



Legislation Text

File #: 15-0812, **Version:** 1

Community Development Agency, Transportation Division, recommending the Board consider the following pertaining to the Clear Creek Road at Clear Creek (PM 0.25) - Bridge Replacement (Bridge No. 25C0079) Project, CIP No. 77139:

- 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: Federal Highway Administration Local Assistance Highway Bridge Program authorized under the 100 percent Funded Program. (Federal Funds)

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 Clear Creek Road at Clear Creek (PM 0.25) - Bridge Replacement (Bridge No. 25C0079) Project (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://www.edcgov.us/DOT/index.html>, 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 is proposing to replace the existing single lane, 58 year old bridge structure to improve roadway safety and comply with American Association of State Highway and Transportation Officials (AASHTO) guidelines and El Dorado County standards. The Project is 100 percent funded under the Federal Highway Administration (FHWA) Highway Bridge Program (HBP).

This Project is one of two bridge replacement projects that are proposed concurrently along Clear Creek Road, and located approximately 1.57 miles apart from one another. This Project, Bridge No. 25C0079, is located along Clear Creek Road, approximately 0.25 miles east of the Clear Creek Road and Sly Park Road intersection in the Pleasant Valley community.

The purpose of the Project is to improve traffic safety conditions on a public roadway and comply with current County and AASHTO's guidelines by: (1) replacing a structurally deficient bridge with a new structure that meets current standards; and, (2) widening the road geometry approaching the bridge from both east-bound and west-bound directions. The existing bridge was determined to be structurally deficient with a sufficiency rating of 18.6 out of 100.

Transportation staff presented the Project and the recommendation for replacement at a public

community meeting held on November 20, 2013 at the Pleasant Valley Middle School.

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. This is a federally funded project; therefore, FHWA designated California Department of Transportation (Caltrans) as the lead agency to administer the National Environmental Policy Act (NEPA) Categorical Exclusion, utilizing the required studies completed by the County. At this time, NEPA is not yet approved.

Project Description: Due to public concerns, the description for this Project is being amended as shown below in strike out and underline format, and as described in the Errata Sheet (Attachment C) to the IS-MND. The County has researched the AASHTO standards for bridge width and is reducing the bridge widths for both proposed bridge replacements (PM 0.25 and PM 1.82) to the minimal permissible bridge widths. This reduces the proposed bridge widths (for roadway and shoulders) from +/- 26 feet to +/- 22 feet, (9 foot lanes and 2 foot shoulders) excluding widths for barriers.

The existing Clear Creek Bridge (PM 0.25), built in 1957, is a one-lane single-span structure, approximately 10 feet wide, consisting of two steel girders (railroad car frames). This bridge would be replaced by a new concrete bridge approximately 45 feet long and ~~26 feet wide (two 10-foot lanes and two 3-foot shoulders)~~ 22 feet wide (two 9 foot lanes and 2 foot shoulders) with railing and approach guardrails.

The new bridge abutments would extend to an approximate depth of 8 to 10 feet below the existing roadway. Rock slope protection may be placed around the new abutments to protect them from scouring and erosion.

The new segment of Clear Creek Road on both sides of the bridge would be wider than the existing roadway but also reduced from originally proposed, providing two 9-foot-wide travel lanes and two 2-foot wide shoulders near the new bridge, and would taper to match the existing width of Clear Creek Road. Approximately 600 feet of Clear Creek Road would be reconstructed.

Construction of the new bridge would be implemented in stages to allow vehicle traffic during the construction period, as described below under "Construction." Demolition materials would be removed and disposed of offsite at an appropriate facility. Pile-driving may be required to support a temporary shoring structure used to install the new bridge.

A detailed Project Description can be found in the MND document (Attachment B), as amended in the attached Errata Sheet, or on the Transportation website at <http://www.edcgov.us/Government/DOT/CEQA.aspx>. A hard copy can be obtained at the Transportation Division offices at 2850 Fairlane Court, Placerville.

Construction: The Project is anticipated to be constructed within a single construction season in spring and fall of 2017 or later. 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: During the investigation process, only five areas showed the potential for significant impact unless mitigation was incorporated. Mitigation measures are added to the Project to reduce potential impacts to the level of insignificance. These can be seen on pages 20 - 26 and 43 and 44 of Attachment B. This Project will create a permanent loss of riparian wetlands of 0.01 acres and the County will provide compensation for this loss through the purchase of fee credits. The Mitigation Monitoring and Reporting Plan can be found within the MND Document. The changes to the Project Description do not warrant additional or changed mitigation measures since the width reductions result in reduced but still potentially significant impacts. The same mitigation measures still apply and 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 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 sent to those directly affected in the Project area and to relevant agencies. The public review period began on April 10, 2015 and ended on May 11, 2015.

Public Comments: Several comments were received from the local community. These concerns were mainly regarding preservation of the unique character of the area. Every commenter felt that widening these bridges would destroy that character. Commenters were also concerned that wider bridges did not fit with the existing narrow roadway. However, commenters were also aware that the roadway needed to remain open for adequate fire protection.

Response to Comments: As mentioned, Transportation re-evaluated the proposed width of both bridges in direct response to these comments and revised the Project description as outlined and detailed on the attached Errata Sheet. No additional mitigation measures were required given the fact that with this revision, all impacts, especially grading and tree removal, are reduced but still potentially significant. Specific totals won't be determined until final design, although every effort will be made to minimize impacts to the greatest extent possible. Existing mitigation measures still apply and will reduce these impacts to less than significant.

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

ALTERNATIVES

Given that this bridge is rated lower than 50 out of 100 for sufficiency rating (18.6 rating), it qualifies for replacement under the HBP. The current design for replacement with reduced lane widths was determined to be the most feasible and cost effective alternative. No other alternatives are recommended for approval.

OTHER DEPARTMENT / AGENCY INVOLVEMENT

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

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

County Counsel has reviewed and approved the MND.

CAO RECOMMENDATION

CAO recommending the Board move staff's recommendations to adopt the CEQA MND and approve the Project as described in the CEQA document.

FINANCIAL IMPACT

The Project is included in the adopted 2015 Capital Improvement Program and is funded through the FHWA Local Assistance HBP, authorized under the 100 percent Funded Program. There is no financial impact to the County as a result of this Project.

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

Matthew Smeltzer, Deputy Director, Engineering
Community Development Agency, Transportation Division