



## Legislation Details (With Text)

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**Title:** Community Development Agency, Transportation Division, recommending the Board take the following actions related to the Oak Hill Road at Squaw Hollow Creek Bridge Replacement Project (Bridge 25C0096), Capital Improvement Program Project 77134:  
1) Adopt the California Environmental Quality Act Mitigated Negative Declaration; and  
2) Approve the Project as described in the California Environmental Quality Act Document.

**FUNDING:** Highway Bridge Program. (100% - Federal)

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** 1. A - Approved CRS 4-18-17, 2. B - Oak Hill Initial Study/MND 4-18-17, 3. C - Response to Comments (Exh A) 4-18-17

Date	Ver.	Action By	Action	Result
4/18/2017	1	Board of Supervisors	Approved	Pass

Community Development Agency, Transportation Division, recommending the Board take the following actions related to the Oak Hill Road at Squaw Hollow Creek Bridge Replacement Project (Bridge 25C0096), Capital Improvement Program Project 77134:

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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 Oak Hill Road at Squaw Hollow Creek Bridge Replacement Project (Bridge 25C0096) (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 Transportation's website, <http://www.edcgov.us/DOT/CEQA.aspx>, was prepared pursuant to Public Resources Code §21000 et seq., and 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 Transportation's independent judgment and analysis, as lead agency for the County.

### DISCUSSION / BACKGROUND:

Transportation proposes to replace the existing bridge over Squaw Hollow Creek on Oak Hill Road, located six-tenths (0.6) of a mile south of Pleasant Valley Road. Oak Hill Road is a local rural road

with a two-way travel lane that has an average daily traffic count of about 2,000 trips near the Project area. The existing bridge over Squaw Hollow Creek was constructed in 1945 and is considered functionally obsolete per the California Department of Transportation (Caltrans) Standards with a sufficiency rating of 52.7 out of 100.

Purpose: 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 functionally obsolete bridge with a new structure that meets current standards, and (2) widening the road geometry approaching the bridge from both southbound and northbound directions. Transportation staff presented this Project and the recommendation for replacement at two public community meetings held on April 30 and May 21, 2014, at the Gold Oak Elementary School located at 3171 Pleasant Valley Road in Placerville.

CEQA: Transportation is the CEQA lead agency and prepared the MND to consider the significance of potential Project impacts in accordance with 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 (FHWA) designated Caltrans as the lead agency to administer the National Environmental Policy Act (NEPA) Categorical Exclusion, utilizing the required studies completed by Transportation as lead agency for the County. At this time, NEPA is not yet approved.

Project Description: The existing bridge is a two-lane, 19.6 feet wide and 24 feet long, reinforced concrete deck/girder bridge. The new bridge is proposed to be approximately 32 feet wide and 32 feet long with two 12-foot wide travel lanes with 3-foot wide shoulders on each side. The new bridge would be located slightly west of the existing bridge, which would make the curve approaching the bridge from the south less severe.

The bridge structure type has not yet been determined. The foundation of the new bridge may consist of cast-in-drilled-hole piles or spread footings, which will be determined based on the results of a geotechnical study. The bridge abutments would be located on the banks of Squaw Hollow Creek and would not be in the active channel. Rock slope protection may be placed around the new abutments to protect them from scouring and erosion. It is anticipated that the excavation for the abutments would not exceed 20 feet (approximate) below the existing ground surface.

Transportation plans to widen the roadway approaches from 18 feet to 30 feet to align with the new bridge width and may need to realign the approaches. Approximately 430 feet and 380 feet of Oak Hill Road would be reconstructed to the south and north of the new bridge, respectively. As part of this realignment, cut and fill would be required along the new roadway, and fences and roadside drainage ditches may be relocated to follow the modified roadway. Adjacent driveways would also be realigned to match the new roadway. In addition, pavement associated with the old roadway would be removed, and the disturbed area would be restored to match adjacent conditions (e.g., grasslands). New guardrails approximately 80 feet long would be installed adjacent to the bridge abutments on both sides of Oak Hill Road. A retaining wall, approximately 200 feet long, with a drainage swale may be installed on the west side of Oak Hill Road, south of the existing bridge, to stabilize the slope.

A detailed Project Description can be found in the MND document or on Transportation's website at <http://www.edcgov.us/DOT/CEQA.aspx>. A hard copy can be obtained at the Transportation office located at 2850 Fairlane Court, Placerville.

Construction: The Project is anticipated to start in 2018 or later, once all required approvals and funding have been obtained. The construction period for the bridge and roadway improvements would take up to 1.5 years and generally take place between April 15 and October 30. Work performed in and around the creek (e.g., the diversion dam, and bridge construction), would be scheduled during dry months. Utility relocation (e.g., overhead telephone and electrical, and underground waterline), may be scheduled within a year prior to bridge construction.

With the exception of occasional short-term closures, the existing bridge would remain open during construction. During closures, one-way reversing traffic would be controlled by flaggers. Access for emergency vehicles through the Project area would be maintained at all times.

Mitigation Measures: Mitigation measures are added to the Project to reduce potential impacts to a level of insignificance. The Mitigation Monitoring and Reporting Plan can be found within the MND Document. The mitigation measures will reduce potentially significant impacts to less than significant.

Public Notification: The Notice of Intent to Adopt a Mitigated Negative Declaration was advertised in the Mountain Democrat on January 16, 2017, and the entire document was posted on Transportation's website at <http://www.edcgov.us/DOT/CEQA.aspx>. Hard copies are available at the Transportation office located at 2850 Fairlane Court, Placerville. Individual notices were sent to those directly affected in the Project area and to relevant agencies. The public review period began on January 16, 2017, and ended on February 14, 2017.

Public Comments: Letters were received from two community members expressing a number of concerns regarding the need for a new bridge: traffic safety, impacts to trees and biological resources, and aesthetic/visual issues. The community members felt that widening the bridge and a new alignment would encourage higher vehicle speeds and lead to more accidents. They also questioned the need for a new bridge and felt it did not fit the narrow roadway or character of the area.

Standard comment letters were received from local, state and federal resource agencies.

Response to Comments: Responses to comments are provided in Exhibit A (Attachment C).

## **ALTERNATIVES**

- 1) The Board could choose not to adopt the MND and approve the Project. Transportation would make adjustments as directed by the Board and bring this item back to the Board at a later date. This would increase Project cost and delay delivery.
- 2) The Board could cancel the Project. Transportation would be required to return all federal funds spent thus far.

## **OTHER DEPARTMENT / AGENCY INVOLVEMENT**

Prior to construction, resource agency permits may be required as follows:

- 1) U.S. Army Corps of Engineers - Section 404 Clean Water Act Nationwide Permit
- 2) Central Valley Regional Water Quality Control Board - Section 401 Water Quality Certification
- 3) California Department of Fish and Wildlife - Streambed Alteration Agreement
- 4) El Dorado County Air Quality Management District - Fugitive Dust Plan Approval

County Counsel has approved the MND.

**CAO RECOMMENDATION**

It is recommended that the Board approve this item.

**FINANCIAL IMPACT**

The Project is included in the adopted 2016 Capital Improvement Program and is funded through the Federal Highway Administration Local Assistance Highway Bridge Program, authorized under the "100% Funded Program." Adoption of this MND and approval of the Project will not result in any change to Net County Cost.

**CLERK OF THE BOARD FOLLOW UP ACTIONS**

N/A

**TRANSPORTATION FOLLOW UP ACTIONS**

- 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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