



Legislation Text

File #: 11-1447, **Version:** 1

Department of Transportation recommending the Board take the following actions related to the Salmon Falls Road South of Glenesk Lane Realignment Project, CIP No. 73362:

- 1) Adopt the California Environmental Quality Act Mitigated Negative Declaration; and
- 2) Approve the Project as described in the California Environmental Quality Act Mitigated Negative Declaration.

FUNDING: The Project is included in the Adopted 2010 Capital Improvement Program and is funded through Highway Safety Improvement Program (HSIP) Funds and Regional Surface Transportation Program (RSTP) Exchange Funds.

Fiscal Impact/Change to Net County Cost:

Adoption of this Mitigated Negative Declaration (MND) and approval of the Salmon Falls Road South of Glenesk Lane Realignment Project (Project) will not result in any fiscal impact.

The recommended Board actions are based on the following findings:

- A) The California Environmental Quality Act (CEQA) document on file with the Clerk of the Board and on the Department of Transportation's (Department) website at <http://www.edcgov.us/Government/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.

Background:

The County has identified the Project area as having above-average accident rates. As a result of these above-average accident rates, the County was awarded a grant from the Highway Safety Improvement Program (HSIP), a federal safety grant program administered by the Federal Highway Administration (FHWA).

Project Location: The Project is located on Salmon Falls Road just south of the Salmon Falls Road/Glenesk Lane intersection which is approximately 1.4 miles north of the Salmon Falls Bridge crossing of the South Fork of the American River and 3.0 miles south of State Route 49.

Salmon Falls Road is a rural minor arterial that runs essentially south to north, from Green Valley Road in El Dorado Hills, north to State Route 49 in the Pilot Hill area. Existing land uses surrounding the Project area include wooded grasslands and pastures with scattered homes on five-acre parcels or larger.

Project Description: The proposed Project includes the realignment of Salmon Falls Road approximately 17 feet west of the existing roadway alignment between Mile Post 7.79 and Mile Post 7.99, thereby increasing the horizontal and vertical curve radius of the roadway and improving sight distance and shoulder width. The Project also includes widening the shoulder width from less than

one foot on each side to four feet on each side.

The realigned traffic lanes would be restriped to a minimum of 11 feet wide in both the northbound and southbound directions. The proposed Project would attempt to retain the existing guardrail and may involve the installation of additional guardrail. A retaining wall may also be installed on the west side of the road, and property fencing would be replaced if disturbed during construction activities.

A detailed Project description can be found in the MND available on the Department's website at <http://www.edcgov.us/Government/DOT/CEQA.aspx>, or as Attachment B of this Legistar item. A hard copy can be obtained at the Department offices at 2850 Fairlane Court, Placerville.

Construction: Construction is anticipated to take approximately four months and would take place during the construction season in 2013. All staging associated with construction would take place in previously disturbed areas where feasible.

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 in the MND as Appendix A.

Public Notification: The Notice of Intent to Adopt the MND was advertised in the Mountain Democrat, the entire document was posted on the Department's website, and hard copies were available at the Department offices. Individual notices were also sent to those directly affected in the Project area and to relevant agencies. The review period began on November 2, 2011 and ended December 5, 2011.

Public Comments: Standard comments were received from Resource Agencies. All standard requirements are met within the MND.

One comment letter was received from a local resident. A summary of the comments and Department responses are as follows.

- 1) A local resident was concerned that if blasting is to be used, that vibration monitoring be performed and to notify them via e-mail or phone of blasting activity 24 hours prior in order to secure their horses. It was also suggested that their house be inspected prior to blasting to document pre-blasting conditions.
- 2) This resident was also concerned that if widening work is to be considered north of Glenesk Lane, that some active or passive earth retention system be used to stabilize their property against potentially unstable slopes.

Response:

- 1) All residents in the area (within 1,000 feet) will be notified of the blasting schedule two days prior to blasting time. Also, the Department adheres to Caltrans' Special Provisions regarding "Control Blasting" which requires pre-blast surveys at least 15 days prior to the start of blasting activities. A pre-blast survey would document in detail all buildings and structures within 330 feet of blasting activities in conjunction with the controlled blasting plan. A post-blast survey of the same structures would follow and be included in the report. However, the nearest house from the proposed blasting area is 747 feet away. Therefore, pre-blasting surveys are not warranted.
- 2) All construction would be consistent with the County's Grading Ordinance and Storm Water

Management Plan for Western El Dorado County. The Department or its contractor will prepare a construction-related Storm Water Pollution Prevention Plan (SWPPP), consistent with Section 402 of the Clean Water Act and construction activities will include implementation of stormwater runoff Best Management Practices (BMP's) identified with the SWPPP. Application of these requirements and measures would prevent substantial erosion or topsoil loss. Following construction, all disturbed areas not paved would be re-vegetated consistent with measures to be identified within the SWPPP to ensure the long-term minimization of erosion and topsoil loss potential.

Reason for Recommendation:

The Department is the local 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 for the Project would complete the CEQA portion of the environmental phase toward ultimate delivery of this Project. As a federally funded project, Caltrans is the designated agency for the FHWA to administer the National Environmental Policy Act (NEPA) Categorical Exclusion utilizing the required studies completed by the County. At this time, the NEPA portion of the environmental phase for this Project is not approved. The Department will return to the Board upon NEPA clearance for authorization to commence acquisition of Right of Way for the Project.

Action to be taken by the Department following Board approval:

The Department will file a Notice of Determination with the office of the County Recorder/Clerk.

Contact:

Robert S. Slater, P.E.

Assistant Director of Transportation

Concurrence: County Counsel