2015).

Icing Considerations: The County has received reports of icing conditions on the road above the existing bridge, under existing conditions. The icing conditions during cold weather may be in part due to the shade, the thickness of the road pavement above the concrete bridge deck, and drainage conditions. The design of the proposed precast arch bridge includes an approximately 12 inch layer of soil between the concrete arch and the pavement layer. The concrete bridges surfaces are much more vulnerable to roadway icing compared to the normal road surfaces, particularly early in the winter. The dark color of asphalt early in its life cycle leads to faster snow and ice melting due to simple solar heating of the pavement. The asphalt concrete roadway over soil layer on top of the precast concrete is expected to act as a normal roadway.

3.4 Project Description

El Dorado County considered three project build alternatives including:

No Bridge: The County could choose to not replace the existing bridge. The existing bridge would remain and would not comply with current design standards.

Bridge Retrofit: The County evaluated whether a retrofit was feasible from an engineering and cost perspective. A retrofit was determined infeasible because 1) a retrofit would not correct the problematic existing approach geometry and sub-standard bridge width, 2) the hybrid structure of a part slab deck and part corrugated metal pipe is a poor candidate for long-term maintenance, and 3) the existing structure creates upstream backwater conditions above a 10-year flow event. Retrofitting would not correct the inadequate hydraulic conditions at the bridge. In addition, joining, widening, or retrofitting the existing structures will require modifying concrete that is decades old, which is not a transportation infrastructure construction best practice.

Bridge Replacement: Based on the information presented above, the existing bridge will be replaced with a precast arch bridge supported on spread footings. The County evaluated two other replacement designs. The alternate designs were rejected due constructability concerns, greater impacts on natural and cultural resources, and increased need for ROW acquisition. Table 2 compares the three design alternatives based on the 2015 *Newtown Road Bridge Replacement Project Technical Memo* (addressing type selection), which *is incorporated herein.*

Table 2. Comparison of Design Alternatives

Key Design Factor	**Alternative 1** (Precast Arch)	**Alternative 2** (Cast-In-Place Post-Tensioned Box Girder Bridge on V/S Alignment)	**Alternative 3** (Cast-In-Place Post-Tensioned Box Girder Bridge on N6 Alignment)
Hydraulic Performance	Shallow structure depth makes hydraulic and profile grade concerns easier to solve.	Shallow structure depth makes hydraulic and profile grade concerns easier. A separate hydraulic grade control structure may be	A separate hydraulic grade control structure may be necessary and

		necessary and would require additional study.	would require additional study.
Environmental Impacts	More than Alternative 2 due to the larger footprint of precast arch	Least	Most
Ease of Construction	Most simple	More difficult than Alternative 1	The most difficult of the three alternatives
Construction Cost	Lowest cost	Higher Cost than Alternative 1	The highest cost of the three alternatives
Construction Duration	Shortest	Longer construction time than Alternative 1	The longest duration of the three alternatives
Traffic During Construction	Similar for all alternatives. Newtown Road Closed, detour via Ft. Jim Road. Access to all adjacent residences maintained. Emergency fire/ rescue access will be provided.		
Requires Falsework	No	Yes	Yes
Right of Way Needs	More than Alternative 2 due to the high skew angle	Least	Most
Icing Considerations	Asphalt concrete over soil layer on top of the precast arch helps minimize icing	More prone to icing than precast arch alternative	More prone to icing than precast arch alternative

Based on the comparison in Table 2, the precast arch bridge option most easily satisfies the hydraulic performance requirements, has the shortest construction time, is the most simple to construct, does not require falsework, has a moderate level of environmental impact when compared to the other alternatives, and is the most economical/ cost effective solution.

The structure will be approximately 186 ft long, approximately 6 ft tall, and have an approximately 23-ft span. The bridge will accommodate two-way traffic consisting of 12-ft wide lanes and 4-ft wide road shoulders with Midwest Guardrail System guardrails.

This design requires installation of three wing walls and one retaining wall of varying heights and lengths. Wing walls (approximately 35, 46, and 52 ft in length) would extend beyond the southwest, northwest, and northeast edges of the precast arch bridge. A separate retaining wall (approximately 70 feet in length) will be installed along the south side of the east road approach and terminate at the southeast edge of the precast arch bridge. The anticipated height above finished grade of the new wing and retaining walls is approximately 10 ft.

To: Shing Frentzen

From: Wanda Nagel

"CEQA"

EDC BOS RCVD
AUG 3 2018 PM3:19

Letter 2: Sickinger

Donna Keeler <donna.keeler@edcgov.us>

Newtown Road at So. Fork Weber Creek Bridge Replacement Project #77122

4 messages

Bonnie Sickinger <SickingerBonnie@hotmail.com> Fri, Jun 29, 2018 at 5:05 PM
To: "donna.keeler@edcgov.us" <donna.keeler@edcgov.us>

Hi Donna:

Comment 1

During recent time periods when traffic is diverted from Newtown to Ft. Jim including now, my husband and I have experienced Ft. Jim's road condition really taking a beating i.e. numerous substantial potholes and parts of the asphalt on the edge of the road breaking off in chunks. Maybe this is the result of increased truck use. There has been a good effort to patch up these areas in a timely manner. However, these temporary fixes have significantly affected the road's driving condition which has really deteriorated; it's very uneven and bumpy in many areas now. What plans if any are being considered to restore the integrity of Ft. Jim Road, especially in light of the new burden on this road caused by the Newtown bridge project ?

Thank you for your time with our inquiry.

Bonnie and Michael Sickinger
Leisure Lane

Donna Keeler <donna.keeler@edcgov.us> Mon, Jul 2, 2018 at 10:01 AM
To: Brian Mullens <brian.mullens@edcgov.us>, John Kahling <john.kahling@edcgov.us>, Aradhana Kochar <aradhana.kochar@edcgov.us>, Chandra Ghimire <chandra.ghimire@edcgov.us>

Good Morning,
Please see the comment below re. Newtown Emergency repair project.
[Quoted text hidden]
--
Donna Keeler
Principal Planner
County of El Dorado
Community Development Services
Transportation Department
2850 Fairlane Court
Placerville, CA 95667
(530) 621-3829 / Fax (530) 626-0387
donna.keeler@edcgov.us

John Kahling <john.kahling@edcgov.us> Mon, Jul 2, 2018 at 10:13 AM
To: Brian Mullens <brian.mullens@edcgov.us>
Cc: Aradhana Kochar <aradhana.kochar@edcgov.us>, Chandra Ghimire <chandra.ghimire@edcgov.us>, Donna Keeler <donna.keeler@edcgov.us>

Brian -

Will you take care of the reply?

JK

John Kahling
Deputy Director, Engineering

El Dorado County
Department of Transportation
2441 Headington Road
Placerville, CA 95667
office: 530-642-4974
cell: 530-957-3711
[Quoted text hidden]

Donna Keeler <donna.keeler@edcgov.us> Mon, Jul 2, 2018 at 11:23 AM
To: Bonnie Sickinger <SickingerBonnie@hotmail.com>

Hi Bonnie and Michael,

Thank you for sharing your concerns regarding the condition of Ft. Jim due to the repairs on Newtown. I forwarded your email to the Project Manager and the
Deputy Director of Maintenance who will responding to your questions. If you don't hear back within a week, please let me know.

All my best,
Donna

[Quoted text hidden]

--
Donna Keeler
Principal Planner
County of El Dorado
Community Development Services
Transportation Department
2850 Fairlane Court
Placerville, CA 95667
(530) 621-3829 / Fax (530) 626-0387
donna.keeler@edcgov.us

---------- Forwarded message ----------
From: **Brian Mullens** <brian.mullens@edcgov.us>
Date: Tue, Jul 3, 2018 at 4:32 PM
Subject: Newtown Road Concerns
To: SickingerBonnie@hotmail.com

Good Afternoon Bonnie:

We do have plans to return to Fort Jim Road at some point after Newtown Road reopens this Summer. We will return to make permanent road repairs at some point this construction season, we continue to monitor Fort Jim Road throughout the closure of Newtown Road to address any new pavement failures that may occur.

Please feel free to contact our maintenance phone number at 530-642-4909 should you have any further issues.

Regards

Brian Mullens
Deputy Director
Maintenance & Operations

El Dorado County
Community Development Services
Department of Transportation
2441 Headington Road
Placerville, Ca 95667
Office (530)-642-4924
Cell (530)-409-8404
brian.mullens@edcgov.us

Letter 3: Svendsgaard

Donna Keeler <donna.keeler@edcgov.us>

Newtown Rd replacement bridge

1 message

Peter Svendsgaard <peters@irasvens.com> Mon, Jul 2, 2018 at 10:57 AM
To: donna.keeler@edcgov.us

Comment 1

I am in favor of the new bridge and think that installing it at the same time that the county is working on the washed out portion of the road, a couple of hundred yards further on, would be even a better idea!!

Is this possible??

Pete Svendsgaard

530 647-9775

Letter 4: Orona

Donna Keeler <donna.keeler@edcgov.us>

notice received re: bridge

4 messages

orona.cj <cjorona2@gmail.com> Thu, Jun 28, 2018 at 1:23 PM
To: donna.keeler@edcgov.us

Comment 1

am not sure i understand the M.N.D., but my main question is: when will the project (newtown rd) be completed and open?

thanks -
nice to be able to contact someone -

Celia Orona

"The militant not the meek shall inherit the earth." Mother Jones (The Goddess Within)

Donna Keeler <donna.keeler@edcgov.us> Thu, Jun 28, 2018 at 1:27 PM
To: Chandra Ghimire <chandra.ghimire@edcgov.us>, John Kahling <john.kahling@edcgov.us>

Hi John and Chandra,
See below. Is there any chance she may be referring to the current storm repair work?

[Quoted text hidden]

--
Donna Keeler
Principal Planner
County of El Dorado
Community Development Services
Transportation Department
2850 Fairlane Court
Placerville, CA 95667
(530) 621-3829 / Fax (530) 626-0387
donna.keeler@edcgov.us

Donna Keeler <donna.keeler@edcgov.us> Thu, Jun 28, 2018 at 3:16 PM
To: "orona.cj" <cjorona2@gmail.com>
Bcc: Aradhana Kochar <aradhana.kochar@edcgov.us>

Hi Celia,

Thank you for checking in. The MND is for a future bridge replacement project.
The current road construction/repair project on Newtown Road is tentatively scheduled to be completed mid August. We apologize for the inconvenience the road closure is causing.
feel free to contact me anytime with questions.
All my best,
Donna

[Quoted text hidden]

--
Donna Keeler
Principal Planner
County of El Dorado
Community Development Services

Transportation Department
2850 Fairlane Court
Placerville, CA 95667
(530) 621-3829 / Fax (530) 626-0387
donna.keeler@edcgov.us

---

orona.cj <cjorona2@gmail.com> Fri, Jun 29, 2018 at 6:49 AM
To: Donna Keeler <donna.keeler@edcgov.us>

Ms. Keeler: thanks so much for the response. It sure is nice to 'talk' to a real person and get information. Am all set on info for 'future' work... thanks again!
celia -

Celia Orona

"The militant not the meek shall inherit the earth." Mother Jones (The Goddess Within)

[Quoted text hidden]

> [Quoted text hidden]
>

Letter 5: UAIC

From: Donna Keeler <donna.keeler@edcgov.us>
Sent: Thursday, August 02, 2018 8:36 AM
To: Cherilyn Neider
Cc: Matthew Moore; Marcos Guerrero; Melodi McAdams; John Kahling; Jeffery Little; Kim Tremaine (ktremaine@tremaine.us); Chandra Ghimire; Adam C. Forbes
Subject: Re: Newtown Road at South Fork Weber Creek Bridge Replacement (CIP #77122)
Attachments: UAIC_Email_7-11-2013.docx

Hi Cherilyn,

Thank you for your email and letter on the Newtown Road Bridge Replacement Project requesting a field visit and copies of studies. I'm not sure if you are aware, but UAIC has been consulting on the project since 2012. In fact, a UAIC representative was onsite during the XPI work. Marcos designated Kim Petree of the El Dorado Miwok Tribe as a UAIC point of contact for that work. Please see the attached email from July, 2013

Below is a summary of Native American outreach in the Draft ASR Report currently being reviewed by Caltrans. Once the report is finalized, we will send UAIC a copy. If you feel a site visit is still warranted, please let me know.

I hope your summer is going well.
Best,
Donna .

Newtown Road Bridge Replacement Project - Native American Consultation
Tremaine mailed initial Section 106 consultation letters in summer 2012 to various individuals, including David Keyser and Marcos Guerrero with UAIC.

Kim Petree and Joseph Speck of the El Dorado Indian Council, not originally listed as contacts by the NAHC, met with Wanda Nagel (property owner on the south side of the creek) in early March 2013. They subsequently approached Danny Rey, Tribal Historic Preservation Officer for the UAIC, requesting to monitor and consult on the project. Marcos Guerrero then contacted Monika Pedigo of El Dorado County sharing concerns regarding the project, specifically noting there were known historic and prehistoric Native American cultural resources within and in close proximity to the project area. An updated contacts list was later obtained from the NAHC on May 15, 2013. Daryl Noble of Caltrans subsequently sent out updated consultation letters to the following individuals: Marcos Guerrero (UAIC), Grayson Coney (Tsi Akim Maidu), Eileen Moon (Tsi Akim Maidu), Daniel Fonseca (Shingle Springs Band), Judith Marks (Colfax-Todds Valley Consolidated Tribe), and April Wallace Moore (Appendix B).

Follow-up emails regarding the scheduling of a Native monitor were sent out by Trish Fernandez in June 2013 to the following tribes: Shingle Springs, UAIC, and the Tsi Akim Maidu. The emails were to inform the tribes that Shingle Springs had priority to provide a monitor for fieldwork due to their close proximity to the project area.

TREMAINE received an email from Marcos Guerrero on June 10th, 2013 requesting a site visit and recommending a UAIC tribal monitor for XPI fieldwork. TREMAINE had previously been contacted by Andrew Godsey to have Shingle Springs provide a monitor. Marcos Guerrero notified Caltrans, the County, and Shingle Springs via email that Kim Petree would be the monitor on site for the UAIC.

XPI Shovel Testing was completed on January 27, 2016. Marcos Guerrero with UAIC deferred monitoring to the Shingle Springs Band and Shingle Springs arranged to have a monitor present during this effort. Kara Perry and Daniel Fonseca monitored during an XPI Supplemental Trenching effort conducted on June 13th through June 15th, 2016. Further XPI subsurface testing took place on June 26th and 27th of 2017. Kara Perry from Shingle Springs monitored during an additional trenching effort aimed at testing for presence-absence of a small portion of the ADI.

On Wed, Jul 25, 2018 at 3:51 PM, Cherilyn Neider <cneider@auburnrancheria.com> wrote:

Good afternoon Donna,

Comment 1

Thank you for your letter regarding the Newtown Road at South Fork Weber Creek Bridge Replacement. I am contacting you in order to request:

- All existing cultural resource assessments;
- Requests for and results of record searches;
- GIS SHP files for the proposed project's APE;
- A site visit to the project area.

Potential dates for a site visit include:

- Thursday, August 9 – 9am
- Wednesday, August 15 – 9am
- Tuesday, August 21 – 9am

Please let me know which date works best for you, or if there is another date/time preferred.

Thank you for involving UAIC in the planning process at an early stage. We ask that you make this correspondence a part of the project record and we look forward to working with you to ensure that tribal cultural resources are protected. Marcos Guerrero, UAIC Cultural Resources Manager, will be UAIC's point of contact for this consultation. Please contact Mr. Guerrero by phone at (530) 883-2364 or email at mguerrero@auburnrancheria.com to begin the consultation process.

Thank you,

Cherilyn

Cherilyn Neider

Tribal Historic Preservation

United Auburn Indian Community

530.883.2394

--

Donna Keeler
Principal Planner
County of El Dorado
Community Development Services
Transportation Department
2850 Fairlane Court
Placerville, CA 95667
(530) 621-3829 / Fax (530) 626-0387
donna.keeler@edcgov.us

MIWOK MAIDU United Auburn Indian Community of the Auburn Rancheria

Gene Whitehouse Chairman | John L. Williams Vice Chairman | Calvin Moman Secretary | Jason Camp Treasurer | Gabe Cayton Council Member

Postmarked July 24, 2018

July 12, 2018

Donna Keeler
County of El Dorado
2850 Fairlane Court
Placerville, CA 95667

Comment 1

Subject: Newtown Road at South Fork Weber Creek Bridge Replacement Project CIP #77122

Dear Donna Keeler,

Thank you for requesting information regarding the above referenced project. The United Auburn Indian Community (UAIC) of the Auburn Rancheria is comprised of Miwok and Southern Maidu (Nisenan) people whose tribal lands are within Placer County and whose service area includes El Dorado, Nevada, Placer, Sacramento, Sutter, and Yuba counties. The UAIC is concerned about development within its aboriginal territory that has potential to impact the lifeways, cultural sites, and landscapes that may be of sacred or ceremonial significance. We appreciate the opportunity to comment on this and other projects. The UAIC would like to consult on this project.

In order to ascertain whether the project could affect cultural resources that may be of importance to the UAIC, we would like to receive copies of any archaeological reports that are completed for the project. We also request copies of environmental documents for the proposed project so that we have the opportunity to comment on appropriate identification, assessment and mitigation related to cultural resources. Finally, we request and recommend that UAIC tribal representatives observe and participate in all cultural resource surveys. To assist in locating and identifying cultural resources, UAIC's Preservation Department offers a mapping, records and literature search services program. This program has been shown to assist project proponents in complying with applicable environmental protection laws and choosing the appropriate mitigation measures or form of environmental documentation during the planning process. If you are interested in the program, please let us know.

The UAIC's Preservation Committee would like to set up a meeting or site visit, and begin consulting on the proposed project. Based on the Preservation Committee's identification of cultural resources in and around your project area, the UAIC recommends that a tribal monitor be present during any ground disturbing activities. Thank you again for taking these matters into consideration, and for involving the UAIC early in the planning process. We look forward to reviewing the documents requested above and consulting on your project. Please contact Marcos Guerrero, Cultural Resources Manager, at (530) 883-2364 or by email at mguerrero@auburnrancheria.com if you have any questions.

Sincerely,

Gene Whitehouse,
Chairman

CC: Marcos Guerrero, CRM

Letter 7: Shingle Springs Band of Miwok Indians Donna Keeler <donna.keeler@edcgov.us>

Newtown Road bridge replacement

3 messages

Kara Perry <KPerry@ssband.org> Tue, Jul 10, 2018 at 9:29 AM
To: Donna Keeler <donna.keeler@edcgov.us>

Good morning Donna, could you give me an update for the above mentioned project? Thanks Kara

Sent from my iPhone

Kara Perry
Cultural Outreach Coordinator
Cultural Resources Department

Phone: (530) 488-4049
Mobile: (530) 363-5123
Fax: (530) 558-2034
Email: kperry@ssband.org

Shingle Springs Band of Miwok Indians | P.O. Box 1340, Shingle Springs, CA 95682 | www.shinglespringsrancheria.com

Donna Keeler <donna.keeler@edcgov.us> Tue, Jul 10, 2018 at 10:12 AM
To: Kara Perry <KPerry@ssband.org>

Hi Kara,

Newtown is moving forward. We released the Draft IS/MND on June 27th for public review and we sent your office a notice on the matter by mail.
The document is available at: https://www.edcgov.us/government/dot/pages/CEQA.aspx.

Kim Tremaine is finishing up some edits to the Draft Archaeological Survey and Extended Phase 1 Report. I will send it to you has soon as it is completed for your review.

How is everything going?
I have an update on Mt. Murphy I'll send in a separate email.

Thanks,
Donna

[Quoted text hidden]

--
Donna Keeler
Principal Planner
County of El Dorado
Community Development Services
Transportation Department
2850 Fairlane Court
Placerville, CA 95667
(530) 621-3829 / Fax (530) 626-0387
donna.keeler@edcgov.us

Kara Perry <KPerry@ssband.org> Wed, Jul 11, 2018 at 10:17 AM
To: Donna Keeler <donna.keeler@edcgov.us>

Good Morning Donna,

All is well, we have been busy, just that me of year.

Comment 1

A. er review of the document, I don't see anywhere that we can have a Tribal monitor on site during ground disturbing ac□vi□es. Given the area and obvious sensi□vity the Tribe would request that our monitor be onsite.

On a side note, Daniel is doing a bit be□er so we should probably schedule another mee□ng for Mt Murphy.

Thanks

Kara

Kara Perry
Cultural Outreach Coordinator
Cultural Resources Department

Phone: (530) 488-4049
Mobile: (530) 363-5123
Fax: (530) 558-2034
Email: kperry@ssband.org

Shingle Springs Band of Miwok Indians | P.O. Box 1340, Shingle Springs, CA 95682 | www.shinglespringsrancheria.com

From: Donna Keeler [mailto:donna.keeler@edcgov.us]
Sent: Tuesday, July 10, 2018 10:13 AM
To: Kara Perry
Subject: Re: Newtown Road bridge replacement

[Quoted text hidden]

PENSCO
TRUST COMPANY

July 3, 2018

COMMUNITY DEVELOPMENT AGENCY
2850 FAIRLANE COURT
PLACERVILLE CA 95667

Comment 1

Subject: **UNIDENTIFIABLE NOTICE**

To Whom It May Concern:

PENSCO Trust Company recently received the enclosed notice; however, we are unable to identify the appropriate client based on the information provided.

We are returning this notice and requesting that you provide additional information to allow us to process this request. Please identify our client's name and/or account number on any future notices.

Thank you,

PENSCO Trust Company

Enclosure

COMMUNITY DEVELOPMENT SERVICES
DEPARTMENT OF TRANSPORTATION
http://www.edcgov.us/DOT/

PLACERVILLE OFFICES:
MAIN OFFICE:
2850 Fairlane Court, Placerville, CA 95667
(530) 621-5900 / (530) 626-0387 Fax

CONSTRUCTION & MAINTENANCE:
2441 Headington Road, Placerville, CA 95667
(530) 642-4909 / (530) 642-0508 Fax

LAKE TAHOE OFFICES:
ENGINEERING:
924 B Emerald Bay Road, South Lake Tahoe, CA 96150
(530) 573-7900 / (530) 541-7049 Fax

MAINTENANCE:
1121 Shakori Drive, South Lake Tahoe, CA 96150
(530) 573-3180 / (530) 577-8402 Fax

July 11, 2018

Pensco Trust Company
P.O. Box 173859
Denver, CO 80217-3859

Re: Public Notice of Intent to Adopt a Mitigated Negative Declaration
Newtown Road Bridge Replacement, El Dorado County, CA

To Whom it May Concern:

Thank you for your letter dated July 3, 2018 requesting additional information on the attached notice. The notice was sent to property owners within 2 miles of the proposed referenced project. Our records show Pensco Trust Company represents the owners of Assessor's Parcel Number 09612073 located at 501 Jim Hill Road, Placerville, CA 95667.

Please feel free to contact me if you have further questions.

Sincerely,

Donna Keeler, Principal Planner
El Dorado County Transportation Division

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

July 26, 2018

Donna Keeler
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

Subject: Newtown Road at South Fork Weber Creek Bridge Replacement Project
SCH#: 2018062062

Dear Donna Keeler:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 25, 2018, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2018062062
Project Title Newtown Road at South Fork Weber Creek Bridge Replacement Project
Lead Agency El Dorado County

Type MND Mitigated Negative Declaration

Description The El Dorado County Dept of Transportation intends to replace the existing Newtown Rd Bridge (25C0033) over South Fork Weber Creek. The new bridge and widened approach roadways would improve roadway safety and be consistent with AASHTO guidelines. Replacement of the functionally obsolete structure is necessary due to deficient hydraulic (bridge does not provide the adequate freeboard to pass the Q50 design flood or Q100 base flood) and substandard approach roadways and geometrics.

Lead Agency Contact

Name Donna Keeler
Agency El Dorado County
Phone (530) 621-3829 **Fax**
email
Address 2850 Fairlane Court
City Placerville **State** CA **Zip** 95667

Project Location

County El Dorado
City
Region
Lat / Long 38° 43' 26.9" N / 120° 40' 54.5" W
Cross Streets Paso Way, Fort Jim Rd
Parcel No.
Township 10N **Range** 12E **Section** 20 **Base** MD

Proximity to:

Highways I-50
Airports
Railways
Waterways South Fork Weber Ck, North Fork Weber Ck, Weber Reservoir, China Ck, Squaw Hollow Ck
Schools Indian Crk ES
Land Use

Project Issues Aesthetic/Visual; Archaeologic-Historic; Biological Resources; Flood Plain/Flooding; Noise; Soil Erosion/Compaction/Grading; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 2; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, District 3 N; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission; State Lands Commission

Date Received 06/26/2018 **Start of Review** 06/26/2018 **End of Review** 07/25/2018

Note: Blanks in data fields result from insufficient information provided by lead agency.

18 July 2018

Donna Keeler
El Dorado County Department of Transportation
2850 Fairlane Court
Placerville, CA 95667

CERTIFIED MAIL
91 7199 9991 7039 6992 5895

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, NEWTOWN ROAD AT SOUTH FORK WEBER CREEK BRIDGE REPLACEMENT PROJECT, SCH# 2018062062, EL DORADO COUNTY

Pursuant to the State Clearinghouse's 26 June 2018 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Newtown Road at South Fork Weber Creek Bridge Replacement Project, located in El Dorado County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

> *Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*
>
> *This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements – Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver)
R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/for_growers/apply_coalition_group/index.shtml or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently $1,084 + $6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water*

(Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.

Stephanie Tadlock
Senior Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento