

Appendix C Scoping Comments

- 1) "I like plan "B" better because it is straighter & less likely to have accidents between cars & trucks, especially during inclement weather. We average about 60 inches of rain a year, usually in 3 months, and we sometimes get snow & ice, so the straighter, the better. Also, I think it should be 3 lanes in each direction from the start. The traffic just gets heavier every year, & I believe it is short sighted to now make it 6 lanes from the start of planning."
- 2) "Use left-over sand to make some sand beaches! Also keep the "old" bridge as a walk/bike bridge – good for the tourists."
- 3) "Use area of circle southeast of bridge for staging area. Design temporary boat ramp for future sue by public after new bridge is complete. Alternative B looks like a much safer route for trucks, etc. by taking out the downhill curves."
- 4) "My husband a retired truck driver believes the red alternative, plan B, would be safer for trucks. Pipe dream – leave the old bridge for hiking, biking, walking!!"
- 5) "Thank you for holding the Antlers Bridge replacement project open house this evening in Lakehead. I learned much and I look forward to being kept informed as we proceed with this project. I prefer Alternative B. I suggest you hold an additional meeting in Redding. I believe you would get not only additional input, but also many more perspectives."
- 6) "I like plan B for the Lakehead Bridge reconstruction project. It seems to be the safest proposal. I also agree with having 3 lanes going south to accommodate slow moving semi trucks climbing the steep grade. Also, leaving the old bridge would be great for hiking, biking, picnicking and perhaps bungee jumping, as well as some great photography."
- 7) " Suggest low level lighting on the bridge. Reasons: 1) Drive - safety to spot stalled vehicles or road debris in the lane from a distance enabling them to safely slow down and react. 2) For emergency personnel – to light up the lanes when at a traffic accident on the bridge. Lights could be solar powered or use existing electrical on the bridge."
- 8) "Make 1 lane a truck lane only – no 4 wheelers. Also it would help if the truck lane was longer on the up hill grade."

9) “Plan B looks the best.”

10) “There is a significant bump at the northbound bridge approach.”

11) “What will be done with the existing bridge? Is there a plan to incorporate pedestrians or cycling in a safer situation? Will the elevation of the bridge compensate for anticipated changes, such as future plans to raise the dam? Will there be any type of lighting? (Caltrans’ response to these questions follow on next page.)

DEPARTMENT OF TRANSPORTATION

P.O. Box 496073
Redding, CA 96049-6073
TTY Telephone (530)225-2019
FAX (530)225-3019
TELEPHONE (530) 225-3308



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February 11, 2004

03-Environmental Management
SHA-5-KP R64.7 (PM R40.2)
03 172 02 378900
Antlers Bridge Replacement

Dear :

Thank you for participating in the public information meeting for the proposed Antlers Bridge Replacement project and for taking the time to provide input. Following are the questions you submitted on a project comment card. Our responses with corresponding numbers follow the questions.

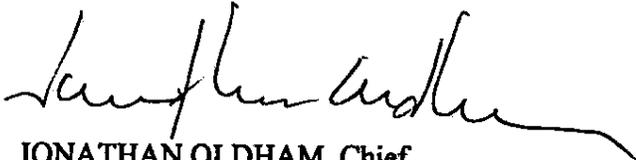
1. What will be done with the existing bridge?
 2. Is there a plan to incorporate pedestrians or cycling in a safer situation?
 3. Will the elevation of the bridge compensate for anticipated changes – such as future plans to raise the dam?
 4. Will there be any type of lighting?
-
1. The existing bridge will be left in place during construction to accommodate Interstate 5 traffic. Upon completion of the new bridge, traffic will be diverted to the new bridge and the old structure will be removed. Caltrans has no plan to preserve the existing bridge due to its condition and the maintenance costs associated with leaving it in place. If an agency or organization were interested in preserving the bridge, Caltrans would investigate options for transferring ownership of the structure. Assuming the bridge will be removed, the steel and concrete will be recycled and/or disposed of at a facility approved by Caltrans. The project also proposes to reconstruct a section of highway immediately south of the bridge to improve the alignment. Sections of highway abandoned due to the realignment will be obliterated and reforested where possible.
 2. Pedestrians are prohibited on this section of Interstate 5, however bicycles are permitted. Preliminary plans call for 10-foot wide shoulders, which will improve safety for bicyclists, disabled motorists, and Caltrans Maintenance staff. In addition, it is proposed to include a center median barrier and see-through bridge rail with fence railing. However, these types of details have not been confirmed at this stage in the project development process.
 3. Caltrans is currently gathering information, including consultation with the Bureau of Reclamation regarding their proposal to increase the holding capacity of Shasta Lake, to determine details such as possible bridge alignments and elevation requirements.
 4. Preliminary plans include safety lighting on the bridge.

February 11, 2004

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If you have any additional questions or comments, please feel free to write or call me at (530) 225-3308, or the project Environmental Coordinator, Chris Quiney, at (530) 225-3174.

Sincerely,

A handwritten signature in black ink, appearing to read "Jonathan Oldham". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

JONATHAN OLDHAM, Chief
Office of Environmental Management
North Region - Redding

Appendix D Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY (916) 653-4086



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January 14, 2005

TITLE VI POLICY STATEMENT

The California Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

A handwritten signature in black ink that reads "Will Kempton".

WILL KEMPTON
Director

"Caltrans improves mobility across California"



Appendix E Summary of Avoidance, Minimization, and/or Mitigation Measures

Environmental Factor	Potential Impact	Avoidance/Minimization Measure	Mitigation Measure
Land Use & Planning	Temporary/intermittent detours and delays for vehicles and boats	Traffic control plan; avoid conflicts with public's use of Antlers boat ramp (Pages 14-16)	N/a
Cultural Resources	Historic property located within APE	Designate and mark ESA (Page 18)	N/a
Visual/Aesthetics	Vegetation removal; new cuts & fills due to highway realignment	Limit vegetation removal to extent practicable and/or leave enough vegetation in place to provide visual screen; designate adjacent riparian habitat as ESA and delineate with temporary ESA fencing; grade disturbed areas to blend into surrounding topography; consider shroud to enclose bridge piers (Page 20)	Plant native woody vegetation in disturbed areas following construction; rock used on the project shall be harvested from within the project limits (Page 20)

Environmental Factor	Potential Impact	Avoidance/Minimization Measure	Mitigation Measure
Water Quality & Storm water Runoff	Temporary increases in turbidity and suspended solids due to construction; erosion	Any steel debris resulting from bridge demolition that enters the lake will be removed promptly and prior to beginning another operation; Streams adjacent to construction zones will be designated as ESAs and protected with temporary fencing (Page 24)	Ensure appropriate temporary & permanent water quality best management practices are included project (Pages 24-25)
Hazardous Waste	Lead paint on bridge and within soils beneath bridge; asbestos in bridge joints	Include special provisions in contract pertaining to handling and disposal of asbestos & lead paint; notify CARB prior to bridge demolition (Pages 27-28)	N/a

Environmental Factor	Potential Impact	Avoidance/Minimization Measure	Mitigation Measure
Noise	Temporary increases in airborne and underwater noise & pressure levels due to construction, mainly pile driving and blasting	Construction window for percussive driving of large diameter piles; bubble curtain required for percussive driving of large diameter piles and underwater blasting; include specifications in contract to control blasting; include special contract provisions to limit noise from the contractors operations to a maximum of 86 decibels at a distance of 50 feet between the hours of 9:00p.m. and 6:00a.m. (Pages 31-32)	N/a
Air Quality	Temporary increases in airborne pollutants due to construction, demolition and vehicle/equipment emissions	Notify the CARB prior to construction and demolition (Page 33)	N/a

Environmental Factor	Potential Impact	Avoidance/Minimization Measure	Mitigation Measure
Vegetation	Vegetation removal for roadway realignment and construction access & staging; noxious weeds	Limit vegetation removal to extent practicable; maintain vegetative screen at specified locations; protect adjacent riparian vegetation with ESA fencing; plant native woody vegetation in disturbed areas following construction; utilize equipment wash stations and designate mandatory excess soil storage and disposal sites to prevent spread of noxious weeds, particularly Rush skeleton weed (Page 35)	Implement weed control program for Rush skeleton weed prior to construction; monitor and treat during and post construction (Page 35)
Fish & Wildlife	Construction related effects upon terrestrial and aquatic organisms	Create bat habitat (slots) in new bridge; provide funding for California Department of Fish & Game white sturgeon project; install permanent deer fencing/gates to minimize animal crossing conflicts; include special provisions in construction contract to control airborne and underwater blasting (Pages 38-40)	Impose construction windows to avoid critical nesting, rearing and foraging of bald eagles, osprey, cliff swallows and bats; use bubble curtains for percussive driving large diameter piles; utilize bubble curtains and additional measures to control underwater blasting pressure (Pages 38-40)