



Legislation Text

File #: 11-0947, **Version:** 1

The Department of Transportation (DOT) recommends the Board take the following actions related to the Revised Northside School Bicycle Path Project, Utility Relocation and Rock Removal Portion.

- 1) Adopt the California Environmental Quality Act (CEQA) Addendum to the 2008 Mitigated Negative Declaration (MND); and
- 2) Approve the Revised Project as described in the CEQA document.

These actions are based on the following findings:

- A) The CEQA document on file with the Clerk of the Board and on Department of Transportation (DOT) website <http://www.edcgov.us/Government/DOT/CEQA.aspx> was prepared pursuant to Public Resources Code Sections 21000 et seq., and the CEQA Guidelines.
- B) There is no substantial evidence that the Project will have a significant effect on the environment.
- C) The Addendum to the 2008 MND for the Utility Relocation and Rock Removal Portion reflects the lead agency's independent judgment and analysis.

FUNDING: Phase 1: 2005/06 Transportation Enhancement (TE) Program Award; Federal Safe Routes to School (SRTS) Program Grant; and an award from the Congestion Mitigation & Air Quality Improvement (CMAQ) Program Fund; and Phase 2: State Safe Routes to School (SR2S) Program Grant; and an award from the Congestion Mitigation & Air Quality Improvement (CMAQ) Program Fund.

Fiscal Impact: Approval of this Addendum to the Mitigated Negative Declaration will not directly result in any fiscal impacts.

Reasons for Recommendation:

Project Background: The El Dorado County Board of Supervisors (BOS) approved the Northside School Bicycle Path Project and adopted the accompanying MND on December 16, 2008. (See Attachment "B" of Addendum Document)

The Bike Path Project includes construction of an 8-foot wide Class I Bike Path along the north side of SR-193 from SR-49 to the American River Trail at the entrance of the Auburn Lake Trails Subdivision (Phase I) and an 8-foot wide Class I Bike Path on the west side of SR-49 from Northside School (Cave Valley Road) to SR-193 (Phase 2). The overall length of the project is approximately two miles.

Based on the results of the Initial Study, the County determined the project could have a significant effect on the environment, but mitigation measures were identified that would reduce impacts to less than significant.

During the Design Phase of the Project, DOT determined additional work was necessary. This additional work includes: relocation of five utility poles; removal of a portion of a rock outcropping; and relocation of approximately 250 feet of 10" water line located along SR-193 to provide adequate space for the proposed bike path. Relocation of the utility poles and removal of the rocks is more

cost-effective than the previously proposed solution of installation of retaining walls. Therefore, the retaining walls along SR-193 are no longer necessary and would be removed from the proposed Project.

Removal of a portion of the rock outcropping, along with removal of an adjacent foothill pine tree, is necessary to avoid additional purchase of right of way and avoid creation of a bicycle sight distance conflict. Relocation of the water line is necessary to provide the minimum cover over the water line where the bike path is lowered to meet ADA grade requirements. In addition to removal of one pine tree, seven oaks, and two willows are required, due to topographic constraints. (See Figures 1 through 5 in Attachment "A", Addendum)

Project Construction: DOT would retain a construction contractor who would be responsible for compliance with all applicable rules, regulations and ordinances associated with construction activities and for implementation of the adopted construction-related mitigation measures previously applied to the Project.

Project Funding: The Project is funded primarily by a combination of grant moneys from the Transportation Enhancement (TE) Program awarded in 2005/06; the Federal Safe Routes to School (SRTS) Program; and a Congestion Mitigation and Air Quality Improvement (CMAQ) Program fund for construction of Phase I. Phase 2 was awarded a State Safe Routes to School (SR2S) Grant; and Phase 2 was also awarded a Congestion Mitigation and Air Quality Improvement (CMAQ) Program Fund.

Mitigation Measures: No additional impacts were identified, therefore, no additional mitigation measures were required. Existing measures still apply to the Project.

Public Notification: Due to the minor nature of the changes in the Project Description, DOT prepared this addendum rather than a supplement to the MND pursuant to Section 15164 of the CEQA Guidelines. Further, the Addendum was not publicly noticed as notifications of Addenda are not required pursuant to CEQA Guidelines Section 15164(c).

Action to be Taken Following Approval:

The Department of Transportation will take the following action:

1. File a Notice of Determination with the office of the County Recorder/Clerk.
2. DOT staff will proceed with the Project through preparation of the Plans, Specifications and Estimates, and Right of Way Acquisition process.

Contact:

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Director of Transportation

Concurrences: County Counsel

Attachment A: Addendum to the Northside Bicycle Path Project Initial Study,
Mitigation Negative Declaration for Revised Northside School
Bicycle Path Project: Utility Relocations and Rock Removal Portion

Attachment B: Initial Study/Mitigated Negative Declaration for the Northside School
Bicycle Path Project, October 2008.