

ADDENDUM NO. 2 TO FINAL ENVIRONMENTAL IMPACT REPORT

MOSQUITO ROAD BRIDGE REPLACEMENT PROJECT

State Clearinghouse #2015062076

Lead Agency: El Dorado County Department of Transportation

October 2022





ADDENDUM No. 2 TO A CERTIFIED ENVIRONMENTAL IMPACT REPORT

The County of El Dorado, California, a municipal corporation, does hereby prepare, make declare, and publish the Addendum to a certified Environmental Impact Report (EIR) for the following described project:

Project Name: Mosquito Road Bridge Replacement Facility

The County of El Dorado, Transportation Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that substantial evidence does not exist that the project, as identified in this Addendum No. 2, would have a significant effect on the environment beyond that which was previously evaluated in the EIR prepared for the Mosquito Road Bridge Replacement Project (SCH #2015062076). A subsequent EIR is not required pursuant to the California Environmental Quality Act of 1970 (Sections 21000, et. Seq., Public Resources Code of the State of California).

This Addendum No. 2 to a certified EIR has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations.

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County of El Dorado

By: _____

Date: _____

Mosquito Road Bridge Replacement Project Addendum No. 2 to an Environmental Impact Report

Project Name: Mosquito Road Bridge Replacement Project

Project Location: The project is located in the west-central portion of El Dorado County (County) and within a rugged rural area of the Sierra Nevada foothills. The proposed Project site is along Mosquito Road in unincorporated El Dorado County northeast of Placerville. The existing Mosquito Road Bridge is within the canyon of the South Fork American River roughly six miles north of U.S. Highway 50 and 2.3 miles south of the communities of Mosquito and Swansboro.

Current Plan Designations and Zoning: Land uses surrounding the Project site include rural and open space. The area around the Project site is densely vegetated. Very few sensitive receptors (e.g., residential land uses) are located within the immediate vicinity of the Project site. Land adjacent to Mosquito Road is zoned Residential Agriculture 20-acre or Unclassified, Timberland Preserve Zone with a land use designation of Natural Resources 1 dwelling unit/40 acre.

Lead Agency: The lead agency is the public agency with the primary approval authority over the proposed project. In accordance with CEQA Guidelines §15051(b)(1), “the lead agency will normally be an agency with governmental powers, such as a city or county, rather than an agency with a single or limited purpose such as an air pollution control district which will provide a public service or public utility to the project.” The lead agency for the proposed project is the El Dorado County Department of Transportation.

Project Description and Background: The County is proposing to replace the existing Mosquito Road Bridge (No. 25C0061) within the canyon of the South Fork American River (Project). The bridge is in the west-central portion of the County and within a rugged rural area of the Sierra Nevada foothills. The proposed Project site is along Mosquito Road in unincorporated El Dorado County northeast of Placerville. The existing Mosquito Road Bridge is roughly 6 miles north of U.S. Highway 50 and 2.3 miles south of the communities of Mosquito and Swansboro. The existing bridge and study area correspond to 38°46'32.95"N 120°44'54.65"W. The Project is sited on the Slate Mountain U.S. Geological Survey topographic quad.

The proposed Project would raise the bridge profile to approximately 400 feet over the river on the most direct alignment across the river. The new main bridge over the South Fork American River would be a multi-span, likely cast-in-place pre-stressed concrete box-girder, concrete arch, or network arch type bridge with a maximum span of approximately 650 feet. Depending on the final engineered profile, a minor bridge may be constructed over a small ravine leading to the main bridge over the river. This minor bridge would be approximately 120 feet long and would likely be a single-span, cast-in-place pre-stressed concrete box-girder, or precast I-girder type bridge. A large arch culvert with concrete headwalls may be constructed instead of the

minor bridge. The clear-span design of either the minor bridge or the large arch culvert would be above the ordinary high-water mark (OHWM) of the small ravine.

The proposed Project would provide a reliable river crossing with a fully accessible replacement bridge that is consistent with the roadway classification and regional transportation needs. In accomplishing this, the proposed Project would eliminate substandard roadway approaches that currently restrict vehicle access to the bridge—the one hairpin on the Placerville side of the canyon and the four hairpins on the Mosquito/Swansboro side of the canyon that have been the subject of one fatality. The Project involves an approximately 2,000-foot realigned roadway. The departure from the existing roadway on the south involves approximately 575 feet of roadway approach to the nearly 1,200-foot-long bridge, then a 300-foot northerly roadway approach where the alignment converges back to the existing roadway.

The Final Environmental Impact Report (EIR) for the Mosquito Road Bridge Replacement Project was certified by the El Dorado County Board of Supervisors on August 9, 2017 after a 45 day comment period. The project included the replacement of the existing Mosquito Bridge within the Canyon of the South Fork American River.

An addendum to the certified EIR (Addendum No. 1) was prepared in October 2019 and modified the project description in the certified EIR as follows:

Depending on the final engineered profile, a minor bridge may be constructed over a small ravine leading to the main bridge over the river. This minor bridge would be approximately 155 feet long and would likely be a single-span, cast-in-place prestressed concrete box-girder, or precast I-girder type bridge. A large arch culvert with concrete headwalls or pipe culvert (of a minimum diameter of approximately 48") may be constructed instead of the minor bridge. Temporary construction impacts and permanent impacts (associated with the closed culvert alternative) may occur below the ordinary high-water mark.

This document will be the second addendum (Addendum No. 2) to the EIR certified for the Mosquito Road Bridge Replacement Project (SCH # 2015062076).

Rationale for Preparation of Addendum No. 2: CEQA Guidelines Section 15164, subd. (a) provides that the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR or Negative Declaration (ND) if some changes or additions are necessary. None of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR or ND have occurred (CEQA Guidelines, Section 15164, subd. (a)).

An addendum need not be circulated for public review but can be included in or attached to the Final EIR or ND (CEQA Guidelines Section 15164, subd. (c)). The decision-making body shall consider the addendum with the Final EIR prior to making a decision on the project (CEQA Guidelines Section 15164, subd. (d)). An agency must also include a brief explanation of the decision not to prepare a subsequent EIR or ND pursuant to Section 15162 (CEQA Guidelines Section 15164, subd. (e)).

Consequently, once an EIR or ND has been certified for a project, no subsequent EIR or ND is required under CEQA unless, based on substantial evidence:

(a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

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

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

This addendum and attached documents constitute substantial evidence supporting the conclusion that preparation of a supplemental or subsequent EIR is not required prior to approval of the minor change to the proposed construction plan for the project and provides the required documentation under CEQA.

CLARIFICATIONS AND REVISIONS

Pursuant to CCR § 15164, *et seq.*, the purpose of this addendum is to address a minor change in the project construction plan. As lead agency, El Dorado County Department of Transportation has determined corrections and additions included in this addendum will not result in substantial changes to the circumstances under which the project will be undertaken, new significant environmental effects, or a substantial increase in the severity of previously identified significant effects, as identified in CCR §15162, *et seq.*

Changes to the Proposed Construction Plan for the Project

The project description included in the certified EIR for the Mosquito Bridge Road Replacement Project assumed that two large construction material storage and staging areas would be constructed contiguous with the roadway near each of the main bridge's abutments, and minor grading, vegetation removal, and trimming around the edges of the existing openings would be required for the use of those areas for construction staging. The construction contractor for the project determined that the two areas adjacent to the roadway near each of the main bridge's abutments proposed for construction staging are not sufficiently sized to accommodate the staging and concrete batching needs to support project construction. Following this determination, the County Department of Transportation and construction contractor were able to identify nearby suitable locations for construction staging and a concrete batch plant and entered into agreements with the private property owners to use their properties temporarily for construction staging and a concrete batch plant during project construction. Additionally, the original project construction plan anticipated the use of concrete delivery trucks and installation of extensive pumping systems to support project construction. The siting of a concrete batch plant near the proposed Project site substantially reduces the truck trip distances associated with the original construction plan to transport concrete from the Syar Concrete plant to the Project site.

Therefore, the proposed construction plan would be revised to include the temporary siting of a concrete batch plant and construction equipment staging areas in locations that are sufficiently sized to support the project construction needs and are also in close proximity to the proposed Project site. The proposed concrete batch plant area is undeveloped, although two small entry points have been cleared of vegetation and rip rap has been placed. A large, flat gravel pad has been placed within the staging area, and all vegetation in the pad has been removed. The southern portion of the staging area is undeveloped. Both areas would be restored to the previous use after the temporary use during construction is complete and reseeded as necessary. The proposed concrete batch plant and staging areas encompass approximately 14 acres. See Figure 1 which shows the locations of the two areas in relation to the Project site.

Concrete Batch Plant

The proposed concrete batch plant is a high production batch plant capable of producing 350 cubic yards of concrete per hour. Concrete production will vary based on the size of the structure being placed each specific day.

The materials used to produce concrete at the Mosquito Road Bridge project would be delivered to the site from approved aggregate & cementitious material suppliers. The aggregates would be loader fed into their respective hoppers that would feed the storage hopper above the weight

batchers before being weighted in their individual weigh batchers.

Uniformly mixed concrete would be loaded from the batch plant into rotating mixer trucks for delivery to the placement sites. Travel time is expected to be no more than 15 minutes. Once the concrete truck arrives at the placement site, the concrete would be placed by either using a pump, crane and bucket, tailgated or any combination of these. See Appendix A, On Site Batch Plant Work Plan, for a detailed site layout of the proposed concrete batch plant.

As noted above, the siting of a concrete batch plant near the proposed Project would substantially reduce truck trip distances associated with the original construction plan to transport concrete from the Syar Concrete plant to the Project site. According to the Senior Civil Engineer, Brian Franklin, of El Dorado County Department of Transportation, if the concrete is not supplied by the batch plant proposed near the Project site, it would be supplied by the Syar Concrete plant. The route for the concrete trucks would be via Hwy 50 to Hwy 49 to Hwy 194 to Rock Creek Road to Mosquito Road to the batch plant site. As the route would pass adjacent to the proposed batch plant site, the route from the batch plant site adjacent to Rock Creek Road to the Project would be the same. Based on a Google search for the distances, it is approximately 24.36 miles from Syar Concrete at Shingle Springs to the proposed batch plant location and an additional 2.79 miles to the site, totaling approximately 27 miles. This project construction change would provide a reduction of approximately 54 Vehicle Miles Travelled (VMT) per truck load. See Figure 2 which shows the batch plant location in relation to the Syar concrete plant.

Kona Drive Staging Area

The temporary construction staging area would serve as the storage area for equipment and materials for the construction of the bridge. According to the Senior Civil Engineer, Brian Franklin, of El Dorado County Department of Transportation, the daily trips from the proposed Kona Drive staging area to the Project site would vary with the types of materials stored and construction operations being served. All equipment and materials would service the south side of the Project from Hwy 50 down Mosquito Road to the jobsite. As the proposed Kona Drive staging area is just off of Mosquito Road, there would be no net additional trips to service the Project.

IMPACT ANALYSIS

The following resources are not discussed in detail as there would be no new impacts or a substantial increase in the severity of previously identified impacts in the certified EIR from the proposed changes to the construction plan for the following: Aesthetics, Agriculture and Forestry Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use/Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, and Wildfire.

Air Quality and Greenhouse Gas Impacts

The original project construction plan anticipated the use of concrete delivery trucks with concrete supplied by Syar Concrete at Shingle Springs which is located approximately 27 miles from the Project site. Locating the temporary concrete batch mixing plant approximately 2.79 miles from the Project site would substantially reduce VMT that was anticipated to be generated by the project by approximately 54 miles per truck load of concrete during construction. This would substantially reduce the particulate matter emitted by diesel trucks which degrades air

quality. It would also reduce the amount of the greenhouse gas carbon dioxide that would be released into the atmosphere.

The EIR found that potential impacts to air quality and greenhouse gases would be less than significant. As discussed above, the proposed change to the project construction plan would substantially reduce the distance of truck trips during project construction. Therefore, potential impacts to air quality and greenhouse gases would be similar to or less than what was analyzed in the previously-certified EIR.

Biological Resources Impacts

A Biological Assessment was prepared to determine the potential for special-status species to occur and to identify potential wetlands and other waters of the U.S. and State that may be present on the proposed batch plant and staging area sites and is included as Appendix B to this addendum.

HELIX biologists, Christine Heckler and Patrick Martin, conducted a field survey of the proposed concrete batch plant and staging areas on September 7, 2022. The areas were assessed to identify plant communities, habitat types, aquatic resources, wildlife present at the time of the survey, and the potential to support special-status species and sensitive communities. All plant and wildlife species observed on the sites were recorded to the extent identifiable at the time of the survey.

Concrete Batch Plant

Terrestrial biological communities within the proposed concrete batch plant area are comprised of montane hardwood forest (1.58 acres) and non-native annual grassland (2.26 acres) (see Figure 1 in Appendix B). The USFWS National Wetlands Inventory (NWI) online database was reviewed to determine the presence of wetlands or other waters of the U.S. mapped in the proposed concrete batch plant area. The NWI identifies one freshwater emergent wetland within the proposed batch plant area (see Figure 2 in Appendix B). This aquatic resource, plus a wetland swale (1.96 acres) and seep (0.13 acre) were mapped by HELIX biologists during the survey on September 7, 2022. The seep is located adjacent to the large wetland swale in the central portion of the site; however, these two features are separated by upland, non-native annual grassland (see Figure 1 in Appendix B).

The concrete batch plant would be located in the area of non-native annual grassland that separates the wetland swale and seep, and both aquatic resources would be avoided. A 25-foot setback from the seep would be maintained, and Environmentally Sensitive Area (ESA) and silt fencing would be installed to ensure impacts to the mapped seep are avoided. A 25-foot setback from the wetland swale would be established except for the area near the ingress/egress point where geometrical constraints are present. ESA and silt fencing would be installed and a biological monitor would be on-site to ensure there would be no impacts to the mapped wetland swale. Trees mapped on-site would be protected in place, and no tree removal would occur. See Appendix A for the concrete batch plant site layout details in relation to the mapped aquatic features on site.

Kona Drive Staging Area

Terrestrial biological communities within this area are comprised of montane hardwood forest, mixed chaparral, and developed areas (see Figure 3 in Appendix B). No aquatic resources are mapped on the site by NWI, and HELIX did not observe any potential aquatic resources on the site during the field survey. Trees mapped on-site would be protected in place, and no tree removal would occur.

Conclusions and Recommendations

No special-status plant or wildlife species were observed in the batch plant area or the staging area during the survey. Based on field observations, published information, and literature review, known or potential biological impacts associated with the proposed concrete batch plant and construction staging area include the following:

- Aquatic resources at the proposed concrete batch plant area consisting of a wetland swale and a seep that are potential waters of the U.S. and waters of the State;
- Potential habitat at the proposed concrete batch plant area for special-status plant brownish beaked-rush;
- Potential habitat at both areas for special-status bat species including pallid bat, Townsend's big-eared bat, silver-haired bat, and Yuma myotis;
- Potential habitat at both areas for coast horned lizard;
- Potential habitat at the proposed concrete batch plant area for western pond turtle; and
- Potential nesting and/or foraging habitat at both areas for migratory birds and raptors including tricolored blackbird.

The following mitigation measures from the MMRP of the certified EIR shall be implemented at both areas to ensure best management practices are adhered to by having a qualified biologist conduct periodic monitoring during construction, to avoid and minimize potential disturbance of woody vegetation, and avoid the introduction and spread of invasive plants.

- **Mitigation Measure BIO-3:** Retain a Qualified Biologist to Conduct Periodic Monitoring during Construction
- **Mitigation Measure BIO-6:** Avoid and Minimize Potential Disturbance of Woody Vegetation
- **Mitigation Measure BIO-12:** Avoid the Introduction and Spread of Invasive Plants

In addition to the mitigation measures from the MMRP of the certified EIR listed above that apply during project construction, the following resource-specific mitigation measures from the MMRP of the certified EIR shall be implemented for proposed activities at the concrete batch plant area to mitigate potential impacts to aquatic resources and potential habitat for brownish beaked-rush, special-status bat species, coast horned lizard, western pond turtle, and nesting and/or foraging habitat for migratory birds and raptors including tricolored blackbird, as applicable.

- **Mitigation Measure BIO-1:** Install Construction Barrier Fencing around the Construction Area to Protect Sensitive Biological Resources to Be Avoided
- **Mitigation Measure BIO-2:** Conduct Environmental Awareness Training for Construction and Mitigation Planting Area Personnel

- **Mitigation Measure BIO-4:** Protect Water Quality and Prevent Erosion and Sedimentation in Wetlands and Drainages
- **Mitigation Measure BIO-5:** Conduct Preconstruction Surveys for Blainville's Horned Lizard and Monitor Initial Ground Disturbance Work in Staging Areas
- **Mitigation Measure BIO-8:** Remove Vegetation during the Non-Breeding Season and Conduct Preconstruction Surveys for Nesting Migratory Birds
- **Mitigation Measure BIO-10:** Identify Suitable Roosting Habitat for Bats and Implement Avoidance and Protective Measures

In addition to the mitigation measures from the MMRP of the certified EIR listed above that apply during project construction, the following resource-specific mitigation measures from the MMRP of the certified EIR shall be implemented for proposed activities at the staging area to mitigate potential impacts to special-status bat species, coast horned lizard, and nesting and/or foraging habitat for migratory birds and raptors including tricolored blackbird, as applicable.

- **Mitigation Measure BIO-5:** Conduct Preconstruction Surveys for Blainville's Horned Lizard and Monitor Initial Ground Disturbance Work in Staging Areas
- **Mitigation Measure BIO-8:** Remove Vegetation during the Non-Breeding Season and Conduct Preconstruction Surveys for Nesting Migratory Birds
- **Mitigation Measure BIO-10:** Identify Suitable Roosting Habitat for Bats and Implement Avoidance and Protective Measures

Implementation of mitigation measures listed above would reduce potential biological resources impacts to a less than significant level similar to the findings in the certified EIR. The changes to the construction plan for the Project will not have a significant impact on federal or state-listed species. No additional mitigation would be required. Accordingly, the proposed changes to the project construction plan does not involve changes that would result in new significant impacts or substantially more severe impacts than were analyzed in the certified EIR.

Cultural and Tribal Cultural Resources Impacts

A Cultural Resources Assessment was prepared to assess potential adverse impacts on cultural resources and historic properties within the Area of Potential Effects (APE) from the proposed revisions to the project construction plan and is included as Appendix C to this addendum. As part of this Cultural Resource Assessment, HELIX's Senior Archaeologist requested a records search at the North Central Information Center (NCIC) on September 16, 2022 which revealed that nine cultural resource studies have been previously conducted within a 0.5-mile radius of the Project's APE, and that three of these studies intersected with or encompassed a portion of the proposed APE as part of the study area. None of the three studies identified cultural resources within the current Project's APE. The records search did not identify previously recorded cultural resources within the APE, although seven cultural resources were documented within 0.5 mile of the APE. The seven resources identified within the project vicinity include four Native American archaeological sites consisting of bedrock milling features and/or lithic scatters; two historic-era resources including a privy/dump or trash scatter and the Finnon Dam and Reservoir; and one multicomponent site consisting of a Native American bedrock milling station and a historic-era water conveyance system.

On September 16, 2022, HELIX Senior Archaeologist Clarus Backes, M.A., RPA, surveyed the APE. The survey involved the systematic investigation of the ground surface by walking in parallel 10-m transects. The ground surface was examined for artifacts (e.g., flaked stone tools, tool-

making debris, stone milling tools, fire-affected rock, prehistoric ceramics), soil discoloration that might indicate the presence of a prehistoric cultural midden, soil depressions, and features indicative of the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations, wells) or historic debris (e.g., metal, glass, ceramics). Ground disturbances such as gopher holes, burrows, cut banks, and drainage banks were also visually inspected. HELIX's intensive pedestrian survey of the APE did not identify historic-era or Native American cultural materials.

The results of the Cultural Resources Assessment indicate that the APE is not likely to contain surface archaeological deposits and consistent with ICF's recommendations in the Mosquito Road Bridge Replacement Project EIR, HELIX recommends that the APE has low sensitivity for cultural resources. Thus, the proposed Project would have no impact to historical resources for the purposes of compliance with Section 106 of the NHPA and CEQA. However, because ground disturbance is required, there is still a chance for accidental archaeological discoveries. The Project would implement County policies and state laws to protect buried archaeological resources discovered during Project construction. As described in the Mosquito Road Bridge Replacement Project EIR, Chapter 2, Project Description, the contractor would be required to stop all work in the vicinity of discovered resources and have a qualified archaeologist evaluate the nature and significance of the find prior to resuming work in the discovery area.

Based on the survey, records search, and results presented in the Cultural Resources Assessment and consultations with Shingle Springs Band of Miwok Indians, no new potential impacts to cultural or tribal cultural resources would occur when implementing the above-described changes to the proposed construction plan. Accordingly, the proposed changes to the project construction plan does not involve changes that would result in new significant impacts or substantially more severe impacts than were analyzed in the certified EIR.

Noise Impacts

Testing and verification of potential noise impacts from the proposed concrete batch plant site were conducted by Shimmick Construction Company in consultation with the Mosquito Valley Fire Association (MVFA) board on July 22, 2022 to ensure the installation and operation of the concrete batch plant would not create a noise nuisance for visitors of the Finnon Lake campgrounds located approximately 1,500 to 2,000 feet from the proposed concrete batch plant site. An industrial speaker was utilized and powered by a portable generator to produce 98 decibels of noise.

The members of MVFA board positioned themselves at multiple different locations around the property including Frank's Diner, the campground area of Lake Finnon Reservoir, and the residence located to the south of the proposed batch plant location. The MVFA board feedback gathered from the test concluded that the 98-decibel sound was not a nuisance and was not heard at all in some areas. See Appendix D for a copy of the Sound Nuisance Test Results.

In addition, as stated in the certified EIR for the Project, the construction contractor shall employ noise-reducing construction practices to reduce construction noise as required by Mitigation Measure NOI-1 which reduced the potential impact to less than significant. Therefore, the potential temporary noise impacts during project construction to sensitive receptors would be similar to or less than what was analyzed in the EIR. Accordingly, the proposed changes to the project

construction plan does not involve changes that would result in new significant impacts or substantially more severe impacts than were analyzed in the certified EIR.

Conclusion

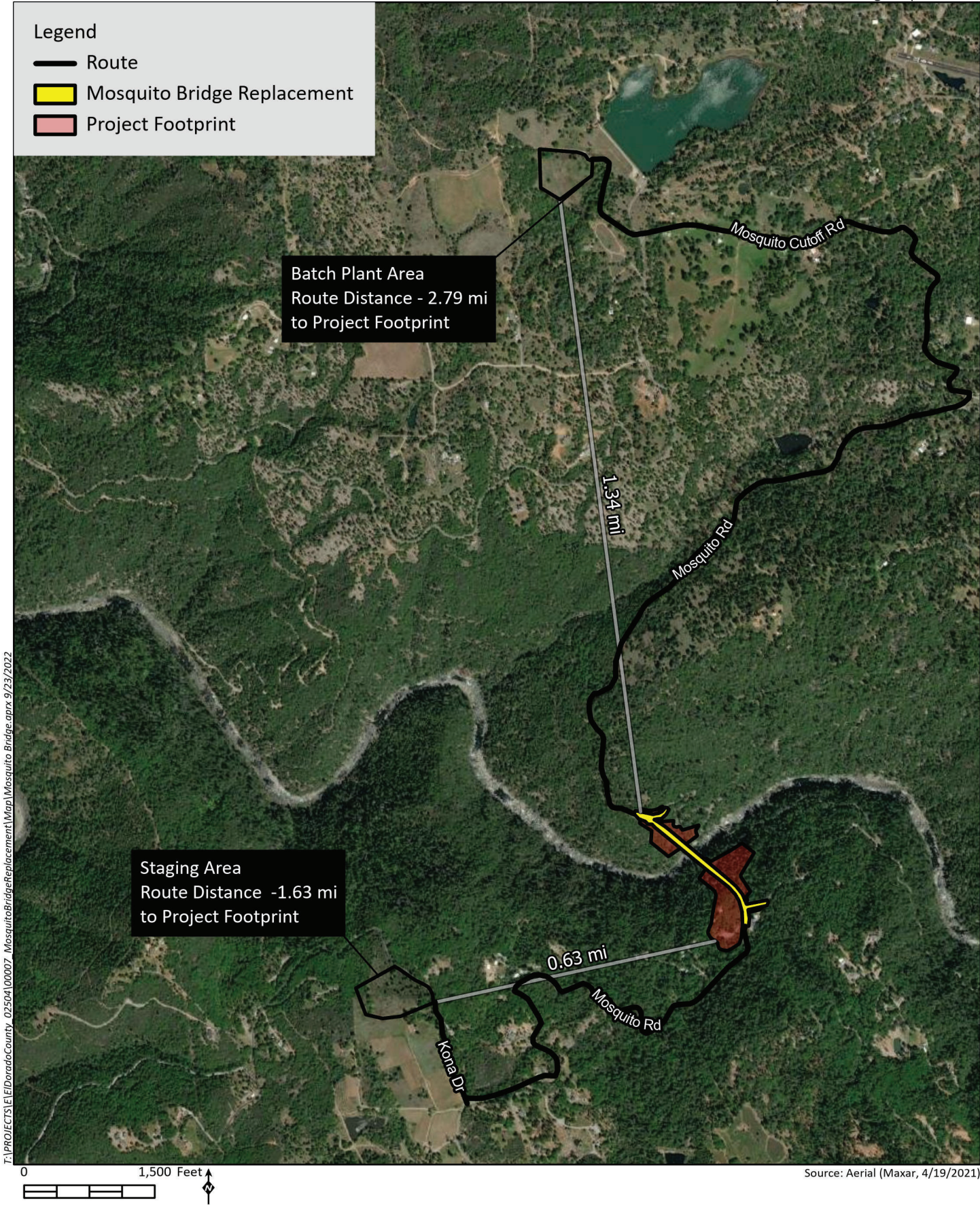
Based on the analysis presented above and supporting documents prepared, the proposed change to the project construction plan would not result in any changes, new circumstances, or new information that would involve new significant impacts or substantially more severe impacts related to any resources from what was analyzed for the Project in the 2016 EIR.

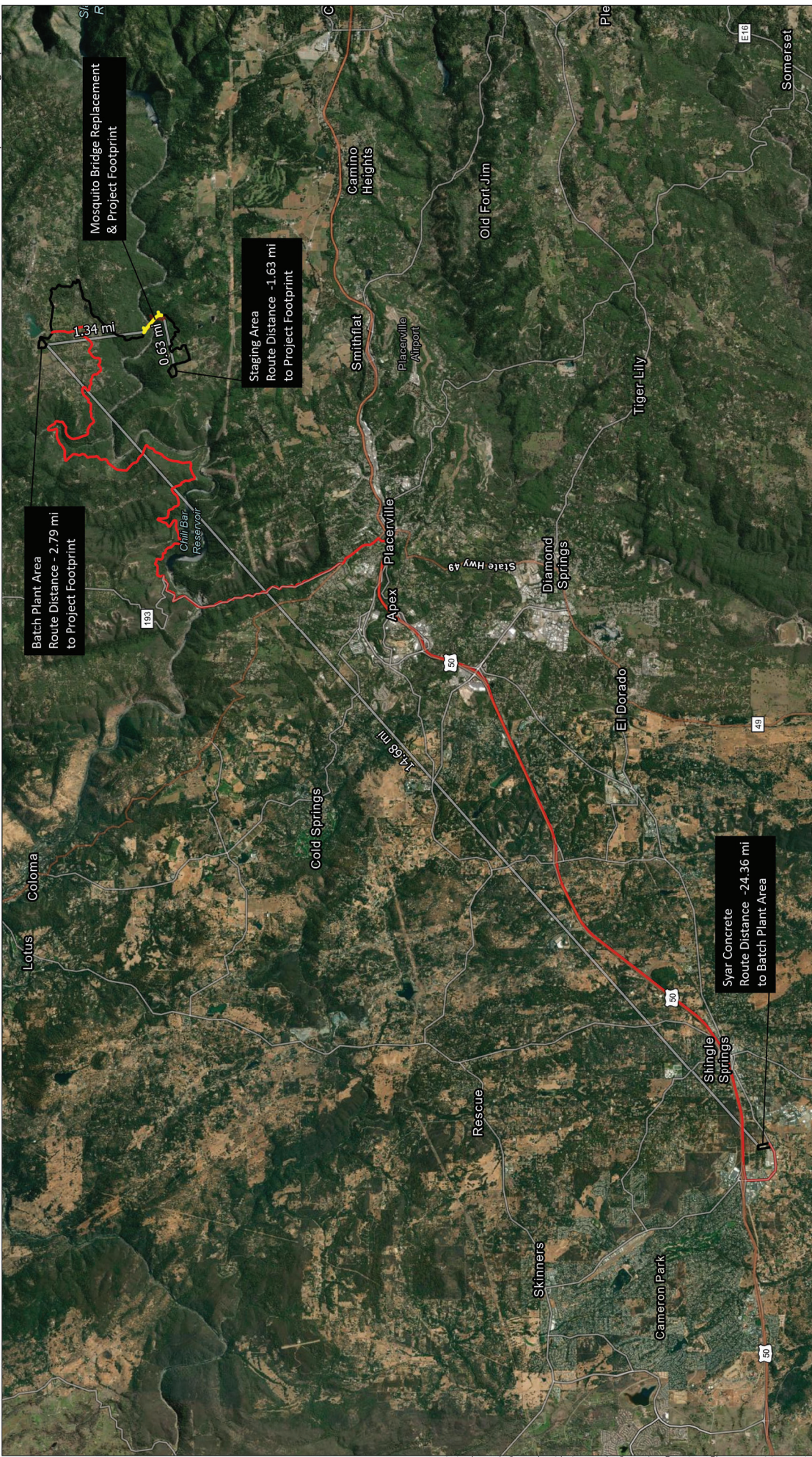
FIGURES

1. Staging Area and Batch Plant Location Map
2. Route to Syar Concrete Mixing Plant

APPENDICES

- A. On Site Batch Plant Work Plan
- B. Biological Assessment
- C. Cultural Resources Assessment
- D. Mosquito Road Bridge Concrete Batch Plant Noise Impact Exercise and Results Narrative





Route to Syar Concrete Mixing Plant

Figure 2