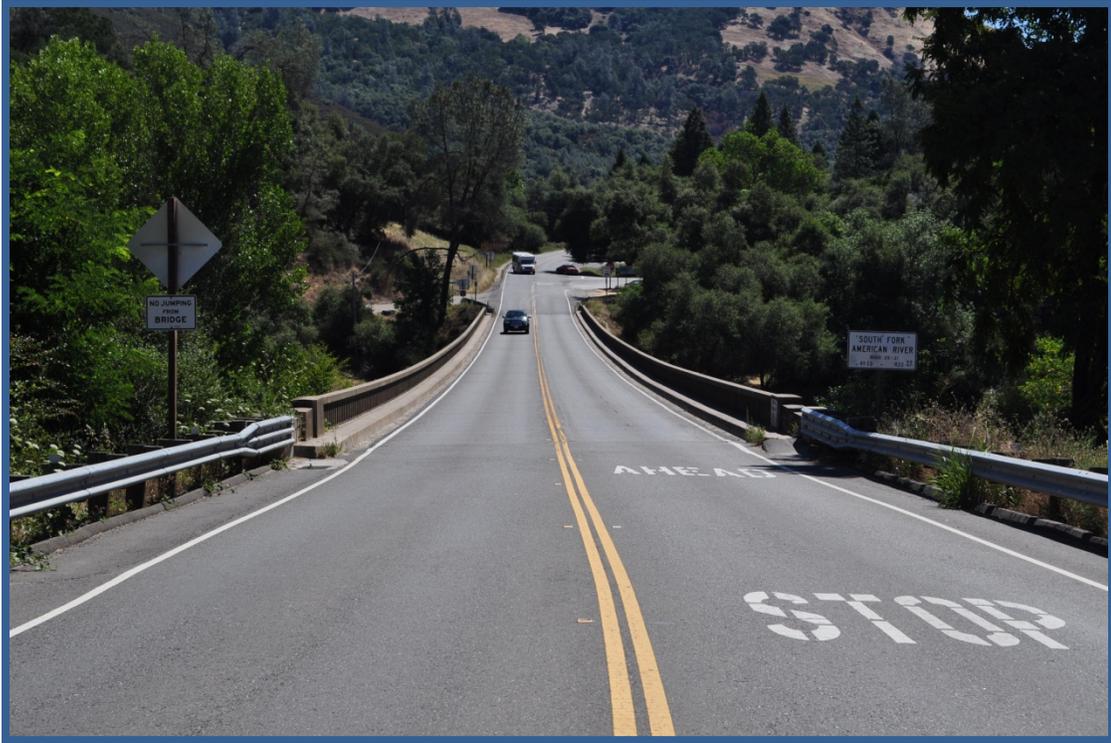


South Fork American River Bridge Project



Initial Study with a Mitigated Negative Declaration

El Dorado County on State Route 49,

South Fork American River near the Towns of Coloma and Lotus

03-ED-49-23.66/24.42

03-0F310

EFIS#: 0300000078

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S. Code 327.

March 2015



General Information about This Document

This Final Environmental Document can be available for individuals with sensory disabilities, in Braille, large print, on audiocassette, or on a computer disk. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, Attn: Maggie Ritter, Associate Environmental Planner, Environmental Management, 703 B Street, Marysville, CA 95901; (530) 741-4535 (Voice), maggie.ritter@dot.ca.gov (email), or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or 711.

SCH#
03-ED-49
PM 23.66/24.42
03-0F310
EFIS# 03 0000 0078

South Fork American River Bridge Seismic Retrofit or Replacement on State Route 49, at post mile
23.66-24.42, within the Towns of Coloma and Lotus in El Dorado County

INITIAL STUDY with Proposed Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

October 17, 2014



John D. Webb
Office of Environmental Service - South
California Department of Transportation

MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to replace the South Fork American River Bridge (Br No. 25-0021) in El Dorado County on State Route (SR) 49 at post mile (PM) 23.66/24.42 near Coloma and Lotus.

Determination

Caltrans has prepared an Initial Study for this project, and following public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

- The proposed project would have no effect on the following: farmland and timberland resources, air quality, noise, geology and soils, growth, coastal zone, environmental justice, wild and scenic rivers, hazards or hazardous materials, mineral resources, paleontology, population and housing, utilities and service systems.
- In addition, the proposed project would have less than significant effects to aesthetics, cultural resources, public services, land use and planning, recreation, hydraulics and water quality, and transportation/traffic.

With certain mitigation measures incorporated as described in the final environmental document, the proposed project would have less than significant effects to biological resources, including riparian vegetation habitat.

For all alternatives, compensatory mitigation will likely be required for permanent impacts to riparian vegetation habitat.



John D. Webb
John D. Webb
Chief, Office of Environmental Services
District 03
California Department of Transportation

March 6, 2015
Date

Table of Contents

Table of Contents	1
Chapter 1 Proposed Project	6
Introduction	6
Purpose and Need	6
Project Description	6
Alternatives	7
Permits and Approvals Needed.....	16
Chapter 2 – Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures	17
Human Environment	18
LAND USE	18
PARKS AND RECREATION.....	23
COMMUNITY CHARACTER AND COHESION	25
TRAFFIC AND TRANSPORTATION / PEDESTRIAN AND BICYCLE.....	28
VISUAL/AESTHETICS.....	32
CULTURAL RESOURCES	37
Physical Environment	40
HYDROLOGY AND FLOODPLAIN	40
WATER QUALITY AND STORMWATER RUNOFF	41
Biological Environment.....	51
NATURAL COMMUNITIES.....	51
WETLANDS AND OTHER WATERS	54
PLANT SPECIES.....	58
ANIMAL SPECIES	59
THREATENED AND ENDANGERED SPECIES	63
INVASIVE SPECIES.....	65
CLIMATE CHANGE	66
Appendices List	73
Appendix A – CEQA Checklist.....	82
Appendix B – Title IV Policy Statement.....	93
Appendix C – Avoidance, Minimization and/or Mitigation Summary.....	94
Appendix D – Feasibility Study	105

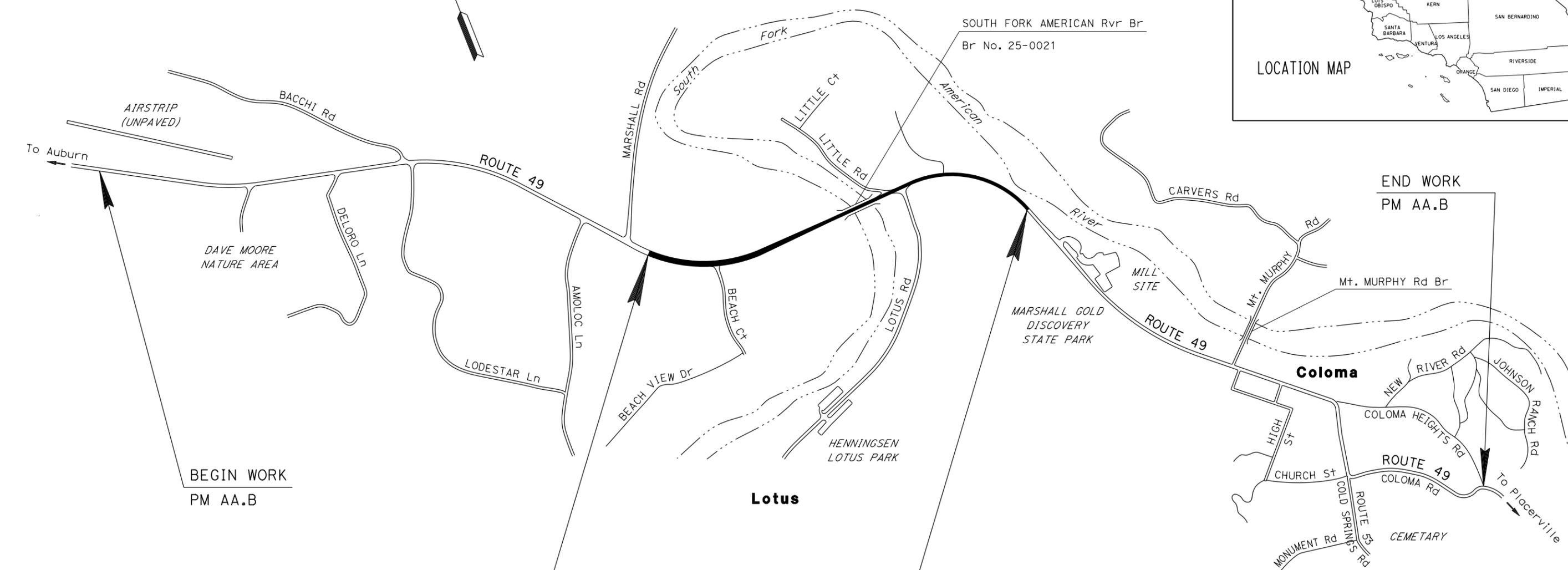
Project Vicinity Map

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	ED	49			

LOCATION MAP

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010



BEGIN WORK
PM AA.B

END WORK
PM AA.B

BEGIN CONSTRUCTION
Sta "CCN1" XX+YY PM 24.42

END CONSTRUCTION
Sta "CCN1" XX+YY PM 23.66

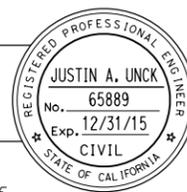
NO SCALE

PROJECT MANAGER

DESIGN ENGINEER

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER



PRELIMINARY DESIGN

PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No.	00-000004
PROJECT ID	000000000

Alternative 2: Widen Bridge and Seismic Retrofit

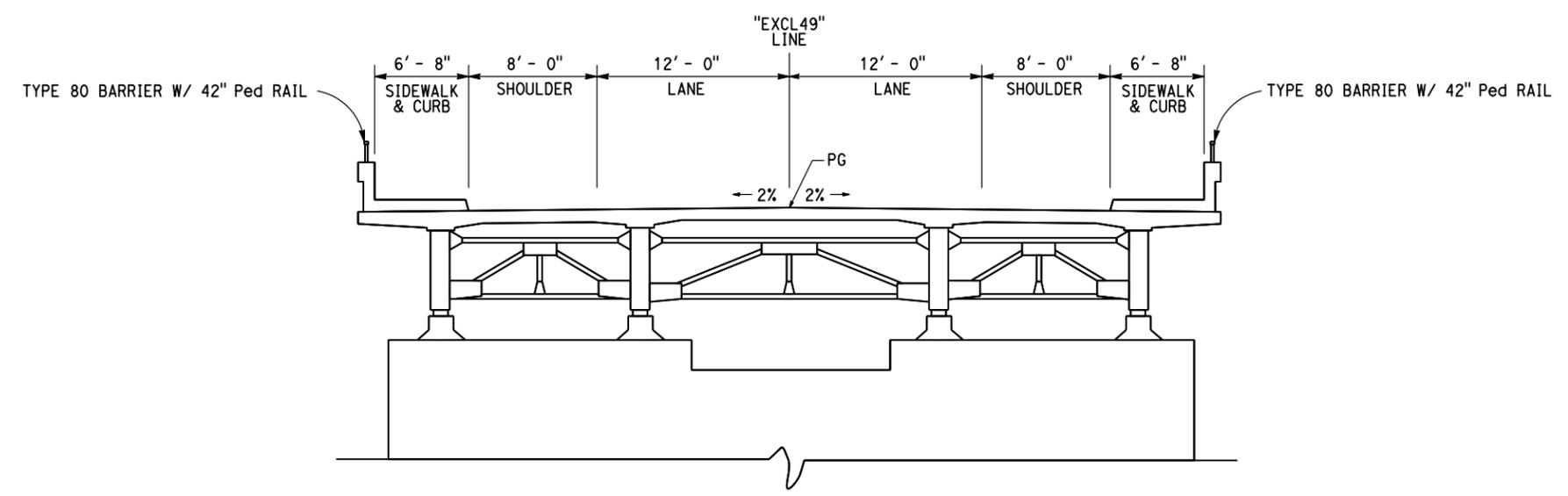
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

NOTES:
 1. NO SCALE

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

PRELIMINARY ONLY
 REGISTERED CIVIL ENGINEER DATE
7/22/14
 PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



Sta 39+76 TO 44+78

**Alt 2: Seismic Retrofit
 with Widening
 BRIDGE TYPICAL SECTION**

Alternative 3A: New Bridge on New Alignment

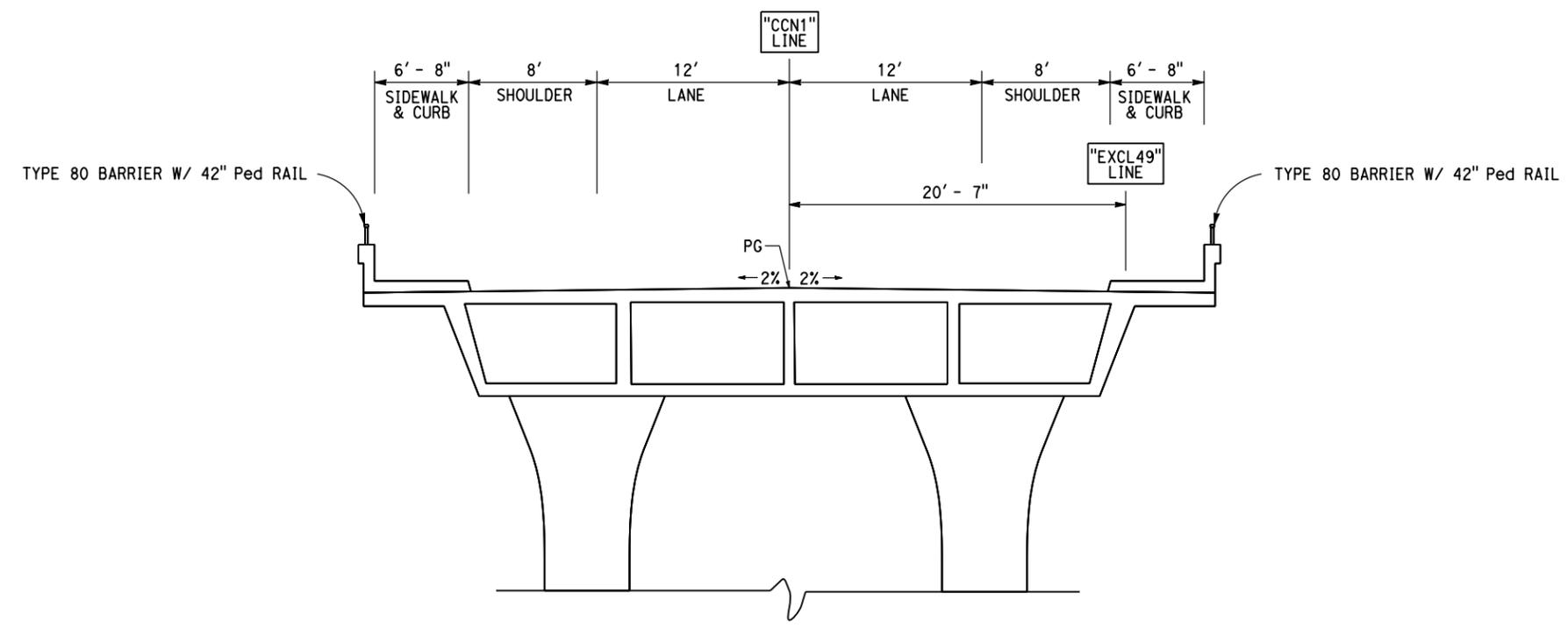
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

NOTES:
 1. NO SCALE

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

PRELIMINARY ONLY
 REGISTERED CIVIL ENGINEER DATE 7/22/14
 PLANS APPROVAL DATE _____

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Sta 39+63 TO 44+65

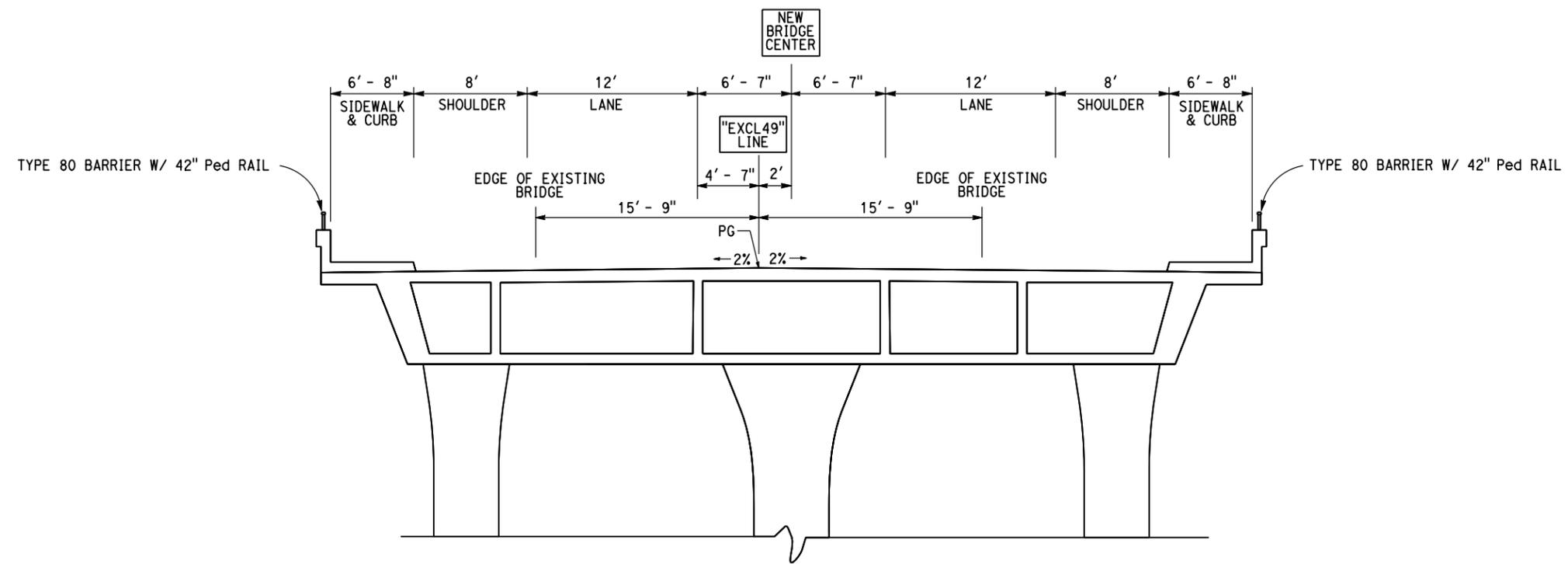
Alt 3a: New Bridge to the North, Variation CCN1
BRIDGE TYPICAL SECTION

Alternative 3B: New Bridge on Existing Alignment

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
PRELIMINARY ONLY					
REGISTERED CIVIL ENGINEER				DATE	
				7/22/14	
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					



NOTES:
1. NO SCALE



Sta 39+76 TO 44+78

**Alt 3b: New Bridge on the Existing Alignment, Variation TSS1
BRIDGE TYPICAL SECTION**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
FUNCTIONAL SUPERVISOR
CALCULATED-DESIGNED BY
CHECKED BY
REVISOR BY
DATE REVISED

Chapter 1 Proposed Project

Introduction

The California Department of Transportation (Caltrans) is the lead agency for the California Environmental Quality Act (CEQA) and for the National Environmental Policy Act (NEPA). The project did not require an Environmental Assessment with a Finding of No Significant Impact (EA/FONSI) for NEPA; rather the NEPA approval will be a Categorical Exemption (CE) while the CEQA document is this Initial Study with a proposed Mitigated Negative Declaration (IS/MND).

Caltrans proposes to seismically retrofit or replace the South Fork American River Bridge in El Dorado County on State Route (SR) 49 from post mile (PM) 23.66 to 24.42. The project is programmed in the 2012 State Highway Operation and Protection Plan (SHOPP) Bridge Seismic Restoration Program and is listed in the Sacramento Area Council of Governments (SACOG) 2035 Metropolitan Transportation Plan.

Purpose and Need

The purpose of this project is to preserve the integrity of the highway facility by rehabilitating or replacing the South Fork American River Bridge (Br. No. 25-0021). The bridge needs to be rehabilitated or replaced in order to meet seismic standards.

The South Fork American River Bridge was identified in the Bridge Inspection Reports as needing a seismic retrofit and other repair work which included correcting vulnerable hinges, providing cross bracing for tall steel girders, and updating the bridge rail to current standards. The bridge was identified in the 2010 project scope and summary report (PSSR) as needing a seismic retrofit without widening. However, based on the local community feedback, just a bridge retrofit without widening would not address the needs of pedestrians and bicyclists. A supplemental PSSR, approved in November 2011, provided a much broader range of alternatives, in which all of the build alternatives included widening the structure for pedestrian and bicycle use.

Project Description

Caltrans proposes to replace or rehabilitate the South Fork American River Bridge on SR 49 at post mile 23.66 in El Dorado County, within the communities of Coloma and Lotus. The viable alternatives considered for the project are the Seismic Retrofit with Widening (Alt. 2), New Bridge to the North (Alt. 3A), and New Bridge on the Existing Alignment (Alt. 3B). The new or rehabilitated bridge will be upgraded to

meet current design standards and will include two 12 foot lanes, 8 foot shoulders, 6 foot sidewalks, and a see-through bridge rail. Additionally, a no-build alternative is considered.

Depending on the alternative and final configuration the following items of work are included in the project: bridge removal, road realignment, road widening, hot mix asphalt (HMA) overlay, profile correction, super correction, bridge work, embankment cut/fill, grinding, reconstruct access roads, equipment staging area, drainage/culverts, metal beam guardrail (MBGR), retaining walls, erosion control, temporary and permanent storm-water best management practices (BMP's), pavement striping and markings, temporary and permanent signing, electrical work including a flashing beacon system, markers/delineators, sidewalks and other concrete work, fencing, work in the 100 year floodplain, establishment of a clear recovery zone and sight distance clearance, right of way acquisition, temporary easements, permits to enter, utility relocation, ground disturbance, vegetation and tree removal, landscaping, pile driving, seasonal construction window, night work, river access improvements, supplemental parking, work in the stream channel, traffic control, street lighting if needed, and other miscellaneous work as needed to construct the project.

Alternatives

PROJECT ALTERNATIVES

During the development of all projects, alternatives are considered to the extent necessary to minimize items such as cost and/or potential environmental impacts, or to maximize public benefits. Generally, the concept and scope of the project alternatives can include location, geometric features, staging, construction impacts, sensitive areas, or a mix of modes. After the public circulation period, all comments will be considered, and Caltrans will select a preferred alternative and make the final determination of the project's effect on the environment. In accordance with the California Environmental Quality Act (CEQA), if no un-mitigable significant adverse impacts are identified, Caltrans will prepare a Mitigated Negative Declaration (MND). Final selection of a preferred alternative will occur after the public review and comment period. (See Chapter 3, Comments and Coordination, for more information.)

Common Design Features of the Build Alternatives

The viable build alternatives will each contain at least two 12 foot lanes with an 8 foot shoulder and 6 foot sidewalks on both sides, built to current standards and

Americans with Disabilities Act (ADA) compliant. Some traffic control measures are needed but detours are not necessary. For the preferred alternative, Alternative 3A, two lanes will be open to traffic at all times during construction. Each of the alternatives requires differing amounts of one way, reversing traffic control. All alternatives will incorporate visual aesthetics to the bridge rail, bridge design, and retaining walls. Each viable alternative is expected to take two to three construction seasons to complete. This estimate accounts for completing some work during off-season periods.

Viable Project Alternatives

Alternative 2: Seismic Retrofit with Widening

Alternative 2 would seismically retrofit the existing bridge, and widen it to allow for standard lanes (12'), shoulders (8'), sidewalks (6'), and see-through bridge rails. Work on the bridge approaches would include widening and work needed to blend and connect the widened bridge and sidewalk to the existing roadway and foot paths. A retaining wall may be needed in order to maintain bridge maintenance and pedestrian access to the river if a steep slope is not incorporated. A minor amount of additional right of way (R/W) is needed for this alternative.

During construction, this alternative would provide one-way reversible traffic control to public traffic at all times and two lanes would remain open when construction operations are not actively in progress.

Alternative 3A: New Bridge to the North on New Alignment

Alternative 3A would replace the existing bridge with a new bridge. In order to accommodate new bridge construction, the roadway alignment would shift to the north, and a new bridge would be constructed one half at a time using staged construction to minimize the shift. The new bridge would have standard lanes (12'), shoulders (8'), sidewalks (6'), and see-through bridge rails. Alternative 3A would have continuous sidewalks on both sides of the bridge with longer segments west of the new bridge, and a shorter sidewalk segment to the east of the new bridge. Due to the centerline shift of the new bridge, the roadway improvements would extend from the bridge and on to the existing roadway both west and east on SR 49. To the west, the project would connect approximately at the Marshall Road intersection and to the east the project would connect just before the Marshall Gold Discovery State Historic Park. To the west of the bridge, the variable width two-way left turn lane and median islands would be replicated. The new design will include additional median islands

with improved contrast features to provide traffic calming and a 12' wide two-way left turn lane. Designated turn lanes would be placed where needed.

With Alternative 3A, retaining walls would be needed to provide pedestrian access if certain R/W acquisitions or steep slopes are not incorporated into the project. The Lotus Road intersection, as well as driveways, including Little Road, would be reconstructed to meet current design standards. Roadway profile and super correction work, would be incorporated into the project. R/W acquisition would be required because the new bridge's alignment shifts and the continued segments of the roadway require sight distance and standard roadway design.

During construction, Alternative 3A would provide for one lane of traffic in each direction of travel at all times during construction. There may be a few instances where one-way reversing traffic control might be needed. However they would be short, done at night, and/or as needed for safety reasons that may arise during construction.

Alternative 3B: New Bridge on the Existing Alignment

Alternative 3B involves a new bridge constructed in three portions using staged construction. The bridge center would shift approximately 2 feet to the south. The final footprint of this bridge includes standard lanes (12'), shoulders (8'), sidewalks (6'), including a 13'2" median, plus see-through bridge rails. The extra median width is a byproduct of the staged construction needed to accommodate construction of a new bridge following the existing alignment. Work on the bridge approaches would be generally limited to widening and connecting the widened bridge and sidewalk to the existing roadway and foot paths. A retaining wall is needed to perpetuate maintenance and pedestrian access to the river if a steep slope is not incorporated. Another retaining wall and driveway realignment may be needed on Little Road. Some roadway improvements to Lotus Road and Little Road would be needed to match/conform each roadway approach to SR 49. Minor R/W acquisition is needed to accommodate the bridge abutment fill footprint.

During construction, Alternative 3B would provide one lane of traffic in each direction of travel at almost all times during construction. There may be a few instances where one-way reversing traffic control might be needed. However they will be short, done at night, and/or as needed for safety reasons that may arise during construction.

No-Build (No-Action) Alternative

The no-build alternative would leave the existing bridge in its current condition. This would not address the seismic deficiencies of the bridge and it would not address the lack of pedestrian and bicycle facilities on the bridge. The no-build alternative does not meet the purpose and need of the project.

COMPARISON OF ALTERNATIVES

After comparing and weighing the benefits and potential impacts of the three alternatives and analyzing the many public comments and concerns, Caltrans has decided that Alternative 3A is the preferred alternative. During the public review period, all the comments were received, reviewed, and responded to, (see Chapter 3-Comments and Coordination for more information). During public review period, it became clear that the Locally Preferred Alternative was Alternative 3A with 61% in favor.

IDENTIFICATION OF PREFERRED ALTERNATIVE

Identification of a preferred alternative for the South Fork American River Bridge Project had many factors, interactions, discussions, meetings, and analysis to conclude a preferred alternative decision. The preferred alternative is Alternative 3A, Replace Bridge on New Alignment. The purpose of this project is to preserve the integrity of the highway facility by replacing or rehabilitating the South Fork American River Bridge. The bridge needs to be retrofitted or replaced in order to meet seismic standards.

In the following section, you will see a number of “alternatives considered but eliminated from discussion prior to the Draft Environmental Document (DED).” Those particular alternatives involved some of the following factors: did not meet the purpose and need of the project, did not meet standard plans designs, did not accommodate pedestrians and bicyclists, had floodplain clearance issues, did not have community support, did not provide a suitable detour, had too much right of way acquisition, and/or were structurally infeasible. These alternatives were eliminated from further discussion prior to the DED therefore were not studied in depth.

The three build alternatives carried forth and proposed in the DED were studied in depth, involving community stakeholder input, project development team (PDT) discussions and meetings, environmental technical studies, field visits, traffic studies, focus meetings and discussions with county officials and river recreation officials,

regulatory agency consultation, and many Caltrans transportation professionals applying their expertise and passion to decision making.

Many factors influence selecting a preferred alternative, including cost, scope, schedule, purpose and need, right of way, potential environmental effects, community support or conflict, politics, general plan concurrence or conflict, funding programming and funding sources, etc. The alternatives are organized with “pros” and “cons” and help to demonstrate how and why the preferred alternative was selected:

Alternative 2 - Retrofit and Widen Existing Bridge:

Pros:

One of the only benefits associated with Alternative 2 is the cost; it is the least expensive alternative. It also meets the purpose and need of the project.

Cons:

The cons or downfalls to Alternative 2 are many. Alternative 2 does not have a reasonable detour as there is no other road that can accommodate similar traffic volumes and if so, would be an unreasonable distance away. Traffic impacts for Alternative 2 are one-way reversible traffic control for two seasons, all year. This would cause traffic congestion, significantly increase commute times, and according to locals cause great economic burden on the community, especially during the summer season. This alternative is the only one that creates permanent impacts to waters of the U.S. Widening the bridge piers out into the water causes more regulated fill in waters of the U.S., resulting in unavoidable permanent impacts. In addition, widening the piers further into the water is aesthetically unattractive as it blocks in the view of the river.

Most importantly, by only retrofitting and widening the existing bridge, this would cause on-going maintenance, such as scour repairs, painting, etc., to the bridge for years to come and eventually lead to a replacement, as the bridge is currently over 60 years old. The cost benefit analysis shows that retrofitting this bridge is not the right alternative to move forward.

Alternative 2 also received the most opposition within the public comment review time during the circulation of the DED, in that the one-way traffic control throughout

the two years of construction would be devastating to the community, and/or anyone traveling on that highway near or through the project area.

Alternative 3A: Replace Bridge with New Alignment:

Pros:

The pros associated with Alternative 3A are many. Alternative 3A meets the purpose and need of the project and replaces the bridge with a new one. This greatly reduces and/or eliminates the need and cost for ongoing maintenance of the existing bridge. Because of the traffic and construction work staging associated with the construction of new bridge for Alternative 3A, the roadway alignment would be shifted to the north, creating a need to extend and realign the road approaches and roadway prism in order to meet highway design standards.

With Alternative 3A, the continuous sidewalks extend east of the bridge just before Lotus Road and extend to the west just before Marshall Road. Continuing sidewalks on both sides of the bridge brings a cohesive quality to the community and follows a Complete Streets approach. In addition to continuous sidewalks, the new bridge would have two 12-foot lanes, 8-foot shoulders, 6-foot sidewalks, and a see-through bridge rail, making it safe and efficient for pedestrians, bicycles and vehicles to cross the bridge.

The new bridge for Alternative 3A is aesthetically attractive and would have no piers directly placed in the water, presenting an open view of the watershed and the surrounding foothills. The arch design of the bridge is aesthetically pleasing as well.

Traffic operations associated with this alternative is expected to have two lanes of traffic open at all times, adding another pro to this alternative and concurrence with the public. The Caltrans public open house conducted on November 20, 2014 and 30-day public review period for the DED received 62 comments. Out of those comments, 36 had a specific preference for Alternative 3A, which amounts to an approximate 61.02%, designating it as the locally preferred alternative.

This alternative should take the least amount of days to build. The existing striped median approaching the new bridge would be redesigned to provide raised median islands that will allow for pedestrian access. This is the only alternative that will alter the median islands existing within the project area.

Alternative 3A has an estimated 0.04 acres of riparian vegetation impacts for which the project will be replanting and reestablishing as part of the regulatory agency commitments. The area of riparian habitat impacts is slightly less than the estimated 0.05 acres of riparian vegetation impacts for proposed Alternative 3B.

Cons:

Alternative 3A would be the most expensive out of the viable alternatives. Alternative 3A acquires some right of way, but only sliver takes. The project does not plan to relocate or take any structures from any of the adjacent properties. The amount of right of way acquisitions will depend, partly on the length and type of retaining walls used, and/or if steeper slopes are used. For example, by making the walls taller, there is a possibility to reduce the amount of right of way needed.

Alternative 3B: Replace Bridge on Existing Alignment

Pros:

Alternative 3B meets the purpose and need of the project. Alternative 3B acquires right of way, but only sliver takes. Alternative 3B has fewer retaining walls proposed (compared to Alternative 3A) at this time. Traffic control for construction would accommodate two lanes of traffic open across the bridge.

Cons:

Construction for this project would take longer than Alternative 3A. Because of the construction staging of this alternative, the new bridge after construction would be extremely wide, leaving a 13 foot median in the middle of the new bridge. The only purpose for the extra-wide median is staging for construction in order to accommodate two lanes open to traffic. This wide bridge would be unusually large for this area and would be out of place in this rural community and rural environment. This alternative would have more piers on the ground compared to Alternative 3A. Having fewer piers in the water improves the visual quality of the river and surrounding area to the viewers. In addition, Alternative 3B has the most permanent riparian vegetation impacts, estimated at 0.05 acres.

ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION PRIOR TO DRAFT ENVIRONMENTAL DOCUMENT

The following alternatives were considered and rejected prior to the Draft Environmental Document:

Alternative 1: Seismic Retrofit

This alternative would provide a seismic retrofit of the existing structure and construct a new safety barrier without widening the bridge. Although a Caltrans design exception was approved for non standard shoulders, this alternative was rejected due to opposition from the community and local governments because it does not accommodate pedestrians and bicycles. This alternative was first identified in the Project Scope Summary Report (PSSR).

Alternative 3: New Bridge

This alternative would construct a new bridge that meets current design standards on the existing alignment. To construct a bridge of standard width on the existing alignment, SR 49 would have to be closed and have a detour established. This alternative was rejected because a suitable detour does not exist and a full closure would face strong opposition from the community and local governments. This alternative was first identified in the Supplemental PSSR.

Alternative 3: New Bridge, Variations NW1 and SW1

These two variations would construct a new bridge that meets current design standards on a new alignment (NW1 to the north and SW1 to the south). The 9' centerline shift in these alternatives leads to bridge stage construction that requires extensive one way traffic control. These variations were rejected because there were other viable alternatives that minimized traffic control impacts, which is an important issue to the local community. This alternative was not studied previously.

Alternative 3: New Bridge, Variation CS1

This variation would construct a new bridge that meets current design standards on a new alignment to the south. The 21' centerline shift in this alternative creates encroachments on existing business driveways on the southwest corner of the bridge. Relocation and reconstruction of driveways results in substandard designs, reduced access capacity, and increased parking lot congestion. This variation was rejected because of the potential impacts to the businesses on the southwest corner of the bridge, and there is another similar alternative that remains viable (Alt 3A). This alternative was not studied previously.

Alternative 3: New Bridge, Variation TSN1

This variation would construct a new bridge that meets current design standards and has a bridge center that is shifted approximately 2' to the north. This alternative was rejected since there is a similar alternative that remains viable (Alt 3B). This alternative was not studied previously.

Alternative 4: Seismic Retrofit with Attached Pathways

This alternative would provide a seismic retrofit of the existing structure and construct a new safety barrier without widening the bridge. Additionally, pedestrians and bicyclists would be accommodated by new pathways created by attaching steel beams to the existing piers to provide support for the pathway. This alternative was rejected due to lack of clearance under the attached pathways for anticipated design flood elevations. This alternative was first identified in the Supplemental PSSR.

Alternative 5: Seismic Retrofit with Adjacent Pedestrian/Bicycle Bridge

This alternative would provide a seismic retrofit of the existing structure and construct a new safety barrier without widening the bridge. Additionally, a dedicated pedestrian/bicycle bridge would be constructed adjacent to the existing bridge. Although a Caltrans design exception was approved for non standard shoulders, this alternative was rejected due to a lack of interest by the local community and concerns regarding pedestrians and bicyclists having to cross SR 49 to use the new bridge. This alternative was first identified in the Supplemental PSSR.

Permits and Approvals Needed

The following permits, reviews, and approvals would be required for project construction:

Agency	Permit/Approval	Status
United States Fish and Wildlife Service (USFWS)	Section 7 Consultation for Threatened and Endangered Species Review and Comment on 404 Permit	Ongoing during Project Approval and Environmental Document (PAED)
United States Army of Engineers (USACE)	Section 404 Permit	Consultation started. Permit will be obtained during the final design phase
California Department of Fish and Wildlife (CDFW)	Section 1602 Streambed Alteration Agreement Permit	Consultation started. Permit will be obtained during the final design phase
Central Valley Regional Water Quality Control Board (CVRWQCB)	Section 401 Water Quality Certification and Dewatering Permit	Will be obtained during the final design phase

Chapter 2 – Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

As part of the scoping and environmental analysis carried for the project, the following environmental issues were considered but no adverse impacts were identified. As a result, there is no further discussion about these issues in this document:

Coastal Zone: The project location is not located within a Coastal Zone of California.

Wild and Scenic Rivers: The South Fork American River, over which this project is located, does not fall within the official Wild and Scenic Rivers.

Growth: The project does not increase roadway capacity with the construction of the new or rehabilitated bridge therefore it does not have any growth related indirect impacts.

Farmlands/Timberlands: The project area is not located near any farmland or timberland resources.

Environmental Justice: No minority or low-income populations have been identified as per Executive Order (EO) 12898 and Title VI Policy Statement. Therefore the proposed project will not cause disproportionately high adverse effects on any minority or low-income population as per EO 12898 and Title VI.

Utilities and Emergency Service: The project is not expected to substantially disrupt any utilities or emergency services in the area.

Geology/Soils/Seismic/Topography: Based on the project work, location, and conversations with the engineer, the project will not have an adverse effect on geology/soils/seismic/topography.

Paleontology: Based on the project work and location, there should be no affect to paleontological resources.

Hazardous Waste/Materials: The project work and location will not have an adverse affect on hazardous waste/materials.

Air Quality: Under the provisions of Section 7-1.02C “Emission Reduction” and Section 14-9.03 “Dust Control”, Provision 14.902, “Air Pollution Control”, requires

the contractor to comply with all pertinent rules, regulations, ordinances, and statutes of the local air district. There may be some dust associated with the bridge construction, however it will be temporary in nature and all project alternatives follow air quality regulations.

Noise: There may be some noise associated with construction equipment and pile driving, however this will be temporary in nature and will not exceed threshold capacity for Noise Control standards.

Human Environment

LAND USE

Existing and Future Land Use

The existing land use in the project area consists of both commercial, tourist/recreational, and residential. In both directions of SR 49 from the South Fork American River Bridge (SFARB), the land use classification is rural residential with rolling terrain. There are no planned developments within the project area, at this time. In El Dorado County, most of the proposed or planned developments are located along SR 50, which connects the Central Valley and Bay Area to the Lake Tahoe area and continues through the City of Placerville. Lotus and Coloma are approximately half way in between Auburn and Placerville on SR 49, traveling north-south through the Sierra Nevada foothills.

Because the proposed project will not alter the existing land use, there are no impacts to land use. With the inclusion of sidewalks, and a standard roadway shoulder with room for bicycles, the project follows the recreational and commercial land use designations in the project area and encourages all modes of transportation, including pedestrians and bikes.

CONSISTENCY WITH STATE, REGIONAL, AND LOCAL PLANS AND PROGRAMS

ENVIRONMENTAL CONSEQUENCES

Policy	Alternative 2, Seismic Retrofit	Alt. 3A, New Bridge on new alignment	Alt. 3B, New Bridge, wider	No Build Alt.

Caltrans Regional Transportation Concept Report for SR 49	<i>Somewhat Consistent – Project design does not include a desired left turn lane at Lotus Rd.</i>	<i>Somewhat Consistent – Project design does not include a desired left turn lane at Lotus Rd.</i>	<i>Somewhat Consistent – Project design does not include a desired left turn lane at Lotus Rd.</i>	<i>Not Consistent</i>
El Dorado County General Plan 2004	<i>Consistent</i>	<i>Consistent</i>	<i>Consistent</i>	<i>Not Consistent</i>
El Dorado County Parks and Trails Master Plan	<i>Consistent</i>	<i>Consistent</i>	<i>Consistent</i>	<i>Not Consistent</i>
Henningsen-Lotus Park Conceptual Master Plan, June 2014	<i>Consistent - Plans to work with locals /county to connect trail in future, but not in project</i>	<i>Consistent - Plans to work with locals /county to connect trail in future, but not in project</i>	<i>Consistent – Plans to work with locals /county to connect trail in future, but not in project</i>	<i>Not Consistent</i>
CA Streets and HWYs Code 84.5 – Consideration of Public Access for Recreation	<i>Consistent – supplement parking, maintaining river access</i>	<i>Consistent – supplement parking, maintaining river access</i>	<i>Consistent – supplement parking, maintaining river access</i>	<i>Not Consistent</i>
Complete Streets – Integrating the Transportation Movement	<i>Somewhat Consistent – improvement to bridge structure only</i>	<i>Consistent - sidewalk, and 8’ shoulders through town and across bridge</i>	<i>Somewhat Consistent – improvement to bridge structure only</i>	<i>Not Consistent</i>
SR 49 Realignment Study 2010- EDCTC	<i>Consistent</i>	<i>Consistent</i>	<i>Consistent</i>	<i>Not Consistent</i>

* In the following section, the various planning documents are summarized and then compared for consistency with the project alternatives, 2, 3A, and 3B. Explanations on the various plans’ consistencies are shown:

Regional Transportation Concept Report (TCR) State Route 49 by the Office of Advance and System Planning Caltrans, September 2000:

The Transportation Concept Report for El Dorado County SR 49, Segment 4 (post mile 15.69 to 38.23) states that the “community would like to promote recreational activities in the area, particularly rafting on the American River, and would like to add left turn lanes at Marshal Road and Lotus Road...to accommodate vehicular traffic. However pedestrian safety and convenience must be allowed for when considering any road work.”

Although the TCR for SR 49 suggests a left turn lane at Lotus Road, Caltrans' traffic analysis found that a turn lane was not warranted because it did not meet the required traffic volumes. Since the TCR was prepared, however, a left turn lane was installed at Marshall Road. This proposed project remains consistent with the TCR and benefits to the corridor by providing pedestrian and bicycle mobility to the community.

El Dorado County General Plan (EDGP) A Plan for Managed Growth and Open Roads; A Plan for Quality Neighborhoods and Traffic Relief, 2004:

Some of the main land use goals in the EDGP include the protection and conservation of existing communities and rural centers, the creation of new sustainable communities, and the curtailment of urban/suburban sprawl. The location and intensity of future development should be consistent with the availability of adequate infrastructure, and mixed and balanced uses that promote the use of alternate transportation system. This proposed project remains consistent with the EDGP.

El Dorado County Parks and Trails Master Plan, March 2012:

The El Dorado County Parks and Trails Master Plan is part of the EDGP but goes into a more detailed analysis of the parks and trails of El Dorado County, excluding the Tahoe Regional Planning Association (TRPA) territory within the county. The purpose of the El Dorado County Parks and Trails Master Plan is to provide direction and implementation strategies to guide the acquisition, development, and operation of county-owned parks and trails in the Plan Area owned and/or operated by the county. The master plan addresses the following: parks and trails currently owned or operated by the county, the provision of parks and trails to serve areas not otherwise served by local park and trail providers, and opportunities to collaborate and assist other regional providers to enhance the availability and recreational value of parks and trails for residents and visitors.

One of the proposed trails in the master plan map, within the project area, is one that travels near SR 49 and through the communities of Coloma and Lotus. The proposed trail makes a loop from Henningsen Lotus Park up Lotus Road parallel to the South Fork American River and up to the bridge, and then continues on SR 49 to the Marshall Gold Discovery State Park. Although the details and feasibility of the proposed trail are not defined, it is a proposed trail on the county general plan. The project is not expected to prohibit the future development of the proposed trail and

remains consistent with the plan because the project would not physically hinder the ability to connect the new trail.

Henningsen-Lotus Park Conceptual Master Plan, June 2014

The Henningsen Lotus Park Conceptual Master Plan, proposed to extend and rehabilitate the trail adjacent to the river and eventually forge a connection from the county park trail to the SE corner of the South Fork American River Bridge. This idea is still attainable in the future, but due to some physical restrictions on the environment and limited design information about the county park trail, the proposed bridge project could not accommodate a direct connection to the proposed county trail. Consultation with the county and a memorandum of agreement, encroachment permit, and maintenance agreement will be needed in the future for a trail connection to the bridge. This project remains consistent with the plan.

California Streets and Highways Code 84.5: Consideration of Public Access for Recreation

The California Streets and Highways Code 84.5 states the following: “During the design hearing process relating to state highway projects that include the construction by the department of a new bridge across a navigable river, there shall be included full consideration of, and report on, the feasibility of providing a means of public access to the navigable river for public recreational purposes.”

A feasibility study for public access is included in the Project Report for this project prepared by Caltrans Design. (**the feasibility study is also located in the Appendices*) During the feasibility study process, Caltrans met several times with the public and interested parties to define and scope public access to the American River by means of the Caltrans R/W. Several of the measures suggested by the public were incorporated into the project. The project remains consistent with the CA Streets and Highways Code 84.5.

Complete Streets – Integrating the Transportation System, Caltrans Deputy Directive-64R2:

Complete Streets is defined as a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the

facility. It is to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of complete streets.

When all alternatives are compared, Alternatives 2 (Widen and Retrofit) and 3B (Replace Bridge to the South) would not fully support Complete Streets: Integrating the Transportation System, Caltrans Deputy Directive 64 R1(DD-64-R1). Alternative 2 would provide a widened and retrofitted bridge with pedestrian and bicycle accommodation only on the bridge structure. Alternative 3B would provide a new bridge structure with bicycle and pedestrian accommodations however, those would only be on the bridge structure and not continue down the highway through the community.

Alternative 3A, however, is consistent with Complete Streets, which includes continuous sidewalk on both sides of the bridge, room for bicycles, pedestrian opportunities, parking, local shuttle services, and ensures that travelers of all ages and abilities can move efficiently through a “complete streets” network through the heart of the community. Alternative 3A remains consistent with the Complete Streets plan.

State Route 49 Realignment Study – El Dorado County Transportation Commission (EDCTC), 2010

The State Route 49 Study was a feasibility study sponsored by the EDCTC. The purpose of the study was to explore alternative alignments of SR 49 between the communities of Coloma and El Dorado that would improve interregional and regional traffic operations on the state and regional transportation system. Although the SR 49 study is identified as a long-term need in EDCTC’s Regional Transportation Plan 2010-2030, it is not programmed and is not reasonably foreseeable in the next several years. El Dorado County and Caltrans have therefore proposed to move forward with the South Fork American River Bridge Project because it is on the current SR 49 corridor and is need of a replacement. This project remains consistent with the RTP.

Avoidance, Minimization, and Mitigation Measures

To comply with the Streets and Highways Code 84.5, measures have been included in the project scope of work as determined during public outreach. Caltrans will implement the following measures:

- Maintain access to river – the legal right to cross State property for river access currently exists, and will be maintained after the project is constructed.

The existing maintenance access road, also used by the public to access the river at the southwest corner of the bridge, is proposed to be paved at this time, to improve access for maintenance vehicles.

- Replaced parking area (adjacent to SR49) – A total of 10 parallel parking spaces (7 and 3) are proposed on the south side of SR 49, west of the bridge. Additionally, a maintenance vehicle pullout (MVP) is planned for the north side of SR 49, east of the bridge. When not in use by Caltrans maintenance crews, the public will be able to use the MVP for parking.
- Informal parking – The existing informal parking on Lotus Road across from the Sierra Nevada House restaurant, but not within the project area, will not be changed as part of this project. Additionally, the project specifications will include a condition that the contractor cannot use the area for construction purposes (staging, storage, etc.). This parking area is outside of the project limits and outside Caltrans right of way (R/W).
- Demarcate right of way lines – Signs will be posted to identify the R/W limits. This will help prevent trespassing onto private property and will provide guidance to river users accessing the area around bridge.

PARKS AND RECREATION

Affected Environment

El Dorado County provides many parks, trails, and recreational opportunities. The South Fork American River Bridge project area is located in an area noteworthy for recreational opportunities. Near the project area there are two parks, a community county park, and a state park. The county park is downstream from the bridge and the state park is upstream from the bridge.

East of the bridge is the beginning of Lotus Road. About a half mile south down this road is the Henningsen Lotus Community Park which occupies approximately 51 acres. The community park contains a pavilion, Little League baseball fields, softball fields, a regulation soccer field, a junior soccer field, picnic tables, group picnic area, restrooms, and seasonal paid parking. The soccer fields are of particular importance because they are the only public, non-school fields available for league soccer in an area that includes Placerville, Coloma-Lotus, and the Georgetown Divide. The soccer fields, pavilion, and ball fields are available for lease or private use. A few popular regional music festivals have annual events here as well, such as the annual American

River Music Festival in late September. This community park, adjacent to the South Fork American River offers a boat launch area and beach.

Approximately one quarter of a mile traveling east on SR 49 from the South Fork American River Bridge, is the Marshall Gold Discovery Historic State Park. Acquired by the state in 1942 the park now features exhibits and historic structures including Marshall's Monument, a re-creation of Sutter's Mill, Marshall's Cabin, Pioneer Cemetery, a school house, an old blacksmith shop, and many other cabins and historic shops. Other facilities include a visitor's center and museum, an operating post-office, park headquarters, and the American River Conservancy's Nature Center. Group and individual picnic tables are available for day use and a boat launching area is available with seasonal paid parking during the summer months. People are allowed to park their vehicles there and access the river during the off-season. The South Fork American River flows from east to west across the northern part of the park. Boat put-in and take-out beaches are available for rafters and kayakers. Several paid parking lots are available throughout the park. Several trails traverse throughout the park including the Monument Trail, Monroe Ridge Trail, and Discovery Trail. The trails intermix with each other and make a 4-mile loop through the park, mostly traversing up on the ridge.

The project will not use a 4(f) resource as defined by United States Code 23 U.S.C. § 138(a) and 49 U.S.C. § 303(a). A section 4(f) property includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places. Although the project will be near some 4(f) resources, the project will avoid and not use a 4(f) resource during construction of the project or after completion of the project. Caltrans has also determined that there should be no indirect impacts to 4(f) resources as a result of this proposed project.

Environmental Consequences

The proposed project does not directly affect parks and recreation areas near the project vicinity. During construction temporary traffic impacts to all motorists could occur. However, traffic impacts during construction are temporary and at least two lanes of traffic, traveling east and west, should be open at all times for Alternatives 3A and 3B. Business and general operations should be able to continue during construction and after completion of the project.

Commercial rafting outfitters operate all around the South Fork American River Bridge. Some of the rafting outfitter facilities contain picnic tables, camping, and

river put-ins and take-outs. There are other rafting operations upstream and downstream of the bridge as well. The rafting outfitter operations should not be affected by the project. During construction of the bridge, the operations of rafting outfitters, the community park, general recreationalists, and the state park should remain the same.

Avoidance, Minimization, and Mitigation Measures

Ensure the following is adhered to avoid potential impacts:

- During construction, a boat passage opening large enough to allow a boat or raft (or more than one raft) to pass, will be maintained in the water channel to allow for rafting and boating activity.
- During construction, the bridge will have the east and west lanes of traffic open so vehicles will be able to cross the bridge. Bicycles and pedestrians will be allowed to cross as well. No closures are anticipated.
- *See Traffic and Transportation / Pedestrians and Bicycles Section for more details.*

Community Impacts

COMMUNITY CHARACTER AND COHESION

Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969 as amended, established that the federal government use all practicable means to ensure that all Americans have safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 USC 4331(b)(2)). The Federal Highway Administration in its implementation of NEPA (23 USC109(h)) directs that final decisions regarding projects are to be made in the best interest of the public. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under the California Environmental Quality Act (CEQA), an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it

is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

Affected Environment

The South Fork American River Bridge is the focal point of the study area. Extending to both sides of the bridge on SR 49 and upstream and downstream of the American River are two communities, Coloma and Lotus. The project study area encompasses both towns, sharing a river popular for rafting, rolling hill terrain, recreation opportunities, and a mix of town amenities.

To the west of the bridge, a shopping center exists with amenities including: a coffee shop, post office, restaurants, a rafting photographer, etc. Other businesses further west of the highway include restaurants, whitewater rafting outfitters, campgrounds, cabins for rent, a feed and supply store, a saloon, a cafe and dance hall, residential houses, a gas station, a dental office, and other businesses.

To the east of the bridge and immediately south is Lotus Road, which travels by the Henningsen Lotus Park, the El Dorado County Fire Station, other white water rafting outfitters, residential homes, some vineyards, an inn, and a café. East of the bridge on SR 49 under a mile down the road is the Marshall Gold Discovery State Historic Park. The park offers many amenities and attracts year round crowds (*see Parks and Recreation section*). Continuing south on SR 49 and approximately 8.6 miles is Placerville, the county seat of El Dorado.

Environmental Consequences

The project will have minor temporary effects on the community cohesion of the area, but only during construction. During construction of the bridge, at least two lanes of traffic shall be open at all times allowing east and west travel. Pedestrians and bicyclists will be able to cross the bridge during construction as well.

After construction of the project, the cohesive quality of both towns should improve with the addition of the new bridge. The addition of sidewalks and a shoulder for bicycling, where there was none before, will provide opportunities to cross the bridge safely and in all modes of travel, encouraging cohesiveness and the quality of life in the area. The preferred Alternative 3A, provides continual sidewalks from the bridge, west to Marshall Grade Road, and east just past the Sierra Nevada House.

With the No-Build alternative, the community's character and cohesion would remain as is. There would not be sidewalks or a shoulder on the bridge for a pedestrian or bicyclist to get safely across the bridge.

Avoidance, Minimization, and/or Mitigation Measures

Ensure the following is adhered to avoid potential impacts:

- During construction, a boat passage opening large enough to allow a boat or raft (or more than one raft) to pass, will be maintained in the water channel to allow for rafting and boating activity.
- During construction, the bridge will have two lanes of traffic open at all times, so vehicles will be able to cross the bridge at the same time. Bicycles and pedestrians will be able to cross as well. No closures are anticipated.
- *See Traffic and Transportation / Pedestrians and Bicycles Section for more details.*

Relocation and Real Property Acquisitions

Regulatory Setting

Caltrans' Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of the RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 United States Code [USC] 2000d, et seq.). Please see Appendix C for a copy of Caltrans' Title VI Policy Statement.

Affected Environment

This project will not require the relocation of any properties, at this time. However, the project will require some right of way (R/W) acquisition.

Environmental Consequences

For Alternative 2, Seismic Retrofit with Widening, project right of way acquisition would be minimal. Work at the bridge abutments may require a few small slivers of R/W acquisition.

For Alternative 3A, New Bridge to the North, project work requires R/W acquisition. This alternative includes continuous curbs and sidewalks along both sides of SR 49, which will extend from about 300 feet east of Marshall Road and across the bridge. The curbs and sidewalks will extend to the west side of Little Road on the north side of SR 49, and to the west side of the Lotus Road intersection on the south side of SR 49. Under this alternative, an existing series of left turn lanes located west of the bridge will be replaced with a combination of two way left turn lanes and a series of median islands recommended by Traffic Operations, to encourage traffic calming. Retaining walls are needed if certain R/W acquisitions or steep slopes are not incorporated into the project. The Lotus Road and Little Road intersections, as well as driveways throughout the project along SR 49, will be reconstructed to meet current design standards.

For Alternative 3B, New Bridge on the Existing Alignment, project work would require minimal right of way acquisition. Work on the bridge approaches would be generally limited to widening and the blending work needed to connect the widened bridge and sidewalk to the existing roadway and foot paths. A retaining wall may be needed if a steep slope is not incorporated. An additional retaining wall and driveway realignment may be needed on Little Road and some roadway improvements at the Lotus Road intersection may be completed. Minor right of way acquisition would be needed for this alternative.

Avoidance, Minimization, and/or Mitigation Measures

The proposed project will not require the relocation of property; measures to avoid property relocation is a part of the project design. The project will require minor R/W property acquisition. The Caltrans R/W staff will work with property owners for acquisition in the next phase of the project.

TRAFFIC AND TRANSPORTATION / PEDESTRIAN AND BICYCLE

Regulatory Setting

Caltrans as assigned by the Federal Highway Association (FHWA), directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 Code of

Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 CFR Part 27) implementing Section 504 of the Rehabilitation Act (29 United States Code [USC] 794). FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to federal-aid projects, including Transportation Enhancement Activities.

Affected Environment

Access, Circulation, and Parking

The existing environment and project area consists of the two small towns of Coloma and Lotus, nestled in the foothills with a river winding its way through the surrounding terrain. The economy of both towns is connected to the recreational opportunities available because of the area's unique environment and relationship with the river.

The layout of the land and recreational opportunities in the area provide a unique circulation movement in the area. Kayaking and river rafting is popular not only for locals but for tourists and travelers as well. The area is particularly unique because of the river "loop" which has become a popular route and is easy for beginner kayakers and rafters. The loop is a river route that starts from the State Park and follows the horseshoe curve of the river, taking advantage of its convenient put-ins and take-outs. The loop goes through three areas where the rafters can get in or out of the river, including the South Fork American River Bridge project area, the local Henningsen Lotus Park (HLP), and the State Park.

Some typical scenarios of recreation circulation, including walking and parking patterns during the peak summer season might include the following scenarios:

- People park at a paid lot (currently) at the State Park where they launch their river crafts (AKA rafts), then float downstream and get out at the South Fork American River Bridge project area, then walk along SR 49 carrying their rafts to their cars parked at the State Park.
- People park at a paid lot (currently) at the State Park, launch their crafts, then go past the bridge and get out at the HLP, then they must walk their crafts along Lotus Road and then onto SR 49 to get to their vehicles at the State Park.
- People park at the South Fork American River Bridge project area at an informal pullout on the southeast side, launch their crafts, then float down to HLP and take the crafts out, then walk their crafts back up to the bridge near where their car is parked. Or they could float further downstream to another paid take-out spot, past HLP.
- People park on the west side of the bridge where the Coloma/Lotus retail, restaurant, coffee shop, post office, and commercial area is, then launch their crafts on the west side of the bank at the South Fork American River Bridge project area, then raft downstream towards HLP and take out there (or take out elsewhere downstream). They then carry their rafts back up Lotus Road to SR 49 and cross the bridge project area and back up to their car in the commercial center.
- People informally park at the northeast corner of the South Fork American River Bridge project area at the entrance to Little Road, occasionally blocking the private road, then launch into the river, walking back up Lotus Road and then on the highway.

In addition to rafting and other water raft opportunities in the area, there are many camp grounds located along the path of the river. Fishing, hiking, backpacking, bicycling, and swimming are of the some other recreational opportunities in the area surrounding the project.

There are some private shuttles that cart the recreational river users up and down the highway, alleviating some of the traffic problems in the area.

Environmental Consequences

The implementation of this project will enhance and improve the bicycle and pedestrian facilities on the South Fork American River Bridge, by adding sidewalks and standard shoulders with room for bikes, and will improve connectivity between the two communities of Lotus and Coloma. The new bridge will be built to ADA standards. In addition to the work on the bridge, Alternative 3A proposes continuous sidewalks throughout the highway corridor improving access and safety for pedestrians.

During construction, there will be minor impacts to traffic and transportation facilitates however those impacts will be temporary as they are occurring only during construction. Public transportation operations should be able to continue as they normally would, but may see a slight change in operation time during construction.

With the No-Build alternative, the current situation would remain. There would not be sidewalks or a shoulder on the bridge for a pedestrian or bicyclist to safely cross and the access, circulation, and parking situation would remain the same.

Avoidance, Minimization, and/or Mitigation Measures

Measures to minimize impacts during construction include:

- During construction, Alternative 3A would provide for one lane of traffic in each direction of travel at all times during construction. There may be a few instances where one-way reversing traffic control might be needed. However, they will be short, mostly done at night, and/or as needed for safety reasons that may arise during construction.
- The maximum length of any lane closure shall be limited to 0.8 mile.
- A minimum of one paved traffic lane not less than 11 feet wide shall be open for use by public traffic at all times, and two lanes shall remain open when construction operations are not actively in progress.
- A minimum of 4 foot shoulder shall remain open at all times for pedestrian and bicycle use.
- The use of K-rail is recommended to separate the work zone from the public traffic.

- Work behind k-rail may be performed at any time.
- The contractor shall consider using a temporary traffic signal to control traffic when the bridge is reduced to one lane open.
- Advance flaggers may be needed in areas where there is inadequate approaching sight.
- When bridge rail is removed, K-rail shall be secured in place prior to allowing traffic on the bridge.
- No lane closures, shoulder closures, or other traffic restrictions will be allowed on Special Days, designated legal holidays and the day preceding designated legal holidays; and when construction operations are not actively in progress.
- Access to driveways and cross streets will be maintained, by construction personnel during construction, in accordance with traffic control standard plans or traffic handling provided in the contract plans.
- Pedestrian access will be maintained during construction, with at least one sidewalk open on one side of the roadway at all times. Additional signs will be required to detour pedestrians when sidewalks are closed for contract work.
- Bicycle traffic will be maintained during construction. Additional signs and striping will be required to direct bicycle traffic when bikeways are closed for contract work.
- Portable changeable message signs will be required in direction of traffic during construction for each lane, shoulder, and bridge closure.
- Work at this location may require the assistance of COZEEP, but probably not a full time presence.

VISUAL/AESTHETICS

Regulatory Setting

The National Environmental Policy Act of 1969 as amended (NEPA) establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing

surroundings (42 United States Code [USC] 4331[b][2]). To further emphasize this point, the Federal Highway Administration (FHWA) in its implementation of NEPA (23 USC 109[h]) directs that final decisions on projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities” (CA Public Resources Code [PRC] Section 21001[b]).

Affected Environment

A Visual Impact Assessment (VIA) was prepared by a Caltrans Landscape Architect in July 2014. The project location and setting provides for the context of determining the type of changes to the existing visual environment.

The town(s) of Lotus and Coloma lie within the Coloma Valley, which is surrounded by the Sierra Foothills and at the valley’s center is the South Fork of the American River. During the spring and summer months this area becomes congested with visitors who are attracted to the recreational activities that are offered by the river and beyond. The locale has become popular for its white water rapids. Although the Historical Town of Coloma draws visitors year round, the cooler season brings a quieter and less congested community. The visual setting of the area is rural in character. The highway winds through hilly terrain and it crosses over the South Fork of the American River.

The population affected by this project, aesthetically, is comprised of viewers. Viewers are people whose views of the landscape may be altered by the proposed project – because either the landscape itself has changed or their perception of the landscape has changed. Two variables determine the extent of visual impacts. First, there is the response that viewers have to changes in their visual environment, and second, there is the change to the visual resources themselves.

There are two types of viewer groups for highway projects: highway neighbors and highway users. Each viewer group has their own particular level of viewer exposure and viewer sensitivity, resulting in distinct and predictable visual concerns for each group, which help to foresee their responses to visual change. Highway neighbors can see views of the road and bridge are from people who live within close proximity to the site and people who are visiting that area or using the river for recreational

purposes. Most of these viewers are folks living within the residential, commercial/business, and recreational sites that are within close proximity to the bridge. Highway users are people who have views from the road. The users of this road consist of local and recreational traffic, tourists, commuters and business owners, and pedestrians and bicyclists as well. The observations from the bridge consist of views of the South Fork American River and its surrounding landscape of deciduous and riparian trees. The views from the road as one approaches the bridge from the west side is heavily vegetated on both sides of the corridor and has a commercial/business strip along the corridor prior to approaching the bridge. Traveling from the east appears less developed as one travels from Marshal Gold Discovery State Park. Both sides of the bridge have dense vegetation in the areas that have not been developed. The scenery is pleasant.

Environmental Consequences

The following section describes the visual appearance of the project and how that would affect the setting and view for each affected viewer group.

No Build: The No-Build alternative would have no impact.

Alternative 2: This alternative would seismically retrofit the existing bridge structure, widen for standard size lanes and shoulders, and provide for sidewalks and concrete barriers. These changes would be noticeable. The approaches to the bridge would be widened to match the bridge deck and to the existing roadway and footpaths. The profile of the retrofitted bridge would be wider; therefore would be noticeable of its new changes. The overall look of the corridor on both sides of the bridge would not impact the visual integrity of the community and its surrounding area.

Overall this alternative would have the least visual impacts. The visual look would be altered due to an increase in the pier's width and slight increase in the bridge deck's width of the retrofitted structure. After the roadway ties into the new width of the structure the existing corridor would maintain its current look; therefore there would be no visual impact to the highway and its surrounding area.

Alternative 3A: This alternative would construct a new bridge, requiring the roadway's alignment to shift to the north and be built one half at a time (also called half-width construction). The new bridge would be wider than the current bridge. Sidewalks would be provided on both sides of the bridge and due to the shift to the north the roadway would also shift in order to connect with the new bridge. The roadway would tie back into the existing roadway near the Marshall Road intersection

and the eastern section would match up with the roadway at Marshall Gold Discovery State Park.

This proposed alternative would construct continual sidewalks on both sides of the road west of the new bridge and a short segment to the east. An existing series of left turn pockets and median islands would be replaced and altered in accordance with Traffic Operations recommendations. This new design includes additional median islands with improved contrast features to provide traffic calming and a 12' wide two-way left turn lane. Designated turn lanes would be placed as needed.

This alternative would have the most noteworthy changes in the visual setting of the area. The installation of sidewalks and moving the centerline of the roadway to the north would alter the look of the community. The shift in the roadway would require removing trees and vegetation. These changes along the roadway would change the look of the community, but these improvements would provide an upgrade in American Disability Act (ADA) standards and create a more modern look to the community. During the design phase of the project consideration should be given to context sensitive solutions for introducing the necessary ADA standards.

Alternative 3B: This alternative would build a new bridge with three stages of construction. The bridge centerline would shift approximately two feet to the south. The final footprint of this bridge would be wider than the other two build alternatives, in that it would leave a 13'2" median on the new bridge. This is due to the staged construction to allow for the bridge to follow the existing alignment. The construction on the bridge approaches would be generally limited to widening and work needed to connect the widened bridge and sidewalk to the existing roadway and foot paths. The wider width of this bridge would be noticeable and change the profile and look of the current bridge. This would be quite obvious to the local community. The width of the new bridge for this alternative would be noticeably wider than the current bridge; however the roadway would not change its alignment. Therefore, the corridor on both sides of the bridge would not be altered due to fewer disturbances to the trees and vegetation. Curbs and sidewalks would not be installed and the majority of the current look of the streetscape would be left in its present condition. Alternative 3B would have less of a visual impact to the corridor on both sides of the bridge as compared to Alternative 3A. The corridor extending beyond the bridge would maintain its present look. In summary, the new bridge would be apparent and wider but, the roadway would remain the same.

All Build Alternatives

All of the build alternatives may require retaining walls at various locations to reduce the need for steep cut slopes; therefore reducing ground disturbance and keeping more vegetation and trees intact. The implementation of aesthetic features and integral concrete coloring of the walls would help reduce any glare.

Temporary Construction Impacts

There will be temporary visual impacts caused by construction. The construction of the bridge will be visually obvious as falsework is built in order to accomplish the bridge construction. There would also be staging areas on the north and south sides of the bridge. Other temporary inconveniences will include dust from the project and trucks hauling materials. The duration of construction, however will be temporary.

Cumulative Visual Impacts

Cumulative impacts are those resulting from past, present, and reasonably foreseeable future actions, combined with the potential visual impacts of this project. The cumulative impacts caused by this project will be most prevalent with the development of Alternative 3A due to the installation of sidewalks and realignment of the road. This could set a precedence of creating a more developed community. However, the visual impacts will be less than significant with the implementation of the minimization measures described in the following section.

Avoidance, Minimization, and Mitigation Measures

Avoidance or minimization measures have been identified and can lessen visual impacts caused by the project. In addition, the inclusion of aesthetic features in the project design previously discussed can help generate public acceptance of a project. This section describes additional avoidance and/or minimization to address specific visual impacts. These will be designed and implemented with concurrence of the Caltrans Landscape Architect.

The following measures to avoid or minimize visual impacts will be incorporated into the project:

- All areas disturbed due to all construction activities, including staging locations and access roads will be restored to its pre-construction condition upon completion of the project. This can be accomplished by loosening and

re-contouring the area's soil before applying erosion control (such as hydro-seed with a native seed mix and erosion control blankets).

- Minimize the removal of and avoid where feasible established trees and vegetation. Where it is possible to save and preserve existing trees (of significant size and maturity), care and caution should be implemented during the construction phase. Environmental Sensitive Area (ESA) fencing shall be installed to demarcate areas where vegetation is being preserved and root systems of trees shall be protected.
- All disturbed areas during each construction season shall utilize BMPs which will include temporary erosion control at the end of each construction season.
- Aesthetic treatments used on this project shall be designed with consideration given to using similar features and colors that will be consistent with the current project being considered at the Marshall Gold Discovery State Historic Park and/or the rural character of the town. These elements consist of colored stamped concrete used in project features such as median islands, retaining walls, and bridge components. This work shall be completed under the direction of the District's Landscape Architect unit.
- The retaining wall(s), if constructed, shall incorporate designing and aesthetic features into the walls, this will be determined during the design phase; additionally, the wall shall be colored or painted with earthen hues to blend with the natural surrounding environment. This will help reduce glare as well.
- The new bridge alternative will consider a "see through" railing constructed as part of the bridge's deck. This will allow the traveling public to view most of the river and surrounding landscape.
- Trees and shrubs removed as part of a riparian zone will be replaced as part of the required mitigation (*see Biology Section*). This will also meet the recommendation for minimizing visual impacts.

CULTURAL RESOURCES

Regulatory Setting

The term "cultural resources" as used in this document refers to all "built environment" resources (structures, bridges, railroads, water conveyance systems,

etc.), culturally important resources, and archaeological resources (both prehistoric and historic), regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act (NHPA) of 1966, as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation [36 Code of Federal Regulations (CFR) 800]. On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, the Federal Highway Administration (FHWA), State Historic Preservation Officer (SHPO), and Caltrans went into effect for Caltrans projects, both state and local, with FHWA involvement. The PA implements the Advisory Council's regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans. The FHWA's responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Program (23 United States Code [USC] 327).

Historical resources are considered under the California Environmental Quality Act (CEQA), as well as CA Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet the National Register of Historic Places listing criteria. It further specifically requires Caltrans to inventory state-owned structures in its R/W.

Affected Environment

The August 2014 Historic Property Survey Report (HPSR) and Archaeology Survey Report (ASR) was completed by qualified cultural resource personnel at Caltrans. An intensive archaeological inventory of the project's Area of Potential Effects (APE) was conducted between April 2013 and July 2014. The inventory effort consisted of a pre-field literature and records review, consultation with the Native American community, as well as local historic preservation organizations, and an intensive pedestrian field survey by professionally qualified archaeologists.

As a result of cultural resource inventory, 15 cultural resources were identified near the project area, but none within the APE. Most of those cultural resources are related to historic mining activities. No cultural resources were encountered during the pedestrian survey(s). Research indicates there was an 1800's diversion tunnel that once existed underneath a portion of the project area. However, it has collapsed or been filled in with no physical evidence remaining. The tunnel, if in existence, was below the vertical APE of the original bridge construction and would therefore be below the current project's APE. Given this, there is no potential to affect this resource if any portion is still intact. No physical evidence remains that any part of the tunnel is intact or retains any integrity and the exact location or depth below surface cannot be confirmed.

If cultural materials are discovered during construction, all earth moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), which will then notify the Most Likely Descendent (MLD). At this time, the person who discovers any remains will contact Caltrans District 03 Environmental staff so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

Environmental Consequences

Cultural resources in the area are not likely to be impacted by the project. Most all of the identified cultural resources within the vicinity of the bridge are outside of the project impact area. Any remains of the 1800's diversion tunnel is most likely out of reach of the new bridge's footprint and construction area.

The project will not use a section 4(f) historic resource.

Avoidance, Minimization, and Mitigation Measures

- It is the Caltrans policy to avoid cultural resources whenever feasible. Further investigation of the resources located within the APE may be necessary if they cannot be avoided by the proposed project. Additional archeological surveys

will be necessary if project limits are expanded to include areas outside the current APE limits. In the event that buried archeological materials are encountered during construction, Stipulation XV will be followed. Post Review Discoveries, Section B.1.-3 in the January 2004 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

Physical Environment

HYDROLOGY AND FLOODPLAIN

Regulatory Setting

Executive Order (EO) 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The Federal Highway Administration requirements for compliance are outlined in 23 Code of Federal Regulations (CFR) 650 Subpart A.

To comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments.
- Risks of the action.
- Impacts on natural and beneficial floodplain values.
- Support of incompatible floodplain development.
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values affected by the project.

The base floodplain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” An encroachment is defined as “an action within the limits of the base floodplain.”

Affected Environment

A Floodplain Hydraulic Study was completed for this project in March 2014. Federal Emergency Management Agency (FEMA) maps dated September 6, 2008 indicated

that the flood zone within the project area is Zone A. Zone A is defined as “No base flood elevations determined.” Typically the 100-year base flood surface elevation needs to be determined in order to evaluate the impacts of the proposed alternatives; however, a USGS publication, *Floods in Northern California*, January 1997, identified the 1997 flood event and its associated discharge as the “flood of record”. This discharge (90,000 cubic feet per second) was incorporated into the HEC-RAS modeling and then used to identify potential impacts of the various alternatives for this project.

Environmental Consequences

During substantial events, flooding may occur beyond the existing floodplain such as the 1997 flood event. The project is expected to have a less than significant impact on the floodplain. Each of the proposed alternatives was evaluated for impacts on river velocities, water surface elevations and debris passage and each was determined to have a less than significant impact in these areas.

Avoidance, Minimization, and Mitigation Measures

The following measures are recommended for any alternative in order to minimize impacts to the floodplain:

- The proposed bridge should have the same number of piers (or less) as the existing bridge. In other words, obstructions to flow in terms of area facing flows should not be greater than the existing bridge.
- The waterway area using either the 100-year event or the “flood of record” water surface elevation as a maximum elevation under the bridge should not be reduced below existing available waterway area.

WATER QUALITY AND STORMWATER RUNOFF

Regulatory Setting

Federal Requirements: Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source¹ unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act (CWA). Congress has amended the act several times. In the

¹ A point source is any discrete conveyance such as a pipe or a man-made ditch.

1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. The following are important CWA sections:

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request (see below).
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCB) administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the U.S. Army Corps of Engineers (USACE).

The goal of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.”

The USACE issues two types of 404 permits: General and Standard permits. There are two types of General permits: Regional permits and Nationwide permits. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of the USACE’s Standard permits. There are two types of Standard permits: Individual permits and Letters of Permission. For Standard permits, the USACE decision to approve is based on compliance with U.S. Environmental Protection Agency’s Section 404 (b)(1) Guidelines (U.S. EPA Code of Federal Regulations [CFR] 40 Part 230), and whether the permit approval is in the

public interest. The Section 404(b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences. According to the Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent² standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause “significant degradation” to waters of the U.S. In addition, every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4. A discussion of the LEDPA determination, if any, for the document is included in the Wetlands and Other Waters section.

State Requirements: Porter-Cologne Water Quality Control Act

California’s Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a “Report of Waste Discharge” for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates the CWA and regulates discharges to waters of the state. Waters of the state include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of “waste” as defined, and this definition is broader than the CWA definition of “pollutant.” Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and regulating discharges to ensure compliance with the water quality standards. Details about water quality standards in a project area are included in the applicable RWQCB Basin Plan. In California, Regional Boards designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary

² The U.S. EPA defines “effluent” as “wastewater, treated or untreated, that flows out of a treatment plant, sewer, or industrial outfall.”

to protect these uses. As a result, the water quality standards developed for particular water segments are based on the designated use and vary depending on that use. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (NPDES permits or WDRs), the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB administers water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving Basin Plans, TMDLs, and NPDES permits. RWCQB's are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

- **National Pollutant Discharge Elimination System (NPDES) Program**

- Municipal Separate Storm Sewer Systems (MS4)

- Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of storm water discharges, including Municipal Separate Storm Sewer Systems (MS4s). An MS4 is defined as “any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that is designed or used for collecting or conveying storm water.” The SWRCB has identified Caltrans as an owner/operator of an MS4 under federal regulations. Caltrans’ MS4 permit covers all Caltrans rights-of-way, properties, facilities, and activities in the state. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

- Caltrans’ MS4 Permit (Order No. 2012-0011-DWQ) was adopted on September 19, 2012 and became effective on July 1, 2013. The permit has three basic requirements:

1. Caltrans must comply with the requirements of the Construction General Permit (see below);
2. Caltrans must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and
3. Caltrans storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs), to the Maximum Extent Practicable, and other measures as the SWRCB determines to be necessary to meet the water quality standards.

To comply with the permit, Caltrans developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP assigns responsibilities within Caltrans for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The SWMP describes the minimum procedures and practices Caltrans uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of Best Management Practices (BMPs). The proposed project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff.

Construction General Permit

Construction General Permit (Order No. 2009-009-DWQ), adopted on September 2, 2009, became effective on July 1, 2010. The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop storm water pollution prevention plans; to implement sediment, erosion, and pollution

prevention control measures; and to obtain coverage under the Construction General Permit.

The 2009 Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases, and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and before construction and after construction aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPPP). In accordance with the Department's Standard Specifications, a Water Pollution Control Plan (WPCP) is necessary for projects with DSA less than one acre.

Section 401 Permitting

Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water of the United States must obtain a 401 Certification, which certifies that the project will be in compliance with state water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by the USACE. The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before the USACE issues a 404 permit.

In some cases, the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as Waste Discharge Requirements (WDRs) under the State Water Code (Porter-Cologne Act) that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

Affected Environment

Receiving Waters and Total Maximum Daily Load:

A Water Quality Assessment (WQA) was completed in October 2013 by qualified Caltrans National Pollutant Discharge Elimination System (NPDES) staff and involved (in part) the use of Caltrans' Water Quality Planning Tool (WQPT) and the

State Water Resources Control Board Impaired Water Bodies Map to identify receiving waters close to the project area and to evaluate potential receiving water risk due to proposed construction operations. Using these tools, the receiving water nearest to the project is the South Fork of the American River (below Slab Creek Reservoir to Folsom Lake), located within Hydrologic Sub-Area (HSA) No. 514.32. The South Fork of the American River to Folsom Lake is a 303(d) listed limited segment water body and has Total Maximum Daily Load (TMDL) for the pollutant Mercury. However, this TMDL is not anticipated to be approved by the EPA until 2021, and the source for the pollutant is identified as being from resource extraction and not a pollutant that Caltrans is responsible for addressing through the use of permanent treatment BMPs.

Beneficial Uses:

The following beneficial uses are the most applicable for the water bodies in or near HSA 514.32: AGR, COLD, MUN, POW, REC1, REC2, WARM, and WILD. The Central Valley Regional Water Quality Control Board (Regional Board) is charged with protecting all these beneficial uses from pollution and nuisance that may occur as a result of waste discharges in the region. A detailed description and additional information related to the beneficial uses identified, and their associated water quality objectives, can be found in the Regional Board Basin Plan.

Municipal Separate Storm Sewer System Phase I or II Permit:

The proposed project does not appear to be within a County or City Municipal Separate Storm Sewer System (MS4) Phase I or II permitted area; however, all projects within Caltrans' right-of-way (ROW) must adhere to the requirements of the Caltrans MS4 Permit (see Avoidance, Minimization, and/or Mitigation Measures section below).

Drinking Water Reservoirs:

No drinking water reservoirs and/or recharge facilities were identified in the project area, near Caltrans's owned right-of-way.

High Risk Receiving Watershed:

High Risk Receiving Watersheds are either listed (303(d)) as being impaired for sediment/siltation or turbidity, or have an EPA approved sediment related TMDL, or have existing beneficial uses of SPAWN, MIG, and COLD (according to the most

recent Regional Board Basin Plan). Using the WQPT, the proposed project does not appear to be within the boundaries that designate a “High Risk Receiving Watershed” area.

Environmental Consequences

Analysis of the overall project watershed indicates that the receiving water risk is relatively low. Due to the nature of the work described in the associated environmental documents and project report, it is not expected that construction operations will impact water quality. The proper application and appropriate use of construction site best management practices (BMP's) is anticipated and should reduce the potential for environmental impacts.

Avoidance, Minimization, and/or Mitigation Measures

The following actions are recommended, in order to protect receiving water bodies from potential pollution arising from construction activities and/or operations related to this project:

1. If the temporary storage of equipment and material on State property is permitted by the Engineer, all soil disturbance created within the contract limits or at the Contractor's secured area(s), shall be accounted for in the total disturbed soil area (DSA) estimate.
2. Caltrans' Storm Water Management Plan (SWMP), Project Planning and Design Guide (PPDG) Section 4, and Evaluation Documentation Form (EDF) provide detailed guidance in determining if a specific project requires the consideration of permanent Treatment BMPs. Line Item BMPs may be required during the Plans Specifications and Estimate (PS&E) phase of the project.
3. The project shall adhere to the conditions of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) MS4 Permit (Permit), CAS No. 000003 Order No. 2012-0011-DWQ. As necessary, consult with your NPDES coordinator for additional Permit requirements and guidance.
4. Adherence to the compliance requirements of the NPDES General Permit CAS No. 000002, Order No. 2009-0009-DWQ (and all adopted amendments under this order), for General Construction Activities is required if the DSA is equal to or greater than 1.0 acre. If the total DSA is less than 1.0 acre, a Caltrans approved Water Pollution Control Plan (WPCP) will be required, which specifies the level of temporary pollution control measures for the project.

5. Adherence to the following is recommended to prevent receiving water pollution as a result of construction activities and/or operations from this project:
 - a. Follow all applicable guidelines and requirements in the 2010 Caltrans Standard Specifications (2010 CSS), Section 13, regarding water pollution control and general specifications for preventing, controlling, and abating water pollution in streams, waterways, and other bodies of water.
 - b. Consideration should be given to 2010 CSS, Section 13-4 (Job Site Management), to control potential sources of water pollution before it encounters any storm water system or watercourse. It requires the Contractor to control material pollution, manage waste, and non-storm water at the construction site.
 - c. The Contractor prepared WPCP or SWPPP (whichever is applicable for the project) shall incorporate appropriate Temporary Construction Site BMPs to implement effective handling, storage, use and disposal practices during construction activities.
 - d. Shoulder backing areas should be stabilized by Temporary Construction Site BMPs, or rolled and compacted in place, by the end of each day and prior to the onset of any precipitation.
 - e. Existing drainage facilities should be identified and protected by the application of appropriate Construction Site BMPs.
 - f. Attention should be given to 2010 CSS, Section 13-4.03D(3), Concrete Waste, when pipe lining operations involve annular space grouting.
 - g. Attention should be given to 2010 CSS, Section 13-4.01B, Submittals, before dewatering operations commence.
6. Refer to the State Water Resources Control Board, Water Quality Permit Order No. 2003-0003-DWQ, for specific requirements relating to low threat discharges to land, where and when applicable, for proposed dewatering operations. A waiver by the Central Valley Regional Water Quality Control Board (Regional Board) can be utilized if the following conditions are met for low threat discharges to land (Anne Olson, 10/24/12):

- 1) Waiver (No Report of Waste Discharge (RWD) / No fee): no known existing groundwater pollution; less than three weeks duration; and less than 10,000 gpd.
 - 2) Waiver (RWD, fee, and Notice of Applicability (NOA) required): no known existing groundwater pollution; less than three weeks duration; and up to 100,000 gpd (we want to make sure that they have enough land committed and good BMPs to contain the water).
 - 3) Low Threat General Waste Discharge Requirements (RWD, fee and NOA required): almost everything else.
7. Refer to the Regional Board Permit General Order No. R5-2008-0081, for specific requirements relating to low threat discharges to surface water, where and when applicable, and for proposed dewatering operations. Discharges covered by this General Order, are either 4 months less in duration, or have an average dry weather flow of less than 0.25 million gallons per day.
 8. Batch plants and/or rock crushing activities within Caltrans R/W will require the preparation of an Air Space Lease Agreement prior to mobilization. The Lessee shall obtain an Industrial Storm Water General Permit Order 97-03-DWQ (General Industrial Permit) from the State Water Resource Control Board (SWRCB). The Lessee shall submit a copy of the Notice of Intent (NOI) to comply with the terms of the General Industrial Permit, a copy of the receipt letter with the Waste Discharge Identification (WDID) Number from the SWRCB, an approved Storm Water Pollution Prevention Plan (SWPPP), and a monitoring plan when filing for a Caltrans Encroachment Permit. The Lessee shall submit any amendments to the SWPPP, copies of any sampling/monitoring results, a copy of the annual report, and any reporting requirements covered by the General Industrial Permit. Batch plant or rock crushing activities outside of Caltrans ROW will require additional coordination.
 9. Caltrans NPDES Staff may participate in early project design consultation with the Regional Board if the project entails one or more acres of DSA.

Biological Environment

NATURAL COMMUNITIES

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation.

Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed below in the Threatened and Endangered Species section. Wetlands and other waters are also discussed below.

Habitats and natural communities are considered to be of special concern based on (1) federal, State, or local laws regulating their development; (2) limited distributions; and/or (3) the habitat requirements of special-status plants or animals occurring on site. Valley oak woodland and valley foothill riparian were found to be present within or near the Biological Study Area (BSA).

Affected Environment

A Natural Environment Study (NES) was completed in August 2014 by qualified Caltrans biology staff. The natural communities that occur within the vicinity of the Biological Study Area (BSA) are described below:

Valley Oak Woodland –

Oak woodlands are a protected natural community that occurs near the BSA. In accordance with California State Senate Concurrent Resolution No. 17 (Statutes of 1989), which requires state agencies to preserve and protect native oak woodlands to the maximum extent feasible, oak woodland is defined as a five-acre circular area containing five or more oak trees per acre. The oak species protected under this resolution include Blue, Engelman, Valley, and Coast Live Oak. There are Valley Oak woodlands surrounding the project area, and the proposed highway widening will require the removal of oak trees but will have no effect on oak woodlands.

The tree canopy layer consists of valley oaks (*Quercus lobata*) interspersed with California sycamore (*Platanus racemosa*), Northern California black walnut (*Juglans*

hindsii), interior live oak (*Quercus wislizeni*), box-elder (*Acer negundo*), and Foothill Pine (*Pinus sabiniana*). The shrub understory consists of poison-oak (*Toxicodendron diversilobum*), California wild grape (*Vitis californica*), toyon (*Heteromeles arbutifolia*), California coffeeberry (*Rhamnus californica*), and Himalayan blackberry (*Rubus armeniacus*). Various sorts of wild oats (*Avena fatua*), brome (*Bromus* sp.), barley (*Hordeum* sp.), ryegrass (*Lolium* sp.), and needlegrass (*Achnatherum* sp.) make up the ground cover. These woodlands provide food and cover for many species of wildlife.

Valley Foothill Riparian –

Riparian habitat is a sensitive natural community that is important to the ecological function of the stream system. It provides bank stability, wildlife habitat, nutrient cycling, and lower water temperatures. Throughout the BSA this habitat type is highly disturbed due to the recreation activities in the area.

In the project BSA, this habitat type is located along the banks of the river and on the gravel bar that covers most of the proposed bridge footprint. The tree canopy layer consists of cottonwood (*Populus* spp.), California sycamore, and valley oak. Subcanopy trees include white alder (*Alnus rhombifolia*), box-elder (*Acer negundo*), foothill pine (*Pinus sabiniana*), interior live oak, and Oregon ash (*Fraxinus latifolia*). Typical understory shrub layer plants include poison-oak, California wild grape, wild rose (*Eriogonum elongatum*), California coffeeberry, button bush (*Cephalanthus occidentalis*), Himalayan blackberry and willows (*Salix* spp.). The herbaceous layer consists of sedges (*Carex* spp.), rushes (*Juncus* spp.), miner's lettuce (*Claytonia perfoliata*), Douglas' sagewort (*Artemisia douglasiana*), poison-hemlock (*Conium maculatum*), and hoary nettle (*Urtica dioica* ssp.). This habitat type provides food, water, migration and dispersal corridors, and escape, nesting, and thermal cover for an abundance of wildlife.

Environmental Consequences

Valley Oak Woodland –

Alternative 2: Removal of approximately 15 oak trees located alongside the roadway and throughout the BSA. The alternative will have no effect on protected oak woodlands.

Alternative 3A: Removal of approximately 35 oak trees located alongside the roadway and throughout the BSA. This alternative will have no effect on protected oak woodlands.

Alternative 3B: Removal of approximately 15 oak trees located alongside the roadway and throughout the BSA. This alternative will have no effect on protected oak woodlands.

The removal of oak trees, as a result of the proposed project, is not likely to have a cumulative impact to the continued health of oak woodlands.

Valley Foothill Riparian –

The proposed project will result in permanent and direct impacts to riparian vegetation for all alternatives and on both sides of the river. Temporary and indirect impacts to riparian vegetation may result from equipment movement under the bridge mainly along the gravel bar and a smaller riparian area on the other side of the river.

Alternative 2: Potential permanent riparian habitat impacts are approximately 0.04 acres and approximately 20 linear feet beyond existing (LF).

Alternative 3A: Potential permanent riparian habitat impacts are approximately 0.04 acres and approximately 25 LF beyond existing.

Alternative 3B: Potential permanent riparian habitat impacts are approximately 0.05 acres and approximately 39 LF beyond existing.

Alternatives 2, 3A, and 3B each have the potential to temporarily impact approximately 0.50 acres and approximately 150 LF of riparian habitat.

The removal of riparian vegetation as a result of the proposed project is not likely to have a cumulative impact to the continued health of the South Fork American River and associated riparian habitat.

Avoidance, Minimization, and/or Mitigation Measures

- In order to avoid and minimize potential impacts to the sensitive natural communities, the removal of native vegetation, including oak trees and riparian habitat, will be confined to the minimal area necessary to facilitate construction activities. All disturbed soil areas will be restored to their existing condition, to the extent possible.

- Measures that will be implemented to avoid or minimize impacts to the natural communities of the project area include ESA fencing, biological monitoring, and pre-construction biological surveys.
- No compensatory mitigation is required for Valley Oak Woodlands.

Compensatory Mitigation

Valley Oak Woodland:

- No compensatory mitigation required.

Valley Foothill Riparian:

- For Alternatives 2, 3A, and 3B compensatory mitigation is likely to be required for permanent impacts to riparian habitat. Types of compensation that will be considered for the project include but are not limited to bank purchase, in-lieu fees, endowments, and project specific restoration.

WETLANDS AND OTHER WATERS

Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (CWA) (33 United States Code [USC] 1344), is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army

Corps of Engineers (USACE) with oversight by the United States Environmental Protection Agency (U.S. EPA).

The USACE issues two types of 404 permits: General and Standard permits. There are two types of General permits: Regional permits and Nationwide permits. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of USACE's Standard permits. There are two types of Standard permits: Individual permits and Letters of Permission. For Standard permits, the USACE decision to approve is based on compliance with U.S. EPA's Section 404(b)(1) Guidelines (U.S. EPA 40 Code of Federal Regulations [CFR] Part 230), and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this EO states that a federal agency, such as the FHWA and/or Caltrans, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board (SWRCB), the Regional Water Quality Control Boards (RWQCB), and the California Department of Fish and Wildlife (CDFW). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning

construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. In compliance with Section 401 of the CWA, the RWQCBs also issue water quality certifications for activities which may result in a discharge to waters of the U.S. This is most frequently required in tandem with a Section 404 permit request. Please see the *Water Quality section* for additional details.

Affected Environment

The South Fork American River is jurisdictional waters of the U.S. The river flows from its headwaters in the Crystal Basin near Desolation Wilderness westward through the Sierra Nevada foothills to its confluence at Folsom Lake reservoir. Multiple dams located downriver, including Nimbus and Folsom Dams, have impeded the movement of native fish through the project area. There are no tributaries to the river located in the BSA.

The habitat within the flowing waters of the South Fork American River is characterized as riverine. Although the river is relatively flat, it has a fast flow that consists of glide, run, and riffles. Backwater pooled areas are present upstream and downstream of the project area. The substrate consists of small and large cobbles and boulders, including large cobble bars. No emergent vegetation is growing in the river within the BSA. The riverbanks are highly compacted with low to steep slopes and sparse riparian vegetation. There are no protected fish species in this reach of the river due to the multiple dams located downriver. Maintaining the health of the river is important to the wildlife that depends on it for breeding, feeding, and shelter, and just as important to the people that use it for recreation and the multitude of other human need and uses.

There are no wetlands within the BSA.

Environmental Consequences

The project will have minor impacts to waters of the U.S. Most impacts are due to dewatering to create a workspace separate from the live channel. It is anticipated that Alternatives 3A and 3B will have temporary impacts to waters because activities during construction include dewatering to gain access to the existing piers for removal. If fill is required during demolition of existing bridge piers, that area will be quantified and mitigated for. The piers on the new bridge design are not proposed to be located in the flowing waters of the river.

No-Build: No permanent or temporary impacts to waters.

Alternative 2: Temporary impacts will be limited to dewatering and are not expected to exceed 0.25 acres or 150 linear feet. Potential permanent impacts below the ordinary high water mark (OHWM) of the other waters of the U.S. are approximately 0.0005 acres and approximately 25 linear feet (LF). The permanent impacts are due to the extension of the existing pier which is located in the active channel and below the ordinary high water mark.

Alternative 3A: Temporary impacts will be limited to dewatering during removal of the old piers and is not expected to exceed 0.25 acres or 150 linear feet. Potential permanent impacts to other waters of the U.S would only occur if the removal of the existing piers requires fill below the OHWM. This is not expected to be required.

Alternative 3B: Temporary impacts will be limited to dewatering during removal of the old piers and is not expected to exceed 0.25 acres or 150 linear feet. Potential permanent impacts to other waters of the U.S would only occur if the removal of the existing piers requires fill below the OHWM. This is not expected to be required.

The proposed in-water work for each alternative is not likely to have a cumulative impact to the continued health of the South Fork American River.

Avoidance, Minimization, and/or Mitigation Measures

- Alternative 2 may require mitigation for permanent impacts for fill within other waters of the U.S. Types of compensation that will be considered for the project include but are not limited to bank credit purchase, in-lieu fees, endowments, and project specific restoration. Compensatory mitigation is not anticipated for the No-Build alternative and Alternatives 3A and 3B.

PLANT SPECIES

Regulatory Setting

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) have regulatory responsibility for the protection of special-status plant species. “Special-status” species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA). Please see the Threatened and Endangered Species in this document for detailed information about these species.

This section of the document discusses all the other special-status plant species, including CDFW species of special concern, USFWS candidate species, and California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at United States Code 16 (USC), Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Caltrans projects are also subject to the Native Plant Protection Act, found at California Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act (CEQA), CA Public Resources Code, Sections 2100-21177.

Affected Environment

A Natural Environment Study (NES) was completed in August 2014 by qualified Caltrans biology staff. No habitat for special status plants was found within the BSA. Surveys conducted during bloom periods further confirmed that no special status plants occur within the project limits.

Environmental Consequences

No special status plants were found within the BSA due to lack of habitat, specifically the required soil type for the plants to grow; therefore there are no environmental consequences to special status plants for the No-Build or any of the build alternatives.

Avoidance, Minimization, and/or Mitigation Measures

- Removal of native vegetation shall be confined to the minimal area necessary to facilitate construction activities. Re-vegetation measures shall include erosion control seeding containing native species specific to the area. The seed mix will be weed free and certified to include no invasive species. *More information can be found in the Invasive Species section.*

ANIMAL SPECIES

Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service), and the California Department of Fish and Wildlife (CDFW) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in Section after this one. All other special-status animal species are discussed here, including CDFW fully protected species and species of special concern, and USFWS or NOAA Fisheries Service candidate species.

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 – 1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

Affected Environment

A Natural Environment Study (NES) was completed in August 2014 by qualified Caltrans biology staff. Animals are considered special concern based on (1) Federal, State, or local laws regulating their development; (2) limited distribution; and/or (3) the habitat requirements of special-status animals occurring on site. No special status animals were found within the BSA. There is a slight potential that the following species may pass through the project area during construction, but it is highly unlikely due to the unsuitable habitat that is currently present: foothill yellow-legged frog, California red-legged frog, and western pond turtle. This section will also focus on species protected under the Migratory Bird Treaty Act (MBTA) and bats known to roost on bridges. The California red-legged frog is a federally listed threatened species and will be discussed in the Threatened and Endangered Section.

Foothill yellow-legged frog –

The foothill yellow-legged frog is a federal candidate for listing and a state species of special concern. Found in or near rocky streams in a variety of habitat, such as forests, chaparral or woodlands and rarely encountered from permanent water. The nearest known occurrence for this species is approximately 2 miles away. There is no suitable habitat for this species within the BSA. There were no foothill yellow-legged frogs found during amphibian surveys in the BSA.

Western pond turtle –

Western pond turtle is a state species of special concern. The species is thoroughly aquatic and found in ponds, lakes, rivers, streams, creeks, marshes, and irrigation ditches that have an abundance of vegetation and either a rocky or muddy bottom. During reptile surveys there were no turtles observed in the BSA and due to the extensive disturbance in the area, none are expected to occupy the area.

Migratory Birds –

Migratory birds, such as Cliff swallows (*Petrochelidon pyrrhonota*), were observed nesting on the bridge during bird surveys. During the nesting season, over 150 active mud nests were present under the bridge deck on both sides that span the flowing waters of the river.

There were no migratory birds observed nesting in the trees and vegetation within the BSA. Because conditions can change from year to year, pre-construction surveys will be conducted prior to removal of trees and vegetation.

Roosting Bats –

Bat surveys were completed in September 2013 and in April 2014, by qualified Caltrans biology staff. Mexican free-tailed bats were visually observed roosting in the bridge abutments and joints. During the audio bat surveys, the following species were recorded feeding in the area, Mexican free-tailed bats, Yuma myotis, hoary bat, silver haired, and Townsend's big-eared bat. There is a slight potential for Yuma myotis to be roosting on the bridge; however, the other three bat species do not roost on the existing bridge structure due to habitat requirements that are not present.

Environmental Consequences

Foothill yellow-legged frog –

The proposed project would have no effect on foothill yellow-legged frog and its habitat. The proposed project will not result in cumulative impact to the continued existence of the foothill legged frog or its habitat.

Western pond turtle –

The in-water activities of the proposed project would have no effect on western pond turtle and its habitat. The proposed project will not result in cumulative impacts to the continued existence of the western pond turtle.

Migratory Birds –

All build alternatives propose work on the bridge structure which is also nesting habitat for cliff swallows. Construction activities will result in a temporary loss of nesting habitat. Following construction, the birds will be able to re-colonize the bridge.

In addition to temporary loss of nesting habitat on the bridge, other migratory birds could be temporarily affected due to tree and vegetation removal for all build alternatives. The proposed project will not result in cumulative impacts to the continued existence of migratory and non-game birds, their occupied nests or habitats.

Roosting Bats –

All build alternatives have potential to temporarily affect bat roosting habitat on the bridge. Following construction, the bats will be able to roost on the new bridge structure. The proposed project would have no effect to the Townsend's big-eared bat and its habitat. The proposed project will not result in cumulative impacts to the continued existence of any bat species or their habitats.

Avoidance, Minimization, and/or Mitigation Measures

Foothill yellow-legged frog –

- No avoidance, minimization, or mitigation is required.

Western pond turtle –

- No avoidance, minimization or mitigation is required.

Migratory Birds –

- To avoid impacts to migratory birds nesting on the bridge, the nests shall be removed between September 1 to January 31, which is outside of the nesting season. If construction activities occur during the nesting season for migratory birds, February 1 through August 31, a qualified biologist will survey the project area no more than one week prior to start of construction and prior to vegetation and tree removal. Caltrans may implement preconstruction avoidance measures, like exclusion methods, to prevent birds from nesting on the bridge. When evidence of migratory birds and their occupied nests is discovered and may be adversely affected by construction or vegetation and tree removal, the contractor will be directed to immediately stop work and notify the Resident Engineer and the Environmental Construction Liaison.
- No compensatory mitigation is required.

Roosting Bats –

- For all build alternatives, exclusion measures will be required for roosting bats. The time of installation of the exclusion method will depend on the schedule of construction and the roosting habits of each species known to roost on the South Fork American River Bridge. A qualified biologist will be

monitoring the BSA as needed throughout construction. Caltrans will review opportunities for including roosting habitat on the new facility.

- No compensatory mitigation is required.

THREATENED AND ENDANGERED SPECIES

Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (FHWA), are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take statement, a Letter of Concurrence and/or documentation of a No Effect finding. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Wildlife (CDFW) is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by the CDFW. For species listed under both the FESA and CESA requiring a Biological Opinion under Section 7 of the FESA, the CDFW may also authorize impacts to

CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

Affected Environment

A Natural Environment Study (NES) was completed in August 2014 and a California Red-legged Frog (CRF) Site Assessment was completed in January 2015, by qualified Caltrans biology staff.

California red-legged Frog –

The California red-legged frog is a federally listed threatened species and state species of special concern. The species requires a variety of habitat with aquatic breeding, pools within streams and creeks and ponds, embedded within a matrix of riparian and upland dispersal habitat. Due to recreation uses in the BSA, the riparian habitat is very disturbed and patchy as a result of informal trails and human activity and is unsuitable for dispersal of the frog. The river is unsuitable breeding habitat for California red-legged frog because of the swiftness of the flow, the presence of substrate with which the frog is not generally associated, and the lack of in-stream vegetation. Based on the CRF site assessment, there are substantial physical barriers, i.e. the South Fork American River and SR 49, within a 1-mile radius of the bridge that prevent dispersal movement through the project area.

Environmental Consequences

California red-legged frog –

There are no known populations of California red-legged frog in the vicinity of the BSA or within a 1-mile radius. The nearest and most current sightings are over 8 miles away from the project area. This project will not result in cumulative impacts to

the continued existence of the California red-legged frog, its habitat or designated critical habitat.

The FESA determination is *no effect* to the California red-legged frog, its habitat, or designated critical habitat based on the rationale that there is no breeding habitat present and substantial physical barriers prevent dispersal movement through the BSA. There is no designated critical habitat located in or near the BSA.

Avoidance, Minimization, and/or Mitigation Measures

California red-legged frog –

- No avoidance, minimization, or mitigation is required.

INVASIVE SPECIES

Regulatory Setting

On February 3, 1999, President William J. Clinton signed Executive Order (EO) 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as “any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health.” Federal Highway Administration (FHWA) guidance issued August 10, 1999 directs the use of the State’s invasive species list maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the National Environmental Policy Act (NEPA) analysis for a proposed project.

Affected Environment

A Natural Environment Study (NES) was completed in August 2014 by qualified Caltrans biology staff. Invasive plant species may occur within the study area, but no major infestations of invasive plants were observed in the study area. There were no federal noxious weeds identified within the study area.

Environmental Consequences

None of the species on the California list of invasive species is used by the Department for erosion control or landscaping. All equipment and materials will be inspected for the presence of invasive species.

Avoidance, Minimization, and/or Mitigation Measures

- In compliance with the Executive Order on Invasive Species, EO 13112, and guidance from the Federal Highway Administration (FHWA), the landscaping and erosion control included in the project will not use species listed as invasive. In areas of particular sensitivity, extra precautions will be taken if invasive species are found in or next to the construction areas.

CLIMATE CHANGE

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels. Research from such establishments as the Intergovernmental Panel on Climate Change (IPCC) are primarily concerned with the emissions of GHGs generated by human activity including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of GHG emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light duty trucks, other trucks, buses, and motorcycles make up the largest source (second to electricity generation) of GHG emitting sources. The dominant GHG emitted is CO₂, mostly from fossil fuel combustion.

There are four primary strategies for reducing GHG emissions from transportation sources: 1) improving the transportation system and operational efficiencies, 2) reducing growth of vehicle miles traveled (VMT), 3) transitioning to lower GHG emitting fuels, and 4) improving vehicle technologies. To be most effective all four strategies should be pursued collectively. The following Regulatory Setting section outlines state and federal efforts to comprehensively reduce GHG emissions from transportation sources.

Regulatory Setting

State

With the passage of several pieces of legislation including State Senate and Assembly bills and Executive Orders, California launched an innovative and pro-active

approach to dealing with GHG emissions and climate change. Relevant legislation includes the following policies:

- Assembly Bill 1493 (AB 1493), Pavley.
- Executive Order (EO) S-3-05: (signed on June 1, 2005, by former Governor Arnold Schwarzenegger)
- AB 32, the Global Warming Solutions Act of 2006, Núñez and Pavley
- Executive Order S-20-06: (signed on October 18, 2006 by former Governor Arnold Schwarzenegger)
- Executive Order S-01-07: (signed on January 18, 2007 by former Governor Arnold Schwarzenegger)
- Senate Bill 97 (SB 97) Chapter 185, 2007
- Caltrans Director's Policy 30 (DP-30) Climate Change (approved June 22, 2012): is intended to establish a Department policy that will ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. This policy contributes to the Department's stewardship goal to preserve and enhance California's resources and assets.

Federal

Although climate change and GHG reduction is a concern at the federal level; currently there are no regulations or legislation that have been enacted specifically addressing GHG emissions reductions and climate change at the project level. Neither the United States Environmental Protection Agency (U.S. EPA) nor the Federal Highway Administration (FHWA) has promulgated explicit guidance or methodology to conduct project-level GHG analysis. As stated on FHWA's climate change website (<http://www.fhwa.dot.gov/hep/climate/index.htm>), climate change considerations should be integrated throughout the transportation decision-making process—from planning through project development and delivery. Despite the lack of Federal GHG regulations and legislation, FHWA as well as the National Highway Traffic Safety Administration (NHTSA) and U.S. EPA are taking steps to lessen climate change impacts by improving transportation system efficiency, creating cleaner fuels, reducing the growth of vehicle hours travelled, and enabling the

production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines.

Project Analysis

An individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its *incremental* change in emissions when combined with the contributions of all other sources of GHG.³

Caltrans and its parent agency, the California State Transportation Agency (CalSTA), have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, the Department has created and is implementing the Climate Action Program at Caltrans that was published in December 2006.⁴

The operation of this project would result in low-to-no potential for an increase in operational GHG emissions. The South Fork American River Bridge is in need of a replacement, as the current conditions of the bridge warrant a seismic retrofit and other repairs and to ultimately bring the bridge up to standard. If the proposed project is not built it jeopardizes the State Route 49 corridor. The new bridge will not increase capacity as it is not adding another lane. The new bridge will encourage and allow for pedestrian and bicycle activity because the new bridge design will have 8 foot shoulders with room for bicycles and standard sidewalks achieving a multi-modal bridge for all users; the current bridge has no shoulder, no sidewalks and no room for bicycles and pedestrians. Without a permanent solution to replace the bridge, ongoing maintenance would be required to keep the bridge standing.

Construction Emissions

Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction

³ This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

⁴ Caltrans Climate Action Program is located at the following web address: http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf

GHG emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as a longer pavement life, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

CEQA Conclusion

Although construction emissions are unavoidable and are expected to be minimal, the proposed project will not increase highway capacity and is not expected to result in additional operational CO₂ emissions. It is Caltrans' determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a determination regarding significance of the project's direct impact and its contribution on the cumulative scale to climate change. However, Caltrans is firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the following section.

Climate Change Strategies

There are typically two terms used when discussing the impacts of climate change. "Greenhouse Gas Mitigation" is a term for reducing GHG emissions in order to reduce or "mitigate" the impacts of climate change. "Adaptation," refers to the effort of planning for and adapting to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels).

Greenhouse Gas Reduction Measures

AB 32 Compliance

Caltrans continues to be actively involved on the Governor's Climate Action Team as ARB works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the

targets in AB 32 come from the California Strategic Growth Plan, which is updated each year.

The following measures will also be included in the project to reduce the GHG emissions and potential climate change impacts from the project:

- LED lighting might be incorporated into the project.
- According to the Caltrans' Standard Specifications, the contractor must comply with all of the local Air Pollution Control District's (APCD) rules, ordinances, and regulations regarding to air quality restrictions.
- Caltrans Standard Specifications, a required part of all construction contracts, should effectively reduce and control emission impacts during construction under the provisions of Section 7-1.02C "Emission Reduction".

Adaptation Strategies

"Adaptation strategies" refer to how Caltrans and others can plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

Interim guidance has been released by The Coastal Ocean Climate Action Team (CO-CAT) as well as Caltrans as a method to initiate action and discussion of potential risks to the states infrastructure due to projected sea level rise.

All projects that have filed a Notice of Preparation as of the date of EO S-13-08, and/or are programmed for construction funding from 2008 through 2013, or are routine maintenance projects may, but are not required to, consider these planning guidelines. The proposed project is outside the coastal zone and direct impacts to transportation facilities due to projected sea level rise are not expected.

Executive Order S-13-08 also directed the Business, Transportation, and Housing Agency (now known as CalSTA) to prepare a report to assess vulnerability of transportation systems to sea level rise affecting safety, maintenance and operational improvements of the system, and economy of the state. Caltrans continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

List of Preparers

The following Caltrans North Region staff contributed to the preparation of this Initial Study:

Maggie Ritter, Associate Environmental Planner. Contribution: Environmental Study Coordinator, Community Impact Assessment studies, and Environmental Document Writer

Cassandra Evenson, Associate Environmental Planner (Natural Sciences). Contribution: Natural Environment Study – October 2014

Kathleen Grady, Associate Landscape Architect. Contribution: Visual Impact Assessment – July 2014

William Larson, Associate Environmental Planner (Cultural Resources). Contribution: Historic Property Survey Report and Archaeological Survey Report – August 2014

Gurdeep Bhattal, Hydraulics Branch Engineer. Contribution: Floodplain Hydraulics Study – March 2014

Sean Cross, Transportation Engineer, National Pollutants Discharge Elimination System (NPDES) Coordinator. Contribution: Water Quality Assessment – October 2013

Shalanda Christian, Transportation Engineer. Contribution: Air Quality Study and Noise Study – September 2013

Alicia Beyer, Transportation Engineer, Hazardous Waste Coordinator. Contribution: Initial Site Assessment – December 2012

Chapter 3 - Comments and Coordination

Public Outreach

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization and/or mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including Project Development Team (PDT) meetings, informal community focus meetings, and two public open houses. This chapter summarizes the results of the Department's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

Throughout the development of project planning, the following outreach was done:

In January 2011, the Caltrans project manager gave a presentations to the county Board of supervisors on the alternatives studied in the original PSSR completed for the project, as well as three new conceptual alternatives being studies. The Board's concern was that the project as approved by the original PSSR did not accommodate pedestrian and bicycle access.

In March 2011, Caltrans put on a public open house to present the alternatives being studied for inclusion into the Supplemental PSSR. The meeting roster has 26 attendee signatures and approximately 2 comments. The comment sheets discussed pedestrian and bicycle access, aesthetics, and ways to lower vehicle speeds in the area.

In May 2013, Caltrans held a public forum to highlight the project alternatives being considered. Strong interest in the project from stakeholders prompted Caltrans to arrange for the meeting, although it was early in the process and detailed project alternative information was not available. In addition to discussing the alternatives contained in the supplemental PSSR, new variations of the bridge replacement alternative were presented. A total of four new bridge replacement options were discussed; two would shift the new bridge south and two which would shift the new bridge north. Based on the sign in sheet, the meeting was attended by approximately 32 people. The four written comments received from the public discussed river access (during and after construction), project cost, traffic during construction, impacts to private property, compatibility with flood events, and losing informal parking used for river access.

Additionally, Caltrans environmental and design personnel held a focus meeting in August 2013 regarding river access. Attendees included representatives from water recreation associations, a local business owner, and County personnel. The purpose of the meeting was to gather information about current river access for recreational users.

During the time that the DED was circulated for the 30-day public review, Caltrans held a public open house on November 20, 2014 to present three viable alternatives proposed for the project. Approximately 40 people attended the meeting signing the roster sheet, and Caltrans received 62 written comments during the public review period, this included emails, letters, regulatory agency comments, and handwritten comments during the public open house. During the open house, the project team gave a brief presentation of the three alternatives to the attendees and then Caltrans opened it up for some questions. The questions which people verbally asked were not recorded with any type of electronic device, so folks were encouraged to write their comments and questions if they wanted them to be part of the public record, as well as ask questions which we could answer there in person.

Because the open house was a day before the original November 21st ending period, the public circulation time was extended, making the circulation period from October 22 to December 5th. The notice for the open house meeting was circulated in the Coloma Lotus news and posted locally and extended the comment date, resulting in a large turnout and many informative comments. The public notice for the open house and for the DED was also circulated amongst a focus team whom Caltrans' has been collaborating with.

Public Comments

Approximately 62 comments that Caltrans received are attached in the following section. They are in alphabetical order, including regulatory agency comments, written public comments and emails, letters, etc. Some individuals have two or more comments however they are organized together.

Response to Agency Comments

During the public review period, many of the questions and comments were similar so we created a Frequently Asked Questions (FAQ) list and the various functions at Caltrans have answered them to the best of their knowledge and expertise. There were some comments, which required an individual response, which are provided below under Individual Responses to Comments. Other questions, including some of the FAQs are

answered within the document. We hope that this adequately answers most of the questions and comments.

Frequently Asked Questions:

- ❖ Will the project have striped/marked bike lanes?
 - Class II bike lanes are proposed within the limits of this project. Bike lanes will be marked and signed in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).

- ❖ We hope that the project will compliment future trail and bike lanes especially with Henningsen Lotus Park and Marshal Gold Discovery State Park; is this possible?
 - The details and feasibility of proposed trails in the El Dorado County Parks and Trails Master Plan, March 2012 are not clearly defined at this time. However, the project’s pedestrian and bike facilities would not preclude future trail plans outside the project area to connect them. See Human Environment, Chapter 2, section for more information.

- ❖ Can the project modify the sidewalks to look more rural in nature? (i.e. decomposed granite, color, texture)?
 - This project and the standard plans, proposes Portland Concrete Cement (PCC) sidewalks. Dense graded walkways are difficult to construct to current ADA requirements and hard to maintain, requiring ongoing maintenance. For colored or stained sidewalks, HDM (105.2(10b)) requires a maintenance agreement with City or County for nonstandard sidewalks with colored or textures surfaces, or a meandering alignment.

- ❖ Can the project minimize the height of the retaining wall, modify it to look more rural in nature, and/or add landscaping to it?
 - Caltrans will seek to incorporate elements of visual aesthetics and landscaping—including those related to retaining walls, based in part on public responses received and in accordance with current highway design standards. A shorter retaining wall usually requires more right of way, but a higher retaining wall requires less right of way.

- ❖ Can the project use see-through railing to maximize the river view-shed; is there a bridge railing that can accommodate Jack-O-Lantern pumpkins?
 - The project proposes to construct Type-80 Barriers on each side of the bridge with 42-inch pedestrian rails on top. The Type-80 Barriers provide some see-through visibility. The pedestrian rails on top, however, will preclude placement of pumpkins on the tops of the barriers, although other placement options may be possible due to the installation of sidewalks and shoulders on the bridge.

- ❖ Is lighting included on the project, and if so, could it be minimal to prevent light pollution to the nearby receptors?
 - In the past few years there have not been any recorded night time accidents on SR 49 from Lotus Road to Marshall Grade Road. On conventional highways, state financing of safety lighting shall be limited to that at intersections with traffic signals or flashing beacons or at those locations, which meet lighting warrants. These warrants, area based on conditions in the dark during the winter months. It is unlikely that any location, with the exception of SR 49 and Lotus Road would meet any of the required conditions. However, this does not preclude design and project management from working with the locals to finance some sort of lighting if that is what they are interested in doing.

- ❖ Can the elements in the project have aesthetics, which complement the historic and rural quality of the town?
 - The project can incorporate aesthetics into some of the design elements and will try to incorporate rural and historic elements native to the area into the design elements.

- ❖ Will there be any additional crosswalks or will existing ones be marked or striped?
 - Marked pedestrian crossings are typically placed at controlled intersections. The intersection of SR 49 and Lotus may be marked if all design standards can be met.

- ❖ Is your project going to be compatible with the State Route 49 Realignment Study completed by the El Dorado County Transportation Commission (EDCTC) in March 2010?
 - The State Route 49 Realignment Study was a feasibility study sponsored by the EDCTC. Although the study is included in the SACOG's 2035 MTP, it is not a funded project nor is it reasonably foreseeable. El Dorado County and Caltrans have proposed to move forward with the South Fork American River Bridge project, therefore the SR49 Realignment Study was not included in the operational analysis of this project. The South Fork American River Bridge is on the existing SR 49 corridor and it is in need of a rehabilitation or a replacement, regardless.

- ❖ Is your project going to be compatible with the local Mt. Murphy Bridge Project?
 - The study to replace the Mt. Murphy Bridge is in the early planning stages. Alternative 6 of the local project is the closest to the South Fork American River Bridge project's limits. The Caltrans project does not appear to have any impacts to the County project.

- ❖ If Alternative 3B (extra-wide new bridge) was selected, could the extra-wide median be used as a left hand turn lane for Little Road or the River Park Business District?
 - As shown in Alternative 3B, a two way left turn lane could be striped to allow for left turns into the River Park Business District, however the width is significantly reduced as it approaches Little Road. This width would not be adequate to stripe as a left turn lane.

- ❖ There are 10 parallel parking spaces located on the south side of highway and west of the river, what is the need for these and are they in a safe location?
 - Caltrans traffic operations, maintenance, environmental, safety engineers, as well as the project development team studied the ten parallel parking spaces proposed in the project. Parking spaces will be designed to meet Caltrans and MUTCD requirements, including sight distance requirements and safety regulations. The reason that Caltrans proposed the 10 parallel spaces was to comply with Streets and Highways Code 84.5 and to replace the informal parking currently happening on the southwest corner of Lotus

Road and SR 49 intersection. In addition, the project proposes a new MVP to the east of the river north of the Sierra Nevada House on SR 49. The parallel parking spaces are designed so that a traveling bicyclist may pass freely and minimizes the possibility of contact from a car door.

- ❖ Little Road has access issues, which includes people loading and unloading river crafts in front of the road, blocking traffic from entering and exiting the roadway, are you going to fix that situation?
 - The temporary parking issue is an enforcement one. Property owners need to contact local law enforcement agency.

- ❖ Can the SR 49, Little Road, and Lotus Road intersection become a 4-way stop with this project?
 - Little Road is a private access road. Even if it was a public road approach, the traffic volume from Little Road would not warrant controlling this intersection, plus it would not operate adequately in conjunction with the stop control at Lotus Road.

- ❖ Can Caltrans please work with the community on the design elements of the project, perhaps a “design charrette” of some sort?
 - Caltrans will work with the community on the various design elements for the project. Based on the surrounding rural landscape and area, and the history of the area, Caltrans will come up with some various options for some of the design elements of the project of what we can do, according to design standards. Sometime after the circulation of this document (FED) Caltrans will approach the public again to choose which element design would be desirable and then implement them into the project design.

- ❖ Why can't there be a separate pedestrian and bicycle crossing structure separate and/or attached to the bridge?
 - This was an alternative that was discussed and eliminated prior to the circulation of the Draft Environmental Document. This alternative was rejected due to lack of clearance under the attached pathways for anticipated design flood elevations.

- ❖ In keeping with Caltrans context-sensitive-solutions and complete streets, for Alternative 3A can a split-rail fence be used in the medians and on either side of the driving lanes, leaving gaps for pedestrian crossing, for the length of the proposed project?
 - A split-rail fence would constitute as a fixed object and would not meet sight distance requirements. In addition, a fence in the median would be hit requiring constant maintenance efforts and exposing maintenance crews to traffic.

Individual Response to Comments:

Central Valley Regional Water Quality Control Board (CVRWQCB) Letter:

As noted in the CVRWQCB comment letter, this project will require a Section 401 Certification under the Clean Water Act (CWA) and will also require the associated 404 Permit issued by the USACE. Caltrans will obtain and implement those permits/certifications for the project. Caltrans Statewide NPDES Permit CAS No. 000003(Order No.99-06-DWQ) will be adhered to with the implementation of this project, as well. Dewatering permits will apply according to their standards and the work done to remove the piers. Most of this detailed information is the Water Quality and Storm Water Runnoff and Wetlands and Other Waters section of this document.

California Department of Fish and Wildlife (CDFW) Representative, Juan Torres:

1. Caltrans is providing official parking to make up for the loss of unofficial parking taking place at the southwest corner of the SR 49 and Lotus Road. The official parking is located outside of CDFW's jurisdiction.
2. Language regarding CDFW jurisdiction is included in the Wetland and Other Waters section, under the Regulatory Setting section. The information regarding impacts to areas under CDFW jurisdiction, such as non-wetland riparian habitat, can be found under the Natural Communities section. There will be no effect to protected oak woodlands resulting from the proposed project. The environmental document was edited to reflect that information.
3. The environmental document is not the appropriate report to detail the analysis of potential impacts to Townsend's big-eared bat. The Natural Environment Study

(NES) is the technical document that supports the information in the Environmental Document. The NES states that the breeding and roosting habitat requirements of this bat species are not present in the project area and there will be no effect to Townsend big-eared bat and its habitat.

Comments: During the Draft Environmental Document's (DED) Public Review Phase

From: [Adrienne](#)
To: [Ritter, Marguerite H@DOT](mailto:Ritter_Marguerite_H@DOT)
Subject: Subject: Highway 49 Bridge -- Support for Alternative 3A
Date: Friday, December 05, 2014 4:08:11 PM

To Whom It May Concern:

Thank you for the opportunity to comment on CalTrans' proposal to rebuild the Highway 49 Bridge over the South Fork of the American River. I am writing in support of Alternative 3A.

I have lived in Lotus for 17 years. I am a road cyclist and often cross the bridge on my bike, which is tricky with horse trailers and rafting vehicles on the roads. I also access Magnolia and Cronin ranch regularly and get my mail at the Lotus post office. I also love the pumpkin on the bridge tradition the community engages in every Halloween and this past one was very scary (not in a good Halloween way) with a 2 ½ year old and an infant in tow. I would really appreciate the safest alternative for the project and the amount of road cyclists and pedestrians I see in the warmer months, combined with increased horse and rafting traffic at the same time, I believe warrants a bike lane shoulder.

I support 3A because I believe it can make the heart of our community walkable and bike-friendly. For that reason, I think it is important to mark the paved shoulders as bike lanes.

I ask that you work with the community on specific design elements of the project. These improvements are the heart of our historic town that are visited by thousands of recreationists and sightseers every year.

I also hope that the project will be designed in a way that can compliment future trail and bike lane projects in Henningsen Lotus Park and Marshall Gold Discovery State Park.

Thank you for your time and consideration. I look forward to hearing from you on this issue.

Sincerely,

Adrienne Graf

Lotus CA 95651-0584

From: [Alice Butler](#)
To: [Ritter, Marguerite H@DOT](#)
Subject: Comment on Hwy 49 South Fork American Bridge
Date: Friday, November 21, 2014 2:09:39 PM

Hi Maggie,

I put a comment in the box at the meeting last night that I would like to revise. I stated that "lighting" would be good for the bridge, but I would like to change that to "No lighting." I was unaware of the agreement between residents of Little Road and the nearby campgrounds regarding lighting and I have to say that one of the things I love about living in Coloma is being able to see the stars and the Milky Way. I appreciated having that brought to my attention in the discussion and "Q & A" last night. All my other comments can stand, though I was disappointed to hear about the middle remnant lane on 3B. That is my favored option, but for that one problem.

Thank you,
Alice

Alice Butler
385 Coloma Heights Road
Coloma, CA 95613

530-391-4240

South Fork American River Bridge Project

Name (please print) Alice Butler E-mail/Phone# 530-391-4240
385 Coloma Heights Rd. Coloma CA 95613
 Address (home) City State Zip Code

Authorized Representative (name of organization or agency) Gold Trail Grange -
Vice-President

Coloma Village Hwy 49 Coloma CA 95613
 Address (business) City State Zip Code

COMMENTS I strongly prefer keeping the bridge alignment
where it is now - New bridge - 3B.

Very important that rails allow visability of water/river
both upstream & downstream.

Very important that bike lanes & pedestrian lanes are
included in any design and would be great to extend to
State park and county park (HLP)

Lighting!

Do not like any plans for retaining wall. Very sterile
and does not reflect rural feel of roadsides approaching
bridge. Now we have flowers in the spring & grass.

No on 3A.





Theresa Simsiman
California Stewardship Assistant
Dave Steindorf
California Stewardship Director
4 Baroni Drive
Chico, CA 95928

December 3, 2014

Maggie Ritter
Caltrans
Office of Environmental Management
703 B Street
Marysville, CA 95901

Dear Ms. Ritter,

American Whitewater is a national non-profit 501(c)(3) river conservation organization founded in 1954 with a mission to conserve and restore America's whitewater resources and to enhance opportunities to enjoy them safely. With over 5,800 members and 100 locally based affiliate clubs, American Whitewater represents the conservation interests of thousands of whitewater enthusiasts across the nation. A significant percentage of our members reside in and travel to California for its whitewater resources, and enjoy recreating on the South Fork American River. Consequently, American Whitewater appreciates having the opportunity to provide comment on the South Fork American River Bridge Project Initial Study with a Proposed Mitigated Negative Declaration.

In substance of California Streets and Highway Code 84.5, American Whitewater applauds the efforts of Caltrans District 3 to give full consideration to public access through the feasibility study found in Appendix D. As a result, all viable project bridge alternatives address our concerns that include:

- Retention of public access at all 4 corners of the bridge
- Alternative parking
- Opportunities to improve parking by the bridge

As such, deferring to the inclination of the local community and general public, American Whitewater abstains from stating a bridge alternative preference.

As this project progresses, American Whitewaters hopes to continue our collaborative work to insure navigability during construction and to fully explore the community options for parking at the southwest corner of the bridge.

Sincerely,

A handwritten signature in black ink that reads "Dave Steindorf". The signature is written in a cursive style with a long, sweeping tail on the letter "f".

Dave Steindorf
California Stewardship Director
American Whitewater
530-518-2729

A handwritten signature in black ink that reads "Theresa L. Simsiman". The signature is written in a cursive style with a long, sweeping tail on the letter "n".

Theresa L. Simsiman
California Stewardship Assistant
American Whitewater
916-835-1460

From: [Avila, Jess S@DOT](mailto:Avila_Jess_S@DOT)
To: Amy Butera
Cc: [Ritter, Marguerite H@DOT](mailto:Ritter_Marguerite_H@DOT); [Melim, Suzanne M@DOT](mailto:Melim_Suzanne_M@DOT); [Tollison, Ron W@DOT](mailto:Tollison_Ron_W@DOT); [Nelson, Steven C@DOT](mailto:Nelson_Steven_C@DOT)
Subject: Re: Bike lanes in Coloma Please~
Date: Thursday, November 20, 2014 6:56:43 AM

Amy,

Thank you for your comment. We look forward in meeting you tonight at the Gold Trail Grange open house where you can learn more about the project alternatives.

Sincerely,

Jess Avila, PE, PMP
Project Manager
Cell 530-682-8488
Work 530-741-4533

On Nov 20, 2014, at 6:50 AM, "Amy Butera" <amybutera@yahoo.com> wrote:

Hi my name is Amy Butera, resident of Lotus/Coloma area. I have a family of four, which includes my two young boys ages 5 and 7. I am writing to you because I was told that Caltrans wants to know what the community wants when a new 49 bridge is re-done. I would love to see more bike lanes and pedestrian walk ways, I would be more apt and feel safer to brign my family down and walk along HWY 49. Thank you so much!

Amy Butera

From: [Amy Yost](#)
To: [Ritter, Marguerite H@DOT](mailto:Ritter_Marguerite.H@DOT)
Subject: HWY 49 Bridge
Date: Tuesday, December 02, 2014 4:08:14 PM

To Whom It May Concern:

Thank you for the opportunity to comment on CalTrans' proposal to rebuild the Highway 49 Bridge over the South Fork of the American River. I am writing in support of Alternative 3A.

I have lived in this area for 13 years. We have always enjoyed spending time in Coloma and Lotus. We enjoy biking, boating, and kayaking. It would be WONDERFUL if there was a safe walkway on the Highway 49 Bridge. This would open up new areas for tourists and locals. It would also increase the economy in the area by allowing foot and bike traffic.

I support 3A because it has bike lanes and pedestrian walkways and crossings. This is a wonderful opportunity for our community -- It allows families and visitors to our town to safely travel in our business district and on the Highway 49 Bridge.

I ask that you work with the community on specific design elements of the project. A design charrette could look at specific detail elements of the plan including the sidewalks or walkways, retaining walls, median dividers and other pieces. It is important to me that the project matches the rural character of the town. The project connects to the historic Marshall Gold State Park – where gold was discovered and also to Henningsen Lotus Park, both have a historic quality and rural aesthetic in their development.

I also hope that the project will be designed in a way that can compliment future trail and bike lane projects in Henningsen Lotus Park and Marshall Gold Discovery State Park.

Thank you for your time and consideration. I look forward to hearing from you on this issue.

Sincerely,

Amy Yost

South Fork American River Bridge Project

Rita J. Archie, Joanna M Archie, Jonathan Archie
 Name (please print) PHILIP B. FANCHER E-mail/Phone# 530-621-1889

P.O. BOX 557 COLONIA CA 95613
 Address (home) City State Zip Code

Authorized Representative (name of organization or agency) _____

Address (business) City State Zip Code

COMMENTS (Alternative #2) accomplishes seismic work p that's all that's needed. It uses less money. Needs no grading, clearing of vegetation or acquiring of private p commercial lands. (Alternative 3A) is the worst choice because of the extensive grading expense. It takes away from scenic 49 p gives the look of Highway 50. And the acquiring of private p commercial lands. Said to be the fastest, I don't see how that's possible w/ all the removal of vegetation p grading, fill, land acquiring, parking areas, the need for retaining walls for erosion, the need for sidewalks, the chance of diesel spills, hydrochloric fluids spills from all the equipment needed to achieve the excessive grading. The need to disturb water p electrical transmission. The excessive use of fossil fuel to achieve the grading. (Alternative 3B) is a good choice because it does not need all the grading p removal of vegetation that 3A does. It's a new bridge that is wider to provide better flow of traffic p people. It was said that there would be a turning
 (on back of paper)



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lane in the middle, which is misleading & irresponsible. When lines are painted the possibility to paint wider traffic lanes & shoulders would provide better flow.

The inconvenience to drivers is inevitable. The creation of parking areas would impede traffic flow long-term. The River access is not CalTrans Job. The River access provided adequately by Parks & Private Campgrounds, to spend money on parking & River access could be better spent on a better bridge.

From: [Belinda Cappelli](#)
To: [Ritter, Marguerite H@DOT](#); [Avila, Jess S@DOT](#)
Subject: Highway 49 Bridge -- Support for Alternative 3A
Date: Thursday, December 04, 2014 2:18:45 PM

To Whom It May Concern:

Thank you for the opportunity to comment on CalTrans' proposal to rebuild the Highway 49 Bridge over the South Fork of the American River. I am writing in support of Alternative 3A.

We moved from the Bay Area because we love the great outdoors and value an infrastructure that supports the desire to bike and walk and be outside!

I support 3A because I believe it can make the heart of our community walkable and bike-friendly. For that reason, I think it is important to mark the paved shoulders as bike lanes.

I ask that you work with the community on specific design elements of the project. These improvements are the heart of our historic town that are visited by thousands of recreationists and sightseers every year.

I also hope that the project will be designed in a way that can compliment future trail and bike lane projects in Henningsen Lotus Park and Marshall Gold Discovery State Park.

Thank you for your time and consideration. I look forward to hearing from you on this issue.

Sincerely,



From: billcenter@innercite.com
To: [Ritter, Marguerite H@DOT](mailto:Ritter.Marguerite.H@DOT); [Avila, Jess S@DOT](mailto:Avila.Jess.S@DOT)
Subject: Highway 49 Bridge, El Dorado County
Date: Friday, December 05, 2014 6:17:56 AM

To Whom It May Concern:

I appreciate the outreach that CalTrans has done on this project to date, and look forward to a result that both the Community and CalTrans are proud of.

I believe that only Alternative 3A will provide that result, and I whole heartedly support it.

I first came to the Coloma-Lotus Valley in 1972 as a whitewater river guide. I fell in love with the area, bought land, moved here in 1976, married, raised a family, and we have owned and operated Camp Lotus since 1978. There have been many changes here over the last 40 years, most of them positive. Most relevant to this project is the evolution of the community from a ranching and retirement community, to one where active recreation, the river, and the outdoor environment is the very foundation for our economy and the reason most people live here.

It's fair to say that the Highway 49 bridge is the heart of and connector for our valley. It provides the link between and transition from the historical area and the business area. The section of the river below it is the most used section on the Chili Bar reach. The highway crossing is the most travelled stretch of road in the Valley. And I believe that the bridge currently carries the most pedestrian and bicycle traffic of any road bridge in the County.

For all of these reasons the project needs to integrate the community and not separate it. Critical to this goal are the continual bike and pedestrian facilities offered in alternative 3A, as well as the respect and access shown to the river.

No other alternative does this. While 3A has its challenges, it is the only appropriate choice for our community. It will enhance our area and not divide it, it is an appropriate size, and it considers its approaches in an integrated manner, and not just the river crossing.

The community here is active, involved, passionate about where we live and embracing of a culture of collaboration and social involvement. For this reason I strongly urge you to continue to use the community as the process continues to and through the detailed design phase. Having a design charette or similar process that takes advantage of the community's energy in the most positive way will be a great time-saver, money-saver, and project enhancer.

A myriad of great ideas exist on how to deal with the critical details which we will live with for the next half century. Drainage, and its appropriate treatment. Making retaining structures an iconic feature and not a Berlin Wall. Providing appropriate access to the river that allows its enjoyment and not its abuse. Visual access to the river from the bridge, and having the bridge be a pleasure to view from the river. I could go on but will save going on for this future process.

I look forward to continuing involvement in this process.

Sincerely,

Bill Center
530 957 1464

From: Torres_Juan@Wildlife
To: Ritter_Marguerite_H@DOT
Cc: Evenson_Cassandra@DOT
Subject: IS/MND South Fork American River Seismic Retrofit Or Replacement Project Comments
Date: Wednesday, November 19, 2014 12:33:39 PM
Attachments: [image001.png](#)

The California Department of Fish and Wildlife (CDFW) appreciates the opportunity to comment on the Initial Study with Proposed Mitigated Negative Declaration (IS/MND) for the South Fork American River Bridge Project (Project) [State Clearinghouse No. 2014102053]. CDFW is responding to the IS/MND as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 et seq.) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).

1. Per the IS/MND, the proposed project includes a total of ten new parallel parking spaces and a maintenance pull out that could be used as public parking. The IS/MND shall analyze potential impacts to wildlife resources as a result of the potential increase of recreational uses within the project area. Additional avoidance, minimization, and/or mitigation measures may be required.
2. Wetlands and Other Waters Section. Information regarding project impacts to areas under CDFW jurisdiction is missing from this section. Please clarify if a jurisdictional delineation or equivalent document was prepared to identify CDFW jurisdictional areas within the project footprint. Project impacts to areas under CDFW jurisdiction should be disclosed in this section of the IS/MND. An accompanying map showing the areas of impact is recommended. The IS/MND should not defer mitigation measures to future regulatory discretionary actions, such as a Lake or Streambed Alteration (LSA) Agreement. Please note that as a responsible agency under CEQA, the Department must rely on the CEQA analysis for the project when exercising our discretion after the lead agency to approve or carry out some facet of a proposed project, such as the issuance of an LSA Agreement. Therefore, the IS/MND should include specific enforceable measures to be carried out onsite or within the same stream system that will avoid, minimize and/or mitigate for project impacts to the natural resources.
3. Natural Communities Section. Please include the impacted area to Valley Oak Woodland by alternative. Please clarify if Caltrans is planning on replacing individual oaks as part of this project.
4. Threatened and Endangered Species Section. Please note that the Townsend's big eared bat (*Corynorhinus townsendii*) is a Candidate species since December 11, 2013. For this reason, the species is covered under CESA. Since the species was detected during bat surveys within the project vicinity, the environmental document should analyze if the project has the potential to impact this species. Please note that an Incidental Take Permit may be required if it is determined that

the project will impact this species.

If you should have any questions pertaining to these comments, please contact me at (916) 358-2951 or Juan.Torres@wildlife.ca.gov

Sincerely,

Juan Lopez Torres
Senior Environmental Scientist (Specialist)

CALIFORNIA DEPARTMENT OF 
FISH and WILDLIFE
NORTH CENTRAL REGION
HABITAT CONSERVATION PROGRAM

1701 Nimbus Road, Suite A

Rancho Cordova, CA 95670

Office: (916) 358-2951

Fax: (916) 358-2912

Juan.Torres@wildlife.ca.gov

www.wildlife.ca.gov



DEPARTMENT OF PARKS AND RECREATION
Gold Fields District
7806 Folsom Auburn Road
Folsom, CA 95630

Lisa Ann L. Mangat, Acting Director

December 4, 2014

Maggie Ritter
Caltrans Office of Environmental Management
703 B Street
Marysville, CA 95901
e-mail maggie.ritter@dot.ca.gov

Dear Ms. Ritter,

The purpose of this letter is to provide the comments and recommendations of the Gold Fields District of California State Parks regarding the Initial Study and proposed Mitigated Negative Declaration (IS/MND) for Caltrans South Fork American River Bridge Project. The Gold Fields District manages Marshall Gold Discovery State Historic Park in Coloma. While not immediately adjacent to the project, the project is within one quarter mile of the South Fork American River Bridge, one of the Alternatives extends to the park boundary and the project will affect visitor access from the Bridge to the park unit. Park visitors use the bridge either in vehicles or by other means of transportation, including walking and bicycles, on a daily basis. State Parks previously commented on this project in a January 24, 2011 letter responding to Caltrans Project Scope Summary Report.

A key concern and consideration for State Parks regarding this project is the provision of safe and adequate pedestrian and bicycle access on the approaches to the Bridge and across the Bridge. State Parks supports and encourages providing pedestrian and bicycle access between the park unit and the business district west of the Highway 49 Bridge which supports our interest in reducing traffic impacts within the park unit and providing for improved pedestrian access within the park unit. Alternatives 2, 3A and 3B all provide 6'-8' sidewalks and 8' shoulders on the bridge itself. Of these Alternatives considered in the IS/MND, Alternative 3A provides the best opportunity to provide improved pedestrian and bicycle connections to the park unit in the future, therefore Alternative 3A is State Parks preference among the action alternatives considered. To the extent the project can improve pedestrian and bicycle access from the east end of the Bridge to Lotus Road and beyond towards the park unit, State Parks encourages these options in the alternatives.

State Parks also has a concern that the materials and colors of materials utilized in the project either blend in with or are compatible to the natural features and natural scenery in the area. This would include the color of the concrete utilized on the bridge, sidewalks and other features and the paint or coating colors of any visible steel elements. Consider the use of rock in the construction of any retaining walls or concrete retaining walls which mimic the appearance of locally native rock. State Parks recommends that

any lighting used on the bridge, including the walkways, would consist of low lighting directed downwards which minimizes the impact on the night sky.

There are other ongoing projects and plans which might be considered in the development of the replacement of the Highway 49 Bridge retrofit, particularly given the eastern extent of the retrofit project. These other projects and plans include the State Route 49 Re-alignment Study completed by the El Dorado County Transportation Commission in March 2010. State Parks participated in the Stakeholder Advisory Group for the Re-alignment Study. This Study evaluated utilizing alternate existing roads as the future route for Highway 49. On the northern end of the study area, all of the recommended alternatives (3E, 5G & 5H) included use of at least a portion of Lotus Road starting from the intersection with Highway 49. State Parks does not know the time frame for the next steps in the Highway 49 Re-alignment Project or what specific improvements might be required at the intersection of Lotus Road and Highway 49 should a re-alignment of the highway along Lotus Road become a viable project in the future, however it seems it is worthwhile considering this potential future project in designing the Bridge retrofit which includes the approaches to the Bridge.

A more immediate project that may be worth consideration in the design of the South Fork of the American River Bridge Project is the El Dorado County Mt. Murphy Bridge Replacement Project. The county is in the process of developing alternative bridge replacement locations. State Parks has participated on the Project Development Team for this project. State Parks has a preference for a downstream location for the replacement of the Mt Murphy Bridge. This location would be just west of the North Beach area of the park unit and in the vicinity of the eastern extent of Alternative 3A of the retrofit project. The alternatives for this project are still in development and State Parks is uncertain of any specific design accommodations that might be needed or useful in the current bridge retrofit project should a downstream replacement option be selected for the Mt. Murphy Bridge, but it seems that this might be worth consideration.

Thank you for the opportunity to provide comments regarding this project. If you have any questions regarding this letter feel free to contact Marshall Sector Superintendent Jeremy McReynolds at (530) 622-3027 or Senior Park and Recreational Specialist Jim Micheaels at (916) 988-0513. Thank you.

Sincerely,



Richard Preston
Gold Fields District Superintendent



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

November 21, 2014

Suzanne Melim
California Department of Transportation, District 3
703 B Street
Marysville, CA 95948

Subject: South Fork American River Bridge Seismic Retrofit/Replacement
SCH#: 2014102053

Dear Suzanne Melim:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 20, 2014, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures

cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report
State Clearinghouse Data Base**

SCH# 2014102053
Project Title South Fork American River Bridge Seismic Retrofit/Replacement
Lead Agency Caltrans #3

Type MND Mitigated Negative Declaration
Description Caltrans proposes to seismically retrofit or replace the South Fork American River Bridge (Br. No. 25-0021) in El Dorado County on SR 49 at post mile 23.66 to 24.42 near Coloma and Lotus. There are three viable alternatives proposed: 1) Seismic retrofit and widen bridge, 2) replace bridge with a new bridge on new alignment, 3) replace bridge with a new bridge on current alignment. The new or rehabilitated bridge will meet current design standards and will include two 12 foot lanes, 8 foot shoulders, and 6 foot long sidewalks.

Lead Agency Contact

Name Suzanne Melim
Agency California Department of Transportation, District 3
Phone 530 741 4484 **Fax**
email
Address 703 B Street
City Marysville **State** CA **Zip** 95948

Project Location

County El Dorado
City
Region
Lat / Long
Cross Streets Marshall Road and Lotus Road
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways Hwy 49
Airports
Railways
Waterways South Fork American River
Schools
Land Use commercial, recreation, residential

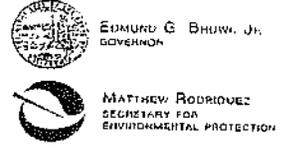
Project Issues Aesthetic/Visual; Archaeologic-Historic; Biological Resources; Flood Plain/Flooding; Public Services; Recreation/Parks; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Boating and Waterways; Department of Fish and Wildlife, Region 2; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission; State Lands Commission

Date Received 10/22/2014 **Start of Review** 10/22/2014 **End of Review** 11/20/2014



CLEAR
11-20-14
E



Central Valley Regional Water Quality Control Board

14 November 2014

RECEIVED
NOV 14 2014
STATE CLEARING HOUSE

CERTIFIED MAIL
7614 2120 0001 3978 2654

Suzanne Melim
California Department of Transportation
703 B Street
Marysville, CA 95948

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, SOUTH FORK AMERICAN RIVER BRIDGE SEISMIC RETROFIT/REPLACEMENT PROJECT, SCH# 2014102053, EL DORADO COUNTY

Pursuant to the State Clearinghouse's 22 October 2014 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the South Fork American River Bridge Seismic Retrofit/Replacement Project, located in El Dorado County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program.

There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory

Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.



Trevor Cleak
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

From: [chad richards](#)
To: Ritter, Marguerite H@DOT
Subject: Highway 49 bridge Lotus/Coloma
Date: Saturday, November 29, 2014 2:09:30 PM

I am writing to comment on the plans to renovate the highway 49 bridge in the Coloma/Lotus valley. I strongly oppose plan 2 which calls for the bridge to be restricted to one-way traffic with flagman for 2+ years. This is an unacceptable burden to the community.

Chad Richards, Operations/Field Manager

cell: [530-333-5834](tel:530-333-5834)

W.E.T. River Trips, LLC

raftwet.com

<http://facebook.com/wetrivertrips>

From: [Howard Penn](#)
To: [Ritter, Marguerite H@DOT](#)
Subject: Comments on SR 49 Bridge Project, Coloma, CA
Date: Friday, December 05, 2014 9:24:38 AM

Maggie,

Please consider this the formal comments on the SR 49 Bridge Project in Coloma, CA from the Coloma-Lotus Chamber of Commerce. We have been very active in the participation of this process and have coordinated with other residents in the valley such as Mike Bean very early in the definition of this project. Please consider the comments below as some of the priorities that the over 100 Chamber members would like to see implemented in the process.

We support Alternative #3a with the following concerns:

1. Traffic during the construction period is the most critical to the surrounding businesses. Selecting Alt 3a which allows two way traffic 100% of the time is critical. Any alternative that closes traffic down to one lane at any time would drastically affect tourism, and residents, in the valley and therefore impact numerous businesses.
2. Adding the pedestrian and bike walk-ways on both sides is necessary. Alt 3a deals with the walkways north on 49 but not south toward the State Park on 49. We ask that the proposed shoulders toward the State Park include any pedestrian/bike striping that can be included. The safety of the pedestrian and bike traffic from the bridge to the park is of great concern. That traffic is increasing dramatically over the last several years and we only anticipate it getting more over the next 5 years.
3. Any visually appealing railing and bridge design that adds to the character of the river valley would be appreciated. Including the retaining walls along the project. Little Road is especially critical at that intersection and a hybrid solution of cuts into the hill and a shorter retaining wall at that location would be better. Any retaining wall that is large (over 6-8 feet) will not fit into the rural character of this valley and deter from the aesthetic value of what happens here.
4. Street lighting is necessary at several locations. There are more and more pedestrians in the evening and because we have very few structures along the road at various locations the lighting is a safety problem. Any additional lighting that can be added would elevate these safety problems in the future: Lotus Rd and Hwy 49 as an example.
5. Overall the project needs to take into account the hundreds of pedestrians along Hwy 49 during our busy summer season. Crossing Hwy 49 at any point is problematic. We asked for medians and crosswalks several years ago. We understand that in 3a they are being proposed. We support putting medians and crosswalks in along Hwy 49 at appropriate places. Any traffic mitigation and speed mitigation you can do at the same time would be appreciated as well. With hundreds of pedestrians in that area every year and the speed of traffic in that area, severe accidents are always a concern.
6. Lastly, we have spoken about this in meetings but wanted to put it into writing in these comments. The new bridge will remove existing public parking and the current proposal is to replace that with pull-outs along Hwy 49. Those pull-outs will not function at the same level as the current parking. They are too far away to unload boating gear and carry it to the river. Public access at the bridge is what the current use patterns dictate and users will continue to do that in the future. If we do not

manage that impact correctly it will push the impacts into private businesses and residences in the area. We strongly encourage the continued efforts to open up access to parking next to the bridge on the river right side – working with county and local organizations to make this happen. Avoiding this option will have negative impacts on the businesses surrounding the bridge including Gringo's, Sierra Rizing, Hot Shots, Sierra Nevada House, Ponderosa, and Little Road residents.

Thank you for your time and effort in working with the community and we look forward to continued efforts together to make this a critical and wonderful connector to our valley.

Sincerely,

Howard Penn
President, Coloma-Lotus Chamber of Commerce

Howard Penn Work:(530) 626-7373
Managing Director/GM hpenn@LBComm.com
LB Commercial - Strategic Business & Asset Development

South Fork American River Bridge Project

Name (please print) DAVID THOMAS E-mail/Phone# thomasdavid@mac.com

PO Box 24 Coloma CA 95613
Address (home) City State Zip Code

Authorized Representative (name of organization or agency) _____

Address (business) City State Zip Code

COMMENTS CONCERNS:

① OMIT PARKING PROPOSED ALONG HWY 49 North of the
bridge - it will cause congestion, distract from the
esthetics of the commercial frontage. The proposed
parking on the ~~east~~ ^{west} side of the road near
Beach Ct. Intersection cuts off my encroachment
possibilities to our parcel @ 851 Beach Ct.
Parcel # 006-341-15-100

② Proposed walkways, bike paths/lane are too industrial
in design - too much pavement/concrete. Incorporate
landscaping/planting!

③ Have a series of Community Design Charettes
for the sidewalks, bike lanes, etc.. Involve the community!



Completing and signing this document is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.

THANK YOU

From: [Deborah Kruse](#)
To: [Ritter, Marguerite H@DOT](#)
Subject: Initial Study/ Mitigated Negative Declaration Comments for the Caltrans Highway 49 Bridge:
Date: Friday, November 21, 2014 4:57:10 PM

Hello Maggie Ritter,

Please include in the public record and respond to these comments on the Initial Study/ Mitigated Negative Declaration for the Caltrans Highway 49 Bridge:

1. Items listed as mitigation and therefore used to reduce impacts to less than significant levels are, in some cases, indicated as items that "should" occur. Please revise these to state "shall" occur so that there is no questions of whether or not those measures will be incorporated into the project design.

This is especially true for the aesthetics/visual discussion.

2. After 20-plus years of effort by the American River Conservancy, many public agencies and countless supporters, it is possible to hike/bike over 50 miles from BLM's Greenwood Access near Lotus, CA to Discovery Park at the confluence of the American and Sacramento Rivers. The Highway 48/Coloma bridge is less than 3 miles to the Greenwood Access. Additional trails occur on State Park land. The wonderful potential to link these trails of statewide importance via the Highway 48 bridge across the South Fork of the American River should be discussed in the IS/MND. To NOT use the bridge project as a trail linkage opportunity is a significant environmental impact that should be mitigated by designing the bridge to be part of the regional trail system.

Deborah Kruse

D_kruse@me.com ▪ 916-990-1812
PO Box 320, Coloma CA 95613

From: [Denise Hansen](#)
To: [Ritter, Marguerite H@DOT](mailto:Ritter.Marguerite.H@DOT)
Subject: Highway 49 bridge & Lotus Rd.
Date: Friday, November 21, 2014 1:52:50 PM

I am writing to say that I am very opposed to option #2 of having the bridge be one lane for 30 months during the retrofit. A one lane bridge for such an extended period of time will cause horrific traffic backlog (many folk commute back & forth to Auburn every day), & will adversely affect a large number of businesses all along the Highway 49 corridor.

Thank you,

Denise Hansen
P.O. Box 699
Lotus, CA 95651
530 622-4914

South Fork American River Bridge Project

Name (please print) DEVIN MARTIN E-mail/Phone# 530-906-1711

406 COLOMA HEIGHTS RD #337 COLOMA CA 95613
Address (home) City State Zip Code

Authorized Representative (name of organization or agency) _____

Address (business) City State Zip Code

COMMENTS

PREFERRED ALTERNATIVE IS 3A DUE TO THE FACT IT PROVIDES GREATEST ACCOMODATIONS FOR PEDESTRIAN/CYCLIST SAFETY.

ONE CAVEAT IS I LIKE THE EXISTING PEDESTRIAN PATHS (WHERE THEY EXIST) B/C THEY ARE SET BACK FROM THE HIGHWAY AND NOT HIGHLY VISIBLE. I PREFER THIS TO THE DRAWINGS WITH HIGHLY VISIBLE, BRIGHT WHITE SIDEWALKS RIGHT NEXT TO THE ROAD.

ONE ADDITIONAL COMMENT IS THE ADDITION OF MODEST LIGHTING ALONG THE CORRIDOR FROM MARSHALL TO LOTUS RD. WOULD BE GREAT FOR SAFETY. THIS CORRIDOR SEES HEAVY FOOT TRAFFIC AFTER DARK IN THE SUMMER TIME.



Completing and signing this document is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.



County of El Dorado

Chief Administrative Office

Parks Division

330 Fair Lane
Placerville, CA 95667-4197

Phone (530) 621-5360
Fax (530) 642-0301

Pamela Knorr
Interim Chief Administrative Officer

December 5, 2014

Caltrans, Office of Environmental Management
Attention: Maggie Ritter
703 B Street
Marysville, CA 95901

RE: South Fork American River Bridge Project

Dear Ms. Ritter,

This letter is to provide comments regarding the Initial Study for the Highway 49 Bridge Project over the South Fork of the American River.

County Parks supports Alternate 3A because the new bridge alignment would create a safer walking situation for park and river users who choose to walk from the Highway 49 Bridge to Marshall Gold State Discovery Park to facilitate their river trip or walk from the State Park to the Henningsen-Lotus Park or Lotus business district.

Additionally the reduction of bridge pillars with Alternative 3A in the river will also reduce the attractive nuisance and navigability dangers associated with the current in stream pillars.

Regards,

Vickie Sanders
Parks Manager
Chief Administrative Office, Parks Division
El Dorado County

From: [Eric Kromps](#)
To: [Ritter, Marguerite H@DOT](mailto:Ritter.Marguerite.H@DOT)
Subject: South Fork American River Bridge Project
Date: Friday, November 21, 2014 9:57:39 AM

Hi Maggie. I am owner of two businesses within yards of the Bridge in Lotus/Coloma. They are Hotshot Imaging and Gringo's Mexican Café. I strongly prefer not to use Alternate 2 – seismic retrofitting the bridge. I understand this option will only allow 1 lane traffic with a flagman for over 2 years. That would be horrendous for our local businesses. My primary preference is for Alternate 3A (new bridge to the north), then Alternate 3B (new bridge to the south).

Thank you!

Eric

Eric M. Kromps
Hotshot Imaging, Inc.
530-621-0400 x15
eric@hotshotimaging.com
www.hotshotimaging.com

From: [Faith Cushman](#)
To: [Avila, Jess S@DOT](#); [Ritter, Marguerite H@DOT](#)
Subject: Highway 49 Bridge -- Support for Alternative 3A
Date: Wednesday, December 03, 2014 9:25:49 PM

To Whom It May Concern:

Thank you for the opportunity to comment on CalTrans' proposal to rebuild the Highway 49 Bridge over the South Fork of the American River. I am writing in support of Alternative 3A.

I have owned property in Lotus for 13 years and have been coming up to the South Fork of The American River since 1978 to raft and kayak. It is a very special place to me. Our town is a magnet for people to visit in the summer and to recreate on the river. Visitors stay in the evening to camp, go to our local restaurants, and hear local music. The people of this town envision having a walking and biking friendly town, not a town with a freeway (hwy 49) running through the middle of town where cars go fast, and don't slow down for pedestrians and bikes. Future plans for Lotus hopefully will connect bike and walkways to our state park in Coloma and to our Regional County Park in Lotus. It is important that the new bridge be sensitive to the future needs of our town by creating biking lanes, and walkways that can connect to other parts of town in the future.

It is also important to me that a newly designed bridge include storm water runoff and settlement improvements to help protect the river. Storm water capture should take into consideration the wide fluctuations in river flow on the South Fork of the American River as well. Run off from cars is now the largest pollutant to the South Fork of The American River between Chili bar Dam and Folsom Reservoir.

I support 3A because it has bike lanes and pedestrian walkways and crossings. This is a wonderful opportunity for our community -- It allows families and visitors to our town to safely travel in our business district and on the Highway 49 Bridge.

I ask that you work with the community on specific design elements of the project. A design charrette could look at specific detail elements of the plan including the sidewalks or walkways, retaining walls, median dividers and environmental issues. It is important to me that the project matches the rural character of the town. The project connects to the historic Marshall Gold State Park – where gold was discovered and also to Henningsen Lotus Park, both have a historic quality and rural aesthetic in their development.

I also hope that the project will be designed in a way that can compliment future trail and bike lane projects in Henningsen Lotus Park and Marshall Gold Discovery State Park.

Thank you for your time and consideration. I look forward to hearing from you on this issue.

Sincerely,

Faith Cushman

Faith Cushman
5625 Petersen Lane
Lotus, CA 95651

faithcushman@gmail.com

South Fork American River Bridge Project

jorgensen_g@yahoo.com

Name (please print) Greg Jorgensen E-mail/Phone# jorgeng 5307489971
PO Box 241 Colama CA 95613
 Address (home) City State Zip Code

Authorized Representative (name of organization or agency) _____

Address (business) City State Zip Code

COMMENTS I dont really like the concrete
sidewalks. Is it possible to use #3B or
#2 pathways on 3A?

I want to keep the area rural, so
no lighting for me. or Absolute minimum
lighting.

Thanks!



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From: mercado@riverfast.net
To: [Ritter, Marguerite H@DOT](mailto:Ritter_Marguerite_H@DOT)
Subject: Re South Fork American River Bridge Project.
Date: Wednesday, November 05, 2014 4:01:08 PM

Ms. Ritter,

Two points that were not addressed for this project are: The bridge height intends to allow flows such as the "flood of record" to pass. Over the life of the new bridge climate change will have impacted flood events. I suggest that you consider raising the bridge a few feet above the existing bridge - not so much as to protect the environment as to protect the bridge itself. The shores of the forks of the American River are littered with the remains of destroyed bridges designed by fair weather engineers.

Secondly ,there is a concurrent project plan to re-route Highway 49 to keep it out of MHSP in Coloma. A very likely route is on Lotus Road. You might integrate your consideration of the site of the 49 bridge with such a new route. Instead of crossing the river at the existing site, consider crossing just below Henningson Lotus Park. I know your work is based on seismic concerns, not best fit with other long range transportation planning. But wouldn't it be nice if you could serve two goals at once?

Thank you,

Harry Mercado
Lotus

South Fork American River Bridge Project

Name (please print) HARRY Mercado E-mail/Phone# 530 621-3111
5500 Kalamunda Lotus
 Address (home) City State Zip Code

Authorized Representative (name of organization or agency) _____

Address (business) City State Zip Code

COMMENTS 1 Like ALT 3A.

- some lighting would be good
- Parallel parking spaces along 49 on W. side not needed
- but the walkway is great



Completing and signing this document is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.

From: heatherfreer@gmail.com
To: Avila_Jess_S@DOT; Ritter_Marguerite_H@DOT
Subject: Support for Alternative 3A, Hwy 49 Bridge in Lotus
Date: Wednesday, December 03, 2014 8:29:26 PM

To Whom It May Concern:

Thank you for the opportunity to comment on CalTrans' proposal to rebuild the Highway 49 Bridge over the South Fork of the American River. I am writing in support of Alternative 3A.

My husband and I have owned a rafting company on the South Fork of the American for 15 years, and have been year-round residents for 15 years, Lotus homeowners for over 11 years. We have three children and our family of five are avid bikers, runners and hikers. We spend a great deal of time on the river. Besides our rafting customers, as a local massage therapist, I bring regular, year-round clients from around our county, Placer county and as far away as Sacramento to the area.

I support 3A because it has bike lanes and pedestrian walkways and crossings. This is a wonderful opportunity for our community -- It allows families and visitors to our town to safely travel in our business district and on the Highway 49 Bridge.

While biking near Garden Valley this summer, my companion was struck by a car and life flighted to hospital. Her body will never be the same. It would be shameful to embark upon such a project as this without taking into mind the thousands of riders, hikers, runners and walkers who visit our area for the incredible wealth of scenic trails and roads.

Additionally, it seems wildly irresponsible to be known as a river community, then to poison visitors and locals on our river with storm runoff directed straight into this incredible natural resource - please prevent this from happening!

I ask that you work with the community on specific design elements of the project. A design charrette could look at specific detail elements of the plan including the sidewalks or walkways, retaining walls, median dividers and other pieces. It is important to me that the project matches the rural character of the town. The project connects to the historic Marshall Gold State Park – where gold was discovered and also to Henningsen Lotus Park, both have a historic quality and rural aesthetic in their development.

I also hope that the project will be designed in a way that can compliment future trail and bike lane projects in Henningsen Lotus Park and Marshall Gold Discovery State Park.

Thank you for your time and consideration. I look forward to hearing from you on this issue.

Sincerely,

Heather Brooks Freer
530-919-2206

From: [Hilary Mulligan](#)
To: [Avila, Jess S@DOT](#); [Ritter, Marguerite H@DOT](#)
Subject: CalTrans" proposal to rebuild the Highway 49 Bridge over the South Fork of the American River
Date: Wednesday, December 03, 2014 12:16:35 PM

To Whom It May Concern:

Thank you for the opportunity to comment on CalTrans' proposal to rebuild the Highway 49 Bridge over the South Fork of the American River. I am writing in support of Alternative 3A.

My family has lived in El Dorado County for 43 years and we appreciate the wonderful rural quality of this special place. We have a number of wonderful traditions that make our community a unique and lovely group ... for example, every Halloween local communities members decorate the bridge with carved pumpkins. It's a wonderful experience however not entirely safe for taking our children to view this beautiful display. If we had bike/pedestrian lanes on the new bridge it would tremendously enhance this experience. I support 3A because it has bike lanes and pedestrian walkways and crossings. This is a wonderful opportunity for our community -- It allows families and visitors to our town to safely travel in our business district and on the Highway 49 Bridge.

I ask that you work with the community on specific design elements of the project. A design charrette could look at specific detail elements of the plan including the sidewalks or walkways, retaining walls, median dividers and other pieces. It is important to me that the project matches the rural character of the town. The project connects to the historic Marshall Gold State Park – where gold was discovered and also to Henningsen Lotus Park, both have a historic quality and rural aesthetic in their development.

I also hope that the project will be designed in a way that can compliment future trail and bike lane projects in Henningsen Lotus Park and Marshall Gold Discovery State Park.

Thank you for your time and consideration. I look forward to hearing from you on this issue.

Sincerely,

Hilary Mulligan

1641 Pheasant Run Drive

Placerville, CA 95667

PH 530-344-3453

From: [Ilene Starin](#)
To: [Avila, Jess S@DOT](#); [Ritter, Marguerite H@DOT](#)
Subject: Lotus: Highway 49 Bridge--Support for Alternative 3A
Date: Thursday, December 04, 2014 2:27:11 PM

To Whom It May Concern:

Thank you for the opportunity to comment on CalTrans' proposal to rebuild the Highway 49 Bridge over the South Fork of the American River. I am writing in support of Alternative 3A.

We have lived on the river in Lotus for 14+ years. My husband and I regularly boat the South Fork as well as participate in activities in Coloma and Lotus. We think it is important to have a walkable and bikeable business corridor for the community. Our summers are busy with boaters and tourists who regularly walk with intertubes, kayaks, etc., and children, as well as bike from Lotus to Coloma and back again.

We support 3A because we believe it will make the heart of our community pedestrian and bike-friendly. For that reason, I think it is important to mark the paved shoulders as bike lanes.

We ask that you work with the community on specific design elements of the project. These improvements are the heart of our historic town that are visited by thousands of river lovers and tourists every year.

We also hope that the project will be designed in a way that can compliment future trail and bike lane projects in Henningsen/Lotus Park and Marshall Gold Discovery State Park.

Thank you for your time and consideration.

Sincerely,

Ilene Starin & Will Lichtig, 5549 Petersen Lane, Lotus, CA 95651

South Fork American River Bridge Project

Name (please print) JIM GEOROSPEER E-mail/Phone# jwgeorosp@speedengineering.com
PO Box 587 Corona CA 92613
 Address (home) City State Zip Code

Authorized Representative (name of organization or agency) _____

Address (business) City State Zip Code

COMMENTS Alternative #2 is unworkable with Summer
traffic, Alternative 3A is too costly. Do
Alternative 3B

Jwgeorosp
California Civil Engineer
C20265

Use seismic zone #7



From: [Avila, Jess S@DOT](mailto:Avila_Jess_S@DOT)
To: [Ritter, Marguerite H@DOT](mailto:Ritter_Marguerite_H@DOT); [Tollison, Ron W@DOT](mailto:Tollison_Ron_W@DOT)
Subject: FW: Hwy 49 bridge
Date: Wednesday, December 03, 2014 3:48:13 PM

fyi

From: Julia McIver [mailto:mciverandcompany@gmail.com]
Sent: Wednesday, December 03, 2014 1:27 PM
To: Avila, Jess S@DOT
Subject: Hwy 49 bridge

Subject: Highway 49 Bridge -- Support for Alternative 3A

Ms Avila:

Thank you for the opportunity to comment on CalTrans' proposal to rebuild the Highway 49 Bridge over the South Fork of the American River. I am writing in support of Alternative 3A.

I live on Clark Mountain Rd in Lotus and patronize our local businesses, as do our many visiting friends. I support 3A because it includes bike lanes and pedestrian walkways and crossings, connecting our business district to the bridge and our local parks. I also hope that the project will be designed in a way that will compliment future trail and bike lane projects in Henningsen Lotus Park and Marshall Gold Discovery State Park.

Please work with the community on specific design elements of the project - it is important that the project match the rural character of the town. The project connects to historic Marshall Gold State Park, where gold was discovered, and also to Henningsen Lotus Park. Both have a historic quality and rural aesthetic that must be considered in designing the bridge features.

Thank you for your consideration. I look forward to hearing from you on this issue.

Sincerely,

Julia McIver
6105 Clark Mountain Rd

Sent from my iPad

From: [Avila, Jess S@DOT](mailto:Avila_Jess_S@DOT)
To: [Ritter, Marguerite H@DOT](mailto:Ritter_Marguerite_H@DOT); [Tollison, Ron W@DOT](mailto:Tollison_Ron_W@DOT)
Subject: Fwd: New Highway 49 bridge in Lotus/Coloma
Date: Friday, December 05, 2014 4:50:29 PM

FYI

Jess Avila, PE, PMP
Project Manager
Cell 530-682-8488
Work 530-741-4533

Begin forwarded message:

From: Julie Castro <tnjcastro@gmail.com>
Date: December 5, 2014 at 2:22:35 PM PST
To: "jess.avila@dot.ca.gov" <jess.avila@dot.ca.gov>
Subject: **New Highway 49 bridge in Lotus/Coloma**

Thank you for allowing the public to make comments on the new bridge proposals. I support the 3a plan that includes bike and pedestrian lanes. I think this would be the best choice for our community and for visitors during the summer. I would request that any retaining wall's be made from river rock or local environment. I would also request that any runoff from the highway should not be allowed to drain into the river. Thank you for your public meetings.
Sent from my iPad Julie

Department of Transportation
703 B Street
Marysville, CA 95901

**Re: Comments on Caltrans Project on
Hwy 49 Bridge across the South Fork American River**

Dear Jess Avila,

Thank you to Caltrans for providing the update and open house in Coloma to gather input from the public on this project.

I am in support of Project Alternative 3A with some changes, which I have outlined below.

Community Developed Design for Icons of the American West and Small Rural Community

1. Please convene and facilitate a design charrette to develop and select design ideas for the project that meet the “Complete Streets directive.

The South Fork American River and Highway 49 are both icons of the American West. The American River is where the Gold Rush began and Highway 49 is the corridor used by people fanning out into the rest of the Sierra mountains. This project is located where these two icons of the American West’s landscape intersect. This project should take into account and reflect these icons and fit the human-scale of the small rural town and community surrounding it.

I hope the Caltrans team will work more with our community to develop a Complete Street as directed in **Deputy Directive 64-R2**, which states, “*The Department provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System.*” With some design changes to 3A, I think we can achieve the benefits of Complete Streets including: Increased Transportation Choices, Economic Revitalization, Improved Return on Infrastructure Investments, Livable Communities, Improved Safety for All Users, More Walking and Bicycling to Improve Public Health, and Greenhouse Gas Reduction and Improved Air Quality.

Preliminary Design Requests for Alternative 3A

Due to the fact there is no commitment to a continued dialogue regarding the design of the project with the community at this time, I would like to offer the following to Alternative 3A. However, I would prefer to collaboratively develop the design ideas with my community in a design charrette. I believe that together, we could develop designs that will improve upon what I am offering here.

I am particularly in support of:

- traffic calming measures that will make the area safer for pedestrians, bicyclists, and drivers alike.
- raising the elevation of design elements on both sides of the driving lanes so that the driver feels more constricted and naturally drives slower;

- visually interesting design that cue the driver to slow down;
- and design elements that clearly demarcate the driving lanes from the bicyclist and pedestrian access.

The proposed Alternative 3A increases the width and uninterrupted stretch of pavement from roadside to roadside. This widened all paved roadway without demarcated bike lanes seems like it would naturally invite faster driving and lacks many and effective design cues that designate boundaries between car lanes, bike lanes, and pedestrian walkways. Alternative 3A seems to design this stretch of Highway 49 to the highest code standards. Widely accepted research has shown that wider roadways are in fact not as safe for multiple users. **I support Caltrans' focus on 'context-sensitive' design at the human scale– that relates to how the roadway interacts with the surrounding environment and provides visual cues to enable drivers to make safer and more aware maneuvering decisions.**

Therefore, in keeping with Caltrans context-sensitive solutions and complete streets, I offer the following specific requests for additions and changes to the proposed project 3A. I think these additions will result in slowing traffic, yet keeping the flow of traffic moving; increase safety and access for bikers and pedestrians; increase the human-scale of the project, which will invite more local business and physical activity

2. Add a split-rail fence on the medians and on either side of the driving lanes for the length of the proposed project. Leave gaps in the fence for pedestrian crossings.

The community could discuss maintenance of the fence with the Chamber of Commerce.

Most importantly, this addition would calm traffic by raising the elevation of the median sides of the roadway and making the roadway more visually interesting and constricted for the drivers.

In addition, the split-rail fencing would integrate the design of the proposed project with that of Marshall Gold State Park . A split-rail fence also brings the proposed widened roadway a human-scale, which will be much more inviting for bicyclists and pedestrians who will frequent the businesses.

From what I have read, designing for a 1:3 ratio of width of paved roadway to height of trees and median structures makes the project area feel more inviting for pedestrians. I support using this kind of metric to design complete streets.

3. Change the proposed curbed pedestrian sidewalk on either side of the roadway to a decomposed granite or asphalt pathway that is ADA compliant.

This design change would offer a more country aesthetic to pedestrians and offer a break in the uninterrupted concrete in Alternative 3A. It would also provide a visual break to drivers as a cue to slow down.

Less concrete would also allow the ground to absorb more storm runoff on site.

4. Add a cobble French drain between the bike lane and the pathway.

The French drain would serve multiple purposes. First, functionally, it would carry storm runoff off the roadway to a catchment. Second, it would again make the roadway more visually complicated with another texture, resulting in traffic calming for drivers. Third, it would visually break up the Alternative 3A's undivided concrete from side to side. Fourth, cobbles would integrate with the sense of place on the American River and at Sutter's Mill. Fifth, the cobbles may be available from the State Park since they have unearthed a lot of them in their project to move the site of the Sutter's Mill.

5. Clearly demarcate the bike lane so that it is easily discernible as a bike lane, increasing drivers' awareness and ability to make good decisions about driving near bike lanes and walkways.

The bike lanes should be buffered or slightly elevated or separated by rumble strip or some other textured surface. That way, cars know it is not another car lane.

At a minimum, the project should paint the bike lane with chevrons.

The current proposed Alternative 3A does not seem to include painted bike lanes though unmarked bike lanes would represent a step back from what is currently in place on the north side of the bridge.

6. Demarcate the pedestrian crossings with paint and different color concrete as exemplified in "complete streets".
7. Add or keep native trees along the pedestrian walkways traffic calming and shade.

If possible, please do not remove the large oak tree that provides shade to pedestrians on north side of the bridge at the top of the hill where there is currently a pedestrian pathway.

Again, the community can talk with the chamber of commerce about maintaining the trees.

8. Include storm water settling basins to catch storm water from the roadway.

These should be simple cobble filled settling basins similar to those found in Tahoe basin. It is especially important that the settling basins be able to collect runoff from the first storms of the season, which tend to take the most pollutants off the roadway at a time when the river is still at low flows and does not dilute the pollutants as much.

In particular, I am concerned about stormwater runoff and erosion from the roadside into the river on the south side of the bridge where the proposed Alternative 3A bends closer to the river. I do not want the road to be visible from the river nor stormwater running straight into the river at this location. That is a big concern for me as a boater and resident along the river. I hope that if Alternative 3A must have the road bend closer to

the river that trees can be left to screen it from the river and stormwater catchment elements can be built to divert the pollutants from the road from entering the stream.

9. Make project's retaining walls should be porous vegetated retaining walls in keeping with the native vegetation of the landscape.

At the intersection of Lotus Rd and Hwy 49 should be made to look like a hillside with vegetation with a designated place to hang or post signs. The community uses this space for political, event, and business signage.

10. If lighting is added, please direct the light downward only and consider very understated lighting to reduce light pollution.

I am not asking for lighting. However, I know that other community members do want lighting. Though there are pedestrians in the summer evenings, it is often light until 9 pm when the evening pedestrian traffic is heaviest. Please do not place lighting in view of residents and campsites along the river.

11. I am ambiguous about the on-street parking proposed in Project 3A as mitigation for the loss of the dirt turnout at the intersection of Lotus Rd and Highway 49.

That said, I do not want the proposed on-street parking spaces changed to vehicle access to the dirt parking area under the Highway 49 bridge that is currently gated. At the Caltrans meeting, I heard that this alternative was being discussed. I do not support this idea.

When vehicles are allowed to drive and park right at riverside, the public tends to drive into the river, which disturbs habitat, dirties the water, and leaves litter in the river. It is not wilderness at this part of the river, but it should also not be a parking lot. Parking located a short walk from the river has been shown to deter activity that dirties the river and harms its habitat.

Thank you for the opportunity to provide these comments on the project. I look forward to continued dialogue with the project team about a context sensitive solution for this project area.

Again, I support developing the design of the project in detail in a series of community charrettes. I do believe that working collaboratively will result in a broadly supported and well-designed outcome that will support safety, mobility, and business in the community.

If you have questions, please contact me at julieleimbach@gmail.com .

Sincerely,

Julie S. Leimbach

From: [Karen Mulvany](#)
To: [Ritter, Marguerite H@DOT](#)
Cc: [timothyjpierce@gmail.com](#)
Subject: South Fork American River bridge comments
Date: Friday, December 05, 2014 1:02:33 PM

Dear Ms. Ritter,

Thank you for accepting public comment on the three alternatives for the South Fork American Bridge Alternatives, and for extending the public comment period. My husband, my daughter and I live in Lotus and we also own a riverfront property upstream of the bridge in Coloma. We do not own any commercial businesses here, but we appreciate the local retail and hospitality businesses here that we patronize, and we do not wish to see local business owners experience otherwise avoidable business stresses on top of the inevitable challenges that prolonged construction will bring. We especially value the rural aesthetic of our town, and while we would like to see it better interconnected with walkways and bike paths, we prefer to avoid an unnecessary sacrifice of existing greenbelt. These sentiments have generated the comments below:

1. #2, the retrofit of the existing bridge, has a lattice metal structure above the pillars which is more likely than Alternatives 3A or 3B to entrap floating trees in a flood scenario similar to the '97 flood, which is the design flood elevation for this project. Entrapment of floating trees and upstream debris could threaten the structure. (See photo of a battered water truck that was caught under the Highway 49 bridge in the 1997 flood and ultimately washed up downstream.) This anticipated design flood elevation was the reason why CalTrans rejected alternative #4, and should therefore be considered for Alternative #2 also. In addition, Alternative #2 would also be far more disruptive to traffic flow for residents and visitors than would the other Alternatives.

2. Alternative 3A, because it extends sidewalks and bike paths to Marshall Gold, is the only alternative entirely consistent with the Complete Streets Policy, which is very important to our community. It is especially important to our family because our disabled daughter, who has cerebral palsy, requires a hand to hold when walking and the current walkways are too narrow. But, because of its northward realignment, it is also most damaging to existing businesses (due to additional needed right of way encroachments, and the closer proximity of noisy traffic to business that serve customers outside). Alternative 3A would also destroy the greenbelt north of the 49 corridor, and likely mandate an unsightly retaining wall near the junction of highway 49 and Lotus Road. As much as we need 3A's accessible walkways, we cannot support the damage that the northward realignment would do to our community.

3. The least damaging, and most beneficial, scenario is a combination of the 3B wide bridge plan with the 3A community walkway and bike path plan, employing the most rural aesthetic possible. CalTrans is to be commended for recently creating a new bridge design concept, #3B. It is a creative solution that provides a superior engineering design vs. Alternative #2, and avoids the extensive greenbelt destruction, business disruption, and right of way acquisition requirements of Alternative #3A. CalTrans has created a thoughtful solution that meets many of our community's needs; adding the complete streets element to 3B would be ideal.

Under this scenario, the following elements would be most appreciated:

A. Instead of 3B's 13' wide median in the center of the bridge, please consider making this a 3' median for most of the bridge (skinny enough to deter pedestrians who would otherwise be tempted to jaywalk to the median), instead using the leftover 10' of width to add 5' of additional width to each sidewalk in the midsection of the bridge. With this median redesign, the skinnier median would fan out to 13' at the west end to accommodate a needed left hand turn bay into the commercial River Parks Village area which includes the Post Office, and fan out near Little Road to accommodate a left turn lane requested by residents who live there. The additional sidewalk width on the midsection of the bridge is needed for tourists and the community's annual Halloween pumpkin event. The view of the river and local hills from the north side of the bridge is the most spectacular in the area and likely will become a popular tourist destination, once it can be safely walked.

B. At each end of the bridge, please consider incorporating pedestrian underpasses into the bridge pillar design so pedestrians can safely cross to the other side of Highway 49 under the bridge -- without impacting traffic.

C. Please consider adding shielding lighting only to the bridge for pedestrians, taking care not to pollute the river corridor itself unnecessarily, avoiding impacts on local residents (especially on Little Road, Marshall Road and Lotus Road), local businesses (campers at Ponderosa) and riparian wildlife.

D. And lastly, please ensure the railing will accommodate pumpkins so the community can continue its traditional Halloween celebration.

4. EL Dorado County is considering a move of the Mount Murphy Bridge (see <http://www.edcgov.us/MtMurphyBridge/>), possibly to a new location in the westernmost area of Marshall Gold Discovery State Park off Highway 49, which may be best accommodated by a left hand turn lane on Highway 49 within the project scope area. Please consider coordinating with the county on this.

Thank you,

Karen Mulvany

Tim Pierce

From: [Katy Mulligan](#)
To: Ritter, Marguerite.H@DOT
Subject: Coloma-Lotus 49 Bridge
Date: Wednesday, November 26, 2014 8:59:29 PM

Hello Maggie,

Thank you again for the time you all put into coming to the Grange and answering so many of our questions. I would like to place my vote for the following option.

My 1st choice Alternative 3B.

Please do not add lights to the bridge. I prefer the natural ambient light of the area.

If Alternative 3A receives more support I would like to request rural sidewalks instead of concrete and no added lights for this bridge either.

If an alternative is selected that adds an additional lane I would like to ask that that lane be used as a turn lane for Little Road as opposed to one more lane onto Lotus Rd.

Please make any decorative additions to the bridge fit in with the idea of nature and the river.

Please eliminate the parking alongside the bridge. It makes for a mess.

I hope your Thanksgiving is wonderfully relaxing and filled with much cheers!

Katy Mulligan

South Fork American River Bridge Project

530 626 0543

Name (please print) KAY OSBORN E-mail/Phone# LARKSPUR4K@HOTMAIL.COM
4965 LITTLE RD, PO. BOX 18 COLOMA CA 95613
 Address (home) City State Zip Code

Authorized Representative (name of organization or agency) _____

Address (business) City State Zip Code

COMMENTS I'M OPPOSED TO OPTION #2 - IF A RETROFIT WAS DONE, IT PROBABLY WOULD HAVE TO REBUILT SOONER, ALSO, ONE WAY TRAFFIC FOR 2 1/2 YEARS WOULD BE EXCESSIVELY DISRUPTIVE TO OUR COMMUNITY.

I SUPPORT OPTION 3A - ALTHOUGH THE MOST EXPENSIVE, THE EXTRA IMPROVEMENTS NORTH OF THE BRIDGE WOULD HELP THE COMMUNITY. I SUPPORT THE LARGER BRIDGE WITH 2 WAY TRAFFIC DURING THE 2 YEAR CONSTRUCTION.



From: [Keith Merson](#)
To: [Ritter, Marguerite H@DOT](mailto:Ritter_Marguerite_H@DOT)
Subject: comments on South Fork American River Bridge Project
Date: Thursday, November 20, 2014 7:33:31 PM

Hi Maggie,

It was nice to chat with you in person at the public meeting in Coloma. Below are my comments regarding the project.

My wife and I have considerable interest in the South Fork American River Bridge Project because we own an adjacent business and commercial property, specifically Sierra Nevada House at the corner of SR 49 and Lotus Road as well as the undeveloped parcel across Lotus Road and immediately adjacent to the bridge.

As local business owners and active members of the community, we feel that the community's current lack of dedicated and safe bicycle and pedestrian paths significantly inhibits the free movement of pedestrians between and among the various business properties and the community's two extremely popular parks (Marshall Gold Discovery State Historic Park and Henningsen Lotus Park). We believe that bicycle and pedestrian paths connecting all of these areas would be beneficial to all stakeholders in the community; the parks, the businesses, local residents, and tourists alike.

Since a large portion of the business community is west of the bridge and both parks are east of the bridge, bicycle and pedestrian paths should ideally be created for a significant distance along SR 49 on both sides of the bridge. However, of the three proposed alternatives, it appears that only alternative 3A includes such improvements. Therefore, unless bicycle and pedestrian paths (extending a significant distance both east and west from the bridge) can be added to either of the other alternatives, we believe that alternative 3A is the only alternative that is truly in the best long-term interests of the community.

Lastly, there are a few more things that should be added to all of the alternatives. None of the alternatives show bicycle and pedestrian lanes on Lotus Road for any significant distance from SR 49, there is no mention of lighting on the bridge or on either side of the bridge which would significantly increase safety, and it doesn't appear from the drawings that the proposals include pedestrian crossings at the intersection of SR 49 and Lotus Road which would be necessary.

Thank you for taking our comments into consideration.

Sincerely,

Keith Merson
Owner
Sierra Nevada House

From: [Kelly Ahola](#)
To: [Ritter, Marguerite H@DOT](#); [Kelly Ahola](#)
Subject: Hwy. 49 bridge in Coloma concerns
Date: Friday, November 21, 2014 11:54:59 AM

Dear Ms. Ritter,

I am greatly concerned about the #2 option for the bridge which would result in one-way traffic, 24/7 for 30 months (in other words, I would like to urge NO on #2!). I would prefer either of the #3 options. The amount of hassle added to traffic and the businesses in this region, with only one-way traffic all day, for 30 months, would be catastrophic, in my opinion.

Thank you in advance for taking into consideration the residents' needs, the traffic concerns, and the small businesses that operate in this area. We will all greatly appreciate your time and consideration!

Best regards,

Kelly Ahola
6921 Marshall / Box 932
Lotus, CA 95651
530-626-7823
theriverboxes@g.mail.com

South Fork American River Bridge Project

Tim & Vickie Longo timvickie@timlongo.com 530-622-2578
P. O. Box 137, 7421 Hwy 49, Coloma CA 95613

Comments:

We feel the best alternative is 3B because it has the least impact on private property and businesses and keep the rural look of our area. The extra lane that would be left over because of the type of construction could be used on either side for bike and pedestrian walking lanes.

Alternative 3A impacts a lot of private property and businesses which includes the taking and purchasing of property. Our family owns all the property north east of the bridge from Little Road to the State Park, we have owned it since the 1850's so we are very reluctant to give any of it up. We also feel that sidewalks and retaining walls would take away from the community's rural look. A curb with decomposed garnet walks would look much nicer. We also feel that extra parking spots or maintenance pullouts along this area would cause unwanted problems with trespassers. There is plenty of parking in the area even at the State Park.

Alternative 2 is not viable do to the one-way traffic during construction and that the project would only last for 30 years.

Thank You




South Fork American River Bridge Project

Name (please print) M. S. Hillenga E-mail/Phone# 530 622 8228
PO Box 406 Coloma CA 95613
 Address (home) City State Zip Code

Authorized Representative (name of organization or agency) _____

Address (business) City State Zip Code

State of California, Department of Transportation

Proposed South Fork American River Project, Hwy 49

You have not presented all of the facts in order to make a decision on which of the three projects to choose.

NEEDED:

Actual figures of the number of vehicles that use the bridge, calculated for each month of the year.

Actual figures of the number of people that use the bridge, calculated for each month of the year.

This is necessary in order to determine the best months for construction and to determine which months it is important to have the bridge open for heavier traffic. This is not a severe weather area.

If in deed the numbers support or warrant the need for a bicycle or foot path, what would be the cost to make a separate "bridge". This is done in many areas throughout the state.

NEEDED continued: The total cost of each option. Include the cost to purchase land, right of way, construction of retaining walls, fencing to protect private lands.

PARKING AREAS: It is irresponsible to put parking areas by the bridge. There is plenty of safe parking in campgrounds, the state park and the shopping centers. By putting parking areas next to the bridge you are creating a situation where people would be crossing the bridge causing a hazard. In order to have a safe crossing area, an overhead walkway should be constructed. The first time someone is hit by a vehicle there will be a huge law suit. It is a dangerous situation for vehicles traveling on the bridge to stop for other vehicles entering or exiting parking areas. This would also create another area for people to gather for partying and leaving a mess. Would these proposed parking areas tie into public lands? *JEH*

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From: [Marilyn Tahl](#)
To: [Avila, Jess S@DOT](#); [Ritter, Marguerite H@DOT](#)
Subject: Hwy 49 Bridge - Support for 3A alternative
Date: Tuesday, December 02, 2014 3:31:45 PM

To Whom It May Concern at CalTrans or other agencies:

Thank you for providing an opportunity for comment on CalTrans' proposal to rebuild the Highway 49 Bridge over the South Fork of the American River.

I am in support of Alternative 3A

I have lived in Garden Valley for 10 years and for the 15 years before that, seasonally spent time in the Coloma Valley. I have watched the area grow and my family and I spend time rafting on the South Fork American River and spend money patronizing local businesses.

It is really important that any new bridge provide safe, walkable and bikeable access across the American River. I support 3A because it has bike lanes and pedestrian walkways and crossings. These features will allow families and visitors to Coloma to safely travel by foot or bike in the business district and on the Highway 49 Bridge without worrying about being hit by cars or otherwise injured. It will also make it easier for local folk to not worry about going from place to place during congested summer months and for summer visitors to drive the bridge without being surprised by walkers or bicycles. I have personally almost been hit walking across the current bridge.

I also request that you work with the community on specific design elements of the project. A design charrette could look at specific details and elements of the plan, including the sidewalks or walkways, retaining walls, median dividers and/or other elements so the project, when built, will match the rural and historic character of the town. This bridge needs to be consistent with and complement a historic and rural aesthetic, since it will either help amplify the experience people have in Marshall Gold State Park – where gold was discovered, and in Henningsen Lotus Park, or it will detract from that experience and stick out like a sore thumb.

I also hope that the project will be thought through and designed so that it can integrate with any future trail and bike lane projects in Henningsen Lotus Park and Marshall Gold Discovery State Park.

Thank you. I look forward to hearing from you on this issue.

Sincerely,

Marilyn Tahl
5301 Porter Ranch Road
Garden Valley, CA 95633

"Execution is the chariot of genius." - William Blake

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.

From: [american river music](#)
To: [Ritter, Marguerite H@DOT](mailto:Ritter_Marguerite.H@DOT)
Subject: hwy 49 bridge project
Date: Monday, November 24, 2014 12:22:44 PM

Hello Maggie,

Matt Semonsen

4955 Little Rd

Lotus

916.281.1895

I'm not in favor of 3A as a choice of the bridge project.

Moving the bridge upstream 21 feet will add tremendously to Little Rds road noise which is already bad, plus the huge cut into our hillside with a possible retaining wall will not blend with our community's natural feel.

Please chose 3b or #2.

If 3A is chosen is there anyway sound walls can be added onto the bridge, plus some sort of soft/hard scape instead of a retaining wall? I know this could be done. For that matter, for any of the choices a sound wall would be very helpful for all nearby residents

Additionally, please color the sidewalks with a natural colored cement vs white, and landscape the large amount of "fill" needed for 3A.

Thank you,

Matt

South Fork American River Bridge Project

Name (please print) Matt Semonsen E-mail/Phone# semonsen@stcglobal.net
4955 Little Rd Lotus Ca 95851
 Address (home) City State Zip Code

Authorized Representative (name of organization or agency) _____

Address (business) City State Zip Code

COMMENTS Plant
3A - no retaining wall - do a landscape
on the fill areas make sure to landscape
vs. just dirt.

- stain the concrete or use pavement
walkways vs concrete sidewalks wherever
you can



Completing and signing this document is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.

From: Avila_Jess_S@DOT
To: Ritter_Marguerite_H@DOT; Tollison_Ron_W@DOT
Subject: Fwd: 49 bridge in Coloma/Lotus
Date: Thursday, December 04, 2014 9:29:23 PM

FYI

Jess Avila, PE, PMP
Project Manager
Cell 530-682-8488
Work 530-741-4533

Begin forwarded message:

From: Michelle Kite <mkite@eduhd.k12.ca.us>
Date: December 4, 2014 at 5:57:19 PM PST
To: "jess.avila@dot.ca.gov" <jess.avila@dot.ca.gov>
Subject: 49 bridge in Coloma/Lotus

Highway 49 Bridge -- Support for Alternative 3A

To Whom It May Concern:

Thank you for the opportunity to comment on CalTrans' proposal to rebuild the Highway 49 Bridge over the South Fork of the American River. I am writing in support of Alternative 3A.

I have lived and worked in the Coloma/Lotus area for almost 30 years. Coloma/Lotus is a community of people who walk, bike, ride and navigate the roads in various crafts. Most importantly, this is a community. Without the access for bike lanes, we risk the danger of cars going much too quickly without awareness of the bikes and pedestrians. Please include this as an important part of the bridge expansion.

I support 3A because I believe it can continue to make the heart of our community walkable and bike-friendly. For that reason, I think it is important to mark the paved shoulders as bike lanes.

I ask that you work with the community on specific design elements of the project. These improvements are the heart of our historic town that are visited by thousands of recreationists and sightseers every year.

I also hope that the project will be designed in a way that can compliment future trail and bike lane projects in Henningsen Lotus Park and Marshall Gold Discovery State Park.

Thank you for your time and consideration. I look forward to hearing from you on this issue.

Sincerely,

Michelle Sage Kite

mkite@eduhd.net

From: [Michelle Peeters](#)
To: [Avila, Jess S@DOT](#); [Ritter, Marguerite H@DOT](#)
Subject: Highway 49 Bridge in Lotus -- Support for Alternative 3A
Date: Wednesday, December 03, 2014 4:45:10 PM

To Whom It May Concern:

Thank you for the opportunity to comment on CalTrans' proposal to rebuild the Highway 49 Bridge over the South Fork of the American River. I am writing in support of Alternative 3A.



We have lived in the Coloma/Lotus Valley for 3 years. Our family regularly walks, bikes, and drives across the Lotus Bridge on Hwy 49. My family also boats on the South Fork and visits the local businesses. It is important to us that we have a walkable, bikeable business corridor for the safety of our community, especially children. Also, the heavy foot and bike traffic that this bridge hosts from visitors and tourists each rafting season needs to be considered.

I support 3A because it has bike lanes and pedestrian walkways and crossings. This is a wonderful opportunity for our community -- It allows families and visitors to our town to safely travel in our business district and on the Highway 49 Bridge.

I ask that you work with the community on specific design elements of the project. A design charrette could look at specific detail elements of the plan including the sidewalks or walkways, retaining walls, median dividers and other pieces. It is important to me that the project matches the rural character of the town. The project connects to the historic Marshall Gold State Park – where gold was discovered, and also to Henningsen Lotus Park. Both have a historic quality and rural aesthetic in their development.

I also hope that the project will be designed in a way that can compliment future trail and bike lane projects in Henningsen Lotus Park and Marshall Gold Discovery State Park. Please also consider the importance of marking the bike lanes, as it makes a huge difference for the safety of the families utilizing them.

Thank you for your time and consideration. I look forward to hearing from you about this issue.

Sincerely,

Michelle Peeters
PO BOX 214
Coloma CA 95613
530-409-7159

From: [Mike Bean](#)
To: [Ritter, Marguerite H@DOT](#)
Cc: [Howard Penn](#); [Dan Bolster](#); [McReynolds, Jeremy@Parks](#)
Subject: Feedback SR 49 Bridge Project, Coloma, CA
Date: Thursday, December 04, 2014 7:10:09 AM
Attachments: [49-alt-3r.kmz](#)

Maggie,

Please consider content below as official public feedback on project plan, if you need in a separate document let me know, thanks. Receipt of email appreciated.

Just to give you some context, I was heavily involved with SR 49 widening project in 2005-2006 which was a safety project that did not consider bike/ped issues until community got involved. I believe most in community would agree that sidewalks, crosswalks, street lighting, bike lanes, and stop sign at intersection of SR 49 and Marshall Rd greatly improved bike/ped safety in our community. Howard Penn and I were community champions for including bike/ped improvements for bridge retrofit project as this is probably the most walked across highway bridge in the County. I am a big proponent of analyzing how road projects either support or deter active transportation. I believe Caltrans DD-64 policy applies well to our community as we have a demonstrated use of SR 49 by both pedestrians and bicycles with potential for more use if SR 49 was made safer for both pedestrians and bicycles. We have a number of campgrounds and other lodging options within a mile of the SR 49 intersection with Lotus Rd. Ideally we would encourage those visitors to explore our community by foot or bike. During the summer we have many river users, mostly tubers, that walk from bridge upstream along SR 49 into the State Park. During the summer evenings we have many guests at the Sierra Nevada House venturing across bridge to businesses on other side of river and those camping on east side of bridge often cross bridge to visit Sierra Nevada House (often at night) or one of the two parks. I guess what I am saying is if you watched how pedestrians and bicycles use the bridge and the roads near the bridge, especially in summer tourist season, you would see a community with a need for safer active transportation. My preferred alternative is 3A because I believe it provides the greatest benefits to ped/bike safety and provides a new bridge which I believe will last longer than adding on to existing structure.

Here are my concerns and suggestions with proposed alternatives:

1. I believe that no matter which alternative is selected, the short section of dirt path between Marcos and Ponderosa needs to be replaced with a more accessible sidewalk. This was a huge misunderstanding between Caltrans and me back in 2005-2006. I had used that dirt trail which climbs over a hill as proof pedestrians were traveling along side of SR 49. Caltrans provided sidewalks everywhere but this short dirt path because they believed path was loved by community. And although it is enjoyable to be high above traffic on this dirt path and many enjoy path, I do believe it presents a barrier for those with disabilities, forcing these users to use sidewalks on other side of SR 49. Please consider remedying this issue in any alternative.
2. No matter which project is selected, I believe that street lighting should be looked at on either side of bridge where we suspect pedestrians would be crossing at night. I also think discrete lighting on bridge sidewalks should also be looked at. I am sensitive to light pollution and I certainly want others

nearby to think about need; however, I must say lighting added in 2006 on SR 49 near Marshall Rd intersection greatly increased the visibility of pedestrians to motorists. I believe a street light near Lotus Road intersection could be directed in a way the would not affect residents on Little Rd as hillside would hide light.

3. No matter which project is selected I would like crosswalks established at Lotus Rd intersection. I know bridge plan keeps Lotus Rd out of scope but like with SR 49 widening project that ended just past Marshall Rd, minor shoulder and painting was done for perhaps 100' onto Marshall Rd. I would like the same improvements to occur on Lotus Rd: extend shoulders (min 4') to just past Lotus Rd entrance to Sierra Nevada House parking lot, add crosswalk on Lotus Rd at intersection with SR 49 and consider left turn pocket for bicycle traffic on Lotus Rd turning west onto SR 49. Both alternatives 2 and 3B should consider shoulder improvement to at least SR 49 entrance to Sierra Nevada House. This is a busy and complex intersection; we need separation of cars, bikes, and pedestrians and markings to guide each group.
4. If 3A is selected, I was told by Caltrans at recent public meeting that there is no intention to mark new shoulders as bike lanes. Given we have marked bike lanes on west side of bridge, this would be a step backwards. Also, shoulders will be wider than we currently have (8'). I'm told this is preferred width for state highway and is to allow for vehicle breakdown, pulling over for emergency vehicles, and for motorist to avoid hazards. I strongly suggest marking bike lanes as buffered bike lanes:
<http://bikeped.fehrandpeers.net/stripping-buffered-bike-lanes/> It is a feature that costs very little and could be changed if necessary in future. Within lanes I would like to request standard bike symbols with sharrows (chevrons) indicated travel direction for bikes.
5. With 3A there will be very wide cross section of pavement especially with center turn lane which studies indicate encourages higher vehicle speeds. I understand the desire by Caltrans for wide highway but it might be wise to look at using textures and colors to give perception of narrower road which could calm traffic (http://www.ahtd.info/basic_bike-walk_facility_design). Also, I'm a big fan of slightly raised bike lanes like used in Bend, OR as they still allow vehicles to use bike lanes during an emergency but are better marked as not for normal vehicle use. When I talk to community members, many want a barrier to protect bicyclists from cars. I see flex poles used in bike lane buffer zone but that seems kind of ugly and provides a false sense of security. People really want curb or K/Jersey Rail like barrier which seems out of scope.
6. Any adding of parallel parking along SR 49 should consider impacts to bicycle traffic and provide ample room to avoid cyclist injuries from car door opening.
7. As mentioned in my context overview, there is a large number of inflatable river craft users (tubers) that walk along SR 49 from bridge back into State Park. Currently, the north side of SR has a 8'+ dirt shoulder which is used as preferred route. My concerns are that these users do not see traffic and their craft do not behave well with wind. Ideally, we would have a separated path to accommodate this traffic and well as normal bike/ped travel. I don't have a simple answer, but I hope Caltrans understands the volume of use and possible safety issues. If 3A is selected, I am concerned about how users will deal with 8' paved shoulders which could have bike traffic using at same time. Right now there is some paved shoulder between 8' dirt shoulder and travel lane proving separation between pedestrians and cyclists. I would like Caltrans to consider 12' shoulder on north side of SR 49 between bridge and State Park with 4' marked for bikes with 8' marked for peds. Predominate pedestrian use

is from bridge to State Park, so I would like to keep peds facing on coming traffic. I would be willing to sacrifice 4' of the 8' on south side of SR 49 between bridge and State Park for bike lane if we could get a pseudo class I path on north side of SR 49 from bridge into park. If possible I would like some additional attention put into shoulder alternatives between bridge and State Park. There should also be some consideration to a preferred location for trail from river to SR 49 on east side of bridge as locating on northeast corner could minimize pedestrian crossing especially with new maintenance vehicle parking area.

8. I suspect more costly but I would like Caltrans to consider river rock faced retaining walls like used in State Park. If not possible then perhaps texture and color to match decomposing granite outcropping in area.
9. I am curious to know why an alignment was not considered that kept west abutment near current location but moved east abutment downstream near Lotus Rd entrance to Sierra Nevada House. This alignment would be recognizing a future reroute of 49 traffic out of State Park and along Lotus Rd. 49 reroute study indicated that this was the preferred alternative for rerouting traffic. This new alignment resolves problems with SR 49 intersection with Little Rd and minimizes impacts to large hillside near Little Rd. I also suspect the construction could be staged much like 3A providing two way traffic during construction. Yes this option would greatly impact Sierra Nevada House but I suspect parking could be relocated with some boundary adjustments and avoid customers needing to cross Lotus Rd to access parked car in current overflow area. See attached Google Earth files.

Personally I walk, run, and bike with little improved shoulders and deal with the risks of vehicle traffic. My goal is to find ways to make our community more walkable and bikeable for those concerned about sharing roads with cars. I want parents, the elderly, and those with disabilities to feel safer about walking and riding bikes in town. I believe this could reduce some traffic from short car trips within the valley and get visitors to explore our parks and better support local businesses. Even if residents or visitors never plan to walk or ride a bike through town, getting those that do out of traffic will be good for those in vehicles. I am willing to be part of a community advisory group, participate as a bike/ped stakeholder, or serve Caltrans in any way possible to deliver project. I'm not trying to bloat this project but I also want to make sure if we can get some bike/ped safety along with the bridge construction. Let's not miss the opportunity while equipment and experts are in the community. This is a huge investment in our community, let's try to make it the best we can with the funds we have.

Thanks,

Mike Bean
Coloma, CA
530-903-6464

From: [Mike Fentress](#)
To: [Ritter, Marguerite H@DOT](#)
Subject: Comments on Proposed State Highway 49 Bridge Replacement
Date: Friday, December 05, 2014 3:47:50 PM

Hi Maggie,

I have a few comments:

1. Thanks for the aerial shots with plan view lines, but artist sketches would be much more informative. The verbal description along with plan view lines does not nearly inform community members of the real extent of the impacts.
2. Alternative 3a shows extensive sidewalk and road modification well beyond the bridge itself. I do not feel this is favorable to the community and its businesses. It will result in a "look" that is not commensurate with that of a historical foothills town.
3. Having single lane controlled traffic for up to .8 miles seems excessive, especially since the length of the bridge itself is probably less than .2 miles. The disruption to traffic will be very harmful, especiall during commute hours. It will also serve to physically divide the community for what could be years.
4. At this point I don't see the necessity of the proposed parallel parking. I don't see any current necessity for this parallel parking, and don't see the future necessity except possibly for loss of current parking for existing businesses.

Given the extensive impacts associated with a new bridge, I feel the most realistic choice is Alternative 2, Seismic Retrofit with Widening. I am very much against a new bridge, as described in the county doument.

Sincerely,

Mike Fentress
Lotus, CA

From: [Michael McAllen](#)
To: [Ritter, Marguerite H@DOT](#)
Subject: follow up
Date: Friday, November 21, 2014 12:21:09 PM

Maggie-

I own the property on 5001 little road our property butts up to the proposed construction. I would like to voice my concern for our rental will be deeply affected by the bridge construction. I also think the option 2 cannot happen. It will kill our and the other businesses around.

Honestly we could conceivably lose our property over this construction. Not sure anyone will want to rent a vacation house next to a construction site. Do we have any recourse?

mike

Mike McAllen
Grass Shack Events & Media
www.GrassShackRoad.com
www.twitter.com/mmcallen
925 699 3190 Mobile
510-595 6921 HQ
Check out: www.MeetingsPodcast.com
www.linkedin.com/in/mikemcallen/
<http://about.me/mikemcallen>

From: [Michael McAllen](#)
To: [Ritter, Marguerite H@DOT](#)
Subject: 49 bridge
Date: Sunday, November 23, 2014 10:53:50 AM

Maggie- Our property butts up to the bridge. (5001 Little Road) construction zone and we also have a rental property right next to this build. After looking at the plans again- In 3A's case, moving the bridge 21 feet upstream will result in a large hillside removal along Hwy 49 and Little Rd. The engineer said at the meeting depending on the slope and geology of the soil a retaining wall up to 15 feet high could be needed along 49 and Little Rd. Will this retaining wall then be the divider between our property and the bridge?

Can this be landscaped to keep the more natural look it has now?

Should I expect to get any dialogue from caltrans on this matter? Since our property is one of the four adjacent to the construction?

Mike

From: [mitch and sue fadel](#)
To: [Ritter, Marguerite H@DOT](#)
Subject: Concerns about bridge construction
Date: Saturday, November 22, 2014 8:39:48 AM

No to option#2

Sent from Windows Mail

From: [Nate Rangel](#)
To: [Ritter, Marguerite H@DOT](mailto:Ritter_Marguerite_H@DOT)
Subject: California Outdoors comments
Date: Sunday, November 30, 2014 12:06:09 PM
Importance: High

TO: Maggie Ritter
FROM: Nate Rangel, President - California Outdoors
RE: South Fork American River Bridge Project

Dear Ms. Ritter:

Thank you for your explanation below, and for your help at the meeting last week. I am writing to you representing California Outdoors, a state trade association representing professional river outfitters throughout California including all 34 permitted outfitters on the North, Middle and South Forks of the American River.

After a careful reading of all the environmental documentation, and with consultation of my members, I am writing to you to strongly oppose Alternative 2 and in support of Alternative 3a. Our comments follow.

As regards Alternative 2 we feel that there are far too many negative impacts to this alternative. First is the 24/7 one-way reversible traffic situation. This will severely impact local residents, our guests and the many businesses that are directly adjacent to the bridge. Three of our largest members have operations immediately downstream of the bridge. They would have trouble getting their guests in and out of their sites with a one-way traffic imposition. Second is our concern over investing \$9 million on a bridge that would likely have half the life of the other two alternatives. Third is the fact that this alternative results in a bridge that is far less attractive than either of the other two alternatives. For these reasons we believe that Alternative 2 is completely unacceptable to our local community. We can't impress enough how deeply flawed we feel this alternative would be, and how we could not operate under its conditions.

Whilst either Alternatives 3a and 3b are far better choices, we feel 3a has definite advantages. First is the fact that it will be built 21 feet upstream of the existing structure, thus minimizing impacts to those outfitters directly downstream of the current bridge. Second is the two-way traffic that will be allowed. Third is the fact that it will allow for numerous enhancements, both on the bridge as well as on those sections of the road leading to it. Fourth is the fact that its footprint will be smaller than 3b's. Finally, it's a beautiful design - one which would be seen as an enhancement in and of itself to the river corridor. We would ask that you make whatever necessary retaining walls and/or grades adjacent to the new bridge as unobtrusive as possible.

To sum up our position, we strongly oppose Alternative 2 and support Alternative 3a. Thank you in advance for your consideration.

Regards,
Nate Rangel
President
California Outdoors
P.O. Box 401
Coloma, CA 95613
(530) 320-7384

From: Ritter, Marguerite H@DOT [mailto:maggie.ritter@dot.ca.gov]
Sent: Monday, November 24, 2014 3:57 PM
To: Nathan Rangel

From: [Nick K. Aghazarian](#)
To: [Ritter, Marguerite H@DOT](mailto:Ritter_Marguerite_H@DOT)
Subject: Hwy 49 Bridge Replacement
Date: Friday, November 21, 2014 2:07:13 PM

Hello,

It has come to my attention that the traffic impacts detailed in the document at <http://www.dot.ca.gov/dist3/departments/envinternet/southforkamericanriver/draft.pdf> are no longer current.

Is it possible to get an updated document, or a separate document with the current impact estimates?

It is my impression that Alternative 2 would have one-way reversible traffic at all times during the construction period, not just during active construction, while Alternatives 3A and 3B would have two way traffic at all times with a few interruptions. If this is the case, I'd like to voice a preference for option 3B, as it seems to have a lesser impact on the feel of the area. If my impression is incorrect, and the traffic impacts are not as severe as I have been lead to believe, I would rather go with Alternative 2 (for the same reason).

Other comments:

1. It would be nice to avoid using materials on the new bridge that would prevent the swallows from nesting under it (as they currently do with the existing bridge).

2. If option 3B is selected, is it possible to use the 13' median for some sort of drought tolerant shrubs?

3. The "over-estimated fill" concerns me a bit. I'll assume that the engineers have seen the pictures from the '97 flood, and the fill would be fairly well fixed. My concern is about the bridge becoming unstable if the fill were washed downstream in the next high water event.

4. As noted in the document, there is a fair amount of river related activity near the bridge. Is the fill going to be sloped or stepped to allow continued river access?

Although I do not live in the area, I have been frequenting the area year-round since 1994.

Thank you for your effort on this project.

Nick

From: [Noah Triplett](#)
To: [Ritter, Marguerite H@DOT](#)
Subject: Hwy 49 Bridge Project
Date: Thursday, December 04, 2014 4:18:30 PM

Dear Ms. Ritter,

I would like to comment and express my support for Alternative 3A for the Highway 49 Bridge Project.

I would be in favor of a narrower sidewalk or a more rural sidewalk with no curb.

I would like to see no additional lighting added.

I am not in support of the parallel parking proposed along the highway and think this will create a hazard by people loading and unloading river gear into the highway.

I would like to see the area down by the river opened up for seasonal parking.

I would like to see the bridge pillars designed as graffiti proof as possible.

I would like to see retaining walls to be as low as possible.

I am against Alternative 2. It would create strain on the area financially and emotionally with the one way traffic restrictions. Additionally the added piers in the river and on shore will propitiate the graffiti and trash problems associated with these structures.

I am also not in favor of Alternative 3B. This would create a bridge not fitting to the setting (too wide) and does not help the peripheral pedestrian issues associated with the river and the bridge.

Thank you for providing three good alternatives.

Noah Triplett
1080 Woodridge Rd.
Placerville, CA 95667

From: pbeagles@cwo.com
To: [Ritter, Marguerite H@DOT](mailto:Ritter_Marguerite_H@DOT)
Subject: coloma 49 bridge
Date: Friday, December 05, 2014 1:02:03 PM

Hi Maggie: I am a resident of Lotus and I am very concerned about Option 2. I am definitely a NO on Option 2. Way too long and a one-way traffic will be a disaster here for everyone.

Option 3a and b are ok.

I also believe that it is necessary for safety to have bicycle lanes put in.

There are three of us here that think and feel the same way.

Thank you.

Patricia Boyer
6040 Prospector Rd.
Lotus, Ca 95651

530-906-4931

From: [Becky Poulsen](#)
To: [Ritter, Marguerite H@DOT](#)
Subject: Highway 49 Bridge
Date: Tuesday, December 02, 2014 3:38:35 PM

Subject: Highway 49 Bridge -- Support for Alternative 3A

To Whom It May Concern:

Thank you for the opportunity to comment on CalTrans' proposal to rebuild the Highway 49 Bridge over the South Fork of the American River. I am writing in support of Alternative 3A.

I have lived in the Coloma/Lotus area for 5 years. I love this community, but feel my three children miss out on the opportunity to ride their bikes or walk to friends houses because the roads are simply not safe for pedestrians. I feel that being able to travel safely within our community would add value that cannot be underestimated, both for those who live locally as well as for those who vacation here.

I ask that you work with the community on specific design elements of the project. A design charrette could look at specific detail elements of the plan including the sidewalks or walkways, retaining walls, median dividers and other pieces. It is important to me that the project matches the rural character of the town. The project connects to the historic Marshall Gold State Park – where gold was discovered and also to Henningsen Lotus Park, both have a historic quality and rural aesthetic in their development.

I also hope that the project will be designed in a way that can compliment future trail and bike lane projects in Henningsen Lotus Park and Marshall Gold Discovery State Park.

Thank you for your time and consideration. I look forward to hearing from you on this issue.

Sincerely,

Rebecca Poulsen

511 Lotus Rd

Lotus, CA 95651

Sent from my iPhone

Sent from my iPhone

South Fork American River Bridge Project

Name (please print) Richard Juliano E-mail/Phone# _____

P.O. Box 451 / 1196 Scott Rd. Coloma, Ca. 95613
Address (home) City State Zip Code

Authorized Representative (name of organization or agency) Coloma Resident

Address (business) City State Zip Code

COMMENTS Please do not put any parking spaces
in the plans. Causes nothing but problems. Absolutely
unnecessary,



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From: [Sarah Canfield](#)
To: [Ritter, Marguerite H@DOT](mailto:Ritter.Marguerite.H@DOT)
Date: Thursday, December 04, 2014 9:15:17 PM

Subject: Highway 49 Bridge -- Support for Alternative 3A

To Whom It May Concern:

Thank you for the opportunity to comment on CalTrans' proposal to rebuild the Highway 49 Bridge over the South Fork of the American River. I am writing in support of Alternative 3A.

My husband and I run a nonprofit summer camp for kids; Junior Guides Raft Camp, and we value this area highly. I have owned a home here for 15 years.

I support 3A because I believe it can make the heart of our community walkable and bike-friendly. For that reason, I think it is important to mark the paved shoulders as bike lanes.

I ask that you work with the community on specific design elements of the project. These improvements are the heart of our historic town that are visited by thousands of recreationists and sightseers every year.

I also hope that the project will be designed in a way that can compliment future trail and bike lane projects in Henningsen Lotus Park and Marshall Gold Discovery State Park.

Thank you for your time and consideration. I look forward to hearing from you on this issue.

Sincerely,

South Fork Sarah

--

Sarah Canfield
Teacher @ Camino Science Academy
www.colomajuniorguides.com
530-320-1530

South Fork American River Bridge Project

scott@malode.com

Name (please print) Scott Underwood E-mail/Phone# 530 626 8065

510 River Rd Coloma CA 95613
Address (home) City State Zip Code

Authorized Representative (name of organization or agency) _____

Mother Lode River Trips, Ltd

6280 Hwy 49 Colusa CA 95651
Address (business) City State Zip Code

COMMENTS 1) Alternative #2 would impact traffic excessively and create unnecessary financial hardship for local rafting businesses, park visitors and other business patrons with a severe impact over 3 seasons.

2) Alternative 3a is my preference because of the mitigation of pedestrian and bike traffic.

3) It would be desirable to improve access to Little Road. None of the current alternatives do this.

4) If new parking is created it should be time restricted. 2 hours or less longer parking will encourage inappropriate uses.

Thank you for this opportunity to give input.



South Fork American River Bridge Project

Name (please print) Skye Livingston E-mail/Phone# yoga.skya@gmail.com
406 Coloma Heights Rd., Coloma, CA. 95613
 Address (home) City State Zip Code

Authorized Representative (name of organization or agency) _____

Address (business) City State Zip Code

COMMENTS I would like to see Alt. 3A implemented. Accommodating bicycles + peds as much as possible is of highest priority to me - it's why I purchased a home w/in walking/cycling distance of this corridor. Encouraging more foot traffic in the area is good for business + good for the environment, as well as people's health - as long as it's safe. Along those lines, adding lighting to this area is paramount, especially on the bridge. I would like to see responsible lighting solutions (i.e., LED shaded from above, minimally impactful) while providing a safe environment for the thousands of visitors who enjoy this area on foot late into the summer nights. I would walk/bike more often in winter if there were better lighting for the longer nights.

Thanks  **Caltrans**
CALIFORNIA DEPARTMENT OF TRANSPORTATION

South Fork American River Bridge Project

Name (please print) Skye Livingston E-mail/Phone# yosaskya@gmail.com
406 Coloma Rd., Coloma, CA. 95213
 Address (home) City State Zip Code

Authorized Representative (name of organization or agency) _____

Address (business) City State Zip Code

COMMENTS Whether or not it's a condition,
I would like to see water ^{run-off} diverted
from the river to protect water quality!
If it can be done on other bridges,
it should be done here!



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From: [Spencer Rubin](#)
To: [Ritter, Marguerite H@DOT](mailto:Ritter_Marguerite.H@DOT)
Subject: Highway 49 Bridge in Coloma
Date: Friday, December 05, 2014 11:01:11 AM

To Whom It May Concern:

Thank you for the opportunity to comment on CalTrans' proposal to rebuild the Highway 49 Bridge over the South Fork of the American River. I am writing in support of Alternative 3A.

My wife and I have lived in Coloma since in 1989 and are raising two children ages 11 and 13.

I support 3A because it has bike lanes and pedestrian walkways and crossings. This is a wonderful opportunity for our community -- It allows families and visitors to our town to safely travel in our business district and on the Highway 49 Bridge.

I ask that you work with the community on specific design elements of the project. A design could look at specific detail elements of the plan including the sidewalks or walkways, retaining walls, median dividers and other pieces. It is important to me that the project matches the rural character of the town. The project connects to the historic Marshall Gold State Park – where gold was discovered and also to Henningsen Lotus Park, both have a historic quality and rural aesthetic in their development.

I also hope that the project will be designed in a way that can compliment future trail and bike lane projects in Henningsen Lotus Park and Marshall Gold Discovery State Park.

Thank you for your time and consideration. I look forward to hearing from you on this issue.

Sincerely,

Spencer Rubin

PO Box 394

Coloma, CA 95613

From: [Steve Shiro](#)
To: [Ritter, Marguerite H@DOT](mailto:Ritter_Marguerite_H@DOT); tiffani@coloma.com
Subject: 49 Bridge options in Coloma
Date: Monday, December 01, 2014 12:39:50 PM

First, off, thanks for coming to the grange and making a presentation. I have several thoughts. To make it easier for you compile results I will put them in a bulleted list.

Bottom line though, I like 3B best and dislike 2.

- I dislike the prospect of a retaining wall in 3A, especially the height and length that it might be. At the very least, if this option is chosen, I would expect some landscaping and aesthetic fixes to make it less prominent. I would hate for visitors coming down Lotus road to run right into the wall and I would really dislike seeing it every day.
- I am also not a fan of moving the center of the road and having to fix the alignment all the way up 49. They said it was the fastest option, but it also seems to be the most intrusive.
- I am vehemently apposed to the one way traffic option 2 presents. I commute that bridge every day and it will make me late to start my class at least one day.
- I also dislike the retrofit 2 option as opposed to the completely new bridges in the 3s.
- I like that you are doing away with parking at the bridge, but feel that with out the parking spaces on the road farther up, traffic will be worse. I know some people are against the parking spots, but I have not heard any good reasons for this.
- Taking away the parking just means that people will stop "real quick" on Little Road to load and unload. This is the biggest impact on my life, as a resident of Little Road. No one wants to carry the kayak up the hill and over the bridge after paddling all morning. We have enough trouble with people temporarily parking on Little Road, even though they can park right across the street. With that parking removed we will get many more illegal parkers there and at the Sierra Nevada House. Is there a way to restrict river access at the bridge. It is always filled with litter and under age "partying". Between the state park and HLP there is enough access for anyone. I assume access will be cut off during construction for safety issues, so can we just keep that going?
- One person suggested lights and another apposed it at the forum. I am on the side of leaving the light off the bridge project. Anyone walking home at night will have a flashlight. I often carry two. Crossing the bridge is the scariest part of walking around at night mostly because of the supper narrow sidewalk. I don't use the light to see, but to flash at traffic before they get close to warn them that I am walking across. Widening the bridge will fix this will no need for light pollution in a place where people like to see the stars in a rural environment.
- With the commute to Georgetown or Auburn in the mornings, the confluence of Lotus road and Highway 49 headed north can get heavy. At the 3 way stop the cars take turns going, leaving little room in between for traffic for cars on Little Road waiting to pull out. Whatever design for the bridge is considered, think about some how working that into a 4 way stop. It will help with safety.

There might have been one more thing, but I can't recall it right now. Thank you for putting together our feedback before selection. If you need anymore information, feel free to contact me.

Steve Shiro
P.O. Box 493 (physical 6797 little ct.)
Coloma, CA, 95613
530-305-0182

From: [Suzanne Kulton](#)
To: [Ritter, Marguerite H@DOT](#)
Subject: bridge over south fork of American River
Date: Monday, November 24, 2014 10:52:59 AM

I am in favor of option 3A. Thank you for your consideration.

Suzanne Kulton
391 Coloma Heights Rd
Coloma, CA 95613

From: [Teal Triolo](#)
To: [Ritter, Marguerite H@DOT](mailto:Ritter_Marguerite_H@DOT)
Subject: Support of Alt. 3a for Hwy 49 Bridge in Lotus
Date: Friday, November 21, 2014 5:48:26 PM

Dear Maggie,

I am the owner of the Sierra Rizing Bakery and Coffee House in Lotus just past the Hwy 49 bridge in the same parking lot as Gringo's and Hotshots. The replacement of the Hwy 49 bridge will have a significant impact on my business for the 18-24 months of construction (over two summer tourist seasons).

I have reviewed the three proposed alternatives and am pleased to see that alternative 3a has the most pedestrian and bike friendly improvements to it. I also understand given the information that was presented that it will have the least amount of impact on traffic during the construction period. This is critical for my business, including customers and staff.

I strongly support Alternate 3a and would appreciate any support Cal Trans can offer to mitigate as much traffic impact during the construction period as possible. My staff and I depend on this income and even small impacts have a large affect on my business.

Thank you for your assistance with this and let me know if you have any additional questions or request.

Teal Triolo, Owner

Sierra Rizing Bakery, Coffee House and Catering
7310 Hwy 49, P.O. Box 583, Lotus CA 95651
(530) 642-9250
sierrarizing@yahoo.com
www.sierrarizing.com

South Fork American River Bridge Project

Name (please print) Tim Kulton E-mail/Phone# tkulton@gmail.com
391 Coloma Heights Rd. Coloma CA 95613
 Address (home) PO Box 333 City State Zip Code

Authorized Representative (name of organization or agency) _____

Address (business) City State Zip Code

COMMENTS would like to see Alternative 3A built.

I don't see the sense of retrofitting a 60 yr
bridge, expecting it to last another 60 to
80 yrs.



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From: [Tom Saichek](#)
To: [Avila, Jess S@DOT](#); [Ritter, Marguerite H@DOT](#)
Subject: 49 bridge and bikeways/footpaths in Coloma - Support for Alternative 3A
Date: Tuesday, December 02, 2014 8:30:07 PM

Dear CalTrans Folks,

Thanks for the opportunity to comment on CalTrans' proposal to rebuild the Highway 49 Bridge over the South Fork of the American River. I definitely support version Alternative 3A.

I have lived on the Divide for over 10 years, brought here after 20 years of boating on the S. Fork of the American. I have been part of the community for years – fully supporting the businesses along Hwy 49 as well as the various boating concerns. My friends, family and I have spent many enjoyable days in the Marshall Gold Discovery Park, and am full supportive of its recent efforts to improve access.

I support version 3A because it of the inclusion of pedestrian crossings of Hwy 49, the bike lanes and pedestrian walkways. This is a wonderful opportunity for our community -- It allows [locals as well as](#) visitors to our town to safely travel in our business district and on the Highway 49 Bridge.

I hope that you will work with the community on specific design elements of the project. The design should look at specific detail elements of the plan including the sidewalks or walkways, retaining walls, median dividers and other pieces. It is important to me that the project matches the rural character of the town. The project connects to the historic Marshall Gold State Park and also to Henningsen Lotus Park. It is important not to interfere with the commerce and the enjoyability of the area by closing down portions of the road for long lengths of time during the improvement to the bridge

I also hope that the project will be designed in a way that can enhance and work with future trail and bike lane projects in Henningsen Lotus Park and Marshall Gold Discovery State Park.

Thank you for your time and consideration.

Sincerely,
Tom Saichek
5301 Porter Ranch Rd
Garden Valley, CA

From: [Traci Van Thull](mailto:Traci.Van.Thull@DOT)
To: [Avila, Jess S@DOT](mailto:Avila_Jess_S@DOT); [Ritter, Marguerite H@DOT](mailto:Ritter_Marguerite_H@DOT)
Subject: Comments on 49 bridge
Date: Friday, December 05, 2014 1:55:39 PM

December 5, 2014
Via email

Dear Ms. Ritter:

Thank you for the opportunity to comment on the South Fork American Bridge Project. I also want to take this opportunity to thank Caltrans for your work so far on the project. I am relatively new to this whole thing and want everyone involved to know that I really appreciate their efforts thus far. I attended the community meeting last month and feel that the one-on-one discussion was very productive. I hope that I can participate in more of those forums as this process moves ahead.

I am writing in support of Alternative 3a because I believe it will create the walkable, bike able, livable community and downtown that is really suited for tourists and Coloma/Lotus residents. I think that the improvements should include some sidewalks, paved shoulders, and marked bike lanes and over and near the bridge, through the business corridor, connecting to North Beach, and within the project area in front of Sierra Nevada House. The project should include trails or elements that will connect up to possible trails that are being considered in the HLP plan.

I think the most important elements of 3a are the following:

1. Marked bike lanes on both side of 49 and between the bridge and Marshall Road, down to North Beach and on the beginning of Lotus road in front of Sierra Nevada House. There is widespread support in our community for marked bike lanes and signage. I think it's critical to add this element.
2. Pedestrian footpaths or sidewalks on both sides of the road from Lotus and 49 to Marshall and 49.
3. Paved shoulders on east side of bridge and include small section in front of Sierra Nevada House.
4. Pedestrian crossings at key areas on Highway 49.
5. A design that compliments an anticipated and community-supported class I path for pedestrians that use the existing road to walk to North Beach; and similar design coordination with El Dorado County so that we can think about connecting these bike trails to possible trails through HLP and up to Bassi Road.
6. Follow low-impact development principles that best protect the water quality of the South Fork American River.

The biggest priority for me is having a design charrette or process that encourages community members to give input on design elements and aesthetic of the project. As you know, this project is literally the heart of our community – it's our downtown. The bridge is definitely a focal point, but the adjoining business corridor is also a focal point, as are the roads connecting to Marshall Gold State Park and Henningsen Lotus Park. Our historic and recreation parks have both a rural and historic astatic. I think it's important to preserve that historic quality for tourists and residents alike. It's what can help draw people to want to walk to for pizza or to the bakery.

I also hope that the design elements will also prioritize traffic calming, so we can create pathways and bikeways that folks will feel comfortable using. Incorporating some split rail fencing (that is used at both HLP and Marshall Gold SP) could also help in areas with traffic calming. I look forward to a productive discussion or process that can look at these design questions.

I would be remiss to not say that I oppose the other two alternatives. They obviously do not create that walkable and bike able business community that I think so many folks would like, but I think they could also create a safety hazard. In particular, I believe Alternative 2 or the bridge widening alternative would pose significant safety risks with a middle lane.

Finally, I am actually new to this project and really became familiar with it in the last month or so. I am fairly active in our community and as a runner and biker, I'm very familiar with the landscape in the project area. I would be happy to help and support a productive process, especially one that might focus on some of the design questions. I understand that these elements might cost more, but I would be very happy to participate in any way that could help generate those funds.

Thank you for your time and consideration. I look forward to your response on this issue.

--
Traci Sheehan

We cannot live only for ourselves. A thousand fibers connect us with our fellow men; and among those fibers, as sympathetic threads, our actions run as causes, and they come back to us as effects.

--Herman Melville

Appendices List

Appendix A – CEQA Checklist

Appendix B – Title IV Policy Statement

Appendix C – Avoidance, Minimization and/or Mitigation Summary

Appendix D – Feasibility Study

Appendix A – CEQA Checklist

CEQA Environmental Checklist

03-ED-49

23.66/24.42

0F310

Dist.-Co.-Rte.

P.M/P.M.

E.A.

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

“Impact Findings” are determined by the July 2014 Visual Impact Assessment (VIA).

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” finding is determined by the project’s scope and location setting.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No impact” finding is determined by the September 2013 Air Quality Analysis.

IV. BIOLOGICAL RESOURCES: Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“Impact findings” are determined by the July 2014 Natural Environment Study (NES), project location, and setting.

V. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“Impact Findings” are determined by the August 2014 HPSR/ASR Cultural Study.

VI. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” findings are determined by project scope, location setting, and conversations with the engineer.

VII. GREENHOUSE GAS EMISSIONS: Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“Impact Findings” are determined by project location and setting. Two lanes will be open for traffic during construction. To address some hazardous waste materials, the following measures will be applied:

- **SSP 7-1.02K(6)(j)(iii)**, Earth material containing lead, requires lead compliance plan for soil when lead concentrations are non-hazardous
- **SSP 14-11.07**, remove yellow traffic stripe and pavement markings w/hazardous waste residue
- **SSP 15-1.03B**, residue w/lead from paint and thermoplastic on the surface to be ground or cold plamed but residue will be non-hazardous
- **SSP 14-11.08**, disturbance of existing paint systems on bridges
- **SSP 14-11.05**, management of naturally occurring asbestos (NOA)
- **SSP 14-11.09**, management of treated wood waste
- **N-SSP 14-9.02**, Air Quality – NESHAP Notification of bridge demolition

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“Impact Findings” are determined by the March 2014 Floodplain Hydraulic Study and October 2013 Water Quality Assessment and project’s scope and location setting.

X. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” findings are determined by project scope and location setting. Two lanes will be open for traffic during construction.

XI. MINERAL RESOURCES: Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

“No Impact” findings are determined by project scope, location setting, and conversations with the engineer.

XII. NOISE: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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“Impact Findings” are determined by September 2013 Noise Study, project scope, and location setting. Some pile driving and general construction noise may occur but it is temporary, as it will only occur during construction.

XIII. POPULATION AND HOUSING: Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

“No Impact” findings are determined by scope and location.

XIV. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XV. RECREATION:

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? Potentially Significant Impact Less Than Significant with Mitigation Less Than Significant Impact No Impact
- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? Potentially Significant Impact Less Than Significant with Mitigation Less Than Significant Impact No Impact

“Impact findings” are determined by scope and location. Two lanes will be open for traffic during construction.

XVI. TRANSPORTATION/TRAFFIC: Would the project:

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? Potentially Significant Impact Less Than Significant with Mitigation Less Than Significant Impact No Impact
- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? Potentially Significant Impact Less Than Significant with Mitigation Less Than Significant Impact No Impact
- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? Potentially Significant Impact Less Than Significant with Mitigation Less Than Significant Impact No Impact
- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? Potentially Significant Impact Less Than Significant with Mitigation Less Than Significant Impact No Impact

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

“Impact Findings” are determined by June 2014 Traffic Management Plan, project scope, and location setting. Two lanes will be open for traffic during construction.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------	---------------------------------------	------------------------------	-----------

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Appendix B – Title IV Policy Statement

DEPARTMENT OF TRANSPORTATION

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March 2013

**NON-DISCRIMINATION
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, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

A handwritten signature in blue ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY
Director

Appendix C – Avoidance, Minimization and/or Mitigation Summary

Land Use

Avoidance, Minimization, and Mitigation Measures

To comply with the Streets and Highways Code 84.5, measures have been included in the project scope of work as determined during public outreach. Caltrans will implement the following measures:

- Maintain access to river – the legal right to cross State property for river access currently exists, and will be maintained after the project is constructed. The existing maintenance access road, also used by the public to access the river at the southwest corner of the bridge, is proposed to be paved at this time, to improve access for maintenance vehicles.
- Replaced parking area (adjacent to SR49) – A total of 10 parallel parking spaces (7 and 3) are proposed on the south side of SR 49, west of the bridge. Additionally, a maintenance vehicle pullout (MVP) is planned for the north side of SR 49, east of the bridge. When not in use by Caltrans maintenance crews, the public will be able to use the MVP for parking.
- Informal parking – The existing informal parking on Lotus Road across from the Sierra Nevada House restaurant, but not within the project area, will not be changed as part of this project. Additionally, the project specifications will include a condition that the contractor cannot use the area for construction purposes (staging, storage, etc.). This parking area is outside of the project limits and outside Caltrans right of way (R/W).
- Demarcate right of way lines – Signs will be posted to identify the R/W limits. This will help prevent trespassing onto private property and will provide guidance to river users accessing the area around bridge.

Parks and Recreation

Avoidance, Minimization, and Mitigation Measures

Ensure the following is adhered to avoid potential impacts:

- During construction, a boat passage opening large enough to allow a boat or raft (or more than one raft) to pass, will be maintained in the water channel to allow for rafting and boating activity.

- During construction, the bridge will have the east and west lanes of traffic open so vehicles will be able to cross the bridge. Bicycles and pedestrians will be allowed to cross as well. No closures are anticipated.
- *See Traffic and Transportation / Pedestrians and Bicycles Section for more details.*

Community Impacts

Avoidance, Minimization, and/or Mitigation Measures

Ensure the following is adhered to avoid potential impacts:

- During construction, a boat passage opening large enough to allow a boat or raft (or more than one raft) to pass, will be maintained in the water channel to allow for rafting and boating activity.
- During construction, the bridge will have two lanes of traffic open at all times, so vehicles will be able to cross the bridge at the same time. Bicycles and pedestrians will be able to cross as well. No closures are anticipated.
- *See Traffic and Transportation / Pedestrians and Bicycles Section for more details.*

Relocation

Avoidance, Minimization, and/or Mitigation Measures

The proposed project will not require the relocation of property; measures to avoid property relocation is a part of the project design. The project will require minor R/W property acquisition. The Caltrans R/W staff will work with property owners for acquisition in the next phase of the project.

Traffic and Transportation/Pedestrian and Bicycle Facilities

Avoidance, Minimization, and/or Mitigation Measures

Measures to minimize impacts during construction include:

- During construction, Alternative 3A would provide for one lane of traffic in each direction of travel at all times during construction. There may be a few instances where one-way reversing traffic control might be needed. However, they will be short, mostly done at night, and/or as needed for safety reasons that may arise during construction.
- The maximum length of any lane closure shall be limited to 0.8 mile.

- A minimum of one paved traffic lane not less than 11 feet wide shall be open for use by public traffic at all times, and two lanes shall remain open when construction operations are not actively in progress.
- A minimum of 4 foot shoulder shall remain open at all times for pedestrian and bicycle use.
- The use of K-rail is recommended to separate the work zone from the public traffic.
- Work behind k-rail may be performed at any time.
- The contractor shall consider using a temporary traffic signal to control traffic when the bridge is reduced to one lane open.
- Advance flaggers may be needed in areas where there is inadequate approaching sight.
- When bridge rail is removed, K-rail shall be secured in place prior to allowing traffic on the bridge.
- No lane closures, shoulder closures, or other traffic restrictions will be allowed on Special Days, designated legal holidays and the day preceding designated legal holidays; and when construction operations are not actively in progress.
- Access to driveways and cross streets will be maintained, by construction personnel during construction, in accordance with traffic control standard plans or traffic handling provided in the contract plans.
- Pedestrian access will be maintained during construction, with at least one sidewalk open on one side of the roadway at all times. Additional signs will be required to detour pedestrians when sidewalks are closed for contract work.
- Bicycle traffic will be maintained during construction. Additional signs and striping will be required to direct bicycle traffic when bikeways are closed for contract work.
- Portable changeable message signs will be required in direction of traffic during construction for each lane, shoulder, and bridge closure.
- Work at this location may require the assistance of COZEEP, but probably not a full time presence.

Visual/Aesthetics

Avoidance, Minimization, and Mitigation Measures

Avoidance or minimization measures have been identified and can lessen visual impacts caused by the project. In addition, the inclusion of aesthetic features in the project design previously discussed can help generate public acceptance of a project. This section describes additional avoidance and/or minimization to address specific visual impacts. These will be designed and implemented with concurrence of the Caltrans Landscape Architect.

The following measures to avoid or minimize visual impacts will be incorporated into the project:

- All areas disturbed due to all construction activities, including staging locations and access roads will be restored to its pre-construction condition upon completion of the project. This can be accomplished by loosening and re-contouring the area's soil before applying erosion control (such as hydro-seed with a native seed mix and erosion control blankets).
- Minimize the removal of and avoid where feasible established trees and vegetation. Where it is possible to save and preserve existing trees (of significant size and maturity), care and caution should be implemented during the construction phase. Environmental Sensitive Area (ESA) fencing shall be installed to demarcate areas where vegetation is being preserved and root systems of trees shall be protected.
- All disturbed areas during each construction season shall utilize BMPs which will include temporary erosion control at the end of each construction season.
- Aesthetic treatments used on this project shall be designed with consideration given to using similar features and colors that will be consistent with the current project being considered at the Marshall Gold Discovery State Historic Park and/or the rural character of the town. These elements consist of colored stamped concrete used in project features such as median islands, retaining walls, and bridge components. This work shall be completed under the direction of the District's Landscape Architect unit.
- The retaining wall(s), if constructed, shall incorporate designing and aesthetic features into the walls, this will be determined during the design phase; additionally, the wall shall be colored or painted with earthen hues to blend with the natural surrounding environment. This will help reduce glare as well.

- The new bridge alternative shall consider a “see through” railing constructed as part of the bridge’s deck. This will allow the traveling public to view most of the river and surrounding landscape.
- Trees and shrubs removed as part of a riparian zone will be replaced as part of the required mitigation (*see Biology Section*). This will also meet the recommendation for minimizing visual impacts.

Cultural Resources

Avoidance, Minimization, and Mitigation Measures

It is the Caltrans policy to avoid cultural resources whenever feasible. Further investigation of the resources located within the APE may be necessary if they cannot be avoided by the proposed project. Additional archeological surveys will be necessary if project limits are expanded to include areas outside the current APE limits. In the event that buried archeological materials are encountered during construction, Stipulation XV will be followed. Post Review Discoveries, Section B.1.-3 in the January 2004 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

Hydrology and Floodplain

Avoidance, Minimization, and Mitigation Measures

The following measures are recommended for any alternative in order to minimize impacts to the floodplain:

- The proposed bridge should have the same number of piers (or less) as the existing bridge. In other words, obstructions to flow in terms of area facing flows should not be greater than the existing bridge.
- The waterway area using either the 100-year event or the “flood of record” water surface elevation as a maximum elevation under the bridge should not be reduced below existing available waterway area.

Water Quality and Stormwater Runoff

Avoidance, Minimization, and/or Mitigation Measures

The following actions are recommended, in order to protect receiving water bodies from potential pollution arising from construction activities and/or operations related to this project:

- 1) If the temporary storage of equipment and material on State property is permitted by the Engineer, all soil disturbance created within the contract limits or at the Contractor's secured area(s), shall be accounted for in the total disturbed soil area (DSA) estimate.
- 2) Caltrans' Storm Water Management Plan (SWMP), Project Planning and Design Guide (PPDG) Section 4, and Evaluation Documentation Form (EDF) provide detailed guidance in determining if a specific project requires the consideration of permanent Treatment BMPs. Line Item BMPs may be required during the Plans Specifications and Estimate (PS&E) phase of the project.
- 3) The project shall adhere to the conditions of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) MS4 Permit (Permit), CAS No. 000003 Order No. 2012-0011-DWQ. As necessary, consult with your NPDES coordinator for additional Permit requirements and guidance.
- 4) Adherence to the compliance requirements of the NPDES General Permit CAS No. 000002 (Order No. 2010-0014-DWQ) for General Construction Activities is required if the DSA is equal to or greater than 1.0 acre. If the total DSA is less than 1.0 acre, a Caltrans approved Water Pollution Control Plan (WPCP) will be required, which specifies the level of temporary pollution control measures for the project.
- 5) Adherence to the following is recommended to prevent receiving water pollution as a result of construction activities and/or operations from this project:
 - a. Follow all applicable guidelines and requirements in the 2010 Caltrans Standard Specifications (2010 CSS), Section 13, regarding water pollution control and general specifications for preventing, controlling, and abating water pollution in streams, waterways, and other bodies of water.
 - b. Consideration should be given to 2010 CSS, Section 13-4 (Job Site Management), to control potential sources of water pollution before it encounters any storm water system or watercourse. It requires the Contractor to control material pollution, manage waste, and non-storm water at the construction site.
 - c. The Contractor prepared WPCP or SWPPP (whichever is applicable for the project) shall incorporate appropriate Temporary Construction Site BMPs to implement effective handling, storage, use and disposal practices during construction activities.

- d. Shoulder backing areas should be stabilized by Temporary Construction Site BMPs, or rolled and compacted in place, by the end of each day and prior to the onset of any precipitation.
 - e. Existing drainage facilities should be identified and protected by the application of appropriate Construction Site BMPs.
 - f. Attention should be given to 2010 CSS, Section 13-4.03D(3), Concrete Waste, when pipe lining operations involve annular space grouting.
 - g. Attention should be given to 2010 CSS, Section 13-4.01B, Submittals, before dewatering operations commence.
- 6) Refer to the State Water Resources Control Board, Water Quality Permit Order No. 2003-0003-DWQ, for specific requirements relating to low threat discharges to land, where and when applicable, for proposed dewatering operations. A waiver by the Central Valley Regional Water Quality Control Board (Regional Board) can be utilized if the following conditions are met for low threat discharges to land (Anne Olson, 10/24/12):
- 1) Waiver (No Report of Waste Discharge (RWD) / No fee): no known existing groundwater pollution; less than three weeks duration; and less than 10,000 gpd.
 - 2) Waiver (RWD, fee, and Notice of Applicability (NOA) required): no known existing groundwater pollution; less than three weeks duration; and up to 100,000 gpd (we want to make sure that they have enough land committed and good BMPs to contain the water).
 - 3) Low Threat General Waste Discharge Requirements (RWD, fee and NOA required): almost everything else.
- 7) Refer to the Regional Board Permit General Order No. R5-2008-0081, for specific requirements relating to low threat discharges to surface water, where and when applicable, and for proposed dewatering operations. Discharges covered by this General Order, are either 4 months less in duration, or have an average dry weather flow of less than 0.25 million gallons per day.
- 8) Batch plants and/or rock crushing activities within Caltrans right-of-way (ROW) will require the preparation of an Air Space Lease Agreement prior to mobilization. The Lessee shall obtain an Industrial Storm Water General Permit Order 97-03-DWQ (General Industrial Permit) from the State Water Resource Control Board (SWRCB).

The Lessee shall submit a copy of the Notice of Intent (NOI) to comply with the terms of the General Industrial Permit, a copy of the receipt letter with the Waste Discharge Identification (WDID) Number from the SWRCB, an approved Storm Water Pollution Prevention Plan (SWPPP), and a monitoring plan when filing for a Caltrans Encroachment Permit. The Lessee shall submit any amendments to the SWPPP, copies of any sampling/monitoring results, a copy of the annual report, and any reporting requirements covered by the General Industrial Permit. Batch plant or rock crushing activities outside of Caltrans ROW will require additional coordination.

- 9) Caltrans NPDES Office Staff may participate in early project design consultation with the Regional Board if the project entails one or more acres of DSA.

BIOLOGICAL ENVIRONMENT

Natural Communities

- In order to avoid and minimize potential impacts to the sensitive natural communities, the removal of native vegetation, including oak trees and riparian habitat, will be confined to the minimal area necessary to facilitate construction activities. All disturbed soil areas will be restored to their existing condition, to the extent possible.
- Measures that will be implemented to avoid or minimize impacts to the natural communities of the project area include ESA fencing, biological monitoring, and pre-construction biological surveys.
- No compensatory mitigation is required for Valley Oak Woodlands.

Compensatory Mitigation

Valley Oak Woodland:

- No compensatory mitigation required.

Valley Foothill Riparian:

- For Alternatives 2, 3A, and 3B compensatory mitigation is likely to be required for permanent impacts to riparian habitat. Types of compensation that will be considered for the project include but are not limited to bank purchase, in-lieu fees, endowments, and project specific restoration.

Wetlands and Other Waters of the U.S.

Avoidance, Minimization, and/or Mitigation Measures

- Alternative 2 may require mitigation for permanent impacts for fill within other waters of the U.S. Types of compensation that will be considered for the project include but are not limited to bank credit purchase, in-lieu fees, endowments, and project specific restoration. Compensatory mitigation is not anticipated for the No-Build alternative and Alternatives 3A and 3B.

Plant Species

Avoidance, Minimization, and/or Mitigation Measures

- Removal of native vegetation shall be confined to the minimal area necessary to facilitate construction activities. Re-vegetation measures shall include erosion control seeding containing native species specific to the area. The seed mix will be weed free and certified to include no invasive species. *More information can be found in the Invasive Species section.*

Animal Species

Avoidance, Minimization, and/or Mitigation Measures

Foothill yellow-legged frog –

- No avoidance, minimization, or mitigation is required.

Western pond turtle –

- No avoidance, minimization or mitigation is required.

Migratory Birds –

- To avoid impacts to migratory birds nesting on the bridge, the nests shall be removed between September 1 to January 31, which is outside of the nesting season. If construction activities occur during the nesting season for migratory birds, February 1 through August 31, a qualified biologist will survey the project area no more than one week prior to start of construction and prior to vegetation and tree removal. Caltrans may implement preconstruction avoidance measures, like exclusion methods, to prevent birds from nesting on the bridge. When evidence of migratory birds and their occupied nests is discovered and may be adversely affected by construction or vegetation and tree removal,

the contractor will be directed to immediately stop work and notify the Resident Engineer and the Environmental Construction Liaison.

- No compensatory mitigation is required.

Roosting Bats –

- For all build alternatives, exclusion measures will be required for roosting bats. The time of installation of the exclusion method will depend on the schedule of construction and the roosting habits of each species known to roost on the South Fork American River Bridge. A qualified biologist will be monitoring the BSA as needed throughout construction. Caltrans will review opportunities for including roosting habitat on the new facility.
- No compensatory mitigation is required.

Threatened and Endangered Species

Avoidance, Minimization, and/or Mitigation Measures

California red-legged frog –

- No avoidance, minimization, or mitigation is required.

Invasive Species

Avoidance, Minimization, and/or Mitigation Measures

- In compliance with the Executive Order on Invasive Species, EO 13112, and guidance from the Federal Highway Administration (FHWA), the landscaping and erosion control included in the project will not use species listed as invasive. In areas of particular sensitivity, extra precautions will be taken if invasive species are found in or next to the construction areas.

Greenhouse Gas Reduction Measures

AB 32 Compliance

Caltrans continues to be actively involved on the Governor's Climate Action Team as ARB works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year.

The following measures will also be included in the project to reduce the GHG emissions and potential climate change impacts from the project:

- LED lighting might be incorporated into the project.
- According to the Caltrans' Standard Specifications, the contractor must comply with all of the local Air Pollution Control District's (APCD) rules, ordinances, and regulations regarding to air quality restrictions.
- Caltrans Standard Specifications, a required part of all construction contracts, should effectively reduce and control emission impacts during construction under the provisions of Section 7-1.02C "Emission Reduction".

Appendix D – Feasibility Study

Report on Feasibility of Providing Access to Navigable Rivers

Introduction

Since two of the three viable alternatives involve a new structure over navigable waters, studies relating to river access were completed. Issues considered included extent of public use for recreational purposes, other access options, environmental impacts, right of way issues, construction and maintenance costs, and pedestrian accessibility. A discussion of these topics and a summary of proposals is contained in this section, while a listing of all options considered and a corresponding map is included as an attachment.

Public Input

A strong interest in developing river access had been noted in earlier phases of project development, so the project development team opted to make contact with interested parties regarding a possible meeting on the topic. A meeting was held on August 29, 2013 and was attended by Caltrans personnel, county personnel, a Chamber of Commerce representative, and two members of the American Whitewater recreational group. The purpose of the meeting was to gather information about current river access for recreational users. Comments regarding river access were also received following a public meeting held for the project on May 14, 2013.

Identified Issues of Public Concern

From meetings held and comments received about the project and river access, the following topics of concern were identified:

- a) Narrow existing bridge restricts access
- b) Retention of existing access on all corners of the bridge
- c) Improvement of adjacent trail system
- d) Parking
- e) Restrooms and trash cans

All identified topics of concern were considered in the study, and study conclusions can be viewed in the attachments.

Background

- a) Extent of Public Use for Recreational Purposes
The Lotus-Coloma area is very heavily utilized for recreational purposes including camping, river based activities, concerts and festivals, visits to the Marshall Gold Discovery State Historic Park, tourism/sightseeing and other outdoor activities. According to one source, the South Fork American River in the vicinity of the project is the most heavily rafted segment of river in the state. As such, the local community and water based recreational organizations have been very interested in river access issues and this project in general. Information

gathered suggests that the peak visitation months run from mid-June to mid-August.

b) Other Access Options

A total of 18 river access options were identified in the vicinity of the project (within 2 ½ miles). These include both government and private facilities, some being fee based, and others at no cost. A summary is provided here, with further details and a map provided in the appendix.

- 7 private river rafting outfitters
- 4 private camping facilities
- 2 government facilities (fee based)
- 3 government facilities (no cost)
- 2 parking areas

Future improvements to river access were also identified during studies. These include potential development of the Bureau of Land Management parcel just south of the U.S. Post Office near the bridge, potential construction of a park and ride facility near the corner of Lotus Road and Route 49, and the loosening of day use restrictions on private campgrounds and other businesses.

c) Right of Way Issues

Route 49 in the vicinity of the project is a conventional highway without access control restrictions. The right of way at the bridge is 200' on each side of the existing centerline (400' width total), and will not be reduced due to this project. The lack of access control means the public has the legal right to enter and cross the state right of way to access the river.

Conclusions

The project team determined that legal river access is currently afforded to the public through the State right of way that bounds the existing bridge, and extensive river access opportunities, both government and private owned, exist in the vicinity. However, given that the river in the project vicinity is a heavily used recreational destination, it is prudent to make reasonable upgrades to enhance the existing river access.

After gathering and analyzing available information, meeting with interested parties, conducting several internal focus meetings, and consulting with executive staff, it is proposed to make the access improvements identified below. These improvements can be made with minimal cost and environmental impacts, and require no additional right of way. It is proposed to include these access and access related improvements, even if a rehabilitation alternative is selected:

- Wider sidewalks and shoulders on bridge – The inclusion of standard sidewalks and shoulders on the new or rehabilitated structure will enhance river access by allowing pedestrian users to easily cross the structure.

- Maintain access to river – Route 49 in the project vicinity is not an access controlled facility. The legal right to cross State property for river access currently exists, and will be maintained at the conclusion of this project. An existing maintenance access road at the southwest corner of the bridge is proposed to be paved to improve access for maintenance, and in doing so, will provide improved access for recreational river users.
- Paved parking area (near highway) – A total of 10 parallel parking spaces are proposed to be constructed on the south side of Route 49 on the west side of the bridge. Their location is dictated by design standards for sight distance. Additionally, a maintenance vehicle pullout is planned for the north side of Route 49 on the east side of the bridge. When not in use by maintenance forces, the public can use it for parking.
- Informal parking – The existing informal parking on Lotus Road across from Sierra House will not be changed as part of this project. Additionally, the project specifications will include a condition that the contractor cannot use the area for construction purposes (staging, storage, etc.).
- Demarcate right of way lines – Signs will be posted to identify the limits of state right of way. This will help prevent trespassing onto private property by providing guidance to river users accessing the area around the bridge.

Constructing the access improvements identified above would have the following impacts:

- Environmental Impacts
Impacts associated with river access improvement are expected to be minimal since recreational river access already exists around all four corners of the existing bridge, and the improvements proposed do not have significant impacts. For further information, refer to the attached environmental document.
- Construction and Maintenance Costs
Wider shoulders and sidewalks are included in the project to meet current design standards, so no additional cost is associated with them in regards to improving river access. Similarly, paving the maintenance road is included in the project, so no additional cost is associated with it as well, and maintaining the current access control status (no restrictions to access) has no cost.

The additional initial cost for paved parking spots is minor and includes additional asphalt concrete, base material, striping, signing and drainage work, and ongoing maintenance costs should be minor.

Maintaining the current informal parking across from Sierra House has no construction or maintenance costs.

Signs marking the right of way will have minimal initial costs, and likely to have low maintenance costs (vandalism excepted).

- Pedestrian Accessibility

This project will improve accessibility to the river for the general public. This is a result of the improvements identified above, and due to the removal of vegetation from bridge abutments fills. Inclusion of a developed ADA compliant trail into the river floodplain was considered, but not deemed practical or warranted given there are no developed facilities in the floodplain. If a public boat ramp was being included in the project (see next section), providing an ADA compliant trail would have been warranted.

Public Boat Ramps

Consultations were made with the following State and Federal agencies regarding providing an access ramp (constructed by Caltrans) to a public boat launching area adjacent to State right of way (constructed by others). None of the agencies indicated they had any plans to construct a public boat launching area at this time.

a. United States

- Army Corps of Engineers
- Fish and Wildlife Service
- Department of the Interior Bureau of Reclamation
- National Marine Fisheries Service
- Forest Service
- Department of the Interior Bureau of Land Management

b. California

- Department of Fish and Wildlife
- State Lands Commission
- Department of Parks and Recreation
- Division of Boating and Waterways

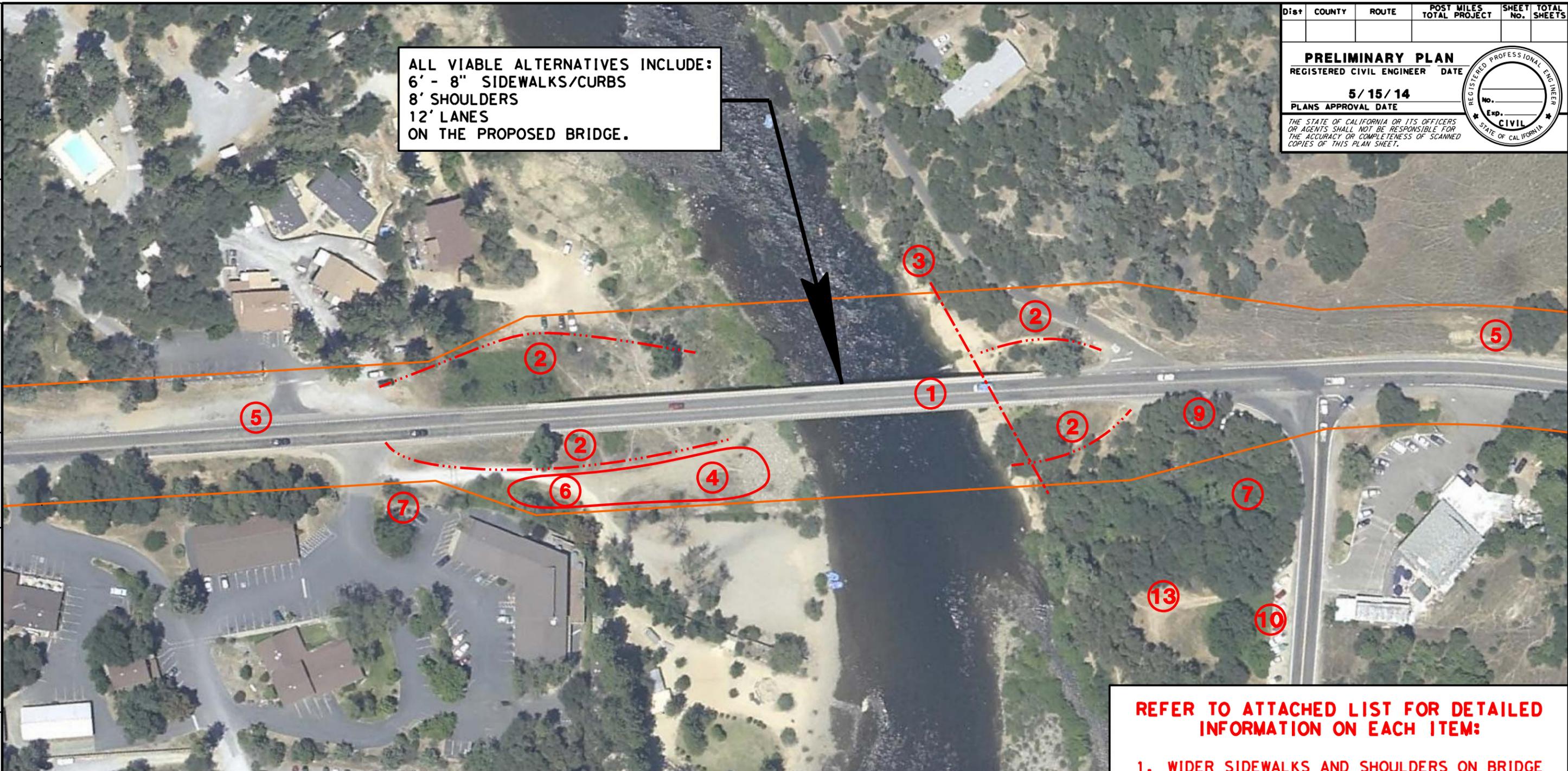
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

PRELIMINARY PLAN
REGISTERED CIVIL ENGINEER DATE
5/15/14
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
No. _____
Exp. _____
CIVIL
STATE OF CALIFORNIA

ALL VIABLE ALTERNATIVES INCLUDE:
6' - 8" SIDEWALKS/CURBS
8' SHOULDERS
12' LANES
ON THE PROPOSED BRIDGE.



- REFER TO ATTACHED LIST FOR DETAILED INFORMATION ON EACH ITEM:**
1. WIDER SIDEWALKS AND SHOULDERS ON BRIDGE
 2. ACCESS TO THE RIVER
 3. IMPROVE LOCAL TRAIL SYSTEM
 4. UNPAVED PARKING AREA (IN THE RIVERBED)
 5. PAVED PARKING AREA (NEAR HIGHWAY)
 6. SEASONAL PARKING (CLEAR OF HIGH FLOWS)
 7. PUBLIC RESTROOMS
 8. TRASH CANS (LOCATIONS NOT SHOWN)
 9. INFORMAL PARKING
 10. INFORMAL PARKING
 11. N/A
 12. REST STOP (NOT SHOWN)
 13. PARK AND RIDE LOT
 14. DEMARCATATE R/W LINES (NOT SHOWN)

ACCESS IMPROVEMENTS STUDY MAP

SOUTH FORK AMERICAN RIVER BRIDGE PROJECT

— EXISTING RIGHT OF WAY (APPROXIMATE)



NOTE: THIS PHOTOGRAPH DOES NOT SHOW HIGHWAY IMPROVEMENTS COMPLETED IN 2006.

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR BY
		CHECKED BY	DATE REVISED

USERNAME => USER
DGN FILE => REQUEST



UNIT 0000

PROJECT NUMBER & PHASE 0000000001

LAST REVISION DATE PLOTTED => DATE
00-00-00 TIME PLOTTED => \$TIME

CURRENT PROPOSALS BASED ON ACCESS IMPROVEMENTS STUDY

Updated 5/15/14

See other tab for information on all options considered.

No. (from Studies tab)	Item	Proposal	Additional Information
1	WIDER SIDEWALKS AND SHOULDERS ON BRIDGE	Construct standard sidewalks and shoulders on the bridge and road.	Standard sidewalks and shoulders will be included in the project. The specific locations are dependant on the alternative being considered. Generally speaking, standard shoulders will be included in the whole project. Standard sidewalks will be included on the bridge and bridge approaches, and along any reconstructed/widened roadway west of the bridge.
2 (A)	ACCESS TO RIVER	Maintain existing level of "freedom" to access the river from all corners of the bridge.	At the project conclusion, there will be the same level of access at all corners of the bridge as there was prior to the project. This includes the right for the public to legally cross the State right of way and no installation of fencing to prevent such access.
2 (B)	ACCESS TO RIVER	Pave the existing maintenance road on the southwest corner of the bridge.*	Place HMA on the existing gravel road to provide a stable surface for maintenance vehicles, and in doing so, also provide a benefit for people accessing the river on the southwest corner.
5 (A)	PAVED PARKING AREA (NEAR HIGHWAY)	Provide parallel parking spaces on the south side of Route 49 west of the bridge.	A total of 10 parallel parking spaces will be provided along Route 49. Parking was placed as close to the river as possible while still meeting design standards such as shoulder width, sight distance, etc.
5 (B)	PAVED PARKING AREA (NEAR HIGHWAY)	Construct a maintenance vehicle pullout on the north side of Route 49 just east of Lotus Road.*	Construct an MVP for use by maintenance vehicles, and in doing so, also provide a parking opportunity for people accessing the river.
10	INFORMAL PARKING	Keep the informal parking area on Lotus Road (across from Sierra Nevada House).	The project will not permanently affect the informal parking area, and the project specifications can include a clause that prevents the contractor from staging/occupying the area during construction.
14	DEMARCATÉ R/W LINES	Provide signs along the State R/W line near the river.	Signs will be placed along the R/W line to identify limits of public property.

* These improvements included for maintenance purposes provide side benefits for river access.

SUMMARY OF STUDIES FOR ACCESS IMPROVEMENTS STUDY

Updated 5/14/14

Information contained here provided by Environmental, and was originally obtained from the public (individuals and organized groups) and external agencies, and then considered by the PDT group.

No.	Item	Description	Request/Comment Source	Status	Apparent Relevance to Access Issue	Notes
1	WIDER SIDEWALKS AND SHOULDERS ON BRIDGE	Put sidewalks (ped/bike access) across the bridge.	30 + comments locals/public	Include	Moderate	New bridge includes standard width sidewalks and shoulders.
2	ACCESS TO RIVER	Access down to the river: either ADA compliant or not; but a trail down to the river, keeping the existing public use.	(information not provided)	Include (Partial)	Significant	Providing a designated path may be complicated due to ADA requirements, which may or may not apply in the riverbed. Maintenance needs for upkeep of a formal path that is routinely submerged is unknown. The public currently accesses the river informally at all "corners" of the bridge. Informal access, equal to existing access, will be restored after project completion (ie, there are no restrictions on the public crossing over State R/W in this area to reach the river). Approximate existing pathways shown on provided mapping. It's not clear at this time where the most appropriate location would be to place a formal pathway(s).
3	IMPROVE LOCAL TRAIL SYSTEM	Connect the walking trail from Hennington-Lotus Park to Marshall Gold Discovery Sate Park.	4 comments in HLP concept plan, CT public workshop, and focus meeting with locals	Rejected	Moderate	Information on the existing County trail system is not available at this time. A guess on pathway routing through State right of way is shown on attached mapping. Providing a designated path may be complicated due to ADA requirements, which may or may not apply in the riverbed. Maintenance needs for upkeep of a formal path that is routinely submerged is unknown. The comments weren't clear on whether we should do additional work outside our right of way to construct the pathway, or work would be limited to spanning across our right of way (line to line) to connect to existing (or planned) County pathway.
4	UNPAVED PARKING AREA (IN THE RIVERBED)	Provide a <i>gravel</i> parking lot in the gravel area at the SW side of the bridge (riverbed). Place boulders to block cars from going down to shore.	public/locals	Rejected	Moderate	Providing a designated parking area may be complicated due to ADA requirements, which may or may not apply in the riverbed. Maintenance needs for upkeep of a formal parking that is routinely submerged is unknown. In times past, this area was open to vehicle access, but was eventually closed off. It is our understanding that problems with garbage and maintenance of the area prompted closure. There are reports of vehicles accidentally going into the river as well.
5	PAVED PARKING AREA (NEAR HIGHWAY)	Provide a <i>hardscaped</i> ADA-compliant parking (parking infrastructure) area for public access down to river.	public/locals	Include	Moderate	Depending on the alternative selected, area could be available to create paved parking adjacent to Route 49 westerly of the new bridge. Even though 8' shoulders are planned for this project, sight distance and bike lane issues will generally preclude on street parking. Other issues include: increased maintenance by CT forces and difficulty meeting ADA requirements (handicapped spaces, design standards, etc.)
6	SEASONAL PARKING AREA (CLEAR OF HIGH FLOWS)	Provide a <i>seasonal</i> parking area on SW side of bridge in summer season to stay out of high flows during the winter.	public/locals	Rejected	Moderate	This item ties in with Item 4 above. A County employee noted that kayakers like to use the river in the winter, so he suggested having parking that would not be subject to closure except during abnormally large river flows. Same issues as Item 4 above. Definition of "high flows" would be needed for further studies.
7	PUBLIC RESTROOMS	Provide bathrooms.	public/locals: this went with the idea of "parking infrastructure"	Rejected	Minimal	Limited consideration of this item. It is outside the scope of the project, as well as our interpretation of State laws regarding providing "access" to rivers. A possible location is shown the mapping, though R/W would need to be obtained to place at this location.
8	TRASH CANS	Provide trashcans.	public/locals: local business owner and community member volunteered to maintain the trashcans	Rejected	Minimal	Placing trash cans (presumably affixed to a post) is feasible. An agreement could be made with a local "entity" to maintain them, with a penalty of permanent removal if maintenance becomes an issue (ie, CT Maintenance is having to clean/empty them due to a lack of upkeep by responsible entity). This item is outside the scope of the project, as well as our interpretation of State laws regarding providing "access" to rivers.
9	INFORMAL PARKING	Keep informal parking area on SE side of bridge; most local folks will park there when accessing river from ARB.	public/locals	Rejected	Moderate	Inclusion of sidewalk on the southeast corner of the bridge, combined with roadway widening as part of this project, eliminates reasonable parking value of this area. Some usage may be retained under the seismic retrofit and widening alternative. Replacement parking is being considered; see Item 5 above.
10*	INFORMAL PARKING	Keep the informal parking area on Lotus Road (across from Sierra Nevada House) as it is a popular area to park.	public/locals	Include	Moderate	There are no project plans at this time that affect the noted area; it is out of the planned limits of construction. The contractor might find it a desirable location to stage work, but it could be specified in the contract that it cannot be used by the contractor for any reason. This restriction could be limited to peak river use seasons in order to make work easier for contractor if they were to find that area desirable to use.
11	REQUEST FOR DETAILED STUDIES AND MULTIPLE PROJECT PROPOSALS	Request a stand alone feasibility study for river access "with access alternatives".	American White Water Association: blog and letter to CT	Rejected	Varies, depending on Item	Feasibility of providing access is being considered as part of the project development process. However, a separate report is not being prepared; conclusions of studies will be contained in the project approval document (Project Report).
12	REST STOP	A rest stop.	(detailed information not provided)	Rejected	Minimal	Limited consideration of this item. It is outside the scope of the project, as well as our interpretation of State laws regarding providing "access" to rivers.
13	PARK AND RIDE	Construct a park and ride facility near the bridge replacement project.	River Access PDT Group	Rejected	Moderate	The PM made contact with County regarding this issue. Any PNR facility would be planned and constructed by another agency (not Caltrans). Along Lotus Road, south of Rte 49, and adjacent to the river, there could potentially be a good park and ride location which would also serve as parking for persons accessing the river.
14	DEMARCAT R/W LINES	Provide signage indicating location of State right of way.	River Access PDT Group	Include	Significant	The public may not be aware of property line locations, and as a result, may be hesitant to access the river for fear of trespassing. Posting signage would alleviate this issue.

* Environmental suggested removing this item from this list since they will address it in the Environmental document.