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County of El Dorado

Legislation Details (With Text)

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File created:	3/23/2018	**In control:**	Board of Supervisors
On agenda:	5/8/2018	**Final action:**	5/8/2018
Title:	Community Development Services, Department of Transportation, recommending the Board take the following actions related to the Green Valley Road at Indian Creek - Bridge Replacement Project, CIP 77127 and Green Valley Road at Mound Springs Creek - Bridge Replacement Project, CIP 77136: 1) Adopt the California Environmental Quality Act Initial Study/Mitigated Negative Declaration; and 2) Approve the projects as described in the California Environmental Quality Act Document. FUNDING: Each Project is funded by Highway Bridge Program (64%), Regional Surface Transportation Program (9%), Traffic Impact Mitigation Fees - Zones 1-7 (8%), and Pacific Gas & Electric Utility Agency (19%). (Federal Funds)		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	1. A - Approved Contract Routing Sheet, 2. B - IS-MND CEQA-Final, 3. C - Vicinity Maps		

Date	Ver.	Action By	Action	Result
5/8/2018	1	Board of Supervisors	Approved	Pass

Community Development Services, Department of Transportation, recommending the Board take the following actions related to the Green Valley Road at Indian Creek - Bridge Replacement Project, CIP 77127 and Green Valley Road at Mound Springs Creek - Bridge Replacement Project, CIP 77136:
1) Adopt the California Environmental Quality Act Initial Study/Mitigated Negative Declaration; and
2) Approve the projects as described in the California Environmental Quality Act Document.

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DEPARTMENT RECOMMENDATION

Community Development Services, Department of Transportation (Transportation), recommends the Board adopt the California Environmental Quality Act (CEQA) Initial Study/Mitigated Negative Declaration (IS/MND) and approve the Green Valley Road at Indian Creek - Bridge Replacement Project, Capital Improvement Program (CIP) 77127 and Green Valley Road at Mound Springs Creek - Bridge Replacement Project (Projects), CIP 77136, as described in the CEQA IS/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, <https://www.edcgov.us/Government/dot/Pages/ceqa.aspx>, was prepared pursuant to Public Resources Code §21000 et seq., and State CEQA Guidelines.
B) There is no substantial evidence that the Projects, as mitigated, will have a significant effect on the environment.
C) The IS/MND for the Projects reflect Transportation's independent judgment and analysis, as lead agency for the County.

DISCUSSION / BACKGROUND

Transportation, in conjunction with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) proposes to replace the two existing Green Valley Road bridges over Indian Creek (25C0040) and Mound Springs Creek (25C0041). The bridges will be replaced with wider bridges and a continuous two way left-turn lane and refuge for turning vehicles to improve safety and comply with American Association of State Highway and Transportation (AASHTO) guidelines.

The Projects are located along Green Valley Road, west of the City of Placerville. The Projects are in a rural residential area adjacent to the community of Greenstone Country and are surrounded by large and medium sized residential parcels.

The existing Indian Creek Bridge is a narrow, two-lane, 28.2 feet wide, 21 feet long, single-span reinforced concrete bridge which was constructed in 1935 and previously widened in 1975. The bridge has a Caltrans sufficiency rating of 68.1 and does not comply with several AASHTO standards due to its substandard clear width of 26 feet between barriers and non-standard railings. The April 2014 Caltrans Bridge Inspection Report (BIR) found that the Indian Creek Bridge has substandard barriers/railings, and the roadway approaches need railings as there are currently none in place. The north side of the bridge has no barrier/railing and the south side does not meet AASHTO standards.

The existing Mound Springs Creek Bridge is a narrow, two-lane, 22.3 feet wide, 29.9 feet long, two-span reinforced concrete bridge that was constructed in 1935. The bridge has a Caltrans sufficiency rating of 68.1 and does not comply with several AASHTO standards due to its substandard clear width of 20 feet between barriers and non-standard railings. The April 2014 Caltrans BIR found that the Mound Springs Creek Bridge has substandard barriers/railings, and the roadway approaches need railings as there are currently none in place. The bridge barriers on the Mound Springs Creek Bridge have been hit by vehicles due to the narrowness of the bridge and the approach roadway geometry.

Both bridges also have deficient hydraulics, poor site distance at adjacent roadways, substandard approach roadway and geometrics, and concrete spalling. There are many accident report histories on this roadway. Per the Caltrans 2018 list of local agency bridges, both bridges are identified as Category 5 *'Ineligible for National Register Listing'*. The bridges are over 80 years old and have exceeded their 75-year design life.

Transportation is the CEQA lead agency and prepared the IS/MND to consider the significance of potential impacts resulting from the Projects in accordance with State CEQA Guidelines (14 CA Administrative Code, §14000 et seq.). Certification of this IS/MND would complete the CEQA portion of the environmental phase toward ultimate delivery of both Projects. Because these are federally funded Projects, FHWA has 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. Request for approval of NEPA follows CEQA.

Project Purpose/Description: The purpose of the Projects is to replace the existing Indian Creek and Mound Springs Creek bridges along Green Valley Road. Replacement of the structures is necessary due to both bridges containing deficient hydraulics, poor site distances at adjacent roadways, and substandard approaches. Approximately 4,200 vehicles drive this section of Green Valley Road daily.

The proposed replacement bridge over Indian Creek will be a reinforced simple span concrete bridge approximately 43 feet wide and approximately 38 to 44 feet long, with two (2) 12 foot wide traffic lanes, an 11 foot wide center lane, and two (2) 4 foot wide paved shoulders. The proposed replacement of Mound Springs Creek Bridge is anticipated to be a simple span concrete bridge. It will be approximately 43 feet wide and approximately 32 to 44 feet long, with two (2) 12 foot wide traffic lanes, an 11 foot wide center lane, and two (2) 4 foot wide shoulders. The abutments of both bridges will be on either spread footings or piles, depending upon depth of bedrock and project logistics. The new bridges, which will be wider and longer, will have new barriers and guard railing that is compliant with current design standards and will have minor shifts of bridge realignment.

To enhance safety between the bridges, the County proposes to improve the roadway approximately 700 feet southwest of the Indian Creek Bridge, the 1,050 feet between the two bridges, and 700 feet northeast of the Mound Springs Creek Bridge. The roadway will be widened to a pavement width of approximately 43 feet and will include a continuous median turn lane through the project corridor. The roadway and bridges will have the same lane and striping configuration. Road widening will primarily take place on the northwest side of the existing road within the County right-of-way. Minor widening will take place east of Mortara Circle on the south side of the road, requiring a small right-of-way acquisition. At Stagecoach Road, improvements will conform to the existing roadway near the intersection. It is anticipated that landscaping will be left in place as much as possible. The rock wall along Green Valley Road, just northeast of the intersection with Stagecoach Road, will likely be relocated to accommodate the Stagecoach Road improvements.

Construction: The Projects are anticipated to begin construction in 2020 once all required approvals, permits, and funding have been obtained.

Mitigation Measures: Mitigation measures are added to the Projects to reduce potential impacts to a level of insignificance. The Mitigation Monitoring and Reporting Plan can be found within the IS/MND Document, Appendix A (see Legistar Attachment A).

Public Notification: The Notice of Intent to Adopt a Mitigated Negative Declaration was advertised in the Mountain Democrat on February 2, 2018 and the entire document was posted on Transportation's website at <https://www.edcgov.us/Government/dot/Pages/ceqa.aspx>. A hard copy was available at the Transportation office located at 2850 Fairlane Court, Placerville. Individual notices were sent via US Mail to all property owners adjacent to the Projects and relevant agencies. The public review period began on February 2, 2018 and ended on March 5, 2018.

Public Comments: A total of nine (9) comment letters were received. Responding agencies included the Central Valley Regional Water Quality Control Board (CVRWQCB), U.S. Army Corps of Engineers, the State Clearing House and the United Auburn Indian Community. Community members raised questions and concerns regarding potential speed increases, site distance, adequate stacking space, aesthetics, pedestrian and bicycle features, and potential impacts to Greenstone Community culverts.

Response to Comments: Complete responses to each of the comments received can be found in the IS/MND Document, Appendix B (see Legistar Attachment B). No additional impacts were identified that were not discussed in the IS/MND and no additional mitigation measures are required.

ALTERNATIVES

1) The Board could choose not to adopt the IS/MND and approve the Projects. Transportation would make adjustments as directed by the Board and bring this item back to the Board at a later date. This could increase the Projects' cost and delay delivery.
2) The Board could cancel the Projects. 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) CVRWQCB - 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 reviewed and approved the IS/MND.

CAO RECOMMENDATION / COMMENTS
It is recommended that that Board approve this item.

FINANCIAL IMPACT
The Projects are included in Transportation's adopted 2017 CIP, which was approved by the Board on June 27, 2017 (Item 25). Adoption of this IS/MND and approval of the Projects will not result in any change to Net County Cost. The funding for the Underground Utility District will be provided by Pacific Gas & Electric Utility Agency.

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 Projects through the NEPA clearance process, final design and construction.

STRATEGIC PLAN COMPONENT
Infrastructure

CONTACT
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