

B. Sher #27 BOS 8/8/2017

My name is Benjamin Sher. I live at 1000 Fruitridge Rd in Placerville / Apple Hill. I own and manage multiple residential and 400 acres of ranch lands in El Dorado County, including 60 acres along the South Fork. The quarter-mile long bridge will be built 700 feet above my 20 acre property and both footings for the bridge will be constructed on my land. The new bridge will be the largest structure of its kind in El Dorado County, and one of the tallest bridges in California.

Last week I gave permission for the county to drill and test on my property for the footings of the new bridge. I have some concerns as one of the only two private property owners whose lands will be most impacted by the project: a process concern, a gripe, and some general comments and questions about the project I hope the Board will consider.

Regarding process: I only received notice about the publication of the FEIR and this meeting on Friday, August 4. I have not had sufficient time to review the FEIR. The Board should postpone its vote. I don't think the public has been sufficiently informed of the FEIR. No notice, to date, has been posted on the Mosquito Bridge website (<https://www.edcgov.us/mosquitobridge>), nor were any informational alerts sent to its subscriber list. While the public meeting notice requirements may have been met, the public should be afforded more than normal notice for a project of this magnitude.

Regarding the gripe: in my comments to the draft EIR (Comment Letter I-303) I asked that the existing road and pipe gate on my property be represented on the maps for the EIR. Figure 2-2 shows a construction and access road for the project but fails to note that its alignment falls directly on my infrastructure. My road is part of an historic mining and river access across my property and continuing on BLM lands and includes hand-made rock walls. It's a significant and historic feature as well as a geologically-stable route along and down the steep canyon. The county will begin disrupting my road as early as this month when a staging area will be cut and filled at my pipe-gate location for drill testing. My suggestion for this minor change to the maps was rejected in the FEIR. I'd like the Board to see this oversight corrected in future mapping of the project.

My general comments and questions relate to good governance by this Board. It was a prior Board, in its wisdom, in the year 1968, that approved the rural subdivision of Swansboro without regard to the inadequacy of the Swinging Bridge to serve the population that would live there. It is this Board that will approve a sixty-five-million-dollar bridge that will be county owned and therefore a county liability for repair and maintenance. Has the Board been informed as to these costs and will the Board be offered a range of designs to select from, with an economic impact report for each design option? How often will its steel have to be repainted and its storm drainage system cleaned and repaired? How will its stormwater be conveyed down

the steep terrain to the river below without eroding the hillsides around the footings of the bridge? Should the bridge have any lighting, and if so, should electrical conduit be included in the design? How will the permanent access roads to the bridge footings be constructed and will these roads tie-in to the old Mosquito Road segments so that fire and emergency vehicles will have connectivity between the new access roads and the old road? Is the Board aware of the suicide rate at the Foresthill Bridge, which is also 700 feet above a river, and the succession of suicide prevention barriers that have been constructed at that location?

County Boards across our nation approve expensive projects like this one. The federal taxpayer is asked to pay for these. The buck stops with you. When the money is federal, we all want the project built. But then we complain that our taxes are too high. Is it good governance to approve this giant structure that will be useable only by virtue of an old, substandard, winding, steep, and too narrow Mosquito Rd? A road that may soon become potholed from new use by large vehicles? Is it good governance to approve it without regard to its repair and maintenance costs and the identification of a funding source to cover these, when meanwhile, the county road system is in such a poor state of repair, including Fruitridge Road, whose potholes I had to swerve past to get here today?

I hope the Board will consider these questions as plans for the project are further developed.

Thank you.

August 8, 2017 – Comments on FEIR

Benjamin Sher

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Attachment: recent Sac Bee news article

# Woman snapping selfie falls 60 feet from Foresthill Bridge

BY CATHY LOCKE [clocke@sacbee.com](mailto:clocke@sacbee.com)

[HTTP://WWW.SACBEE.COM/NEWS/LOCAL/CRIME/ARTICLE142975709.HTML](http://www.sacbee.com/news/local/crime/article142975709.html) 

**APRIL 5, 2017**

A Sacramento woman was hospitalized after she fell about 60 feet as she tried to take a selfie while walking along girders beneath the Foresthill Bridge.

The woman and a group of friends were walking on girders underneath the bridge Tuesday afternoon. The woman tried to take a photo of herself and fell from the girders, landing on the trail about 60 feet below, according to a Placer County Sheriff's Office news release.

She was flown to Sutter Roseville Medical Center and is expected to survive, the news release said. The woman's name was not released.

The sheriff's office stressed that walking along the girders is a violation of the Placer County Code and the state Penal Code.

"The walkways under the Foresthill Bridge are closed for the protection of our residents and our community," the sheriff's department stated in a post on its Facebook page. "Any trespassers found on the bridge will be cited. Be safe and tour the bridge from the sidewalks above. This young lady is very lucky to be alive and the consequences could have been worse for her, her friends and her family."

In this video from April 16, 2014, the iconic span, east of Auburn and towering 730 feet above the American River, receives a face-lift, including a fresh coat of green paint, 220,000 bolts and more than 2.3 million pounds of new steel, part of a seismic retrofit that began in 2011.

A sign warns people against venturing onto closed areas of the Foresthill Bridge. Placer County Sheriff's Office

H. Penn # 27 BOS 8/8/2017

### Master Responses to Final EIR – Mosquito Road

We appreciate the strategic partnership with El Dorado County in the Mosquito Bridge Road project and respectfully ask that the responses need to include accurate reference to an MOU reached with a coalition of stakeholders on May 9, 2017. The responses do not correctly reflect the language of the MOU. Specifically, the final executed MOU states in Section B. 2.:

Except as otherwise set forth herein, the County **will not restrict vehicle** or pedestrian access from dawn to dusk, 365 days per year, **on either the Placerville or Swansboro side** of the South Fork American River from Mosquito Road, continuing to the existing Mosquito Bridge;

Yet the responses indicate otherwise:

#### Master Response 1. Public Concern Regarding Bridge Removal

Page 2-11 Paragraph 2

“.....the Board has agreed to maintain vehicle access to the existing bridge on **one side of the river from dawn to dusk**.

#### Master Response 3. River Access for Recreational Purposes

Page 2-13 Paragraph 2

“.... the County has agreed independent of this Project to allow for **vehicle access to the river on one side** of Mosquito Road.”

Page 2-14 Paragraph 1 & 3

“.... the County has agreed to maintain **vehicle access to the river on one side of the river** and help facilitate limited, informal parking.”

Page 2-15 Paragraph 3

“....the County has agreed to maintain **vehicle access to the river on one side** and help facilitate limited, informal parking.”

Thank you for your consideration of these comments and we look forward to working with you on this bridge project.

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