

**ERRATA SHEET FOR THE
Initial Study/ Mitigated Negative Declaration for the Clear Creek Road at Clear Creek
Bridge (PM 0.25) Replacement Project (Bridge No. 25C0079) Capital Improvement
Program Project No. 77139**

CEQA REQUIREMENTS

State CEQA Guidelines §15073.5(a) requires that a lead agency re-circulate 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 the concerns set forth by local community members, the following minor 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 reduce potential impacts within the previously circulated document.

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

2.3 Project Description

The proposed project is included in the County Capital Improvement Program and the FSTIP and is being funded by HBP funds administered by Caltrans. The purpose of the project is to improve traffic safety conditions on a public roadway and comply with current County and American Association of State Highway and Transportation Officials guidelines by: (1) replacing a structurally deficient bridge with a new structure that meets current standards, and (2) widening the road geometry approaching the bridge from both east-bound and west-bound directions. The existing bridge was determined to be structurally deficient with a sufficiency rating of 18.6.

The existing Clear Creek bridge, built in 1957, would be replaced by a new concrete bridge approximately 45 feet long and ~~26 feet wide~~ 22 feet wide. The existing bridge is a one-lane single-span structure, approximately 10 feet wide, consisting of two steel girders (railroad car frames). The new bridge would have two ~~10-foot lanes and two 3-foot shoulders~~ 9 foot lanes and two 2 foot shoulders with railing and approach guardrails. Construction of the new bridge would be implemented in stages to allow vehicle traffic during the construction period, as described below under “Traffic Control.” Demolition materials would be removed and disposed of offsite at an appropriate facility. Pile-driving may be required to support a temporary shoring structure used to install the new bridge. The new bridge abutments would extend to an approximate depth of 8 to 10 feet below the existing roadway. Rock slope protection may be placed around the new abutments to protect them from scouring and erosion. Blasting is not expected but cannot be ruled out completely, depending on the nature of the subsurface rock

that may be encountered. Some vegetation removal would be necessary along the creek to construct the new bridge.

Retaining walls would be constructed along the roadway on each side of the bridge. Three of the walls would be less than 20 feet long by 1 to 2 feet wide and would help stabilize the slopes on the north and south sides of the road, west of the bridge, and on the south side of the road, east of the bridge. A fourth wall would extend less than 60 feet from the bridge abutment on the northeast corner of the bridge to a proposed storm drain. Drainage improvements along the new roadway would include installation of a 12-inch storm drain pipe off the north side of the road and east of the bridge. The pipe would be about 8 feet long, and rock slope protection would be placed in an approximately 6-foot by 12-foot area around the pipe outlet to prevent erosion from stormwater releases.

The new segment of Clear Creek Road on both sides of the bridge would be wider than the existing roadway, providing ~~two 10-foot-wide travel lanes and two 3-foot-wide~~ 9 foot wide travel lanes and two 2 foot wide shoulders near the new bridge, and would taper to match the existing width of Clear Creek Road. Approximately 600 feet of Clear Creek Road would be reconstructed. The new roadway across the bridge would be at a slightly higher elevation than the existing roadway. Driveway entrances in the project area would be reconstructed to match the new grade. Approximately 800 cubic yards of imported materials would be used in construction; fill would be obtained from existing commercial sources. Areas to receive fill would be cleared, scarified, and re-compacted to minimize ground settlement under the increased loading caused by the fill. Excavation would be required at the bridge abutments and for drainage improvements. An estimated 100 cubic yards of material would be excavated.