



## Legislation Details (With Text)

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**Title:** Community Development Agency, Transportation Division, recommending the Board consider the following actions related to the Bucks Bar Road at North Fork Cosumnes River - Bridge Replacement Project, Capital Improvement Program Project 77116:  
1) Adopt the California Environmental Quality Act Mitigated Negative Declaration; and  
2) Approve the Project as described in the California Environmental Quality Act document. (Est. Time: 20 Min.)

**FUNDING:** This project is included in the Adopted 2015 Capital Improvement Program and is funded through the Federal Highway Bridge Program (88.5%) and Regional Surface Transportation Program Exchange Funds (11.5%).

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** 1. A - Approved CRS 11-17-15, 2. B - Bucks Bar Errata Sheet 11-17-15, 3. C - Bucks Bar IS-MND 11-17-15, 4. D - Bucks Bar Response to Comments 11-17-15, 5. E - Bucks Bar Vicinity Map 11-17-15, 6. F - Bucks Bar ESA Action Plan 11-17-15, 7. G - Staff Report 11-17-15

Date	Ver.	Action By	Action	Result
11/17/2015	1	Board of Supervisors	Continued	Pass

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### DEPARTMENT RECOMMENDATION

Community Development Agency, Transportation Division (Transportation), recommends the Board adopt the California Environmental Quality Act (CEQA) Mitigated Negative Declaration (MND) and approve the Project as described in the CEQA MND.

The recommended Board actions are based on the following findings:

A) The CEQA document, on file with the Clerk of the Board and on the Community Development Agency, Transportation Division website, <http://edcgov.us/DOT/CEQA.aspx>, was prepared pursuant to Public Resources Code §21000 et seq., and the State CEQA Guidelines.

B) There is no substantial evidence that the Project, as mitigated, will have a significant effect on the

environment.

C) The MND for the Project reflects the lead agency's independent judgment and analysis.

## **DISCUSSION / BACKGROUND**

Transportation proposes to replace the existing Bucks Bar Road Bridge over the North Fork Cosumnes River. Transportation will use Highway Bridge Program and Regional Surface Transportation Program Exchange Funds to replace the existing structure and adjacent roadways in accordance with American Association of State Highway and Transportation Officials (AASHTO) design guidelines.

Transportation is the CEQA lead agency and prepared the MND to consider the significance of potential Project impacts in accordance with the State CEQA Guidelines (14 CA Administrative Code, §14000 et seq.). Certification of this MND would complete the CEQA portion of the environmental phase toward ultimate delivery of this Project. Because this is a federally funded project, the Federal Highway Administration designated Caltrans as the lead agency to administer the National Environmental Quality Act (NEPA) Categorical Exclusion, utilizing the required studies completed by the County. At this time, NEPA is not yet approved.

Project Need: The existing one lane reinforced concrete deck slab bridge was built in 1940. The current width only accommodates a single lane which forces southbound vehicles to yield to northbound travelers until the traveled way on the bridge is clear. The 2012 Average Daily Traffic (ADT) at the bridge is approximately 4,500 vehicles per day. The Accident Site Analysis Summary for Bucks Bar Road between PM1.0 and PM1.4 from January 1, 1992 to June 3, 2015 reports 44 accidents with 19 injuries and no fatalities (El Dorado County 2015). Caltrans classifies the bridge as functionally obsolete with a sufficiency rating of 71.4 out of 100. The bridge width, railings, transitions, approach rails, and approach guardrails do not meet current standards. Additionally, the existing bridge does not pass the 100-yr flows and was observed being overtopped during a major storm in 1997.

Project Outreach: Transportation held several public meetings and outreach events, spanning from 2011 to 2015, to inform the public about the need for the project, different engineering solutions, and project impacts. The public expressed concern about the community impacts of a long duration road closure. The public comments and responses to the presentations resulted in some early alternatives being dropped from consideration at the direction of the Board of Supervisors.

The Notice of Intent to Adopt a Mitigated Negative Declaration was advertised in the Mountain Democrat and the entire document was posted on the County website at <http://www.edcgov.us/Government/DOT/CEQA.aspx>. Hard copies are available at the Transportation offices at 2850 Fairlane Court, Placerville. Individual notices were also sent to those directly affected in the Project area and to relevant agencies. The public review period began on July 22, 2015 and ended on August 21, 2015.

### Purpose and Objectives:

The purpose and objectives of the project are to:

- Improve roadway safety,
- Provide a bridge that meets hydraulic flow requirements,
- Keep Bucks Bar Road open during construction, and
- Comply with the AASHTO design guidelines and El Dorado County standards.

Project Description: A Caltrans Structure Type Selection Report, included in the Supplemental Feasibility Study Report (T.Y. Lin 2015) for this project was prepared by T.Y. Lin International that evaluated three replacement alternatives. The report concludes that the preferred alternative is Alternative A, a cast-in-place pre-stressed (PS) single span concrete box girder bridge because it best meets the purpose and project objectives while minimizing the environmental impacts.

The proposed 210 foot long single span does not require any permanent supports below the ordinary high water mark of the North Fork Cosumnes River. The Project may require the placement of rock slope protection at the new bridge abutments.

The single span alternative will have a structure depth of 9.5 feet. To minimize the visual impacts of a deep structure, the exterior webs have been sloped. The typical roadway section accommodates two 12 foot lanes with 4 foot shoulders. At the bridge, the shoulder widths are reduced to 3 foot. The bridge would include a Type 80 Caltrans barrier with a tubular steel railing.

The roadway conforms will be located away from existing driveways in order to minimize impacts to property owners. Access to residences at the project site will be maintained throughout Project construction. The Project does not require a detour. Bucks Bar Road and the existing bridge will be open during construction of the replacement bridge. One way traffic with reversing controls will be implemented regularly, and Transportation is considering the use of a temporary traffic signal to regulate one way reversing traffic 24 hours per day.

For a more detailed project description, please refer to the MND document (Attachment C), and available on the County website at <http://edcgov.us/DOT/CEQA.aspx>.

Right of Way: Right-of-way acquisition will be required on both the north and south sides of the river. There is an existing cabin on the south side of the river which would need to be acquired and removed prior to construction. On the north side of the river, there is an existing home which can be avoided. Temporary construction easements and slope easements would be required on the north and south sides of the river.

Construction: The majority of construction would preferably occur during the dry season when the water flows within the North Fork of the Cosumnes River are at their seasonal minimum. Work within the river corridor would include the installation of temporary falsework, as well as the probable construction of a temporary crossing that would be placed over the river to provide a stable platform from which the contractor would access both sides of the river and perform the required construction activities.

Project construction will likely require an in stream water diversion of a portion of the North Fork Cosumnes River. The temporary crossing may include piped and open or covered channel diversions. Flows would be maintained through the existing channel.

Overhead utilities within the Project limits include PG&E power and AT&T telephone. The utilities would be relocated south of the proposed bridge site prior to the construction of the new bridge. Temporary relocation would be required at the existing bridge site to accommodate bridge demolition. Relocation of overhead utility lines may require the County, utility provider, or their contractors to trim or remove trees prior to construction.

It is anticipated that the Project construction will occur in 2017/2018. The new bridge and road work would be constructed in a single season. The removal of the existing bridge will occur after traffic has been switched to the new bridge.

Mitigation Measures: In response to the concerns set forth by the California State Lands Commission regarding invasive aquatic species and to adjacent landowner regarding screening vegetation, minor text changes are made to the Initial Study and incorporated as part of the IS/MND, as reflected in Attachment B, Bucks Bar Errata Sheet. These revisions to the IS/MND do not result in new, avoidable significant effects requiring mitigation, nor would they fail to reduce potential effects to a less than significant level (since all impacts would remain less than significant). The revised text would not require recirculation in accordance with § 15073.5(a).

The Mitigation Monitoring and Reporting Plan contained within the Initial Study/Mitigated Negative Declaration (see Attachment C to this Board item) outlines each mitigation measure and implementation in detail. A more general listing of mitigation measures that will be implemented on this project is as follows:

- Conduct pre-construction surveys and protect active nests or burrows of special-status and migratory birds, sensitive plant species, and the California Red Legged Frog.
- Prevent the spread of invasive plant species.
- Avoid and protect riparian habitat and Waters of the U.S., and native trees during construction activities and comply with permit conditions.
- Protect Cultural Resources and Tribal Cultural Resources. The document that provides the most detail regarding the protection of cultural resources is the Environmentally Sensitive Area (ESA) Action Plan (Attachment F). Transportation staff complied with Assembly Bill 52 (Native Americans: California Environmental Quality Act) by working closely with representatives from local tribes to develop the ESA Action Plan. Transportation staff is concerned about the potential for inadvertent or intentional damage or theft of the cultural resources should the locations of these resources be revealed. Accordingly, in accordance with the California Public Records Act, Government Code § 6250 et seq., and the Information Practices Act of 1977, Civil Code § 1798 et seq., the ESA Action Plan as presented in Attachment F has been redacted to protect the locations of the cultural resources.
- Avoid hazards and hazardous materials.
- Ensure long-term soil stabilization and protect water quality during construction.

Comments: Several agency and public comments were received as a result of the public review process. These comments and the County's response to each can be found in Attachment D.

## **ALTERNATIVES**

N/A

## **OTHER DEPARTMENT / AGENCY INVOLVEMENT**

N/A

## **CAO RECOMMENDATION**

Chief Administrative Office recommending the Board adopt the California Environmental Quality Act Mitigated Negative Declaration and approve the project as described in the CEQA document.

### **FINANCIAL IMPACT**

The Project is budgeted in the adopted 2015 Capital Improvement Program and funded through the Federal Highway Bridge Program and Regional Surface Transportation Program Exchange Funds. The Project has no Net County Cost.

### **CLERK OF THE BOARD FOLLOW UP ACTIONS**

N/A

### **TRANSPORTATION FOLLOW UP ACTIONS**

Transportation Division Staff will:

- 1) File a Notice of Determination with the office of the County Recorder/Clerk
- 2) Proceed with the Project through the NEPA clearance process, then to final design and construction.

### **STRATEGIC PLAN COMPONENT:**

Infrastructure

### **CONTACT**

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Community Development Agency, Transportation Division