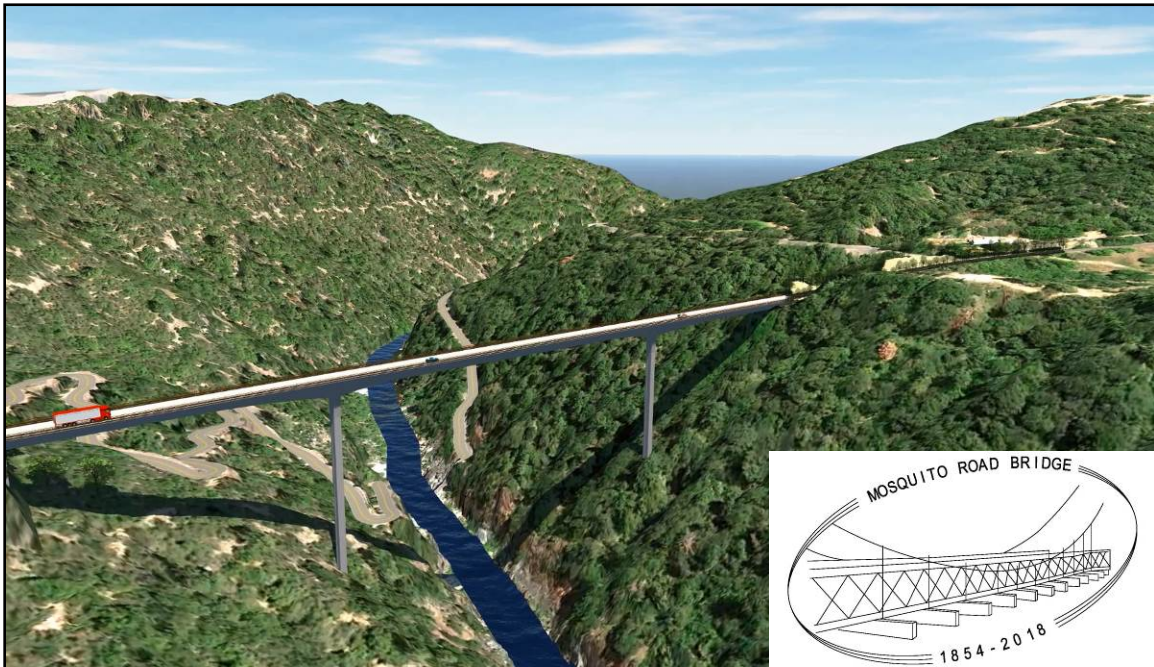


Mosquito Road Bridge Replacement Project



Final Environmental Impact Report

SCH#: 2015062076

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Acronyms and Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
ADT	Average Daily Traffic counts
BMPs	best management practices
Board	Board of Supervisors
CE	categorical exclusion
CEQA	California Environmental Quality Act
CGP	Construction General Permit
County	El Dorado County
CRHR	California Register of Historic Resources
EIR	environmental impact report
FERC	Federal Energy Regulatory Commission
FHWA	Federal Highway Administration
Final EIR	Final Environmental Impact Report
HBP	Highway Bridge Program
MMRP	Mitigation, Monitoring and Reporting Plan
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOP	notice of preparation
NRHP	National Register of Historic Places
ORMP	Oak Resources Management Plan
PRC	California Public Resources Code
proposed Project	proposed Mosquito Road Bridge Replacement Project
Public Access Feasibility Study	Draft Feasibility Study: Public Access to the South Fork of the American River at Mosquito Road Bridge
ROW	Right of Way
SHPO	State Historic Preservation Officer
SMUD	Sacramento Metropolitan Utility District
SWPPP	Storm Water Pollution Prevention Plan

The Final Environmental Impact Report

This is the Final Environmental Impact Report (Final EIR) that has been prepared for the proposed Mosquito Road Bridge Replacement Project (proposed Project). As explained below, the Final EIR has been prepared in accordance with the California Environmental Quality Act to disclose to decision-makers and the public the potential adverse physical changes to the environment that could occur if the Project is approved. The Final EIR incorporates the Draft EIR and responds to all of the comments received on both of those documents.

The California Environmental Quality Act

The California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000, et seq.) requires public agencies to consider the potential adverse environmental impacts of proposed projects and to disclose the significance of those impacts. Public agencies must consider both direct impacts and reasonably foreseeable indirect impacts. No discretionary project that may have a significant adverse impact on the environment can be approved without the preparation of an environmental impact report (EIR) and the imposition of all feasible mitigation measures. The proposed Project is a discretionary project subject to CEQA.

According to Section 15002 of the State CEQA Guidelines, below are the basic purposes of CEQA.

- Inform government decision makers and the public about the potential significant environmental effects of proposed activities.
- Identify ways that environmental damage can be avoided or significantly reduced.
- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governing agency finds the changes to be feasible.
- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

The process of preparing an EIR involves the following steps.

- Issuing a notice of preparation (NOP) soliciting the comments of public agencies and interested organizations and individuals regarding the scope and content of the EIR. El Dorado County (County) issued an NOP for the Draft EIR on June 24, 2015. A copy of the NOP is in Appendix A of the Draft EIR. The comments received from agencies and the public in response to the NOP are also included in Appendix A of the Draft EIR. CEQA does not require the lead agency to respond to the comments received during review of the NOP. The County considered all of these comments in preparing the Draft EIR.

- Conducting a scoping meeting. A scoping meeting was held on July 15, 2015 at Mosquito Fire Protection District Station 75, 8801 Rock Creek Road, Placerville from 6:30 to 7:30 p.m. to offer additional opportunity for input prior to preparation of the Draft EIR.
- Preparing a Draft EIR and releasing it for public review and comment for a period of at least 45 days. The Draft EIR for the project was available for a review period of 45 days from October 17, 2016 through December 1, 2016 for public agencies and interested organizations and individuals to review. Copies of the Draft EIR were available at the County Transportation offices at 2850 Fairlane Court in Placerville and at the County's website at: <http://www.edcgov.us/Government/DOT/CEQA.aspx>. A public meeting was held on October 26, 2015 at Mosquito Fire Protection District Station 75, 8801 Rock Creek Road, Placerville from 6:30 to 7:30 p.m. to present the EIR, answer questions, and accept comments on the draft EIR.
- Preparing a Final EIR. The Mosquito Road Bridge Replacement Project Final EIR incorporates revisions to the Draft EIR made in response to the comments received during the review of the Draft EIR, written responses to comments, and copies of the comments themselves. The County Board of Supervisors will certify the adequacy of and consider the Final EIR prior to taking action on the project.
- Preparing a Mitigation, Monitoring and Reporting Plan (MMRP). The Mitigation, Monitoring and Reporting Plan lists the mitigation measures to be incorporated by the County and specifies the implementation and monitoring responsibilities for each of those measures. It is a stand-alone document that is approved along with a project. The MMRP guides construction and operation of the project to ensure that impacts are mitigated wherever possible. If the Board of Supervisors approves the project, it must adopt the MMRP.
- Adopting findings. If the Board of Supervisors approves the project, it will adopt a set of findings that describe how each significant impact identified in the Final EIR will be addressed (i.e., whether the impact would be mitigated, would be mitigated by another agency, or would be significant and unavoidable). If the County chooses not to approve any of the alternatives analyzed in the EIR, then the findings will also explain why those alternatives are infeasible.

CEQA establishes a process for analyzing a project's potential impacts. The Final EIR is not a permit and CEQA does not mandate that a proposed project be approved or denied. CEQA's purposes are to ensure that public agencies make a good faith effort at considering and disclosing the potential environmental impacts of projects to decision-makers, the public, and other agencies, and implement actions that will reduce or avoid potential significant impacts (i.e., mitigation), when feasible.

The County Board of Supervisors will use the Final EIR to inform itself of the project's impacts before taking action. It will also consider other information and testimony that will arise during deliberations on the project before making their decision.

Purpose of this Document

This Final EIR (State Clearinghouse No. 2015062076) has been prepared according to CEQA and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3) to evaluate and disclose the potential environmental impacts associated with implementation of the proposed Project. This project would construct a new bridge over the South Fork American River to replace the current functionally obsolete bridge, including constructing new roadway approach segments on Mosquito

Road to connect to the new bridge (see Chapter 2 of the Draft EIR, *Project Description*). The County may adopt all or portions of the project after certifying the Final EIR.

Document Format

The format of this Final EIR is outlined below to assist the reader's review of the document.

- **Chapter 1** is this introduction to the Final EIR. The discussion reflects the CEQA process through completion of the Final EIR. It is also new to the Final EIR.
- **Chapter 2** contains the comments received on the Draft EIR and the County's responses to those comments, as well as master responses.
- **Chapter 3** describes and analyzes revisions to the proposed Project since circulation of the Draft EIR.
- **Chapter 4** contains the changes made to the Draft EIR. Changes are indicated using underline for added text and strikeout for deleted text and an explanation of the reason for the text change is provided.
- **Attachments** contain supplemental information.

Intended Use of this Document

This Final EIR is a two-part document, consisting of the Draft EIR and this document, the Final EIR, which contains the comments received on the Draft EIR, the responses to those comments, and the errata or revisions made to the Draft EIR. The Final EIR as a whole will be considered by the County Board of Supervisors prior to taking final action on the project.

Chapter 2

Comments and Responses to Comments on the Draft EIR

This chapter lists the comments received on the Draft EIR, provides copies of the individual comments, and responds in turn to each comment related to environmental issues. Most of the comments received raised similar issues about the project and its alleged environmental impacts. The County has prepared master responses to address the most frequently raised issues. When an individual comment raises an issue discussed in a master response, the response to that individual comment will cross-reference to the appropriate master response (e.g., “see Master Response 1”).

The Master Responses address the following topics:

- Master Response 1: Public Concerns Regarding Bridge Removal
- Master Response 2: Impacts of Bridge Demolition
- Master Response 3: River Access for Recreational Purposes
- Master Response 4: Historic Status of Bridge

Comment Letters Received

During the 45-day public comment period for the Draft EIR (October 17 to December 1, 2016), 307 comment letters were received. Each letter was placed into one of four categories (Agencies, Tribal Organization, Other Organizations, and Individuals) and given a unique number, as listed in Table 2-1 below. As noted in the table, an additional nine comment letters were received after the close of the public comment period, and no response to these comments is required. For this reason, the County has not prepared written responses in the Final EIR to comments received after the end of the comment period.

Table 2-1. Comment Letters Received on the Draft EIR

Comment Letter Number	Name of Commenter	Date of Letter
Agencies		
A-1	U.S. Department of the Interior, Bureau of Land Management	12/1/2016
A-2	Central Valley Regional Water Quality Control Board	11/16/2016
A-3	Governor’s Office of Planning and Research, State Clearinghouse and Planning Unit	12/1/2016
A-4	Counties of El Dorado and Alpine, Department of Agriculture, Weights and Measures	12/1/2016
Tribal Organization		
T-1	Wilton Rancheria	11/16/2016

Comment Letter Number	Name of Commenter	Date of Letter
Other Organizations		
O-1	El Dorado County Fish and Game Commission	11/10/2016
O-2	California Invasive Plan Council	11/28/2016
O-3	Trout Unlimited, El Dorado County Chapter	11/21/2016
O-4	American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters	12/1/2016
O-5	California Wildlife Foundation	11/30/2016
O-6	Chico Velo	11/29/2016
Individuals		
I-1	Gary Johnson	11/21/2016
I-2	Aaron Terrazas	11/29/2016
I-3	Albert Romvari	11/28/2016
I-4	Alice Butler	11/29/2016
I-5	Ally Bulgari	11/22/2016
I-6	Amy Weiss	11/28/2016
I-7	Andrew Frishman	11/21/2016
I-8	Andrew Hegelein	11/29/2016
I-9	Andrew Madden	11/29/2016
I-10	Andriena-Marie Barendt	11/21/2016
I-11	Angie Bonanno	11/29/2016
I-12	Anna Lackey	11/30/2016
I-13	Anna Wagner	11/30/2016
I-14	Annie Burkhart	11/28/2016
I-15	Anthony Loro	11/28/2016
I-16	Asa Shoemaker	11/30/2016
I-17	Austen Lorenz	11/21/2016
I-18	Barbara Housand	11/30/2016
I-19	Barry Kruse	11/22/2016
I-20	Ben Gravitz	11/27/2016
I-21	Ben Stiegler	11/21/2016
I-22	Ben York	11/23/2016
I-23	Ben Zupo	11/30/2016
I-24	Bill McDonald	11/30/2016
I-25	Billie McCallon	11/28/2016
I-26	Boomer Janoska	11/30/2016
I-27	Brad Brewer	11/28/2016
I-28	Brad Cole	11/30/2016
I-29	Brian Hapgood	11/30/2016
I-30	Brittani Farquharson	11/29/2016
I-31	Bruno Pitton	11/22/2016

Comment Letter Number	Name of Commenter	Date of Letter
I-32	Bryant Burkhardt	11/28/2016
I-33	Bryce Lewis	11/29/2016
I-34	Jared Noceti	11/30/2016
I-35	Camden Bos	11/29/2016
I-36	Charlie Heieck	11/22/2016
I-37	Chester Brown	11/23/2016
I-38	Chris Tulley	11/28/2016
I-39	Christopher Madden	11/29/2016
I-40	Colin Carr-Hall	11/29/2016
I-41	Conor Weatherford	11/30/2016
I-42	Dale Roberts	11/22/2016
I-43	Dan Kanner	11/28/2016
I-44	Dan Sadowski	11/28/2016
I-45	Dana Stayrook Hobbs	11/23/2016
I-46	<i>This comment was received after the close of the public comment period, and no response to this comment is required.</i>	12/4/2016
I-47	Derrick Hilbert	11/22/2016
I-48	Dave Bringham	11/22/2016
I-49	Dave Cherne	11/28/2016
I-50	David DeRose	11/23/2016
I-51	David Farkas	11/29/2016
I-52	David Garcia	11/30/2016
I-53	David Kashuba	11/29/2016
I-54	David Knight	11/29/2016
I-55	David Lewis	11/29/2016
I-56	David Maurier	11/28/2016
I-57	David Pesavento	11/26/2016
I-58	David Vomund	11/22/2016
I-59	Dawn King	11/29/2016
I-60	Diane Brasuell	11/28/2016
I-61	Don Barch	11/30/2016
I-62	<i>This comment was received after the close of the public comment period, and no response to this comment is required.</i>	12/2/2016
I-63	Doug Schrock	11/22/2016
I-64	Dylan Nichols	11/30/2016
I-65	Edward Cavin	11/30/2016
I-66	Edward Roseboom	11/30/2016
I-67	Elizabeth Carr	12/1/2016
I-68	Eric Wright	11/28/2016
I-69	Ethan Boswell	11/28/2016
I-70	Eva Clarici	11/30/2016
I-71	Evan Smith	11/30/2016
I-72	Fred Parson	11/23/2016

Comment Letter Number	Name of Commenter	Date of Letter
I-73	Fredrick Wagner	11/30/2016
I-74	Gail Myers	11/22/2016
I-75	Gerald Meral	11/23/2016
I-76	Gina Tassinari	11/30/2016
I-77	Glen Brasel	11/25/2016
I-78	Greg Dickson	11/30/2016
I-79	Greg Didriksen	11/21/2016
I-80	Greg Fales	11/29/2016
I-81	Greg Schuster	11/27/2016
I-82	Gretchen Dunbar	11/29/2016
I-83	Gwenn Bezard	11/28/2016
I-84	Heather Shakespeare	11/30/2016
I-85	Hilde Schweitzer	11/28/2016
I-86	Ian Janoska	11/29/2016
I-87	Ida Crawford	12/1/2016
I-88	Ida Crawford	11/21/2016
I-89	Ingrid Kambe	11/21/2016
I-90	Isaac Chilton	11/29/2016
I-91	Jackie House	11/28/2016
I-92	Derrick Hilbert	11/28/2016
I-93	James Barger	11/30/2016
I-94	<i>This comment was received after the close of the public comment period, and no response to this comment is required.</i>	12/2/2016
I-95	James Pavlichek	11/29/2016
I-96	James Subido	11/30/2016
I-97	James Wood	11/23/2016
I-98	Janelle Thomas	11/22/2016
I-99	Janice Curtin	11/28/2016
I-100	Jared Jeppson	11/29/2016
I-101	Jeffrey Muss	11/22/2016
I-102	Jeff Landauer	11/29/2016
I-103	Jeff Smith	11/30/2016
I-104	Jeff Trauba	11/28/2016
I-105	Jeffrey Wheeler	11/30/2016
I-106	Jennifer Calvin	11/30/2016
I-107	Jennifer Hirsh	11/28/2016
I-108	Jennifer Kardos	11/21/2016
I-109	Jeremiah Cooper	11/30/2016
I-110	Jessa Rego	11/21/2016
I-111	Jessa Wilber	11/30/2016
I-112	Jesse Moore	11/22/2016
I-113	Jim Addington	11/29/2016
I-114	Zak Lieby	11/30/2016

Comment Letter Number	Name of Commenter	Date of Letter
I-115	Zosia Zawacki	11/30/2016
I-116	Zach Nichols	11/28/2016
I-117	John Boone	12/1/2016
I-118	John Malick	12/1/2016
I-119	John Rogie	11/30/2016
I-120	Jon Brommeland	11/23/2016
I-121	Jonas Minton	11/30/2016
I-122	Joni Vincelette	11/21/2016
I-123	Jose Burgos	12/1/2016
I-124	Joseph Espenshade	12/1/2016
I-125	Joseph Myers	11/30/2016
I-126	Judi McCallum	11/22/2016
I-127	Justin Smith	11/30/2016
I-128	Justin Smith	11/21/2016
I-129	Kareela Collins	11/28/2016
I-130	Karen Cross	11/30/2016
I-131	Karen Mulvany	12/1/2016
I-132	Kathleen Lindsen	11/30/2016
I-133	Kathryn Dennis	11/28/2016
I-134	Kathryn Goursolle	11/28/2016
I-135	Kathy Cervantez	11/29/2016
I-136	Keirith Snyder	11/28/2016
I-137	Keith Wright	11/26/2016
I-138	Kelly Vaughn	11/22/2016
I-139	Kenneth Pack	11/30/2016
I-140	Kevin Branstetter	12/1/2016
I-141	Kim Treadaway	11/30/2016
I-142	Kyle Feldman	12/1/2016
I-143	Leonardo Franchi	11/29/2016
I-144	Lesley Vardanega	11/28/2016
I-145	William Scheel	11/29/2016
I-146	William Lesch	11/28/2016
I-147	Leslie Iorillo	11/29/2016
I-148	Neil Nikirk	12/1/2016
I-149	Nicole Childs	11/30/2016
I-150	Noel Robinson	11/28/2016
I-151	Pat Munsch	11/22/2016
I-152	Patricia Stow	11/29/2016
I-153	Patrick Perkins	11/22/2016
I-154	Paul Lombardi	11/30/2016
I-155	Peter Anderson-Sprecher	11/30/2016
I-156	Phil Boudreau	11/30/2016

Comment Letter Number	Name of Commenter	Date of Letter
I-157	Phil Smith	12/1/2016
I-158	Polly Laporte	11/29/2016
I-159	Reg Lake	11/28/2016
I-160	Rita Gould	11/22/2016
I-161	Robert Branscomb	11/29/2016
I-162	Robert Dalton	11/30/2016
I-163	Roger Martin	12/1/2016
I-164	Ron Shevock	11/29/2016
I-165	Ron Vardanega	11/28/2016
I-166	Ronald Mastalski	11/22/2016
I-167	Russell Barrett	11/30/2016
I-168	Rusty Sage	11/28/2016
I-169	Samuel Bernstein	11/21/2016
I-170	Sara Heuston	11/29/2016
I-171	Sara Powis	11/30/2016
I-172	Sarah Canfield	11/30/2016
I-173	Saul Gleser	11/28/2016
I-174	Scott Amundson	11/21/2016
I-175	Scott Campbell	11/29/2016
I-176	Scott Hayward	11/30/2016
I-177	Scott Perry	11/30/2016
I-178	Scott Vail	11/30/2016
I-179	Leif Anderson	11/21/2016
I-180	Lindsey Jones	12/1/2016
I-181	Louis Norris	11/29/2016
I-182	Lucas Healy	11/30/2016
I-183	Mallory Tanner	12/1/2016
I-184	Marcus RhodenHill	11/30/2016
I-185	Marek Robinson	11/30/2016
I-186	Marilyn Freedberg	11/22/2016
I-187	Mark Noyes	11/28/2016
I-188	Mark Piasente	11/27/2016
I-189	Mark Rauscher	11/23/2016
I-190	Martha Herzog	11/22/2016
I-191	Martin Beebee	11/29/2016
I-192	Mary DeRiemer	11/30/2016
I-193	MaryAnn Clark	12/1/2016
I-194	Matt Clements	11/30/2016
I-195	Matthew Gowans	11/30/2016
I-196	Maury Hull	11/30/2016
I-197	Maxwell Horikawa	12/1/2016
I-198	Michael Bean	12/1/2016

Comment Letter Number	Name of Commenter	Date of Letter
I-199	Michael Bell	11/28/2016
I-200	Michael Stewart	11/30/2016
I-201	Michael Thompson	11/30/2016
I-202	Michelle Lemley	11/22/2016
I-203	Mike Elam	11/30/2016
I-204	Mike Elam	11/22/2016
I-205	Mike Fentress	11/28/2016
I-206	Mike Ward	11/28/2016
I-207	Monique Wilber	11/30/2016
I-208	Nancy Rosas	11/30/2016
I-209	Nathan Powell	11/30/2016
I-210	Shannamar Dewey	11/28/2016
I-211	Shannon Osborn	11/30/2016
I-212	Shannon Sage	11/28/2016
I-213	Shawn Graham	11/28/2016
I-214	Stacey Moore	11/30/2016
I-215	<i>This comment was received after the close of the public comment period, and no response to this comment is required.</i>	12/3/2016
I-216	Stephanie Viselli	11/28/2016
I-217	Stephen Abraham	11/23/2016
I-218	Stephen Chapel	11/24/2016
I-219	Stephen Wood	12/1/2016
I-220	Steven Littlewood	11/30/2016
I-221	Steve Walker	11/28/2016
I-222	Steven Neau	11/30/2016
I-223	Stuart Bratton	11/28/2016
I-224	Sue Ghilotti	11/30/2016
I-225	Suzanne Remien	11/29/2016
I-226	Suzanne Slivkoff	11/22/2016
I-227	Taylor Blevins	12/1/2016
I-228	Taylor Carlin	11/29/2016
I-229	Ted Bragdon	11/29/2016
I-230	Terry Allen	11/28/2016
I-231	Tessina Stephens	11/30/2016
I-232	Thomas Moore	11/30/2016
I-233	Tim Davis	11/28/2016
I-234	Timmy Bauer	11/29/2016
I-235	Timothy Hawkins-Brasch	12/1/2016
I-236	Timothy Madden	11/29/2016
I-237	Tina Ruse	12/1/2016
I-238	Todd Osterberg	11/29/2016
I-239	Todd Richardson	11/29/2016
I-240	Tom Werner	12/1/2016

Comment Letter Number	Name of Commenter	Date of Letter
I-241	Trevor Hagen	11/30/2016
I-242	Tyler Jose	11/23/2016
I-243	Valerie Wilson	11/22/2016
I-244	Vincent Hoagland	11/23/2016
I-245	Vladimir Kovalik	11/28/2016
I-246	Wendy Wyels	11/23/2016
I-247	William French	11/21/2016
I-248	<i>This comment was received after the close of the public comment period, and no response to this comment is required.</i>	12/7/2016
I-249	<i>This comment was received after the close of the public comment period, and no response to this comment is required.</i>	12/11/2016
I-250	Gwynne Pratt	11/26/2016
I-251	Alexandra Clarfield	11/30/2016
I-252	Brian Ginsberg	11/23/2016
I-253	Carol Selb	11/22/2016
I-254	Charles Albright	11/21/2016
I-255	Charles Siedler	11/23/2016
I-256	Chris Tucker	11/22/2016
I-257	Damon Gold	11/23/2016
I-258	David Welch	11/22/2016
I-259	Debbie Harris	10/26/2016
I-260	Devin Martin	11/30/2016
I-261	Eric Magnuson	11/30/2016
I-262	Gavin Rieser	11/23/2016
I-263	Jackie Neau	11/22/2016
I-264	Jeff Wasielewski	11/21/2016
I-265	Jim Haagen-Smit	12/1/2016
I-266	Jim Kirstein	11/29/2016
I-267	John Whittenberger	12/1/2016
I-268	Jonathan Beck	12/1/2016
I-269	Keith Kishiyama	11/21/2016
I-270	Marc Musgrove	11/30/2016
I-271	Matthew Phillips	11/30/2016
I-272	Michael Moncrieff	12/1/2016
I-273	Michael Stoner	11/23/2016
I-274	Paul Swinney	11/29/2016
I-275	Peggy Blair	11/26/2016
I-276	Philip DeRiemer	11/30/2016
I-277	Philip Coleman	11/28/2016
I-278	Rich Thompson	11/30/2016
I-279	Rob B.	11/30/2016
I-280	Ryan Spanke	11/30/2016
I-281	Steven Sylvester	11/29/2016

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I-282	Sherry Phillips	11/30/2016
I-283	Terence Barton	11/30/2016
I-284	Thomas Senter	11/21/2016
I-285	Tim Camuti	11/30/2016
I-286	<i>This comment was received after the close of the public comment period, and no response to this comment is required.</i>	12/2/2016
I-287	Vicky Vail	11/30/2016
I-288	Craig Harris	11/30/2016
I-289	Greg Dickson	11/30/2016
I-290	John Robinson	11/29/2016
I-291	John Simpkin	11/29/2016
I-292	John Simpkin	11/29/2016
I-293	Joseph Hatcher	11/25/2016
I-294	Rob Swain	11/21/2016
I-295	Sam Swanson	11/30/2016
I-296	Steve Tadevich	12/1/2016
I-297	Timothy Beck	10/22/2016
I-298	Urs Schuler	11/21/2016
I-299	William Crenshaw	11/30/2016
I-300	Kelly Rains	11/30/2016
I-301	Violet Jakab	11/26/2016
I-302	Buck Crockett	11/22/2016
I-303	Benjamin Sher	11/27/2016
I-304	<i>This comment was received after the close of the public comment period, and no response to this comment is required.</i>	12/12/2016
I-305	<i>This comment was received after the close of the public comment period, and no response to this comment is required.</i>	1/4/2017

Master Responses

Master Response 1. Public Concern Regarding Bridge Removal

Many comments were received expressing concern over the potential removal of the existing Mosquito Road Bridge and recommending that it be retained in order to allow rock climbers to more easily access nearby cliffs and to allow continued use by bicyclists. Rafters and kayakers also expressed concerns about retaining the existing bridge. As a threshold matter, impacts to recreational uses are not environmental impacts covered by CEQA. As CEQA Appendix G, "Environmental Checklist Form," illustrates, CEQA considers whether a project (1) would "increase the use of existing . . . recreational facilities" and thus cause or accelerate "physical deterioration of the facility"; or (2) would "require the construction or expansion of recreational facilities" that might have an "adverse physical effect on the environment." Simply put, CEQA considers the impacts to the physical environment from recreation, not the social effects from a project's impacts to recreation.

(See generally *Preserve Poway v. City of Poway* (2016) 245 Cal.App.4th 560, 579.) The area near Mosquito Road Bridge is undeveloped, natural land and the existing or future recreational use of that area is not a part of this Project.

Moreover, any future use of the existing bridge is also not part of the Project addressed in the Draft EIR. The Project will receive funding from the federal Highway Bridge Program (HBP). As a condition of receiving the federal HBP funds, bridges replaced with HBP funds must be taken off the County Department of Transportation's inventory of maintained bridges and thus the existing bridge can no longer be maintained by El Dorado County Department of Transportation using HBP funds after the Project is complete. At the time the Draft EIR was written and distributed to the public, the outcome of the existing bridge was undetermined as the existing bridge was not a part of the Project and could not be maintained by Department of Transportation after Project completion.

Section 2.4.3.5 of the Draft EIR indicated only that the existing bridge "would likely be removed," "unless future outside funding is obtained to keep and maintain the existing bridge as a pedestrian facility." The Draft EIR therefore assumed the removal of the bridge to provide an assessment of the environmental impacts that would occur in the event that the Board of Supervisors (Board) ultimately decided to remove the bridge. The Draft EIR also considered removal of the existing bridge because HBP funds could be used to remove the bridge, but could not be used to maintain the existing bridge. No decision was made in the EIR because the future of the existing bridge would be determined independent of the Project.

While the Draft EIR discusses the potential fate of the existing Mosquito Road Bridge and recognizes the controversy surrounding the continued recreational use of that area after the Project is complete, the Project covered by this Draft EIR is limited to the new bridge to provide safer vehicle access to Swansboro and Mosquito and decrease emergency response times to those communities. The continued maintenance of the existing Mosquito Road Bridge for recreational use and any recreational use of the area surrounding the existing bridge serve an independent utility from the Project covered by the EIR and are not under consideration in this environmental document. (See generally *Del Mar Terrace Conservancy, Inc. v. City Council* (1992) 10 Cal.App.4th 712, 733 [discussing the "independent utility" doctrine].)

Independent of the Project and subsequent to the release of the Draft EIR for public comment, the County researched feasible options available for retaining the existing Mosquito Road Bridge after the proposed new bridge is completed. The County's Chief Administrative Office presented information to the Board of Supervisors at its February 14, 2017 meeting regarding the cost and feasibility of retaining the bridge under the responsibility of the Parks Division of the Chief Administrative Office and requested that the Board provide direction to staff. Following the presentation, and after hearing from the public, the Board voted unanimously to direct staff to proceed in the following manner:

1. Keep and maintain the existing Mosquito Road Bridge for pedestrian and bicycle use only;
2. Budget annual maintenance costs from the Sacramento Metropolitan Utilities District funding that the County receives; and
3. Direct the Chief Administrative Officer to refine the annual maintenance estimates and explore partnerships with outside organizations that may want to help raise funds for recreation activities near the bridge.

While not a part of the Project addressed by the Draft EIR, concerns about bridge removal are moot in light of the Board's independent action to maintain the existing bridge under the responsibility of the Chief Administrative Office, Parks Division. Barriers will be installed at each end of the existing bridge for safety purposes and to prevent vehicular use of the bridge.

Section 2.4.3.5 further indicates that, if the existing bridge was removed, "[a]ccess to the old roadway segments on each side of the river would be controlled by pipe gates placed on the old road near the junction of new bridge approach roadway, which would be closed once the new bridge is open for use." However, and independent of the Project, the Board has agreed to maintain vehicle access to the existing bridge on one side of the river from dawn to dusk. In maintaining this commitment, the County will determine, in a separate action, the specific locations of gates and operation of the gates to allow vehicular access on each side of the river.

The comments received on the Mosquito Road Bridge Project Draft EIR that will be referencing this master response cover a variety of concerns related to the potential removal of the bridge, including: recreational impacts, impacts upon pedestrian and bicycle usage, access for climbers, and parking. These impacts to recreation are not impacts to the physical environment covered by CEQA and primarily rest on the future of the existing bridge, which is not part of the Project. Moreover, these concerns were addressed by the decision of the Board to keep the bridge and other commitments the Board has made independent of this Project.

With respect to comments about parking, the existing situation is that people park cars in the limited room along the road in safety turnouts designed to allow vehicles to pass and not designed for parking, and on private property alongside Mosquito Road near the bridge. There are no formal facilities (e.g., parking lot, staging area, bathroom facilities, formal access trail) for recreationists. Nor are there formal, maintained access trails to the South Fork American River or the adjoining cliffs from the bridge. Independent of the Project, the County has agreed to help facilitate limited, informal parking on the Placerville side of the river. While concerns about parking are thus not a part of the Project, the comments have been addressed through an independent action. Comments that additional parking should be constructed, as opposed to comments that existing parking should remain, are addressed in Master Response 2.

Master Response 2. Impacts of Bridge Demolition

Comments were received regarding the analysis in the Draft EIR of the impacts of demolition of the existing Mosquito Road Bridge. The Draft EIR project description noted that the existing Mosquito Road Bridge might be removed, described how demolition would occur, and identified the area of disturbance related to demolition (see Section 2.4.3.5 and the inset of Figure 2-2 of the Draft EIR, respectively). As stated on pages 3.3-27 and 3.8-11 of the Draft EIR, based on the standard requirements of the mandatory Storm Water Pollution Prevention Plan (SWPPP) and permit requirements, demolition was not expected to result in any impacts to the river.

Some commenters questioned whether the impacts of demolition of the bridge were analyzed in the Draft EIR. The impacts of bridge demolition were analyzed holistically with the rest of the project. That bridge demolition impacts were indeed considered in the analyses is reflected in mitigation measures that have components addressing those impacts. For example, Mitigation Measure BIO-9: Conduct Preconstruction Survey for Mud Nests on the Bridge and Implement Protective Measures for Bridge-Nesting Birds focuses on avoiding impacts to swallows that nest in the existing bridge. Mitigation Measure BIO-10: Identify Suitable Roosting Habitat for Bats and Implement Avoidance

and Protective Measures, specifically includes measures to ensure bats that are using the existing bridge will not be adversely affected by the project. In addition, more generic mitigation measures for construction activities such as Mitigation Measure BIO-1: Install Construction Barrier Fencing around the Construction Area to Protect Sensitive Biological Resources to Be Avoided, would also apply to construction-type activities related to bridge demolition.

As noted in Master Response 1, since publication of the Draft EIR and independent of this Project, the Board has directed the bridge to be retained and maintained. As a result, there will be no impacts from bridge demolition. Note that the County currently undertakes substantial maintenance work on the bridge (averaging \$75,000) each year, requiring its seasonal closure, and will continue to perform these activities to maintain the bridge for only pedestrian and bicycle use. Therefore, the separate action of maintaining the existing bridge will not involve any new activities or impacts.

Master Response 3. River Access for Recreational Purposes

Mosquito Road is currently used by whitewater boaters and fishermen as an undeveloped informal and unimproved access point to and from this stretch of the South Fork American River. It also provides access to adjoining cliffs used by rock climbers. The impacts to these recreational uses on this undeveloped, natural land are not part of the Project covered by the Draft EIR. Nonetheless, and as noted in Master Response 1, pedestrian and bicycle use of the existing Mosquito Road Bridge and vehicle access to the river on each side will remain, allowing for continued public access.

Although people park vehicles in the limited room along the road in safety turnouts designed to allow vehicles to pass and not designed for parking, and on private property alongside Mosquito Road near the bridge, there are no formal facilities (e.g., parking lot, staging area, bathroom facilities, formal access trail) for recreationists in this undeveloped area. Nor are there formal, maintained access trails to the South Fork American River or the adjoining undeveloped cliffs from the bridge. Nonetheless, and independent of this Project, the County has agreed to help facilitate limited, informal parking once the new bridge is complete.

Obligations of the South Fork American River Project

Commenters have cited the Federal Energy Regulatory Commission (FERC) License Order for Sacramento Metropolitan Utility District's (SMUD's) Upper American River Project as a reason to provide improved access for whitewater boaters at the bridge. The agreements related to the relicensing of the SMUD Upper American River Project bind SMUD to certain recreational flow releases from its Slab Creek Reservoir and future unspecified access/recreational improvements along the South Fork of the American River. The increased releases improve water levels below Slab Creek Reservoir to the extent that it is a viable run for kayakers and other whitewater boaters. However, the County is not a party to these agreements, and the agreements do not obligate the County to provide improved access or other recreation-related improvements at the existing Mosquito Road Bridge. Nor are these recreational uses created through the FERC license a part of the Project addressed in the Draft EIR. As part of the Mosquito Road Bridge Replacement Project, the County is not planning to make any access improvements at the bridge.

Some commenters stated that loss of the informal access would have an economic impact on commercial boating enterprises. These are not environmental impacts of the Project. Moreover, and as noted in Master Response 1, pedestrian and bicycle access to and across the existing Mosquito Road Bridge and vehicle access to one side of the river will remain, allowing for continued public

access. Further, pursuant to CEQA Guidelines Section 15064(e), economic issues are not subject to CEQA analysis unless they would result in an adverse physical change in the environment. The commenters have not identified any such relationship or physical change.

Providing Improved River Access as Mitigation

Although the Draft EIR indicates that the Project could include limiting vehicle access to the South Fork American River along the approaches to the existing Mosquito Road Bridge if the existing bridge was removed, the County has agreed independent of this Project to allow for vehicle access to the river on one side of Mosquito Road. Nonetheless, any loss of vehicle access would not result in a significant environmental impact (i.e., a substantial adverse change in the existing physical environment). While the County has also agreed to help facilitate limited, informal parking independent of this Project, the County does not intend to improve parking or install turnaround areas, as these would require extensive construction work because of the steepness of the adjacent slopes. This construction would result in substantial environmental impacts and is not part of the new bridge Project.

As stated on page 3.12-3 of the Draft EIR, the Project would not result in a significant effect to the environment from (1) increased use of recreational facilities; or (2) the construction or expansion of recreational facilities. CEQA is concerned with the disclosure of adverse physical changes in the environment. Issues related to the availability of access to recreational whitewater boating, fishing, and rock climbing are social issues, not issues subject to CEQA review, because they do not relate to substantial changes in the physical environment. Even if recreational boating and rock climbing were subjects of CEQA consideration, pedestrian, bicycle, and vehicle access to the river will remain. The decision by the Board described in Master Response 1 not to remove the existing bridge means that public access across the South Fork of the American River will also remain. Because the Project would not have a potential to result in a significant environmental effect, no mitigation is required under CEQA. Similarly, because there is no significant adverse change in the environment and the purpose of the Project is not to develop improved recreational facilities, no recreation-related alternatives need to be considered.

Some commenters assert that under the State Constitution “the public does not need authorization from the County to access a navigable river of the state.” Even if existing Mosquito Road Bridge was demolished and vehicle access was restricted, the public would not be precluded from accessing the river. Nonetheless, because, as discussed in Master Response 1, the County has decided that pedestrian, bicycle, and vehicle access to the existing Mosquito Road Bridge will remain, the Project would not prevent public access to the river and there is no Constitutional issue raised. It should be noted that the existing informal access crosses private land and is not sanctioned by the County.

Commenters suggest several mitigation measures. While there is no need for mitigation because there are no significant impacts to the environment, the impacts to recreation are not covered by CEQA, and the concerns regarding recreation and river access have been addressed, as discussed above, the following addresses these suggested measures.

- **Suggested Measure:** Maintain the existing vehicle access to river level and the area parking spaces. Close off the existing bridge to vehicle traffic and allow pedestrian and vehicle through access.

Discussion: This measure is similar to the El Dorado County Board of Supervisors direction to staff at its February 14, 2017 meeting. As described in Master Response 1, the County has

decided to retain the bridge for pedestrian and bicycle use and the County has agreed to maintain vehicle access to the river on one side of the river and help facilitate limited, informal parking. Any greater parking opportunities in the future will require collaboration with interested stakeholders to obtain funding and would be evaluated as a separate project.

- **Suggested Measure:** Maintain the existing vehicle access and the informal parking, but only during the months identified in the FERC License for the Upper American River Project for recreational flow (March, April, May, and October). Provide public parking for the offseason in the areas developed for construction of the bridge or in turnouts purchased from private landowners. Close off the existing bridge to vehicle traffic and allow pedestrian and vehicle through access.

Discussion: As described in Master Response 1, the County has decided to retain the bridge for pedestrian and bicycle use at the Board's direction and the County has agreed to maintain vehicle access to the river on one side and help facilitate limited, informal parking. The Project does not include the creation of new parking areas and turnouts. Construction and operation of new parking areas and turnouts as proposed by this commenter would result in additional environmental impacts beyond those of the Project and so the County declines to expand the Project to include these elements, especially when it is unrelated to the purposes of the Project. Please refer to Master Response 1 for a more detailed description of commitments the County has made independent of this Project.

- **Suggested Measure:** Develop turnouts for parking along Mosquito Road on BLM land (Assessor's Parcel Number 084-030-046) as close to the river as possible and allow vehicle access to that point. Close off the existing bridge to vehicle traffic and allow pedestrian and vehicle through access.

Discussion: The Project does not include the creation of new parking areas and turnouts. Due to the steepness of the American River canyon, developing additional turnouts would require substantial additional ground disturbance as well as extensive structural retaining walls impacting the view shed. Further, once built, the turnouts would incur additional maintenance costs. As discussed above, there is no need for mitigation because the concerns related to recreation and river access do not amount to significant impacts to the physical environment. Construction and operation of new parking areas and turnouts as proposed by this commenter would result in additional environmental impacts beyond those of the Project and so the County declines to expand the Project to include these elements. Nor is this bridge safety Project intended to include the construction of new recreational parking facilities. Please refer to Master Response 1 for a more detailed description of commitments the County has made independent of this Project.

- **Suggested Measure:** Develop turnouts for parking along Mosquito Road on BLM land (Assessor's Parcel Number 084-030-046) as close to the river as possible and allow vehicle access to that point. Remove the existing bridge and provide a new bridge for pedestrian and bicycle through access.

Discussion: The Project does not include the creation of new parking areas and turnouts. The El Dorado County Board of Supervisors has directed that the Mosquito Road Bridge is to be retained. Removal of the bridge would conflict with the Board's direction. Building a new bridge is not necessary because the existing bridge is to be retained. As discussed above, there is no need for mitigation because there are no significant impacts to the environment and the impacts to recreation and river access are not addressed by CEQA and, even if they were, have been

addressed by decisions independent of this Project. Construction and operation of new parking areas and turnouts as proposed by this commenter would also result in additional environmental impacts beyond those of the Project and so the County declines to expand the Project to include new turnouts to accommodate recreational uses. Please refer to Master Response 1 more detailed description of commitments the County has made independent of this Project.

- **Suggested Measure:** Maintain the existing vehicle access and the informal parking. Close off the existing bridge to vehicle traffic and allow pedestrian and vehicle through access. Provide a new vehicle parking and turnaround area near the new construction site on the Swansboro side to accommodate parking on that side of the river. Provide enough parking for 25 vehicles to park at this location where the first bend in the road from the river occurs. Close off the access road beyond the parking area to prevent access to the new bridge's pilings.

Discussion: As described in Master Response 1, the County has decided to retain the bridge for pedestrian and bicycle use and the County has agreed to maintain vehicle access to the river on one side and help facilitate limited, informal parking. As a result, this part of this proposed mitigation measure is similar to the County's existing plans made independent of this Project. The bridge safety Project does not include the creation of new parking areas and turnouts for recreational use. Developing a new parking area for 25 cars would require approximately one-quarter acre of level ground. This would result in substantial additional and permanent ground disturbance with extensive structural retaining walls which would impact the view shed and, if paved, would require drainage facilities to avoid runoff and erosion. Further, once built, the parking area would incur additional maintenance costs. Construction and operation of these new hypothetical parking areas and turnouts as proposed by this commenter would result in additional environmental impacts beyond those of the Project and so the County declines to expand the Project to include new turnouts. Please refer to Master Response 1 for more detailed description of commitments the County has made independent of this Project.

- **Suggested Measure:** Maintain the existing vehicle access and the informal parking. Replace the existing bridge with a new pedestrian and bicycle footbridge providing access to both sides of the river. Provide a new vehicle parking and turnaround area near the new construction site on the Swansboro side to accommodate parking on that side of the river. Provide enough parking for 25 vehicles to park at this location where the first bend in the road from the river occurs. Close off the access road beyond the parking area to prevent access to the new bridge's pilings.

Discussion: Removing the Mosquito Road Bridge would conflict with the Board's direction to retain and maintain the existing bridge for pedestrian and bicycle use. The Project does not include the creation of new parking areas and turnouts. Developing a new parking area for 25 cars would require approximately one-quarter acre of level ground and substantial additional ground disturbance with extensive structural retaining walls which would impact the view shed. Further, once built, the turnouts would incur additional maintenance costs. Construction and operation of the new parking areas and turnouts as proposed by this commenter would result in additional environmental impacts beyond those of the Project and so the County declines to expand the Project to include new turnouts. Please refer to Master Response 1 for more detailed description of commitments the County has made independent of this Project.

Some commenters have suggested that the County should improve both the informal parking area and access to the river below and install a turnaround area on both sides of the river. Improvements to the existing areas used for informal recreational parking and access areas near the Mosquito Road

Bridge are not part of the proposed public safety Project. As discussed above, there is also no need for mitigation because there are no significant impacts to the environment. Construction and operation of new parking areas, turnouts, and turnaround areas for recreational use as proposed by some commenters would also result in additional environmental impacts beyond those of the Project. Improvements to the existing turnouts, including widening and installation of drainage systems, would require excavation and slope stabilization (extensive structural retaining walls) work because of the steepness of the adjacent slopes. Improving the existing access near the Mosquito Road Bridge would increase the potential environmental impacts as a result of the need for extensive construction work on the steep slope leading to the river and the need to meet trail construction standards, including width and maximum grade. This would include excavation, slope stabilization, vegetation removal, and may include in-water work that the Project itself avoids. This construction would result in substantial environmental impacts and would be entirely unrelated to and serve an independent utility from the bridge safety Project in the Draft EIR. Further, this is private property and the County would need to acquire the land in fee or by easement in order to undertake this type of improvement. The County declines to expand the Project in this manner because it is unnecessary and would result in additional environmental impacts beyond those of the Project. Please refer to Master Response 1 for a more detailed description of commitments the County has made independent of this Project.

Some commenters have suggested that the County should provide new parking at the proposed bridge. The Project does not include the creation of new parking areas and turnouts for recreational use. As discussed above, there is no need for mitigation because there are no significant impacts to the environment from these recreation and river access concerns. Construction and operation of new parking areas at the proposed bridge would also result in additional environmental impacts beyond those of the Project and so the County declines to expand the Project to include new parking. Please refer to Master Response 1 for a more detailed description of commitments the County has made independent of this Project.

Moreover, the July 2016 document “Draft Feasibility Study: Public Access to the South Fork of the American River at Mosquito Road Bridge” (Public Access Feasibility Study) prepared for the El Dorado County Board of Supervisors notes that during the FERC re-licensing process SMUD examined the potential for improving boating access at the Mosquito Road Bridge and concluded that it was infeasible due to site constraints. In an e-mail to the County dated December 15, 2015, SMUD advised that it has no plans to develop a formal access point at the Mosquito Road Bridge for recreational boating or other purposes. The Public Access Feasibility Study describes the environmental impacts and costs that would be associated with providing formal access at the bridge. Although beyond the scope of the Project, the feasibility study has been attached to the Final EIR (Attachment A).

Master Response 4. Historic Status of Bridge

Several comments were received concerning whether the Mosquito Road Bridge is an historic resource. Some comments expressed interest in retaining the bridge because the commenters stated it is historic, some asked questions concerning how the determination of the historic status of the bridge, as described in the Draft EIR, was made, and some commented on the Project’s potential to impact an historic resource if the bridge were to be removed. Comments were also made regarding the community’s character and identity as it relates to the presence of the bridge.

As stated on page 3.4-11 of the Draft EIR, the County is aware that some members of the public believe the bridge to be a historic bridge with ties to the gold-rush history of the region. In order to address these concerns, the earlier bridge evaluation was revisited for this Project and the conclusion of the research was that the bridge is not eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR). The findings of the Draft EIR, as stated on page 3.4-13 of the Draft EIR, were based on extensive research into the history of the bridge that was conducted for this project. A summary of the research and analysis of the bridge is included in the Draft EIR on pages 3.4-11 and -12.

As described in the Draft EIR, the basis for the analysis is the National Historic Preservation Act (NHPA), California Public Resources Code (PRC), and CEQA. The NHPA has four criteria against which properties are evaluated against to determine their eligibility for listing in the NRHP. The four criteria are listed in Section 36 of the Code of Federal Regulations, Part 60.4, and in the Draft EIR on pages 3.4-1. As described on page 3.4-3 of the Draft EIR, to determine eligibility in the CRHR, properties are evaluated against four criteria listed in PRC Section 5024.1(b) that are based on the NHPA criteria. The four state criteria are also listed on page 3.4-3 of the Draft EIR.

Based on the study of the bridge conducted for the project and documented in the Draft EIR, page 3.4-12 of the Draft EIR states the following about the Mosquito Road Bridge:

The structure does not appear to be significant for its association with significant historic events or trends in local, state, or national history such as gold mining or farming development in the Mosquito Valley and surrounding canyons (NRHP Criterion A/CRHR Criterion 1), nor does it appear to be associated with any known historic person (NRHP Criterion B/CRHR Criterion 2). The bridge is not associated with the period of innovation in design or construction of suspension bridges. As such, the bridge does not embody distinctive engineering characteristics (NRHP Criterion C/CRHR Criterion 3), and it has not yielded, nor will likely yield, important information for history (NRHP Criterion D/CRHR Criterion 4) (JRP Consulting 2004).

In addition, the bridge does not appear significant either individually or as contributing element to an existing historic district under NRHP or CRHR at the local level of significance because it lacks sufficient historical and architectural significance. Consequently, the Mosquito Road Bridge (P-09-3308-H) does not appear [to] meet the criteria for listing in the NRHP or CRHR, nor does it appear to be a historical resource for the purposes of CEQA.

In a letter dated October 27, 2016, sent shortly after the start of the public comment period for the Draft EIR, the State Historic Preservation Officer (SHPO) concurred with the findings included in the project's cultural resource documentation (including the Historical Resources Evaluation Report noted on pages 3.4-5 and 3.4-11 of the Draft EIR) submitted to SHPO by Caltrans. The Historical Resources Evaluation Report concluded that the Mosquito Road Bridge (Bridge No. 25C0061) is not an eligible property under NRHP or CRHR Criteria.

For the purposes of CEQA, removal of the Mosquito Road Bridge would not constitute an impact to an historical resource. No mitigation is necessary. However, with the Board's decision to retain the bridge as described in Master Response 1, local concerns regarding its contribution to the character of the community are addressed by this policy decision independent of CEQA. (See generally *Preserve Poway v. City of Poway* (2016) 245 Cal.App.4th 560 [community character is not a CEQA issue].)

Comments and Responses—Agencies

Comment letters from four public agencies were received (see Table 2-1 at the beginning of this chapter). A copy of each of the letters and responses to the provided comments follow this page.

Comment Letter A-1, U.S. Department of the Interior, Bureau of Land Management

LETTER A-1


United States Department of the Interior
BUREAU OF LAND MANAGEMENT

Mother Lode Field Office
 5152 Hillsdale Circle
 El Dorado Hills, CA 95762-5713
www.blm.gov/ca/motherlode

EL DORADO COUNTY
 RECEIVED



December 1, 2016

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TRANSPORTATION

Janet Postlewait
 Principal Planner
 El Dorado County Community Development Agency, Transportation Division
 2850 Fairlane Court
 Placerville, CA 95667

RE: Comments Mosquito Road Bridge Replacement Project Draft EIR

Dear Ms. Postlewait,

Thank you for the opportunity to comment on El Dorado County Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR) No. 25C0061 over the South Fork of the American River Replacement Project SCH # 2015062076. The Bureau of Land Management (BLM) is supportive of El Dorado County seeking funding to replace the existing 77 year old reconstructed Mosquito Bridge and replacing it with a new bridge. The new proposed Mosquito Bridge is located above the South Fork American River canyon eliminating approximately 2000 foot of existing roadway to facilitate access for daily travels to and from Swansboro to Placerville, emergency vehicles, and evacuations for the citizens of Swansboro and surrounding area during emergency events such as fires.

A-1-1

BLM has been briefed by County staff about possibly using BLM land for construction purposes, bridge abutment placements, roads, parking and temporary laydown areas for materials. BLM informed El Dorado County Staff that resource impacts on BLM lands will need to be analyzed through our NEPA process. Specific BLM resource and cultural resource issues on existing BLM lands were not addressed or if they were, many issues were incomplete in the Draft Mosquito Road Bridge DEIR. Even though Federal Highways Administration has given California Department of Transportation the permission to represent them, Federal Highways Administration has not obtained BLM authorization to use a Categorical Exemption in discussing resource impacts on BLM lands. At this time, Federal Highways Administration has had no discussion with the BLM Authorized Officer on this project. Since Federal Highways Administration is initiating a Federal Action on federal land they will need to initiate discussions with BLM and in this case also with California Department of Transportation on the Mosquito Road Bridge Project. Federal Highways Administration when transferring the highway right-of-way or highway material appropriation to the State will make it subject to BLM's conditions as contained in the "Letter of Consent". Until NEPA has been addressed satisfactorily by BLM on

A-1-2

A-1-3

A-1-4

Comment Letter A-1, U.S. Department of the Interior, Bureau of Land Management

LETTER A-1 p. 2 of 9

the BLM lands with the Federal Highways Administration, El Dorado County will not be able to proceed with any construction or ground disturbance activities.

A-1-4
cont'

Comments on the DEIR Summary***S.3 Areas of Known Controversy***

Since the County proposes to remove the existing Mosquito Road Bridge upon completion of the new one, the subject of bridge removal should be included in the summary section as a known controversy. The fate of the current bridge was a consistent topic raised throughout the public scoping process. El Dorado County is proposing to remove the old bridge due in part to losing the funding to maintain the bridge through the federal maintenance system, and because the funding to dismantle the old bridge is also available through the current funding of the new bridge. El Dorado County staff mentioned in our meeting that if the County is going to remove the bridge after they build the new bridge they will need to do it during this time because federal funding will only pay for this action if it is part of the new Mosquito Road Bridge Project. El Dorado County has proposed to address this issue separately from the new bridge project. On page 3.1-4 of the DEIR it discusses the "Project also involves replacing the existing Mosquito Road Bridge" and "the existing bridge may be removed at some point after traffic is shifted onto the new bridge." BLM believes that if El Dorado County is going to use the funding from this project to remove the 77 year old reconstructed Mosquito Bridge then they should revise their current El Dorado County Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR) No. 25C0061 and send it out again addressing the removal of the existing Mosquito Bridge as an alternative that includes resource, social, and managerial impacts from the removal of the bridge. El Dorado County is proposing in the DEIR to address the bridge replacement as a separate issue addressed in a separate environmental document. BLM strongly suggests that El Dorado County address the impacts to Mosquito bridge removal in a complete and comprehensive way in this DEIR document. Failure to do so could place the current Mosquito Road Bridge DEIR as deficient.

A-1-5

Preventing current public access to the river by closing off vehicle access a half mile on either side of the river is another known controversial issue that was not thoroughly addressed in the Mosquito Road Bridge DEIR. BLM discussed with El Dorado County staff at the BLM Mother Lode Field Office our concerns to keep open public vehicular river access to the river for both emergency personnel and the general public. BLM also discussed the need to provide parking and a turnaround area on both the Placerville/Swansboro side of the river.

A-1-6

BLM discussed the need to have a safe access trail from the river to the Mosquito road for recreationists. Numerous recreational users utilize the existing Mosquito Road Bridge to access the South Fork American River to swim, fish, rock climb, boat, bicycle, and picnic. It is currently very steep and awkward to gain access to and from the river to access the road. BLM believes this to be a safety hazard that needs to be mitigated.

A-1-7

BLM strongly believes the public should not lose vehicular access to the river. Blocking vehicular access on both sides of the river will discourage recreational users from using this site to enjoy their recreational pursuits. The DEIR did not properly study this impact and it should.

A-1-8

Comment Letter A-1, U.S. Department of the Interior, Bureau of Land Management

LETTER A-1 p. 3 of 9

BLM brought up in our meeting with County staff our concerns that public access is necessary to meet the needs of boaters who boat the river below Slab Creek Dam. BLM discussed utilizing the 77 plus year old public access point where Mosquito Road crosses the river is a key point for a public takeout area and put in area. It is absolutely critical that boaters be given a reasonable opportunity to take out before being forced to run a class five rapid right downstream of the old Mosquito Bridge. Preventing vehicular access to the river will make most boaters have to boat the middle and lower river segments. Portaging boats and people around Mother Load rapid is extremely difficult and could only be accomplished by very experienced boaters with climbing and rope handling skills.

During the FERC Relicensing Process for the UARP Project # 2101, whitewater boating flows were negotiated with SMUD to provide boating flows below Slab Creek Dam based on water year types. Access for boaters was identified at Slab Creek, Mosquito Road, and at a location near Whiterock Power House. These locations are critical to address public access for boaters with different boating skills. Many boaters would prefer not to run below Mosquito Road Bridge because of the Class V rapid that is located downstream of the bridge. It is not prudent to take public vehicle access away thus eliminating choices for boaters. On page 3.1-4 of the DEIR it states "The pipe gates would be closed once the new bridge is open for use." Carrying out hundreds of pounds of equipment uphill for a half mile is not acceptable and will force the boaters to navigate a Class V rapid that they may not be able to safely run. BLM predicts that if El Dorado County prevents public vehicular access to the river by closing the gates on Mosquito Road El Dorado County will be incurring and dealing with a higher frequency of injuries and possible fatalities. The public has enjoyed vehicular access to the river at Mosquito Road Bridge for over 77 years and it should be allowed to continue.

A-1-9

2.7 Required Approvals

The DEIR mentions that NEPA compliance would be required. Nevertheless, at the public meeting for the release of the DEIR, El Dorado County representatives indicated that Caltrans had granted this project a Categorical Exemption (CE) from the NEPA Process. Federal Highways has not been given authority over the federal BLM land exempting El Dorado County from conducting NEPA evaluations. Until such time that BLM approves of giving Federal Highways authority to represent BLM, NEPA will be required to be conducted on BLM lands.

A-1-10

3.12.1.2 Existing Conditions - Environmental Setting

El Dorado County DEIR did not utilize resource documents in describing current recreational uses of the affected area in evaluating the existing recreational conditions on and around the Mosquito Road Bridge area. BLM questions why El Dorado County is utilizing two River Management Planning documents pertaining to river management issues on the South Fork of the American River below Chili Bar Dam as reference documents that have nothing to do with recreational uses at Mosquito Bridge. The South Fork American River Management Planning documents pertain to river management issues that begin 5 miles below the proposed project separated by a reservoir. BLM does not agree that these documents are documents that should be referenced for this project. Furthermore, the comment that the river immediately below Slab Creek Dam is "seldom used for recreation" referencing SMUD as the source of this information

A-1-11

Comment Letter A-1, U.S. Department of the Interior, Bureau of Land Management

LETTER A-1 p. 4 of 9

is misleading. If El Dorado County had conducted a thorough literature search of the recreational uses occurring near Mosquito Bridge they would have found numerous references to recreational uses occurring at this site.

A-1-11
cont'

Whitewater Boaters:

The third edition of a 1984 paddling guidebook *The Best Whitewater in California The Guide to 180 Runs* by Lars Holbek and Chuck Stanley details the South Fork American River (Slab Creek). It cites the first descent of this reach occurred in April 1982. It goes on to relate - "One can also access the river at the Mosquito Road Bridge, 3.3 miles down the run."¹

In a comment letter to the County dated November 24, 2014, American Whitewater explained that Mosquito Road Bridge serves as a historic take-out point for boaters who want a shorter run and as an alternative to portaging the hardest Class V rapid downstream of the bridge. The letter also detailed that boaters currently park in the limited number of spaces on the Placerville canyon side of the road.²

The implementation of the 2014 FERC New License Order for the Upper American River Project resulted in the first recreational flow releases during the Spring of 2016. Recent SMUD monitoring numbers indicated during these six days of releases 105 paddlers took out at Mosquito Road Bridge carrying gear and equipment for 76 boats.³ The FERC License also provides for a future increase in the number of recreational flow days. In a WET year the maximum boating days for the season could reach 18 days. Applying the recent monitoring numbers from SMUD, in the future we could see 315 paddlers take out at Mosquito Road Bridge carrying gear and equipment for 228 boats.

A-1-12

On top of the scheduled recreational flow, the license required minimum instream flows provide opportunity for inflatable kayakers to run this river outside of the scheduled recreational releases. A comment letter from Jeff Wasielewski provided in the DEIR Appendix A relates:

With the recent SMUD relicensing, SMUD will be providing minimum streamflows that are over 200 cfs in most years In the months of April and May. I plan on taking advantage of these flows in order to frequently run the Slab Creek run with my boating friends in our inflatable kayaks. Access at the Mosquito Ridge Bridge is important to facilitate running the upper and lower sections separately since low flows require longer paddling times.

The Public Access Feasibility Study referenced that SMUD has plans for a White Rock Take-Out facility which could be used as an alternative to Mosquito Road Bridge. However, the concept plans for this facility have not been completed and with no resolution on a final location SMUD has asked for a one-year extension on the plan until January of 2017. It is likely that the Mosquito Road Bridge replacement project will be completed a decade or more in advance of any SMUD take-out facility downstream.

A-1-13

¹ Lars Holbek and Chuck Stanley *The Best Whitewater in California The Guide to 180 Runs Third Edition* (Watershed Books,1998), 176-177

² Appendix A Pages 24-28: Letter dated November 24, 2014 from American Whitewater

³ Appendix B Pages 2-4: SMUD Whitewater Boating Update

Comment Letter A-1, U.S. Department of the Interior, Bureau of Land Management

LETTER A-1 p. 5 of 9

Unlike the White Rock Take-out facility, SMUD appears on schedule for the construction of the new Slab Creek Powerhouse and Boating Flow Release Valve. Construction is slated to start in September of 2017. This facility will allow SMUD to generate more power while meeting the minimum instream flow requirements. Additionally, with the boating release valve SMUD will have finer control to provide recreational flows for a wider audience of water craft type during a single release. i.e. small kayaks to full size rafts.

A-1-13
cont'**Climbers:**

In the 1991 climbing guidebook *Climbing Guide to Cosumnes Gorge & Mosquito Bridge California*, Bob Branscomb chronicles the climbing resources located on BLM land on the Mosquito/Swanboro canyon side of the river. He describes "to access this locale it is best to park in the last turnout before reaching the bridge on the Placerville canyon side." You would then access the climbing resources by traversing the bridge when the river level is too high.⁴ Bob grew up in Placerville in the 50s and 60s and he was directly involved with developing the Mosquito Bridge area for climbing with Placerville locals Ron Vardanega and Don Garrett in the late 70s and 80s.

Ron Vardanega, details that the climbs are steep cracks on high grade granite that make a great training area for climbers preparing for the steep cracks of Yosemite. There are also several difficult climbs so climbers come to test their strength and technique.⁵ Ron also relates that these climbing formations have a name – "Mosquito Coast" first coined by William H. Cottrell's 2003 guidebook *Rock Climbs of Placerville, CA*.⁶

A-1-14

The Access Fund a national climbing advocacy organization submitted a letter to the County prior to the Draft Public Access Feasibility presentation to the Board of Supervisors. It advocated for the existing Mosquito Bridge to be maintained as a pedestrian and recreational access point as opposed to being removed. It went on to request a County analysis to address limited parking throughout the corridor.

3.12.21 Environmental Impacts – Methods of Analysis

Once again, El Dorado County uses a review of programs and plans that pertain to the management of the South Fork American River below Chili Bar Dam. BLM has already commented above as to why we disagree with the use of the South Fork American River planning documents. BLM believes there is no relevancy of utilizing planning documents that address management issues 5 miles downstream with a reservoir in between the two river segments for the discussion of recreation use near the Mosquito Bridge area.

A-1-15

3.12.2.2 Environmental Impacts – Thresholds of Significance

⁴ Bob Branscomb, *Climbing Guide to Cosumnes Gorge & Mosquito Bridge California* (Branscomb, 1991), 9-12

⁵ Appendix A Pages 32-33: Email dated August 15, 2016

⁶ William H. Cottrell, *Rock Climbs of Placerville, CA* (El Dorado Publishing, 2003), 52-62

Comment Letter A-1, U.S. Department of the Interior, Bureau of Land Management

LETTER A-1 p. 6 of 9

The two thresholds used in the CEQA Guidelines Appendix G are not the only issues we believe that should be evaluated for recreational impacts. As discussed above;

Losing vehicular access to the river that has been available to the public for over 77 years is a “potentially significant” impact that needs to be addressed in this DEIR.

The fact that the public has been utilizing the Mosquito Road Bridge for over 77 years to gain access across the river and is being proposed for removal is a “potentially significant” impact. An impact should be treated as “potentially significant” if there is substantial evidence it may be significant. All mitigation measures must be identified and described, and a brief explanation provided of how they reduce the potentially significant impact to a less than significant level. The fact the impact of a particular project is not included in the checklist does not protect the lead agency against a potential challenge based on a failure to adequately consider the potential impact. BLM views that there are more “potentially significant” impacts than what is currently addressed in Appendix G for Recreation.

A-1-16

BLM also believes a “potentially significant” impact may/will impact three mining claims on BLM lands which are located in the area of construction. Any work being proposed on or within a federal mining claim BLM will need to understand if it will substantially interfere with their operations.

A-1-17

3.12.2.3 Impacts and Mitigation Measures**Whitewater Boating Impacts:**

Historic use of this resource by whitewater boaters dating back to 1982 would suggest that paddlers consider river access at the Mosquito Road Bridge a formal take-out. The project proposal to move river access ½ mile up the Placerville river canyon side to a gated pedestrian access point will significantly curtail whitewater boating opportunities for the Slab Creek boating segment. Requiring boaters to carry out hundreds of pounds of equipment, including rafts, gear, oars, frames, paddles, kayaks, etc..... up a half-mile long hike up a 16.67% steep grade will discourage most users utilizing Mosquito Bridge as a takeout or put-in area. It also ignores the impacts to paddlers with disabilities. BLM believes most commercial operations will be affected by closing this access off. Forcing commercial companies to run the Class V Mother Load rapid will discourage commercial use of this run as well. The Portage issues will require less skilled boaters to run the Class V Mother Load rapid thus putting boaters in harm’s way to run the lower reach who have not mastered Class V skills. For the last 40 years whitewater boaters have not been able to run the river segment below Slab Creek Dam because of the FERC UARP Project #2101 only releasing minimum instream flows for aquatics. Now that flows are being made available in the FERC project for boaters, access to the middle reach at Mosquito Road Bridge is being proposed to be closed off which again will reduce whitewater boating opportunities. This is a “potentially significant” impact.

A-1-18

A-1-19

Land Based Recreation:

Rock Climbing, Bicycling, hiking, recreation opportunities are being affected by removing the old Mosquito Road Bridge once completion of the new Mosquito Road Bridge is complete. Recreational users who used this bridge to cross the river safely for at least 77 years will now be

A-1-20

Comment Letter A-1, U.S. Department of the Interior, Bureau of Land Management

LETTER A-1 p. 7 of 9

denied this opportunity. Access across the river is a safety concern for those who wish to cross to continue their experience. This will affect those recreational users experience and it will diminish their ability to cross over the river safely to continue on with their hiking and biking and climbing experience. This is a “potentially significant” impact.

A-1-20
cont'**Active Mining Claims on BLM:**

BLM currently has three active mining claims on BLM land where the new Mosquito Road Bridge construction may occur. Access for mining claimants possibly may be blocked by the El Dorado County gates. Construction may also interfere with their potential mining operations and BLM will need to understand what if any interference this may have on the existing claims. Other uses can occur on mining claims on federal land but they cannot substantially interfere with those claims. This is a “potentially significant impact.

A-1-21

Noxious Weeds Infestations from Construction:

BLM will need to understand what noxious weeds is currently present on BLM land where construction is being proposed in order to understand what impacts are caused from earth moving work and construction work on BLM land. Only when we have that information can we fully address mitigation measures to address further spread of noxious weeds on BLM land. EL Dorado County has mentioned in the DEIR that grubbing below the surface will occur on the BLM sites.

A-1-22

Comments on the DEIR Chapter 3.1 Impact Analysis – Traffic and Circulation**3.13.1.2 Environmental Setting****Access, Circulation and Parking**

The County claims that there is no formal parking provided near the Mosquito Road Bridge crossing and it is used only as a take-out point for river users. Yet, BLM recognizes that there are areas along the road where vehicles do park off the road. This section should document the current amount of spaces available for the public to park which is 4 to 6 cars as we have seen. On the Swansboro side there are a few spots where people can park off of the existing road.

A-1-23

Mitigation Opportunities:

1. Since the County intends to maintain Mosquito Road for emergency vehicles at an annual cost to the County of \$8000, maintain the existing vehicle access to river level and the area parking spaces. Close off the existing Swinging Bridge to vehicle traffic and allow pedestrian and bicycle through access. Provide a new vehicle parking and turn around area near the new Construction site on the Swansboro side to accommodate parking on this side of the river. With construction of access roads to build and maintain the bridge

A-1-24

Comment Letter A-1, U.S. Department of the Interior, Bureau of Land Management

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supports El Dorado County should provide enough parking for 25 vehicles to park at this location where the first bend in the road from the river occurs. Close off the access road after the parking area to prevent access to the bridge pilings. The County would be able to mitigate both “potentially significant” impacts to less than significant level by this proposed mitigation.

A-1-24
cont'

2. Since the County intends to maintain Mosquito Road for emergency vehicles at annual cost to the County of \$8000, maintain the existing vehicle access to river level and the area parking spaces. Replace the old Mosquito Road Bridge with a pedestrian-bicycle foot bridge to provide access to both sides of the river. Provide a new vehicle parking and turn around area near the new Construction site on the Swansboro side to accommodate parking on this side of the river. With construction of access roads to build and maintain the bridge pilings El Dorado County should provide enough parking for 25 vehicles to park at this location where the first bend in the road from the river occurs. Close off the access road after the parking area to prevent access to the bridge pilings. The County would be able to mitigate both “potentially significant” impacts to less than significant level by this proposed mitigation.

A-1-25

Mining Mitigation:

Until such time as BLM understands the design of the project and how it will affect and where it will affect BLM land we cannot comment at this time on any mitigation measures that can reduce the potentially significant impacts to mining.

A-1-26

3.3 45- Additional Mitigation Measures for Invasive Plant Species will include at a minimum:

- El Dorado County or its contractors will ensure that all construction and earth moving equipment will be thoroughly cleaned before entering the construction area on BLM lands and are free of soil, seeds, vegetative material, or other debris that could contain or hold seeds of invasive weeds.
- The contractor will take immediate action to remove and/or control any weeds observed in the construction area during the early growth stages before they develop seeds and provide follow-up treatments of any noxious weeds found in the construction area for three years following the bridge replacement. If it is determined by BLM that the infestation is still prevalent in the disturbed area then the applicant may be required to continue with treatments until such time as it is determined to be invasive weed free.
- Prior to spraying of any herbicides El Dorado County will be required to adhere to BLM Policy:

A-1-27

BLM policy requires that prior to herbicide application on BLM lands a Pesticide Use Permit must be prepared and submitted to BLM for analysis, review and approval by the Authorized Officer. Only those herbicides and adjuvants approved for use on BLM lands will be applied. No herbicides will be used in water conduits. Algaecides will not be

Comment Letter A-1, U.S. Department of the Interior, Bureau of Land Management

LETTER A-1 p. 9 of 9

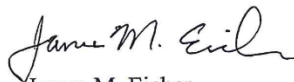
used. Following the herbicide application, a Pesticide Application Report must be completed within 24 hours and submitted to the BLM. A-1-27 cont'

Rights of Way

Right-of-Way and Temporary Easements pg.4-17 - The DEIR states that access roadways would be permanently barricaded (blocked) from general public access. El Dorado County has not obtained a Right of Way from BLM so it's inaccurate to say BLM has agreed to this. Once a ROW application has been filed and NEPA has been conducted BLM will list a set of stipulations that will be required of the County to adhere to. A-1-28

Thank you for the opportunity to comment on the Mosquito Road Bridge Draft Environmental Impact Report. BLM has identified some of our major concerns that we have on the DEIR document as we currently understand the project today. BLM is supportive of the overall proposed project of building a new access bridge across the South Fork American River at Mosquito Road in El Dorado County. If you have any questions concerning the BLM comments please contact Jim Eicher at 916-941-3103.

Sincerely;



James M. Eicher
Acting Field Manager

Response to A-1, U.S. Department of the Interior, Bureau of Land Management, December 1, 2016

A-1-1: This comment states the BLM's support for the County obtaining funding to replace the Mosquito Road Bridge. No response is necessary in the EIR.

A-1-2: This comment states that BLM has been briefed on the project. No response is necessary.

A-1-3: The Mosquito Road Bridge Draft EIR is not intended to address the BLM-related issues on federal land. The County has no authority over federal lands and CEQA does not apply. The basic environmental issues (e.g., aesthetic, biological, cultural resources, etc.) have been examined at a general level in the Draft EIR pursuant to CEQA requirements. No change to the Draft EIR is necessary.

A-1-4: The proposed Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA) is intended to cover the Mosquito Road Bridge replacement, which is partially paid for by Federal Highway Administration (FHWA) funding. Caltrans acts as the federal lead agency under its FHWA NEPA assignment agreement. BLM authorization is not necessary for Caltrans to approve this project. The County realizes that BLM approval will be necessary for that portion of the project that would cross land under BLM's management. No change to the Draft EIR is necessary.

A-1-5: As described in Master Response 1, the El Dorado County Board of Supervisors has directed that the existing Mosquito Road Bridge is to be kept and maintained for pedestrian and bicycle use.

El Dorado County will not add removal of the existing bridge as an alternative to the project and recirculate the Draft EIR. The bridge will not be removed as part of the project. The BLM is confusing NEPA, which typically examines alternative actions in an Environmental Impact Statement and selects a preferred alternative, with CEQA, which includes in an EIR a range of reasonable alternatives to the project. The alternatives selected for analysis in an EIR must meet most or all of the project's objectives, reduce one or more of its significant effects, and be feasible (CEQA Guidelines Section 15126.6). Please see also Master Response 2 for a response regarding how the Draft EIR treated the removal of the bridge. No change to the Draft EIR is necessary.

A-1-6: CEQA requires an EIR to disclose any areas of known controversy, however, those areas are not necessarily changes to the physical environment that rise to consideration as significant environmental impacts. Access is identified in the Summary section of the Draft EIR under the heading of Areas of Known Controversy. The Project included limiting access to the South Fork American River along the approaches to the existing Mosquito Road Bridge by restricting vehicular access. The County does not agree that this would result in a significant environmental impact (i.e., a substantial adverse change in the existing physical environment). Nonetheless and independent of this Project, the County agreed to provide vehicle access on one side of the river. The County does not intend to install turnaround areas, as these would require extensive construction work because of the steepness of the adjacent slopes. This construction would result in substantial environmental impacts. Please see Master Response 3 and the response to comment O-4-3 for further discussion of these issues.

A-1-7: This comment expresses BLM's opinion of what would improve existing conditions for whitewater boaters. However, improving the area for recreational use is not a part of the project and the HBP funding program for the replacement of the bridge would not cover these items. Any

safety hazard that currently exists would not be worsened by the project because the project does not propose any changes to the existing informal access.

Expanding the existing informal access is not a suitable alternative to the project. The improvements proposed by BLM would expand the project beyond its current objectives and would not meet current objectives. It would not reduce or avoid any of the significant impacts of the project because the project would not have an impact on the existing informal access. Further, it would increase the potential impacts as a result of the extensive construction on the steep slope leading to the river and the need to meet trail construction standards, including maximum grade. This may also include in-water work that the project itself avoids. Further, this is private property and the County would need to acquire the land in fee or by easement in order to undertake this type of improvement. No change to the Draft EIR is necessary.

Please also see Master Response 3.

A-1-8: Please see Master Response 3. This is BLM's position, but does not represent the purpose or objectives of this project. Limiting access to an informal take-out site does not result in an adverse physical change in the environment and therefore is not subject to further CEQA analysis. No change to the Draft EIR is necessary.

A-1-9: Please see Master Response 3.

Boaters are not "forced to run a class five rapid." Boaters are responsible for judging their own capabilities and decide for themselves whether they wish to undertake a run that includes a Class V rapid. Water safety is the responsibility of the boater. Those who have the skills to either run or portage around this rapid may continue to do so. The initially anticipated reduction in vehicular access to Mosquito Road will not increase the number of persons who may decide to make that run. No change to the Draft EIR is necessary.

A-1-10: The County realizes that BLM approval will be necessary for that portion of the project that would cross land under BLM's management. Caltrans' proposed CE is intended to cover the construction of the replacement bridge, the federal action Caltrans oversees as the NEPA lead agency, as assigned by FHWA. No change to the Draft EIR is necessary.

A-1-11: Please see Master Response 3 and the response to comment O-4-22 for additional discussion of recreational uses of the American River, including a discussion of recreational use below Slab Creek Dam and the recent increase in whitewater boating after completion of the FERC relicensing and increased water flows from releases above Mosquito Road Bridge. Discussion of the management of the South Fork American River is pertinent in that it shows there are substantial recreational opportunities, outside of the whitewater run below Slab Creek Reservoir, on the South Fork. With the Board of Supervisors' direction to retain the Mosquito Road Bridge as described in Master Response 1, the Project will not change existing recreational opportunities in this undeveloped area. The conclusions of the analysis have not changed. No change to the Draft EIR is necessary.

A-1-12: The BLM has provided background information about boating on the American River in the vicinity of Mosquito Bridge. No change to the Draft EIR is necessary. Please also see Master Response 3.

A-1-13: This is a comment on the Public Access Feasibility Study and not the EIR. The BLM has also provided information about SMUD's progress on its power facilities and future increase in seasonal flows. No change to the Draft EIR is necessary.

A-1-14: The BLM has provided background information about rock climbing in the vicinity of Mosquito Road Bridge and highlighted the comments made by the Access Fund on the draft Public Access Feasibility Study. No change to the Draft EIR is necessary.

A-1-15: Please see the response to comment A-1-11.

A-1-16: Please see Master Response 3.

In addition, Public Resources Code Section 21002.1(e) states:

To provide more meaningful public disclosure, reduce the time and cost required to prepare an environmental impact report, and focus on potentially significant effects on the environment of a proposed project, lead agencies shall, in accordance with Section 21100, focus the discussion in the environmental impact report on those potential effects on the environment of a proposed project which the lead agency has determined are or may be significant. Lead agencies may limit discussion on other effects to a brief explanation as to why those effects are not potentially significant.

A significant effect is "a substantial, or potentially substantial, adverse change in the environment." (Public Resources Code Section 21068). "Environment" is defined as "the physical conditions that exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, or objects of historic or aesthetic significance." By themselves, "[e]conomic and social changes resulting from a project shall not be treated as significant effects on the environment" (CEQA Guidelines Section 15064(e)).

Moreover, with the Board of Supervisors' direction to retain the Mosquito Road Bridge as described in Master Response 1, the Project will not change existing recreational opportunities and would not result in an adverse physical change.

A-1-17: The County does not intend, nor has it the authority, to obstruct mining claims on BLM land. The County will not interfere with access to the claims. At this writing, the County has repeatedly requested and BLM has not provided information regarding the location of these claims so that Project design can take them into account. Nonetheless, the County will work with BLM to ensure that access for miners is made available during construction and that the Project will not conflict with mining. Further, provisions will be made to allow miners access to their claims in the event that general public access to these portions of Mosquito Road is limited. No change to the Draft EIR is necessary.

A-1-18 and A-1-19: Please see Master Responses 1 and 3. Please also see the responses to comments A-1-8 and A-1-9.

A-1-20: The BLM expresses its opinion regarding the impact on hikers, bicyclists, and rock climbers. Please see the response to comment A-1-16.

A-1-21: The County recognizes BLM's responsibility to manage its lands for multiple uses, including mining. Please see the response to comment A-1-17.

A-1-22: Invasive plant species occur in the yellow star-thistle field plant community (see Draft EIR Figure 3, erroneously numbered and corrected to 3.3-1 in Chapter 4, *Changes and Errata to the Draft*

EIR) and, to a lesser extent, in other plant communities in the biological study area. Please see the response to comment I-303-8. No plant species designated as federal noxious weeds¹ have been identified in the study area. Caltrans' standard construction specifications include provisions for limiting the spread of noxious weeds and the Draft EIR includes mitigation measures to control the introduction and spread of noxious weeds. Please see Draft EIR page 3.3-45 and the changes proposed to Mitigation Measure BIO-12 discussed in response to comment I-303-8.

A-1-23: Please see Master Response 3 and the responses to comments O-4-9 and O-4-43 regarding existing parking areas. These are turnouts intended to provide space for passing of vehicles traversing the bridge and, although used for parking, are not formal parking areas. Nonetheless, and as explained in Master Response 2, the County has addressed concerns regarding the loss of limited informal parking. No change to the Draft EIR is necessary.

A-1-24: Please see Master Response 3.

A-1-25: Please see Master Response 3.

A-1-26: Please see the response to comment A-1-21.

A-1-27: Please see the response to comment A-1-22.

A-1-28: The County will cooperate with BLM to come to agreement over the blocking of access roadways. This will occur during discussions over the right of way needed from BLM. No change to the Draft EIR is necessary.

¹ U.S. Department of Agriculture. 2017. Federal Noxious Weed List. Effective as of December 10, 2010. Last Updated March 21, 2017. Available: http://www.aphis.usda.gov/plant_health/plant_pest_info/weeds/downloads/weedlist.pdf. Accessed May 16, 2017.

Comment Letter A-2, Central Valley Regional Water Quality Control Board**Central Valley Regional Water Quality Control Board**

16 November 2016

Janet Postlewait
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

CERTIFIED MAIL
91 7199 9991 7035 8421 5180

**COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT
REPORT, MOSQUITO ROAD BRIDGE (#25C0061) OVER THE SOUTH FORK OF THE
AMERICAN RIVER REPLACEMENT PROJECT, SCH# 2015062076, EL DORADO COUNTY**

Pursuant to the State Clearinghouse's 17 October 2016 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environment Impact Report* for the Mosquito Road Bridge (#25C0061) over the South Fork of the American River Replacement Project, located in El Dorado County.

A-2-1

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.

I. Regulatory Setting**Basin Plan**

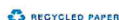
The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

A-2-2

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

KARL E. LONGLEY ScD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley



Comment Letter A-2, Central Valley Regional Water Quality Control Board

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the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

A-2-2
cont'

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements**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

Comment Letter A-2, Central Valley Regional Water Quality Control Board

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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

A-2-2
 cont'

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. 2014-0057-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

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.

Comment Letter A-2, Central Valley Regional Water Quality Control Board

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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.

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 10 of the Rivers and Harbors Act or 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 – Discharges to Waters of the State

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 may 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.

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

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

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

A-2-2
cont'

Comment Letter A-2, Central Valley Regional Water Quality Control Board

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For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

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.

A-2-2
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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*

Comment Letter A-2, Central Valley Regional Water Quality Control Board

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Mosquito Road Bridge (#25C0061) over the - 6 -
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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

NPDES Permit

If the proposed project discharges waste that could affect the quality of the waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.



Stephanie Tadlock
Environmental Scientist

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

A-2-2
cont'

Response to A-2, Central Valley Regional Water Quality Control Board, November 16, 2016

A-2-1: This comment is a summary of purpose of Regional Water Quality Control Board. No change to the Draft EIR is necessary.

A-2-2: This comment is a summary of standard permit requirements that are not project specific and is not a comment on the Draft EIR. No change to the Draft EIR is necessary.

Comment Letter A-3, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

LETTER A-3

EDMUND G. BROWN JR.
GOVERNORSTATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNITKEN ALEX
DIRECTOR

December 1, 2016

Janet Postlewait
El Dorado County
2850 Fairlane Court
Placerville, CA 95667Subject: Mosquito Road Bridge (#25C0061) over the South Fork of the Americal River Replacement Project
SCH#: 2015062076

Dear Janet Postlewait:

The State Clearinghouse submitted the above named Draft EIR 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 30, 2016, 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."

A-3-1

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 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Comment Letter A-3, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

Document Details Report State Clearinghouse Data Base

SCH# 2015062076
Project Title Mosquito Road Bridge (#25C0061) over the South Fork of the Americal River Replacement Project
Lead Agency El Dorado County

Type EIR Draft EIR

Description The new proposed 3-span, likely cast in place, prestressed concrete box girder bridge is approximately 400 ft over the South Fork American River with a max span of approximately 550 feet. Substandard roadway approaches that currently restrict emergency vehicle access will be eliminated through the relocation of the new bridge. Departure from the existing roadway on the south involves approximately 575 of roadway approach to the nearly 1,200 ft long bridge along with a 300 foot northerly approach where the alignment converges back to the existing roadway. A more detailed description is provided in Chapter 2 of the Draft EIR.

Lead Agency Contact

Name	Janet Postlewait		
Agency	El Dorado County		
Phone	530 621 5993	Fax	
email			
Address	2850 Fairlane Court		
City	Placerville	State	CA Zip 95667

Project Location

County	El Dorado
City	
Region	
Lat / Long	38° 46' 32.9" N / 120° 44' 54.6" W
Cross Streets	6 miles north of US hwy 50; 2.3 miles south of Rock Creek Rd
Parcel No.	
Township	
	Range
	Section
	Base MDM

Proximity to:

Highways	
Airports	
Railways	
Waterways	South Fork American River
Schools	
Land Use	Transportation Corridor

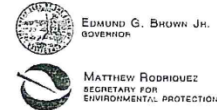
Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Forest Land/Fire Hazard; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Recreation/Parks; Vegetation; Water Quality; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; 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; Caltrans, District 3 S; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission; State Lands Commission

Date Received 10/17/2016 **Start of Review** 10/17/2016 **End of Review** 11/30/2016

Note: Blank data fields result from insufficient information provided by lead agency.

Comment Letter A-3, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit



Central Valley Regional Water Quality Control Board

16 November 2016

Governor's Office of Planning & Research

NOV 17 2016

Janet Postlewait
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

STATE CLEARINGHOUSE

CERTIFIED MAIL

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clear
11/30/16

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, MOSQUITO ROAD BRIDGE (#25C0061) OVER THE SOUTH FORK OF THE AMERICAN RIVER REPLACEMENT PROJECT, SCH# 2015062076, EL DORADO COUNTY

Pursuant to the State Clearinghouse's 17 October 2016 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environment Impact Report* for the Mosquito Road Bridge (#25C0061) over the South Fork of the American River 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.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

KARL E. LONGLEY ScD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER

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♻️ RECYCLED PAPER

Comment Letter A-3, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

Mosquito Road Bridge (#25C0061) over the - 2 -
South Fork of the American River
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16 November 2016

the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements**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

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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. 2014-0057-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 (USACE). If a Section 404 permit is required by

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.

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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.

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 10 of the Rivers and Harbors Act or 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 – Discharges to Waters of the State

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 may 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.

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

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

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

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For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

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*

Comment Letter A-3, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

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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

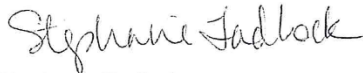
NPDES Permit

If the proposed project discharges waste that could affect the quality of the waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.



Stephanie Tadlock
Environmental Scientist

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

Response to A-3, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, December 1, 2016

A-3-1: This comment is a summary of purpose of State Clearinghouse and process of review under California Public Resources Code Section 21104(c). No change to the Draft EIR is necessary.

Comment Letter A-4, Counties of El Dorado and Alpine, Department of Agriculture, Weights and Measures

12/11/2016

Edcgov.us Mail - Mosquito Bridge EIR

LETTER A-4



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Bridge EIR

1 message

LeeAnne Mila <leeanne.mila@edcgov.us>

Thu, Dec 1, 2016 at 11:45 AM

To: Janet Postlewait <janet.postlewait@edcgov.us>, Charlene Carveth <charlene.carveth@edcgov.us>

Good Morning-

Here are some concerns and comments that the El Dorado County Dept. of Agriculture has with the draft EIR for the Mosquito Bridge replacement.

- 1.) A Yellow starthistle site is identified within the project site. Staging of equipment or materials should not be in this Yellow starthistle infested site.
- 2.) The requirement for noxious weed Free erosion control material is applauded, but a requirement for equipment that is free from noxious weeds is also needed. Possibly an equipment wash station could be required.
- 3.) A post construction monitoring and treatment program should be implemented for construction introduced noxious/invasive weeds. The area is a prime site for introduction of invasive weeds that could potentially use the American River as conduit for further dispersal.
- 4.) The noxious weed reference for California is for the USDA Aphis site and utilizes a 2003 list. An updated list is available at: <https://www.cdfa.ca.gov/plant/docs/4500Text04012015.pdf>
- 5.) Best Management Practices should be utilized throughout the phases of the project to decrease the possibility of introduction of invasive/noxious weeds at this site. A manual, developed by experts in the field, is available at The California Invasive Plant Councils website: <http://cal-ipc.org/ip/prevention/tuc.php>.

A-4-1

If you have any questions, please don't hesitate to contact our department.

—

LeeAnne Mila
Deputy Agricultural Commissioner/Sealer of Weights and Measures
Counties of El Dorado and Alpine
311 Fair Lane
Placerville CA 95667
530-621-7403
530-626-4756 (Fax)
leeanne.mila@edcgov.us

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&q=Agricultural%20Department&qs=true&search=query&th=158bbebeac46e3e4&siml=158bb...> 1/1

Response to A-4, Counties of El Dorado and Alpine, Department of Agriculture, Weights and Measures, December 1, 2016

A-4-1: Please see the response to comment I-303-8. Also, a review of the California Department of Food and Agriculture list provided in the comment in Item 4 confirmed that it does not identify any additional species as noxious or invasive that were not already identified as such for the proposed Project. Best Management Practices have been incorporated as suggested.

Comments and Responses—Tribal Organization

A comment letter from one Tribal organization was received (see Table 2-1 at the beginning of this chapter). A copy of the letters and responses to the provided comments follow this page.

Comment Letter T-1, Wilton Rancheria

LETTER T-1

Wilton Rancheria

9728 Kent Street, Elk Grove, CA 95624

November 16, 2016

To: El Dorado County
 Janet Postlewait, Principal Planner
 2850 Fairlane Court
 Placerville, Ca 956676

RE: Draft Environmental Impact Report for the Mosquito Road bridge (No. 25C00061) Over the South Fork of the American River Preplacement Project (SCH#2015062076)

Dear: Heidi Koenig,

Thank you for your letter dated October 14, 2016 regarding the proposed project. Wilton Rancheria ("Tribe") is a federally-recognized Tribe as listed in the Federal Register, Vol. 74, No. 132, p. 33468-33469, as "Wilton Rancheria of Wilton, California". The Tribe's Service Delivery Area ("SDA") as listed in the Federal Register, Vol. 78, No. 176, p. 55731, is Sacramento County. However, the Tribe's ancestral territory spans from Sacramento County to portions of the surrounding Counties. The Tribe is concerned about projects and undertakings that have potential to impact resources that are of cultural and environmental significance to the tribe.

T-1-1

After review of your letter we have determined the project lies within the Tribe's ancestral territory. We appreciate the opportunity to comment on this and any other projects within the Tribe's ancestral territory that may be in your jurisdiction.

The Environmental Resources Department would like to receive any cultural resources assessments or other assessments that have been completed on all or part of the project's area of potential effect (APE), and area surrounding the APE including, but not limited to:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
 - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;

T-1-2

Ph: 916-683-6000 | Fax: 916-683-6015 | www.wiltonrancheria-nsn.gov

Comment Letter T-1, Wilton Rancheria

LETTER T-1 p. 2

- If the probability is low, moderate, or high that cultural resources are located in the APE or area surrounding the APE.
 - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE or area surrounding the APE; and
 - If a field investigation survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
 - ✦ The Tribe shall be present at any field investigation surveys conducted on the Applicants behalf.
2. The results of any archaeological inventory survey that was conducted, including:
- Any reports that may contain site forms, site significance, and suggested mitigation measures.
 - Any reports or inventories found under the Native American Graves Protection and Repatriation Act.
 - ✦ All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10. All Wilton Rancheria correspondences shall be kept under this confidential section and only shared between the Tribe and lead agency.
3. The results of any Sacred Lands File (SLF) check conducted through Native American Heritage Commission. The request form can be found at http://www.nahc.ca.gov/slf_request.html. USGS 7.5-minute quadrangle name, township, range, and section required for the search.
4. Any ethnographic studies conducted for any area including all or part of the potential APE or areas surrounding the APE; and
5. Any geotechnical reports regarding all or part of the potential APE or areas surrounding the APE.
- ✦ The Tribe shall be notified before any geotechnical testing is planned. Geotechnical testing has potential to impact Tribal Cultural Resources and should be part of this consultation.

T-1-2
cont'

The information gathered will provide us with a better understanding of the project and will allow the Tribe to compare your records with our database.

Thank you again for taking these matters into consideration, if you have any questions please contact me at (916) 683-6000 extension 2005 or via email at aruiz@wiltonrancheria-nsn.gov.

T-1-3

Sincerely,

Comment Letter T-1, Wilton Rancheria

LETTER T-1 p. 3

Antonio Ruiz Jr.
Cultural Resources Officer
Wilton Rancheria

Response to T-1, Wilton Rancheria, November 16, 2016

T-1-1: This comment is a statement that this project is in the Tribe's ancestral territory. No change to the Draft EIR is necessary.

T-1-2 and T-1-3: This comment is a standard initial request for copies of all cultural and tribal studies in anticipation of consultation. However, all studies have already been sent to the tribes and consultation has already occurred, as outlined in the Draft EIR. No additional concerns were received. No change to the Draft EIR is necessary.

Comments and Responses—Other Organizations

Comment letters from six non-governmental organizations were received (see Table 2-1 at the beginning of this chapter). A copy of each of the letters and responses to the provided comments follow this page.

Comment Letter O-1, El Dorado County Fish and Game Commission

LETTER O-1 p. 1 of 1

November 10, 2016

To: El Dorado County Board of Supervisors

From: Mike Denega, El Dorado County Fish and Game Commission

RE: Public access to the South Fork American River at the Mosquito Bridge

It has been brought to our attention that a new bridge is planned that would connect the community of Swansboro with a safe passage to and from the Placerville area. Apparently it has been proposed that public access at the old bridge site would be closed. It is the recommendation of our commission that public access at this sight receive serious consideration. One of our short-term project goals is to improve access to public waters in El Dorado County. Here's what we know at this time:

O-1-1

- I live in close proximity to the Mosquito Bridge. The current public use of this site is pretty significant. I include family and myself over the years as participants in fishing, climbing, rock hounding, kayaking, rafting, bird watching and photography. Native plant trips have been great too.

O-1-2

- And, what a great bicycle route from Placerville across the old bridge – I'm assuming little traffic when the new bridge is built – to Rock Creek Road and back to Placerville. In my youth, I've done the trip many times. This activity alone would stir great interest.

O-1-3

- Someone informed us that only kayaking is mentioned in the EIR. These additional activities I've presented need some consideration in the report.

O-1-4

In closing, it is intention of our group to encourage improved public access in our county, especially when it involves outdoor recreational activities. In the bridge project perhaps some infrastructure upgrades will be necessary to make public access possible. Public access to improve recreational activities is a wise economic choice. We are however aware that a new bridge is badly needed for safe access to the Swansboro area.

O-1-5

Response to O-1, El Dorado County Fish and Game Commission, November 10, 2016

O-1-1: Please see Master Response 1.

O-1-2: Please see Master Response 3.

O-1-3: Please see Master Response 1.

O-1-4: Please see Master Response 3.

O-1-5: Please see Master Responses 1 and 3.

Comment Letter O-2, California Invasive Plan Council

12/8/2016

Edcgov.us Mail - Mosquito Bridge Comments and Questions

LETTER O-2 p. 1 of 1



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Bridge Comments and Questions

1 message

dwjohnson@cal-ipc.org <dwjohnson@cal-ipc.org>
 To: mosquitobridge@edcgov.us

Mon, Nov 28, 2016 at 3:06 PM

Data from form "Mosquito Bridge Comments and Questions" was received on Monday, November 28, 2016 3:06:00 PM.

Feedback

Field	Value
Subject	Mosquito Bridge Comments and Questions
Full Name	Doug Johnson
Email Address	dwjohnson@cal-ipc.org
MailingAddress	California Invasive Plant Council, 1442-A Walnut St., #462, Berkeley CA 94709
Phone	510-843-3902
Comment	Please make sure to include all appropriate BMPs for avoiding the spread of invasive plants. See Prevention BMPs for Transportation and Utility Corridors at http://cal-ipc.org/ip/prevention/tuc.php .

O-2-1

Email "Mosquito Bridge Comments and Questions" originally sent to mosquitobridge@edcgov.us from dwjohnson@cal-ipc.org on Monday, November 28, 2016 3:06:00 PM.

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&q=Doug%20Johnson&q=158ad301dc47109c&siml=158ad301dc47109c> 1/1

Response to O-2, California Invasive Plant Council, November 28, 2016

O-2-1: Please see the response to comment I-303-8 for a response to this comment. Best Management Practices have been incorporated as suggested.

Comment Letter O-3, Trout Unlimited, El Dorado County Chapter

LETTER O-3

El Dorado Chapter, P.O. Box 1605, Placerville, CA 95667

November 21, 2016

To: Janet Postlewait
Principal Planner
El Dorado County Community Development Agency
Transportation Division
2850 Fairlane Court
Placerville, CA 95667
Comments submitted electronically to: janet.postlewait@edcgov.us

Cc: El Dorado County Board of Supervisors
Comments submitted electronically to: edc.cob@edcgov.us

RE: Public Access to the SFAR at Mosquito Road Bridge

Trout Unlimited is the nation's oldest and largest coldwater fish conservation organization, with over 150,000 members nation-wide including some 10,000 members in California and approximately 200 members in the El Dorado Chapter. Our mission is to conserve, protect, restore and sustain native trout and salmon populations in their historic watersheds. Many of our chapter members enjoy fishing and recreating in El Dorado County and have a vested interest in management activities that take place within the County.

O-3-1

We recognize that El Dorado County is dealing with a multitude of challenges and we appreciate the opportunity to comment on the Draft Environmental Impact Report (DEIR) for Mosquito Road Bridge Over the South Fork American River Replacement Project (SCH #2015062076). These comments are submitted on behalf of the El Dorado Chapter of Trout Unlimited.

We have reviewed the Mosquito Road Bridge DEIR and are concerned about public access to the South Fork American River (SFAR) under the proposed alternative. We realize that presently there is little recreational use along the SFAR between the Mosquito Bridge and Chili Bar; however, we believe it is important to acknowledge that there is some use and that as the population in the county increases, so too will river-associated recreational use. Therefore, we believe that whatever alternative is selected, that it include provisions for providing year round public access to the river. We also believe that maintaining the existing bridge for pedestrian access is important to avoid situations such as those presently associated with the old bridge site below Pacific House (e.g. road deterioration, use by transients/homeless, litter, etc.).

O-3-2

O-3-3

As noted in the DEIR, topography is a limiting factor in parking area design; however, we believe the inclusion of additional parking should be incorporated in the project design of the proposed alternative. Similarly, we would endorse the inclusion of improved pedestrian access to the river from the existing bridge site.

O-3-4

O-3-5

In terms of the substance of the information in the DEIR, as anglers we are aware that in addition to the native species of fish noted on page 3.3-11 of the DEIR, the reach of the SFAR between the existing Mosquito Bridge and Chili Bar provides habitat for various resident species of non-native trout and

O-3-6

Comment Letter O-3, Trout Unlimited, El Dorado County Chapter

LETTER O-3 p. 2 of 2

smallmouth bass¹ - species that some anglers target. The DEIR also lacks mention of the presence of otters in this reach. We believe the inclusion of these species in the DEIR is important in order to assess potential adverse effects to species of special status.

O-3-6
cont'

Respectfully submitted;



Erik M. Holst
Conservation Chair
El Dorado Chapter of Trout Unlimited
PO Box 1605
Placerville, CA 95667

¹ USDA Forest Service Amphibian Survey performed in 2003 by E. Holst and J. Hammar.

Response to O-3 Trout Unlimited, El Dorado County Chapter, November 21, 2016

O-3-1: This comment is a summary of the history of Trout Unlimited. No response is necessary.

O-3-2 and O-3-3: Please see Master Responses 1 and 3.

O-3-4: Please see Master Response 3.

O-3-5: Please see Master Response 3.

O-3-6: The commenter is correct that non-native fish species of interest to anglers are present in the South Fork American River. The commenter is also correct that North American river otter may also be present in the river. These species are not included in the Draft EIR as species of special status because they are not 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 Wildlife or U.S. Fish and Wildlife Service. As stated on Draft EIR page 3.3-27, no direct impacts to the South Fork American River are anticipated. In addition, the potential for indirect impacts to species in the South Fork American River will be mitigated through implementation of measures identified in the Draft EIR to protect water quality and prevent erosion. No change to the Draft EIR is necessary.

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

LETTER O-4



December 1, 2016

El Dorado County Community Development Agency, Transportation Division
Attn: Janet Postlewait
2850 Fairlane Court
Placerville, CA 95667

RE: Comments Mosquito Road Bridge Replacement Project Draft EIR

Dear Ms. Postlewait,

We are a coalition of community businesses, NGO's and private citizens (henceforth, the Coalition) writing to provide comment on the El Dorado County Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR) SCH#:2015062076. El Dorado County is to be commended for providing public workshops, notices to provide comment and a Public Access Feasibility Study concerning this project. We fully understand the need for the bridge replacement and remain supportive of the proposal to construct a new high level bridge. However, despite public engagement, the DEIR fails to identify the interests, significant impacts and mitigation pertaining to recreational concerns on and around the current Mosquito Road Bridge (a.k.a. the Swinging Bridge). Removal of the existing bridge and the relocation of public access to the South Fork American River would have direct physical impacts to our combined community interests.

O-4-1

The California Environmental Quality Act (CEQA) states that the intent of the Legislation is to ensure that public agencies, like El Dorado County, whose projects affect the quality of the environment, "shall regulate such activities so that major consideration is given to preventing environmental damage while providing a decent home and satisfying living environment for every Californian." (Public Resources Code, 21000, subd. (g).) We therefore ask that the County

O-4-2

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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review the following comments, properly identify the significant impacts, apply appropriate mitigations and make the relevant changes to the Final Environmental Impact Report (FEIR).

Comments on the DEIR Summary

S.3 Areas of Known Controversy

Since the County proposes to remove the existing Mosquito Road Bridge upon completion of the new one, the subject of bridge removal should be included in the summary section as a known controversy. The fate of the current bridge was a consistent topic raised throughout the public scoping process and was covered in public workshops, in comment letters for the NOP EIR and in public discussion during an El Dorado County Board of Supervisors meeting.

Prospects for the bridge were addressed as early as the first public workshop and continued in the second as outlined below:¹

January 26, 2013 Public Workshop Comments & Questions Summary

Keep current, old bridge (No Build Option, Keep Maintaining)

- Oldest working bridge
- Historical significance – don't want to lose this piece of history

Want new replacement bridge at new location & keep existing bridge for pedestrian use

- Options do exist to keep old bridge (for ped/recreation use) & build a new bridge

Is the bridge considered historical?

Answer: The existing bridge is not eligible for the Federal Registry, however, it does have local historical significance.

Can the existing bridge stay as a pedestrian bridge?

Answer: Existing bridge must be removed from the federal maintenance system and an alternative needs to be found to pay for maintenance and liabilities. There may be other options such as Nature Conservancy, historical societies, but it is a challenge.

Community assistance is needed to identify alternative maintenance and operations options to keep existing bridge for pedestrian use.

November 15, 2014 Public Workshop #2 Q&A Session Log

10. What will happen to the old bridge?

A: The outcome of the existing bridge will be handled by the County as a separate project. This bridge replacement project will focus on the new bridge and connecting

¹ See Appendix A Pages 2-9: Mosquito Road Bridge Project Public Workshop Saturday, January 26, 2013 Comments & Questions Summary; Mosquito Road Bridge Replacement Project Public Workshop #2 November 15, 2014 Q&A Session Log.

O-4-3

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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roadways. We are currently in the planning process and this includes studying the potential for the existing roadway and bridge to remain in place. The future ownership and responsibility of the existing roadway and/or bridge is an important consideration in this process.

The topic was brought up again in public letters provided for the NOP EIR commenting period including a letter from Swansboro resident Violet Jakab and a letter from the national paddling organization American Whitewater:²

Excerpt from Violet Jakab:

4. Community character was another screening criteria for the three alternatives selected. All three drawings DA-1 Impact Areas Alt 1 (High Level), DA-2 Impact Areas Alt 6 (Mid-level) and DA-3 Impact Areas Alt 8 (Low Level) clearly indicate “REMOVE BRIDGE”, pointing to the existing facility. At the Public Workshops the fate of the existing bridge was questioned by the public and the removal of the existing bridge was never disclosed. The rural character and history of the community includes the preservation of the existing bridge.

Excerpt from American Whitewater:

Removal of the Mosquito Road Bridge is not consistent with screening criteria for preserving the community character.

The local community and recreational advocates strongly support the preservation of the historical Mosquito Road Bridge. American Whitewater notes all three alternative drawings presented at your workshop DA-1 Impact Areas Alt 1 (High Level), DA-2 Impact Areas Alt 6 (Mid-Level) and DA-3 Impact Areas Alt 8 (Low Level) contain language to “REMOVE BRIDGE”. Given that the management of the existing bridge will not be considered under the scope of this project, any such language/plans to remove the old Mosquito Road Bridge during the construction of the new project should be excluded until a proper public and transparent process has been undertaken.

Finally, the fate of the bridge was discussed extensively at the August 16, 2016 El Dorado County Board of Supervisors Meeting under Agenda Item 25 16-0629 Community Development Agency, Transportation Division, recommending the Board consider the following: 1) Adopt the Draft Feasibility Study for Public Access to the South Fork of the American River at Mosquito

² See Appendix A Pages 10-13: Letter dated July 24, 2015 from Violet Jakab; Letter dated July 27, 2015 from American Whitewater

O-4-3
cont'

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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Road Bridge.³ The County also received bridge comments on the draft study submitted prior to this meeting on August 9, 12 & 15, 2016.⁴

S.4 Environmental Impact Report Process and Public Review

CEQA encourages public scoping prior to preparing an EIR as a way to bring together and resolve the concerns of the public stakeholders. (Public Resources Code, 15083, subd. (b).) It also calls for an EIR written in a manner that is relevant and helpful to decision makers and the public. (Public Resources Code, 21003, subd. (b).) It is therefore surprising that the summary of the Environmental Impact Report Process does not note the extensive public scoping which took place prior to the release of the NOP EIR and the DEIR. This included Public Workshop #1 and 2; an Invitation to Comment: Mosquito Bridge Replacement Project – Controlled River Access; and an invitation to the El Dorado County Board of Supervisor Meeting including written and verbal testimony provided for the presentation of the Draft Feasibility Study on Public Access to the South Fork of the American River at Mosquito Road Bridge.^{5 6}

O-4-4

This section also fails to provide the corresponding scoping comments in an appendix. For instance, after the public workshops, American Whitewater and the United States Department of the Interior National Park Service made comments relevant to an area of known controversy for the project.⁷ Namely, river access and how it impacts the Federal Energy Regulatory Commission's (FERC) License for the Upper American River Project #2101. Prior to the El Dorado County Board of Supervisors Meeting presenting the Public Access Feasibility Study, American Whitewater, the Access Fund and many private individuals submitted comments regarding the ingress and egress at Mosquito Road Bridge.⁸ In addition, verbal testimony was provided by El Dorado County River Management Advisory Committee members Keith Gershon and Nathan Rangel. None of this information is presented for review under the DEIR.

O-4-5

Furthermore, it is noted that the DEIR Appendix A is not complete. Comments made for the NOP EIR are missing. Most notably, comprehensive comments from American Whitewater are

O-4-6

³ El Dorado County Board of Supervisors Meeting August 16, 2016 Agenda Item 25 16-0629 – http://eldorado.granicus.com/MediaPlayer.php?view_id=2&clip_id=845&meta_id=407060

⁴ See El Dorado County Board of Supervisors File 16-0629 Attachments: Public Comment Revd 8-9-16 BOS 8-16-16; Public Comment Revd 8-12-16 BOS 8-16-16; Public Comment Revd 8-15-16 BOS 8-16-16.

⁵ <https://eldorado.legistar.com/LegislationDetail.aspx?ID=2807427&GUID=DC83922B-C5D4-4936-8046-4081892717ED&Options=&Search=>

⁶ Appendix A Pages 14-21: Public Workshop Saturday, January 26, 2013; Project Public Workshop Saturday, November 15, 2014; Letter dated December 8, 2015 from El Dorado County; Email dated July 29, 2016 from El Dorado County;

⁷ Appendix B Pages 5-34: El Dorado County Draft Feasibility Study Public Access to the South Fork of the American River at Mosquito Road Bridge

⁸ Appendix A Pages 22-31: Letter dated November 24, 2014 from American Whitewater; Letter dated December 15, 2014 from United States Department of the Interior National Park Service

⁹ See El Dorado County Board of Supervisors File 16-0629 Attachments: Public Comment Revd 8-9-16 BOS 8-16-16; Public Comment Revd 8-12-16 BOS 8-16-16; Public Comment Revd 8-15-16 BOS 8-16-16.

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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omitted from the appendix.⁹ From the Coalition point of view, the exclusion of pertinent public scoping helps El Dorado County shape a false narrative that there are no significant impacts to stakeholder concerns. It also begs the question of how much public comment has been left off the record.

O-4-6
cont'

S.5 Project Impacts and Mitigation Measures

El Dorado County utilized the CEQA Appendix G Environmental Checklist Form to shape the list of significant environmental impacts of the project listed in Table S-1 Summary of Significant Impacts and Mitigation Measures. However, the Coalition observes that Appendix G is a baseline evaluation designed to help agencies determine whether a Negative Declaration, a Mitigated Negative Declaration or an EIR shall be prepared for the project in question. Since the County has already undertaken the task to prepare an EIR, the “cookie cutter” sample questions contained in Appendix G should not be applied to decide the only significance criteria of this project. Based on public scoping thus far, one can identify significant impacts to aesthetics, land use & planning, recreation and traffic & circulation. Coalition comments will expand on each of these topics during review of Chapter 3, Impact Analysis.

O-4-7

Comments on the DEIR Chapter 1 Introduction

1.6.1 Draft Environmental Impact Report Public Review and Opportunity for Public Comment

The Coalition is mindful that the public commenting period fell amid the Thanksgiving Holiday. Therefore, we request that El Dorado County notice and extend the commenting period to December 16, 2016. This would provide the maximum 60 days as defined by Public Resources Code, 15105, subd. (a).

O-4-8

Comments on the DEIR Chapter 2 Project Description

2.2 Project Location and Existing Conditions

El Dorado County has omitted descriptions of the current recreational use at Mosquito Road Bridge and the existing parking. Mosquito Road Bridge is used by whitewater boaters, fisherman, hikers, climbers and bikers. Presently, on the Placerville river canyon side there is space for 4 to 6 vehicles to park. There is room to park where an approximately 40-foot-wide

O-4-9

⁹ See Appendix A Pages 11-13: Letter dated July 27, 2015 from American Whitewater

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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area of the road, before the bridge, leads to a turnout by a retaining wall next to the creek. (See Figure 1) A second area is by the bridge itself where El Dorado County has posted a sign requesting vehicles park off the pavement. (See Figure 2)

O-4-9
cont'



Figure 1: Placerville river canyon side - road and turnout before the bridge.



Figure 2: Placerville river canyon side – parking area before bridge.

2.4.3.1 Bridge Construction

The FERC License for Sacramento Municipal Utility District's (SMUD) Upper American River | O-4-10

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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Project #2101 mandates 50 years of recreational streamflow for the reach that runs underneath the existing Mosquito Road Bridge known as the South Fork American River below Slab Creek.¹⁰ Consideration of river passage during construction was a request made by American Whitewater in a comment letter submitted shortly after the second public workshop.¹¹ During the first year of releases in 2016, a SMUD monitoring update indicated a little over half of the 210 boaters counted during six-days of recreational flow releases took out at the Rock Creek Powerhouse downstream of the planned new high level bridge.¹² El Dorado County has made no provisions to ensure safe river passage under the new bridge construction while boaters recreate on the river. What assurances are given that construction material, rock and debris will not fall on the river users below?

O-4-10
cont'

2.6 Construction Contract

To address river passage during the new bridge construction El Dorado County needs to work with the contractor on a public safety plan for river traffic. This plan should be similar to the one used by California Department of Transportation (Caltrans) for the South Fork American River Bridge Project State Route 49. It should detail the season for recreational flows, coordinate construction to the recreational release schedule and outline a public communication plan.

O-4-11

2.7 Required Approvals

The DEIR mentions that NEPA compliance would be required. Nevertheless, at the public meeting for the release of the DEIR, El Dorado County representatives indicated that Caltrans had granted this project a Categorical Exemption (CE) from the NEPA Process. The CE has also been confirmed with Darlene Wulff, Caltrans Local Assistance Engineer for Mosquito Road Bridge. It is noted, however, that the Bureau of Land Management (BLM) has not relinquished its managing authority over project lands to the Federal Highway Administration. Thus, it appears this CE has been granted prematurely.

O-4-12

Additionally, case law regarding NEPA cites the following:

A categorical exclusion cannot be used when a project includes an extraordinary circumstance that may result in a significant impact on the environment. (*Rhodes v. Johnson* (7th Cir. 1998) 153 F.3d 785, 790; *Southwest Center v. U.S. Forest Service* (9th

O-4-13

¹⁰ FERC Order Issuing New License for the Upper American River Hydroelectric Project is available on the Commission's website from the eLibrary feature at <http://www.ferc.gov/docs-filing/elibrary.asp>. Accession number 20140723-3046 - Condition 4.A Page 91-95 & Condition 50 Page 208-221.

¹¹ Appendix A Pages 22-31: Letter dated November 24, 2014 from American Whitewater; Letter dated December 15, 2014 from United States Department of the Interior National Park Service

¹² Appendix B Pages 2-4: SMUD Whitewater Boating Update

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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Cir. 1996) 100 F.3d 1443, 1450.) Under these circumstances, an environmental assessment is required.

If the potential impact of the project may still be significant, even after the completion of an environmental assessment and the adoption of mitigation measures, then a full environmental impact statement (EIS) must be prepared. In both an EA and in an EIS, the lead agency must evaluate a broad range of alternatives that can reduce the impacts of the proposed project. (*Oregon Natural Desert Association v Singleton* (D. Or. 1998) 47 F.Supp.2d 1182, 1194-1195.)

O-4-13
cont'

Since the project will use land owned by BLM and the project has potential to impact Federal Power Act 4e Conditions of the FERC License for the Upper American River Hydroelectric Project #2101, it is the Coalition's view that these are "extraordinary circumstances" and this project should not be given a CE to forego NEPA.

Comments on the DEIR Chapter 3 Impact Analysis

In this section the Coalition will identify significant impacts. It is our intention to provide suggested mitigation for these impacts during review of Chapter 4 Alternatives.

O-4-14

Comments on the DEIR Chapter 3.1 Impact Analysis - Aesthetics

3.1.1.2 Existing Conditions - Environmental Setting

In this section, one of the seasonal recreational viewer groups that the DEIR fails to identify is the road bike riders that use a route known among cyclists as the Mother Lode Loop during the months of April through October. Located at loop mile 49.9, they consider the ride across the wooden Mosquito Road suspension bridge a visual highlight of this popular route. For instance, a recent review of this loop on roadbikereview.com written by Kurt Genshemier describes:

At the bottom of the descent, the road cut into a narrow, steep canyon where a striking wire suspension bridge crossed the South Fork of the American River. The Mosquito Road bridge, built in 1867, was by far the coolest visual of the day. (See Figure 3)¹³

O-4-15

Additionally, an excerpt from *75 Classic Rides Northern California – The Best Road Biking Routes* by Bill Oetinger accentuates the stature of Mosquito Road Bridge to the biking

¹³ <http://www.roadbikereview.com/reviews/ride-report-motherlode-century-showcases-northern-california-road-riding>

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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community:

Just beyond the airstrip, turn right on Mosquito Road and get ready for a wild ride: 1200' down in 3 miles, with most of the last mile over 15 percent, stacked up in a series of tight, cliff-hanging hairpins. As thrilling as this corkscrew squiggle may be, it is upstaged by what happens in the bottom of this rocky canyon: a crossing of the spectacular American River on a wooden, one-lane suspension bridge. You will want to stop and admire this antiquated wonder. It's special. (See Figure 4)¹⁴

And finally, a major recreational event based on this scenic bicycle route is the Annual Motherlode Century organized and promoted by Rob Swain.¹⁵ It is an annual event going into its 6th year offering 4 tour routes – 3 of which include a ride across Mosquito Road Bridge:

Replenished you will experience the thrilling descent to the historic Mosquito Road Suspension Bridge (originally put into service in 1867). Pause to take in the view then get out of the saddle for the climb up to Placerville. This portion of the canyon is the centerpiece of the ride and you will want your camera! (See Figure 5)

O-4-15
cont'



Figure 3: Screenshot roadbikereview.com

¹⁴ Bill Oetinger, *75 Classic Rides Northern California The Best Road Biking Routes* (Mountaineers Books, 2014), 235.

¹⁵ <http://www.motherlodecentury.com/>

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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The rustic, wooden suspension bridge over the American River gorge is one of the marquee attractions on this spectacular, hilly loop. (Rick Gunn)

Figure 4: Excerpt from *75 Classic Rides Northern California – The Best Road Biking Routes* by Bill Oetinger

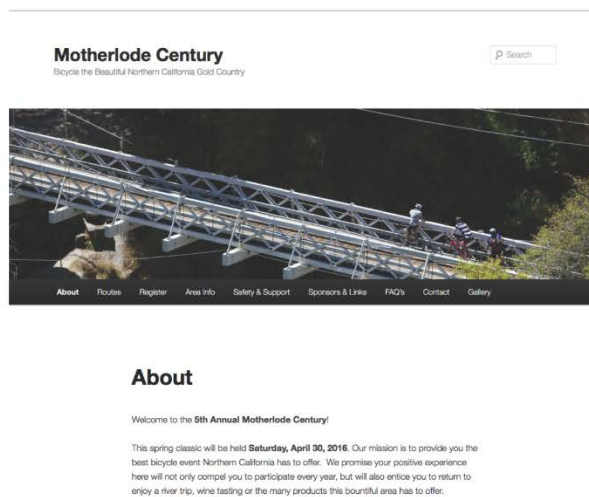


Figure 5: Screenshot from motherlodecentury.com

3.1.2.4 Environmental Impacts - Impacts and Mitigation Measures

It is obvious by the professional standards and thresholds of significance that El Dorado County outlined in the DEIR that the proposed removal of the existing bridge would have substantial

O-4-15
cont'

O-4-16

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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adverse effects on the road bike community who are attracted to the area by the visual aesthetics. The Coalition, therefore, suggest the following changes to the DEIR:

Impact AES-3: Substantially degrade the existing visual character or quality of the site and its surroundings (Significant Impact)

Removing the existing bridge and relocating the bike route to the new high level bridge would substantially degrade the existing visual character or quality of the Mother Lode Loop. It would remove from the loop 1.5 miles of steep switchbacks in canyon terrain that is prized by advanced cyclists. It would also remove an iconic visual landmark that is the main feature of this popular biking route.

O-4-16
cont'

Comments on the DEIR Chapter 3.9 Impact Analysis – Land Use, Planning and Agricultural Resources

3.9.1.1 Existing Conditions – Regulatory Setting

The following element should be added to the Local regulatory Setting:

El Dorado County General Plan – Parks and Recreation Element

Tourism and Recreation Uses

Goal 9.3: Recreation and Tourism

Greater opportunities to capitalize on the recreational resources of the County through tourism and recreational based businesses and industries.

Objective 9.3.1: Recreational and Tourist Uses

Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

O-4-17

Objective 9.3.3: Major Recreational Events

Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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3.9.2.3 Environmental Impacts - Impacts and Mitigation Measures

The Parks and Recreation Element was not required by state law but was adopted by El Dorado County and incorporated into the General Plan. As such this element carries the same weight as other adopted elements. The focus of the Parks and Recreation Element is on “providing recreational opportunities and facilities on a regional scale, including trails and waterways; securing adequate funding sources; and increasing tourism and recreation based businesses.”¹⁶ The Coalition, therefore, suggest the following changes to the DEIR:

O-4-18

Impact LU-2: Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect (Significant Impact)

Contrary to the General Plan objectives to protect and maintain existing recreation and tourism assets on the South Fork American River like those found at the current Mosquito Road Bridge, the implementation of the proposed project would remove a throughway for hikers, climbers and cyclists. It would also change the current river level access for boaters to a gate located ½ mile up Mosquito Road on the Placerville canyon side allowing pedestrian access only. The County effectively uses distance and the absence of legal parking to end access to a navigable waterway at this location.

O-4-19

The project also conflicts with the General Plan objectives to encourage major recreational events. Case in point, the removal of the bridge would end the annual Motherlode Century cycling event. Additionally, the change in river level access would discourage nearly ½ the boater participates monitored who rely on taking out at Mosquito Road Bridge during recreational flow events.¹⁷

Comments on the DEIR Chapter 3.12 Impact Analysis – Recreation

3.12.1.1 Existing Conditions – Regulatory Setting

The Coalition notes that to fully understand the impact and potential mitigation to recreation on and around the existing Mosquito Road Bridge, Federal and State documentation needs to be added to the DEIR. Furthermore, the Park & Recreation Element under the local regulatory setting needs to be clarified and reflect the same Element language found in our comments

O-4-20

¹⁶ El Dorado County General Plan, Parks and Recreation Element, Page 187 - http://www.edcgov.us/Government/Planning/Adopted_General_Plan.aspx

¹⁷ Appendix B Pages 2-4: SMUD Whitewater Boating Update

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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regarding 3.9.1.1 Existing Conditions – Regulatory Setting.

The Federal regulatory setting needs to consist of three documents that pertain to the FERC Upper American River Project #2101. The first document is the *Upper American River Project, FERC Project No. 2101; Filing of El Dorado – SMUD Cooperation Agreement*¹⁸ which addresses a possible funding stream for recreational mitigation at the existing Mosquito Road Bridge:

4.2 SMUD Annual Payments. SMUD will pay to the County, for the Term of this Agreement, an annual amount of \$590,000 in accordance with this Section 4.2. The first payment under this Section 4.3 will be due and payable on the later of thirty (30) days after the date on which the New License issued by FERC becomes final and is no longer subject to judicial review or July 1 of such year. Payments for all subsequent years will be due and payable on each July 1.

O-4-20
cont'

4.4 Use of Payment Funds. . . . SMUD's payments as described in Section 4.2 are to be utilized by the County for purposes of road maintenance, watershed management, and other miscellaneous activities related to the UARP and its impacts on facilities owned or services provided by, or any resource or other interest within the jurisdiction of, the County.

The second document is the *Relicensing Settlement for the Upper American River Project and Chili Bar Hydroelectric Project*.¹⁹ This document identifies the signatories to the agreement who are impacted by the bridge project as follows:

Sacramento Municipal Utility District ("SMUD");
Pacific Gas and Electric Company ("PG&E");
United States Department of Agriculture Forest Service ("FS");
United States Department of the Interior Fish and Wildlife Service ("FWS");
United States Department of the Interior Bureau of Land Management ("BLM");
United States Department of the Interior National Park Service ("NPS");
California Department of Fish and Game ("CDFG");

O-4-21

¹⁸ The *Upper American River Project, FERC Project No. 2101; Filing of El Dorado-SMUD Cooperation Agreement* is available on the Commission's website from the eLibrary feature at <http://www.ferc.gov/docs-filing/elibrary.asp>. Accession number 20051205-0233 Pages 7-8

¹⁹ *Relicensing Settlement for the Upper American River Project and Chili Bar Hydroelectric Project* is available on the Commission's website from the eLibrary feature at <http://www.ferc.gov/docs-filing/elibrary.asp>. Accession number 20070201-4114 Page 1, Appendix 5-5

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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California Department of Parks and Recreation (“CDPR”);
 American Whitewater (“AW”);
 Friends of the River (“FOR”);
 California Sportfishing Protection Alliance (“CSPA”);
 American River Recreation Association and Camp Lotus (“ARRACL”);
 Foothill Conservancy (“FC”);
 California Outdoors (“CO”);
 Hilde Schweitzer (Private Boater);
 Theresa Simsiman (Private Boater);
 Rich Platt (Private Citizen)

O-4-21
 cont’

Whitewater boating on this stretch of river was considered far from a casual affair by two power utilities, six federal/state agencies and nine NGO/private citizens. The relicensing settlement agreement reflects the thoughtful deliberation of these groups during tough negotiations for recreational flows for the South Fork American River below Slab Creek:²⁰

Article 1-24. Recreation Streamflows

Water Year Types. The minimum streamflow schedule has been separated into five water year types: Wet, Above Normal (AN), Below Normal (BN), Dry, and Critically Dry (CD). The licensee shall determine the water year type based on the water year forecast of unimpaired runoff in the American River below Folsom Lake published, near beginning of each month from

O-4-22

February through May, in the California Department of Water Resources Bulletin 120 “Report of Water Conditions in California.” Specifically, the “American River Below Folsom Lake” forecast is currently shown in the “Water Year Forecast” column of the “Water Year Unimpaired Runoff” table in Bulletin 120. The water year types are defined as follows:

<u>Year Type</u>	<u>American River Water Year Forecast</u>
Wet	greater than or equal to 3.5 MAF
AN	greater than or equal to 2.6 MAF but less than 3.5 MAF
BN	greater than 1.7 MAF or equal to but less than 2.6 MAF
Dry	greater than 0.9 MAF or equal to but less than 1.7 MAF

²⁰ Ibid, Appendix 1-72 to 1-77

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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CD

less than 0.9 MAF

Each February through May the licensee shall determine the water year type based on the DWR Bulletin 120 forecast and shall operate for that month based on that forecast beginning 3 days after issuance of the forecast and continuing until 2 days after issuance of a subsequent monthly forecast. The May forecast shall be used to establish the final water year type for the remaining months of the water year and the month of October. The water year type for the months of November through January shall be based on the Department of Water Resources' Full Natural Flow record for the American River at Folsom (California Data Exchange Center site AMF sensor 65) for the preceding water year, and the licensee shall operate based on that record beginning November 1. The licensee shall provide Notice to FS, FERC, CDFG, FWS, and SWRCB of the final water year type determination within 30 days of the May forecast.

1. SFAR Below Slab Creek Reservoir Dam

Within 3 months of license issuance, the licensee shall provide recreational streamflows in the SFAR below Slab Creek Reservoir Dam as follows. In BN, AN, and Wet water years, the licensee shall spill water from Slab Creek Reservoir to provide streamflows between 850 and 1,500 cfs between the hours of 10:00 am and 4:00 pm for 6 days in no less than three events in the period beginning March 1 and ending May 31. If conditions permit, one of the events will be replaced with a 3-day event on the Memorial Day weekend, in which case the total number of days for the year will be increased to 7 days.

These recreational streamflows shall be provided until the Iowa Hill Pumped Storage Project is constructed, or if the Iowa Hill Pumped Storage Project is not constructed, until year 15 after license issuance. If the Iowa Hill Pumped Storage Project is not constructed, and the triggers described below for increase in recreational streamflow days have not been met by year 15 after license issuance, these recreational streamflows shall continue to be provided after year 15.

After either (1) the Iowa Hill Pumped Storage Project is constructed or (2) in year 15 of license issuance if the triggers described below for increase in recreational streamflow days have been met, the licensee shall provide recreational streamflows in the SFAR below Slab Creek Reservoir Dam as follows:

O-4-22
cont'

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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Water Year Type	March	April	May	June - September	October
CD		850 cfs - 950 cfs kayak flows from 10am to 1pm for 4 weekend days PLUS 1400 cfs - 1500 cfs rafting flows from 10am to 1pm and 850 - 950 cfs kayak flows from 1:30pm to 4pm for 2 weekend days			
D		850 cfs - 950 cfs kayak flows from 10am to 1pm for 4 weekend days PLUS 1400 cfs - 1500 cfs rafting flows from 10am to 1pm and 850 - 950 cfs kayak flows from 1:30pm to 4pm for 6 weekend days			850 cfs - 950 cfs kayak flows from 10am to 1pm for 2 weekend days
BN		850 cfs - 950 cfs kayak flows from 10am to 1pm for 3 weekend days ¹ /holidays PLUS 1400 cfs - 1500 cfs rafting flows from 10am to 1pm and 850 - 950 cfs kayak flows from 1:30pm to 4pm for 9 weekend days ¹ /holidays			850 cfs - 950 cfs kayak flows from 10am to 1pm for 6 weekend days
AN		1400 cfs - 1500 cfs rafting flows from 10am to 1pm and 850 - 950 cfs kayak flows from 1:30pm to 4pm for 12 weekend days ¹ /holidays			850 cfs - 950 cfs kayak flows from 10am to 1pm for 6 weekend days
W		March 1 through May 31 1400 cfs - 1500 cfs rafting flows from 10am to 1pm and 850 - 950 cfs kayak flows from 1:30pm to 4pm for 12 days, weekend days ¹ /holidays			850 cfs - 950 cfs kayak flows from 10am to 1pm for 6 weekend days

¹ Priority shall be given to providing recreational streamflows on Memorial Day weekend.

The licensee shall only provide the October recreation streamflows specified above upon a determination by the FS, SWRCB, FWS, and CDFG that such streamflows can be provided without unacceptable environmental impact. The

O-4-22
cont'

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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determination made by FS, SWRCB, FWS, and CDFG shall be based on an investigation of the potential for ecologically suitable recreational streamflow based on monitoring identified in Article 1-5. The initial evaluation and determination shall be made within 5 years of license issuance. Absent a determination that such streamflows can be provided, the licensee shall annually request that the subject be reconsidered by the FS, SWRCB, FWS, and CDFG for 10 years after the initial determination.

If October flows cannot be provided for operational, aquatic, or other reasons, the equivalent flow volume will be provided in addition to the specified recreational streamflows for the following spring upon approval of FS, SWRCB, FWS, BLM, and CDFG. Scheduled boating days shall not exceed the total displayed in the table above; however, if October flows are provided the following spring, the boating days in the spring may exceed those displayed in the table. In addition, the frequency and magnitude of the boating flows may be adjusted within the total volume of water displayed in the table after consultation with FS, SWRCB, CDFG, FWS, BLM, and the Consultation Group provided under Section 4.12.1 of the Relicensing Settlement Agreement and upon approval of FS, SWRCB, CDFG, BLM, and FWS.

Recreational streamflows may be modified or suspended in the event: (1) State or Federal electrical emergencies declared by an appropriate authority where specific orders are issued or specific actions are mandated by said authority that require the licensee to produce electricity outside normal planned operations; (2) of system events that cause SMUD's Operating Reserves to drop below the Western Energy Coordinating Council Minimum Operating Reliability Criteria; (3) of equipment malfunction, public safety emergency, or law enforcement activity; (4) control of spill events at Slab Creek Reservoir Dam may cause the licensee to spill Loon Lake, Union Valley, or Ice House Reservoirs within 7 days of the recreational spill event; or (5) the licensee determines expected inflows from SFAR into Slab Creek Reservoir are not controllable to 1,500 cfs. In the event boating days are modified or suspended, the licensee shall reschedule days as soon as practicable; however, the licensee shall not be obligated to provide such days if weather or other operational conditions do not permit such days to be rescheduled by May 31. Preference for rescheduled days shall be weekend days; however, weekdays may be substituted if there are not sufficient weekend days

O-4-22
cont'

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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prior to May 31.

Consultation shall take place among licensee, FS, BLM and the Consultation Group no later than February 15 each year to determine a preliminary flow schedule, if any. Additional consultation shall take place as necessary and final notification of days of flow will be made no less than 3 days in advance.

Within 3 months of license issuance and continuing at least through year 5, the licensee shall monitor all boating use taking place on days provided for recreational streamflows. The monitoring plan shall include but is not limited to a complete accounting of all boating users entering the SFAR in the 1/2 mile below Slab Creek Reservoir Dam, a description of the type of watercraft being used, and to the extent possible, a determination of where the boaters are ending their trip.

At the end of year 5 after license issuance, if the Iowa Hill Pumped Storage Project construction has not commenced, monitoring shall continue and the licensee shall, in cooperation with FS, SWRCB, BLM, and the Consultation Group, prepare a Whitewater Boating Recreation Plan describing whitewater recreation use and impacts and establishing triggers that would determine if the licensee shall install a valve or make other facility modifications sufficient to deliver the recreational streamflows described in the table above.

At the end of year 10 after license issuance, if construction of the Iowa Hill Pumped Storage Project has not commenced, the licensee shall, in cooperation with FS, SWRCB, BLM, and the Consultation Group, based on the information collected as a result of the Whitewater Boating Recreation Plan, determine if the facility shall be modified. This determination shall be filed with FERC, following FS approval.

If the Iowa Hill Pumped Storage Project is not constructed, and the triggers specified in the Whitewater Boating Recreation Plan have been met, the facilities shall be modified and functional within 15 years of license issuance. If the triggers have not been met by year 10, use will continue to be monitored and a new determination will be made every 5 years as to whether the triggers have been met. Once they are met, the facilities will be modified and the recreational streamflows described in the table above shall be implemented through the term of the license.

O-4-22
cont'

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

LETTER O-4 p. 19 of 31

If the licensee cannot provide recreation streamflows due to construction activities associated with the Iowa Hill Pumped Storage Project or other facility modifications, the licensee shall meet with FS, SWRCB, BLM, and the Consultation Group to develop an interim plan to address recreation streamflows. The licensee shall implement the interim plan upon approval of FS, SWRCB, and BLM.

The licensee shall, in cooperation with FS, SWRCB, BLM, and the Consultation Group, prepare, implement, and update as necessary, a plan that will provide easement for access and parking in the immediate vicinity of White Rock Powerhouse for recreational streamflows described above. The licensee shall make a good faith effort to purchase at fair market value suitable real property as such property becomes available, or to obtain a long-term lease or easement for use of such property, if necessary for these facilities. If easements cannot be obtained, licensee shall consult with FS, SWRCB, BLM, and the Consultation Group to determine an alternate location for access. The plan shall be approved by FS, SWRCB, BLM, and the Consultation Group and implemented no later than year 2 after license issuance.

O-4-22
cont'

Within 2 years of license issuance, , the licensee shall prepare a recreation management plan, to be approved by FS and BLM that addresses the whitewater recreation needs in the Slab Creek Dam to White Rock Powerhouse. The licensee shall be responsible for the development of sites and/or implementation of measures identified in this plan after approval of the plan on a schedule that is developed in the plan. The following elements shall be addressed:

- a. Use levels and projected future use levels.
- b. Carrying capacity.
- c. Sanitation and garbage.
- d. User conflicts.
- e. Resource effects along the river and including effects to private land.
- f. Necessary put-ins, take-outs and parking for whitewater activities.

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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- g. Emergency resource protection measures.
- h. Public safety, search and rescue needs and other emergency response needs.
- i. Information and educational signing needs.
- j. Demand for commercial services or outfitting, including shuttle services and guiding.
- k. On-river boat patrol.

O-4-22
cont'

The third Federal document that should be referenced in the regulatory section is *148 FERC ¶ 62,070 United States of America Federal Energy Regulatory Commission, Sacramento Municipal Utility District Project No. 2101-084, Order Issuing New License*. This document codifies Article 1-24 of the Settlement Agreement into a Water Quality Certificate Condition issued by the California State Water Resources Control Board (CSWRCB) – *Condition 4.A. South Fork American River below Slab Creek Reservoir Dam*; and a United States Forest Service (USFS) Section 4(e) Condition – *Condition No. 50 – Recreation Streamflows*.²¹

O-4-23

For State considerations under regulatory settings the DEIR needs to include *California Constitution Article X Water [Section 4] (Article 10 added June 8, 1976, by Prop. 13, Res. Ch. 5, 1976.)*:

O-4-24

SEC. 4. No individual, partnership, or corporation, claiming or possessing the frontage or tidal lands of a harbor, bay inlet, estuary, or other navigable water in the State, shall be permitted to exclude the right of way to such water whenever it is required for any public purpose, nor to destroy or obstruct the free navigation of such water; and the Legislature shall enact such laws as will give the most liberal construction to this provision, so that access to the navigable waters of the State shall be always attainable for the people thereof.

The Public Access Feasibility Study done for this project and adopted by the Board of

O-4-25

²¹ FERC Order Issuing New License for the Upper American River Hydroelectric Project is available on the Commission's website from the eLibrary feature at <http://www.ferc.gov/docs-filing/elibrary.asp>. Accession number 20140723-3046 - Condition 4.A Page 91-95 & Condition 50 Page 208-221.

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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Supervisors, cited that Mosquito Bridge was not authorized by El Dorado County for public river access and uses that line of thought to justify moving public access away from the river.²² Based on the California State Constitution the Coalition contends that the public does not need authorization from the County to access a navigable river of the State.

O-4-25
cont'

In reference to the El Dorado County General Plan Goal 9.1 Parks and Recreation Facilities, the County notes that the specific policies listed under Objective 9.1.4 *Rivers and Waterways* only focus on areas downstream of the Mosquito Road Bridge. However, the language of the objective does not preclude the County from conserving and promoting other sections of this river. Otherwise, the language would be specific to the South Fork American River below Chili Bar Dam. It is the opinion of the Coalition that the words of the objective are clear - "conserve and promote the waterways of El Dorado County, particularly the South Fork American River, as recreational and economic assets."

O-4-26

3.12.1.2 Existing Conditions - Environmental Setting

El Dorado County and the DEIR need to do a better job of evaluating the existing recreational conditions on and around the Mosquito Road Bridge. The Coalition questions the use of information that pertains to the South Fork American River below Chili Bar Dam to describe the environmental setting of the river upstream at Mosquito Road Bridge. Furthermore, the comment that the river immediately below Slab Creek Dam is "seldom used for recreation" referencing SMUD as the source of this information is incredulous. Boating recreation below Slab Creek Dam has only been limited by the fact that up until the release of the new license order for the FERC Upper American River Project #2101, SMUD has been under no obligation to release recreational flows. That reality has changed, as detailed in the federal regulatory setting above. The Coalition does, however, concur that there is limited access.

O-4-27

The lack of information in this section for the DEIR seems to intimate that there are no recreational activities of concern. Yet recreational groups have been using the primitive facilities of the Swinging Bridge for decades. The Coalition, therefore, requests that the County populate this section with information gathered during the public scoping process described in our comments for S.4 Environmental Impact Report Process and Public Review. It is also advised that the County provide in this section the Public Access Feasibility Study adopted by the Board of Supervisors including all the public remarks and commentary. This study was done to adhere to the California Streets and Highway Code 991 and was to have aided in the CEQA process for

O-4-28

O-4-29

²² Appendix B Pages 7: El Dorado County Draft Feasibility Study Public Access to the South Fork of the American River at Mosquito Road Bridge

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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this project. Although comments made before the Board suggest that this study was less than adequate, it nevertheless provides illuminating information for the DEIR.

O-4-29
cont'

The Coalition also provides the following background information for inclusion in the DEIR.

Whitewater Boaters:

The third edition of a 1984 paddling guidebook *The Best Whitewater in California The Guide to 180 Runs* by Lars Holbek and Chuck Stanley details the South Fork American River below Slab Creek Reservoir. It cites the first descent of this reach occurred in April 1982. It goes on to relate - "One can also access the river at the Mosquito Road Bridge, 3.3 miles down the run."²³

O-4-30

Mosquito Road Bridge is one of two available take-outs for the South Fork American River below Slab Creek Reservoir. In a comment letter to the County dated November 24, 2014, American Whitewater explained that Mosquito Road Bridge serves as a historic take-out point for boaters who want a shorter run and as an alternative to portaging the hardest Class V rapid downstream of the bridge. The letter also detailed that boaters currently park in the limited number of spaces on the Placerville canyon side of the road.²⁴

The implementation of the 2014 FERC New License Order for the Upper American River Project resulted in the first recreational flow releases during the Spring of 2016. Recent SMUD monitoring numbers indicated during these six days of releases, 105 paddlers took out at Mosquito Road Bridge carrying gear and equipment for 76 boats.²⁵ The FERC License also provides for a future increase in the number of recreational flow days. In a WET year the maximum boating days for the season could reach 18 days. Applying the recent monitoring numbers from SMUD, in the future we could see 315 paddlers take out at Mosquito Road Bridge carrying gear and equipment for 228 boats.

O-4-31

In addition of the scheduled recreational flow, the license required minimum instream flows provide opportunity for inflatable kayakers to run this river outside of the recreational releases. A comment letter from Jeff Wasielewski provided in the DEIR Appendix A relates:

With the recent SMUD relicensing, SMUD will be providing minimum streamflows that are over 200 cfs in most years In the months of April and May. I plan on taking

²³ Lars Holbek and Chuck Stanley *The Best Whitewater in California The Guide to 180 Runs Third Edition* (Watershed Books, 1998), 176-177

²⁴ Appendix A Pages 24-28: Letter dated November 24, 2014 from American Whitewater

²⁵ Appendix B Pages 2-4: SMUD Whitewater Boating Update

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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advantage of these flows in order to frequently run the Slab Creek run with my boating friends in our inflatable kayaks. Access at the Mosquito Ridge Bridge is important to facilitate running the upper and lower sections separately since low flows require longer paddling times.

O-4-31
cont'

The Public Access Feasibility Study referenced that SMUD has plans for a White Rock Take-Out facility which could be used as an alternative to Mosquito Road Bridge. However, the concept plans for this facility have not been completed and with no resolution on a final location SMUD has asked FERC for an extension until January of 2017 to file just the concept plans. It is likely that the Mosquito Road Bridge replacement project will be completed a decade or more in advance of any SMUD take-out facility downstream.

O-4-32

Unlike the White Rock Take-out facility, SMUD appears on schedule for the construction of the new Slab Creek Powerhouse and Boating Flow Release Valve. Construction is slated to start in September of 2017. This facility will allow SMUD to generate more power while meeting the minimum instream flow requirements below Slab Creek Reservoir. Additionally, with the boating release valve SMUD will have finer control to provide recreational flows for a wider audience of water craft type during a single release. i.e. small kayaks to full size rafts.

O-4-33

Climbers:

In the 1991 climbing guidebook *Climbing Guide to Cosumnes Gorge & Mosquito Bridge California*, Bob Branscomb chronicles the climbing resources located on BLM land on the Mosquito/Swanboro canyon side of the river. He describes "to access this locale it is best to park in the last turnout before reaching the bridge on the Placerville canyon side." You would then access the climbing resources by traversing the bridge when the river level is too high.²⁶ Bob grew up in Placerville in the 50s and 60s and he was directly involved with developing the Mosquito Bridge area for climbing with Placerville locals Ron Vardanega and Don Garrett in the late 70s and 80s.

O-4-34

Ron Vardanega, details that the climbs are steep cracks on high grade granite that make a great training area for climbers preparing for the steep cracks of Yosemite. There are also several difficult climbs so climbers come to test their strength and technique.²⁷ Ron also relates that these climbing formations have a name – "Mosquito Coast" first coined by William H. Cottrell's

²⁶ Bob Branscomb, *Climbing Guide to Cosumnes Gorge & Mosquito Bridge California* (Branscomb, 1991), 9-12

²⁷ Appendix A Pages 32-33: Email dated August 15, 2016

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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2003 guidebook *Rock Climbs of Placerville, CA*.²⁸

O-4-34
cont'

The Access Fund a national climbing advocacy organization submitted a letter to the County prior to the Draft Public Access Feasibility presentation to the Board of Supervisors.²⁹ It advocated for the existing Mosquito Bridge to be maintained as a pedestrian and recreational access point as opposed to being removed. It went on to request a County analysis to address limited parking throughout the corridor.

O-4-35

Bicycle:

See Coalition comments already provided in 3.1.1.2 Existing Conditions - Environmental Setting

O-4-36

3.12.2.1 Environmental Impacts – Methods of Analysis

Once again, El Dorado County uses a review of programs and plans that pertain to the management of the South Fork American River below Chili Bar Dam. The Coalition questions how this method would yield any useful information about recreation around Mosquito Road Bridge. It is also observed that the County made no efforts of formal outreach to discover recreational interests associated with the existing bridge.

O-4-37

3.12.2.2 Environmental Impacts – Thresholds of Significance

This section demonstrates the inability of the Appendix G “cookie cutter” questions to properly identify the significant impacts to recreational stakeholders.

O-4-38

3.12.2.3 Environmental Impacts – Impacts and Mitigation Measures

Whitewater Boating Impacts:

Historic use of this resource by whitewater boaters dating back to 1982 would suggest that paddlers consider river access at the Mosquito Road Bridge a formal take-out. The project proposal to move river access ½ mile up the Placerville river canyon side to a gated pedestrian access point will have avoidable physical impacts to the many boaters who take-out here. It also ignores the impacts to paddlers with disabilities. Moreover, the turnouts by the proposed gated pedestrian access are private property. County River Patrol confirmed as much on April 24, 2016 in a post on boof.com:³⁰

O-4-39

²⁸ William H. Cottrell, *Rock Climbs of Placerville, CA* (El Dorado Publishing, 2003), 52-62

²⁹ See El Dorado County Board of Supervisors File 16-0629 Attachments: Public Comment Revd 8-12-16 BOS 8-16-16

³⁰ https://boof.com/t/slab-creek-put-in-take-out-logistics-temperature-watch/11668/7u-theresa_1_simsiman

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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SouthForkRiverPatrol

Apr 24

The land owner who owns the turn out property right before the closure gates on mosquito rd. on the right does not want people to park there. Please use the turn out further up the road on the left. Thank you.

♥ 🔗 ... ↩ Reply

The nearest opportunity for a public turnout appears to be by the new high –level bridge but that parking would be nearly a mile away up a switchback and the current proposal makes no provisions for parking by the bridge.

Without access to nearby parking, boaters would have no way to transport heavy kayaks or rafts out of the steep canyon without some difficulty. As the DEIR points out “ the steep nature of the canyon faces can be expressed as a 450-foot drop in a horizontal distance of 750 feet. Elevations range from approximately 1280 feet above sea level at river level to approximately 1730 feet at the proposed Project’s tie in locations.” The proposed access changes would discourage many boaters from using Mosquito Road Bridge. Consequently, many boaters who get out at the bridge to avoid the Class V Motherlode Falls rapid would have little choice but to either run the rapid or avoid doing the South Fork American River below Slab Creek altogether. The reduced number of boaters would also impact the signatories to the settlement agreement who spent years negotiating for recreational boating flow only to be thwarted by lack of access. El Dorado County does not maintain public river access they fundamentally change it.

O-4-39
cont'

Climber Impacts:

The proposed removal of Mosquito Road Bridge would prevent access to the climbing resources from the Placerville river canyon side during high river levels. To access the area from the Mosquito/Swansboro side, climbers would be forced to traverse ½ mile down four steep switchbacks and at the end of the day ½ mile up again. (See DEIR Elevation Description Above) Climbers are also impacted by no provisions for public parking by the new high level bridge.

O-4-40

In addition, emergency access across the bridge by emergency personal is eliminated for all recreational activity. Without a bridge to cross, traversing to an emergency on either side of the river canyon will be slowed and dependent on river levels.

O-4-41

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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Bicycle Impacts:

See Coalition comments 3.1.2.4 & 3.9.2.3 Environmental Impacts - Impacts and Mitigation Measures.

O-4-42

Comments on the DEIR Chapter 3.1 Impact Analysis – Traffic and Circulation

3.13.1.2 Environmental Setting

Access, Circulation and Parking

The County claims that there is no formal parking provided near the Mosquito Road Bridge crossing and it is used only as a take-out point for river users. Yet, the Coalition observes that a traffic sign asking vehicles to “Park Off Pavement” would suggest the County understands parking in this area is used frequently and by more than just the river users. (See Figure 2) This section should document the current amount of spaces available for the public to park which is 4 to 6 cars. (See 2.2 Project Location and Exiting Conditions) It also should detail the turnouts located by the Placerville river canyon proposed gated access are private property and legally unavailable for the public to use.

O-4-43

Bicycle and Pedestrian Facilities

The bicycle use the Coalition covered in section 3.1.1.2 Existing Conditions - Environmental Setting should be included here as well.

O-4-44

3.13.2.3 Environmental Impacts – Impacts and Mitigation Measures

Private Land Owner Impact:

The proposal to close vehicle access to the available parking spaces will encourage the public to park in the closest turnouts available or to seek out roadways that are on private property.

O-4-45

Bicycle:

See Coalition comments 3.1.2.4 & 3.9.2.3 Environmental Impacts - Impacts and Mitigation Measures.

O-4-46

Comments on the DEIR Chapter 4 Alternatives

All alternatives identified for this project, except the No-Project Alternative, fail to mitigate for the recreational impacts identified in the preceding comments. While the County portends that they will handle mitigations for recreation outside of the Mosquito Road Bridge Replacement Project, impacts to recreational concerns are wholly caused by the bridge project itself.

O-4-47

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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Furthermore, trying to partition the mitigation responsibilities between County departments (i.e. County Community Development Agency, Transportation Division vs County Parks and Recreation) does not negate the fact that the responsibility for mitigation remains under the El Dorado County Board of Supervisors. In other words, the County departments are one in the same. The Coalition, therefore, proposes the following mitigation options to incorporate into the DEIR alternatives. Funding for these options can be provided for by the annual payment the County receives through the *El Dorado – SMUD Cooperation Agreement*³¹ and the County can apply for a Division of Boating and Waterways Non-Motorized Boating Facility Grant.³²

O-4-48

Recreation Mitigation Options

Option 1: Since the County intends to maintain Mosquito Road for emergency vehicles at annual cost to the County of \$8000, maintain the existing vehicle access to river level and the area parking spaces. Close off the existing Swinging Bridge to vehicle traffic and allow pedestrian and bicycle through access.

O-4-49

Option 2: Maintain the existing vehicle access to river level and the area parking spaces but only during the months identified by the FERC License for the Upper American River Project for recreational flow: March, April, May & October. Provide public parking for the off-season in the areas developed for construction or in turnouts purchased from private landowners. Close off the existing Swinging Bridge to vehicle traffic and allow pedestrian and bicycle through access.

O-4-50

Option 3: Develop as close to the river as possible turnouts for parking along Mosquito Road on BLM Parcel APN 084-030-046 and allow vehicle access to that point. Close off the existing Swinging Bridge to vehicle traffic and allow pedestrian and bicycle through access.

O-4-51

Option 4: Develop as close to the river as possible turnouts for parking along Mosquito Road on BLM Parcel APN 084-030-046 and allow vehicle access to that point. Remove the existing Swinging Bridge and provide a new bridge for pedestrian and bicycle through access.

O-4-52

³¹ The *Upper American River Project, FERC Project No. 2101*; *Filing of El Dorado-SMUD Cooperation Agreement* is available on the Commission's website from the eLibrary feature at <http://www.ferc.gov/docs-filing/elibrary.asp>. Accession number 20051205-0233 Pages 7-8

³² <http://dbw.ca.gov/PDF/Facilities/DPR425.pdf>

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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Conclusion

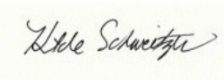
The Coalition understands the need for a new bridge and we support the construction of the proposed high-level bridge. However, in the time before the FEIR is released, El Dorado County must make an effort to substantively engage with recreational stakeholders to properly identify all interests, significant impacts and mitigation pertaining to the existing Mosquito Road Bridge.

O-4-53

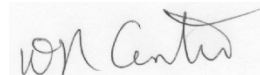
As an example of what can be accomplished, the Coalition, submits the Caltrans *South Fork American River Bridge Project Initial Study with a Proposed Mitigated Negative Declaration El Dorado County on State Route 49*.³³ Caltrans met several times with recreational stakeholders to define and scope public access to the river which resulted in mutually agreed upon mitigations. We ask El Dorado County to replicate this process. The Coalition is ready and willing to engage.

O-4-54

Sincerely,



Hilde Schweitzer
Private Boater - El Dorado County Resident
P.O. Box 852
Lotus, CA 95651
530-622-2932



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California Outdoors
President
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Chris Shutes
California Sportfishing Protection Alliance
FERC Projects Director
1608 Francisco Street

³³ Appendix B Pages 35-151

Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

LETTER O-4 p. 29 of 31

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Dave Steindorf
American Whitewater
California Stewardship Director
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Chico, CA 95928
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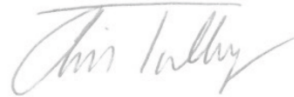
John Simpink
Private Boater – El Dorado County Resident
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Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

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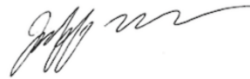
Cecily Smith
Foothill Conservancy
Executive Director
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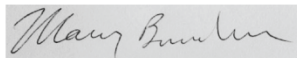
Chris Tulley
Private Boater
111 Shelley Court
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919-621-1900



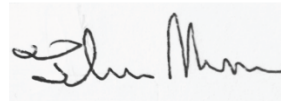
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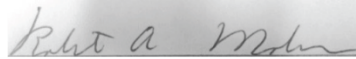
Thomas Moore
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Comment Letter O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters

LETTER O-4 p. 31 of 31



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Att: Appendix A Public Engagement Documentation MRB
Appendix B Relevant Documentation MRB

cc: Darlene Wulff
Caltrans District 3
Local Assistance Engineer for Mosquito Road Bridge

El Dorado County Board of Supervisors

Jim Eicher
Bureau of Land Management
Folsom Field Office

Comment Letter O-4 Appendixes A and B are included as Final EIR Attachment C

Response to O-4, American River Recreation Association, California Outdoors, California Sportfishing Protection Alliance, Access Fund, Friends of the River, American Whitewater, Foothill Conservancy, Mother Lode Century, Placerville Bike Shop, California Canoe & Kayak, and private residents and boaters, December 1, 2016

O-4-1: This comment is a summary of the commentary to come. The concerns are responded to in the following responses.

O-4-2: This comment is an overview of the goals of CEQA. No response is necessary.

O-4-3: The County is aware of the issues regarding access to the river for recreation. While Section S.3 of the Draft EIR does mention river access as an area of known controversy, for clarification, the following change is made to the text of the Draft EIR on page S-2 of the Draft EIR. CEQA does not require a detailed discussion of the areas of known controversy. Please see Master Responses 1, 3, and 4 for a full discussion of these issues.

Known areas of controversy include the availability of evacuation routes and emergency vehicle access, a bridge fully accessible and traversable by all vehicle types, river access for recreation, the potential for increased growth in the Swansboro/Mosquito area, and the alignment of the replacement bridge within the South Fork American River canyon.

The comment summarizes discussions from 2013 and 2014 public workshops on the project. That predates the preparation of the EIR. Comments received during the NOP period were considered during preparation of the Draft EIR. CEQA does not require that the Draft EIR identify specific responses to NOP comments. Comments received during the Board of Supervisors' hearing on the Public Access Feasibility Study were not submitted in the context of the CEQA process and therefore do not need to be specifically identified in the Draft EIR.

O-4-4: Extensive scoping and public outreach was undertaken to inform the public of the project and to elicit their views. Comments received during scoping and public outreach were considered during preparation of the Draft EIR. CEQA does not require the Draft EIR to describe the scoping process, nor does it require the Draft EIR to include comments to the Board of Supervisors at the hearing on the Public Access Feasibility Study, which is separate from the CEQA process. Even though CEQA does not require consideration of a project's impacts on recreation, recreational interests are discussed in Draft EIR Section 3.12, *Recreation*, and further information and responses to comments on the Draft EIR regarding these issues are found in Master Response 3. The Public Access Feasibility Study has been attached to the Final EIR.

O-4-5: CEQA does not require the Draft EIR to include a detailed discussion of either the scoping meetings or the comments received. Similarly, CEQA does not require the record of the scoping meetings to be included in the Draft EIR as an appendix or in any other form. The Draft EIR does contain each of the comments received during the 30-day public scoping period in response to the Notice of Preparation of an EIR circulated on June 26, 2015, including the comment cards submitted during the public scoping meeting held on July 15, 2015. Responses to comments on the Draft EIR regarding river access can be found in Master Response 3.

O-4-6: The comments received from American Whitewater were received after the end of the NOP review period. These comments, and any others received after the end of the review period, are part of the administrative record and were considered during preparation of the Draft EIR, but were omitted from the appendix because they were late. CEQA does not require the Draft EIR to include

comments received on the NOP in an appendix. The omission of the letter does not make the Draft EIR incomplete.

O-4-7: The project impacts have been analyzed in the various resource chapters of the Draft EIR. Use of Appendix G issues as the basis for the Draft EIR analysis is common practice in the preparation of EIRs and ensures that the Draft EIR examines the full range of issues required by CEQA. The Draft EIR examined each of the issues cited in the comment and found that they are not significant. The analysis supporting these conclusions is in the respective sections of the Draft EIR. Please see also the responses to the commenter's specific comments on these topics.

O-4-8: The 45-day comment period for the Draft EIR meets the requirements of CEQA. The County declines to extend that period.

O-4-9: The Final EIR contains additional discussions of current recreational use and parking at the bridge, including in Master Response 3. Although people park vehicles in the limited room along the road, there are no formal facilities (e.g., parking lot, staging area, bathroom facilities, formal access trail) for recreationists. The safety turnouts are intended to allow drivers to pull out of the way and wait while oncoming traffic passes. If cars are parked in these turnouts, the road could easily be blocked for through traffic to be able to pass cars who are waiting to cross the bridge.

O-4-10: Please see Master Response 4 regarding demolition of the existing bridge. Standard construction techniques include safety procedures that will ensure that materials do not fall into the river. Contractor work plan submittals and safety requirements for passing boaters will be considered as the design progresses. Work plan submittals to address this safety issue and other potential project requirements to ensure public safety will be evaluated and included in the project specifications as needed as the project design and improvement features progress. Nonetheless, these concerns are moot as the Board has decided to maintain the existing bridge in a decision independent from this project.

No additional impact results from this comment and no additional mitigation is warranted. No change to the Draft EIR is necessary.

O-4-11: Please see the response to comment O-4-10. The Project is distinguishable from the South Fork American River State Route 49 project (which was examined in a mitigated Negative Declaration, not an EIR). The South Fork American River State Route 49 project involves a long-established, formal river access point, and the bridge is a few feet above the high water line of the South Fork, compared to the proposed Mosquito Road Bridge which would be approximately 400 feet above the river. The South Fork American River State Route 49 project is in a location that is heavily used by whitewater boaters, and is within the County's *River Management Plan, South Fork of the American River* recreation area, unlike the informal takeout point at the existing Mosquito Road Bridge which has much less river use. Further, the construction activity for the South Fork American River State Route 49 project will occur adjacent to the formal access. In contrast, the current Project does not involve a formal access point and construction will be at a distance from the river. No public safety plan for river traffic is necessary beyond the standard construction techniques and safety procedures described in the response to comment O-4-10 and Master Response 4. No change to the Draft EIR is necessary.

O-4-12: Caltrans has concluded that adoption of a categorical exclusion (CE) may be appropriate for this Project and proposes to use a CE for this project pursuant to 23 CFR 771.117(c)(28). The comment implies that the CE is already issued from Caltrans. This is not the case at this time. The CE

applies only to the FHWA-funded action for the proposed bridge. It does not apply to BLM's actions relating to construction access. BLM will review its own proposed actions and undertake the necessary NEPA documentation.

O-4-13: A standard CE checklist, as promulgated in Caltrans' Standard Environmental Reference, has been completed for the project along with supporting technical studies. The technical studies support the conclusion that there are no extraordinary circumstances that would require Caltrans (as assigned by FHWA) to prepare an Environmental Assessment under NEPA.

BLM will be responsible for permitting activities proposed to be located on BLM-administered land. Accordingly, BLM will evaluate the impacts of such actions pursuant to NEPA.

O-4-14: This comment provides an introduction to the comments below. Please see the responses to the comments following this one for a response.

O-4-15 and O-4-16: Visual impacts have been analyzed in the Draft EIR. The County recognizes that bicyclists riding on Mosquito Road and crossing the existing Mosquito Road Bridge are a viewer group. With the Board of Supervisors' direction to retain the Mosquito Road Bridge, as described in Master Response 1, the existing Mosquito Road Bridge is to be retained and maintained for pedestrians and bicyclists and the Project will not change existing recreational opportunities and visual character and would not result in an adverse physical change. This does not change the impact conclusions of the EIR, and the commenter's proposed change to the EIR is not required.

In addition, three dimensional visual rendering videos shared with the public at two public workshops for the proposed Project (July 15, 2015; October 26, 2016) and one Board of Supervisors meeting (April 28, 2015) support the description in the Draft EIR of how the proposed Project would appear from the perspective of bicyclists on the roadway. The videos also support the finding that the Project's effect in the visual character or quality of the area is less than significant. Extracted images from the video of the proposed Project are included in Attachment B.

O-4-17: The cited El Dorado County General Plan Goal and Objectives were not adopted specifically to avoid or mitigate an environmental effect of this project. The project will not harm the South Fork American River and does not prevent its continued use by whitewater enthusiasts. Policies 9.1.4.1 and 9.1.4.2 do call out the *River Management Plan, South Fork of the American River* as the implementation plan for the river management policies.

Further, Policy 9.2.3.2 states that the River Management program for the South Fork of the American River shall continue to be funded primarily through commercial permits and user fees. At this time, the *River Management Plan* does not address the reach of the American River above Chile Bar.

The proposed Project is a safety project, consistent with the General Plan and in particular the policies within the Public Health, Safety and Noise Element and the Circulation Element. Therefore no change is made to the Draft EIR.

No major recreational events of the types noted in the objective take place here that would be adversely affected by the project because the new bridge offers access across the South Fork American River, and, as described in Master Response 1, the existing Mosquito Road Bridge is to be retained and maintained for pedestrians and bicyclists. Moreover, the other recreational concerns about recreational use of the undeveloped area have been addressed independent of this Project.

No change to the Draft EIR is necessary.

O-4-18 and O-4-19: The County declines to add the changes suggested by the commenter. As noted in the response to comment O-4-17, the project is not in conflict with the General Plan. Please also see Master Response 1 and the response to comment O-4-17, and Master Response 3. No change to the Draft EIR is necessary.

O-4-20: The cited federal regulations are not applicable to and do not regulate the Project. Therefore, there is no reason to include them in the Final EIR. The cited agreements relate to the relicensing of SMUD's Upper American River Project. Please see the response to comment O-4-17 regarding the General Plan Park & Recreation Element.

O-4-21: Please see Master Response 3. While the agreements related to the relicensing of SMUD's Upper American River Project bind SMUD to certain levels and timing of water releases from its facilities, they do not obligate the County to provide any form of access at the Mosquito Road Bridge. Nor do they convert whitewater boating from an issue of community character to an issue subject to CEQA review. CEQA is concerned with the disclosure of adverse physical changes in the environment. Effects on whitewater boating is not an adverse physical change to the environment.

O-4-22: The cited FERC License Order for SMUD's Upper American River Project does not apply to the County and the EIR has not been revised to include it. The remainder of this comment apparently consists of specific language from the agreements related to the FERC relicensing of SMUD facilities. It is not applicable to the County and does not obligate the County to undertake any activities. Please see Master Response 3.

O-4-23: Please see Master Response 3 and the responses to comments O-4-21 and O-4-22.

O-4-24 and O-4-25: The question of access to a navigable river is not a CEQA issue. The County Board of Supervisors has considered the Public Access Feasibility Study prepared for this project and concluded that new public access is not feasible due to significant public safety concerns. The existing access is informal, crosses private property en route to the river, and, with the Board's directive to retain and maintain the existing bridge for pedestrian and bicycle use as described in Master Response 1, would not be affected by the Project. Please see Master Response 3 for more detail.

O-4-26: The commenter states the organization's interpretation of the County General Plan. Please see the response to comment O-4-17 for a response.

O-4-27 and O-4-28: Please see Master Response 3 for a response to this comment.

O-4-29: The Public Access Feasibility Study has been attached to the Final EIR.

O-4-30: The commenter provides additional information on past and current recreational use of the area by whitewater boaters. No response is necessary. Please also see Master Response 3 and the response to comment O-4-9.

O-4-31: Please see Master Response 3 and the responses to comments O-4-22 and O-4-30. While the agreements related to the relicensing of SMUD's Upper American River Project bind SMUD to certain levels and timing of water releases from its facilities for recreation, they do not obligate the County to provide any form of access at the Mosquito Road Bridge.

O-4-32: This is a comment on the Public Access Feasibility Study, not the EIR, and no response is necessary. See also the responses to comments O-4-3, O-4-4, and O-4-31.

O-4-33: The commenter provides additional information about progress on the construction of SMUD's facilities. This does not relate to the Project and no response is necessary.

O-4-34: The commenter provides additional information on past and current recreational use of the area by rock climbers. No response is necessary.

O-4-35: The commenter summarizes comments on the Public Access Feasibility Study submitted by the Access Fund. This was a comment on the Public Access Feasibility Study, not the EIR, and no response is necessary.

O-4-36: This is a cross-reference to other comments. No response is necessary.

O-4-37: Information about management of the South Fork American River is provided as context for recreational use of the river. The Final EIR contains additional discussions of current recreational use at the Mosquito Road Bridge, including in Master Response 3. The County undertook substantial public outreach in the form of a CEQA scoping meeting for the project and informational meetings held prior to beginning the CEQA process.

O-4-38: Please see the response to comment O-4-7.

O-4-39: Please see Master Response 3 and the responses to comments O-4-9 and O-4-22; the bridge does not provide a formal access take-out point. Boaters using this informal access take-out point on undeveloped land do so at their own risk. Further, this is not the only take-out point on the river. The Project would not change that fact. The County is not a signatory to the FERC license-related agreements and is under no obligation to provide access on that basis.

O-4-40 and O-4-41: Emergency access to the Swansboro community currently relies on negotiating the narrow, switch-backed road to the bridge. The proposed Project will provide a safer and more reliable route across the American River. As described in Master Response 1, the existing Mosquito Road Bridge is to be retained and maintained for pedestrians and bicyclists. The existing switchback road to the bridge will also be retained and emergency responders will be provided access. The Project would have minimal effect on the amount of time necessary for emergency vehicles, which would be allowed access to the existing road, to travel down the switchbacks to the river.

O-4-42: This is a cross-reference to other comments. No response is necessary.

O-4-43: There is no formal parking provided at the existing bridge. Formal parking implies provision of a parking lot and marked spaces. The safety turnouts are intended to allow drivers to pull out of the driveway and wait while oncoming traffic passes. If cars are parked in the safety turnouts, the road could easily be blocked for through traffic to be able to pass cars who are waiting to cross the bridge. Please see also Master Response 3.

O-4-44: This is a cross-reference to other comments. No response is necessary.

O-4-45: Please see the response to comment O-4-43.

O-4-46: This is a cross-reference to other comments. No response is necessary.

O-4-47: Please see Master Response 3. CEQA does not require that the EIR contain an alternative for impacts that are less than significant. The Project would not have a significant impact on recreation and, more importantly, CEQA does not consider a project's impact on recreation. No change to the Draft EIR is necessary.

O-4-48: Please see Master Response 3. The County assigns mitigation responsibilities to those county departments that are best suited to undertake or oversee the mitigation. This does not infer that the County will not fulfill its mitigation obligations. It simply reflects that fact that the county government contains various departments with specialized roles.

O-4-49: Please see Master Response 3.

O-4-50: Please see Master Response 3.

O-4-51: Please see Master Response 3.

O-4-52: Please see Master Response 3.

O-4-53: The comment presents the commenter's opinion of the CEQA process. Please see the response to comment O-4-4. No additional response is necessary.

O-4-54: The example submitted by the commenter is for a project that is distinguishable from the project at hand. Please see the response to comment O-4-11.

Comment Letter O-5, California Wildlife Foundation

LETTER O-5

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428 13th Street, Suite 10A
Oakland, CA 94612



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tel 510.208.4436
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November 30, 2016

Janet Postlewait, Principal Planner
El Dorado County Community Development Agency, Transportation Division
2850 Fairlane Court
Placerville, CA 95667

RE: Mosquito Road Bridge (No. 25C0061) Replacement Project, Sch # 2015062076

Dear Ms. Postlewait:

California Oaks, a program of California Wildlife Foundation, works to conserve oak ecosystems because of their critical role in sequestering carbon, maintaining healthy watersheds, and providing sustainable wildlife habitat. A concerned resident whose property will be impacted by the proposed Mosquito Road Bridge Replacement Project asked that our organization communicate about Best Management Practices associated with oak trees that will be affected by the project.

O-5-1

Our recommendations are below:

Keep as many trees standing as possible: Oak restoration, while important, is a small step towards restoring the many ecosystem services of mature oak woodlands. Oak seedlings require many years to reach maturity. Thus, assuming planted oaks are cared for sufficiently to reach maturity, the net result is many years of lost habitat, watershed function, and carbon sequestration following the degradation or conversion of an oak woodland.

O-5-2

Mitigation as close as possible to the impacted oaks: Should conservation easements on oak woodlands be used as a mitigation measure, it is important that the conserved oak woodlands be proximate to the disturbed site to achieve minimal impact on the local ecosystem. California's oak woodlands provide food and critical habitat for native species, including 2,000 plants, 5,000 insects, 80 amphibians and reptiles, 160 birds, and 80 mammals—many of which are listed as threatened, endangered, or species of special concern by the state or the federal government. A great deal of research has documented the importance of maintaining habitat connectivity to ensure sustainable wildlife habitat and healthy watersheds.

O-5-3

Restoration plantings of oak seedlings: It is important that a sufficient number of oaks are planted to mitigate for the removal of trees. A ratio of 3 oaks planted for each tree removed is appropriate for El Dorado County. Also, please note that Section 21083.4 of Public Resources Code, which specifies mitigation measures for significant impacts to oak woodlands, requires the establishment period for planted oaks to be seven years. We suggest that a monitoring program be established to ensure that the planting and

O-5-4

www.californiaoaks.org **Oaks**

Comment Letter O-5, California Wildlife Foundation

LETTER O-5 p. 2 of 2

maintenance are effective.

Additionally, note that Public Resources Code specifies that replacement planting can fulfill no more than one-half of the mitigation requirement for the project.

O-5-5

Greenhouse gas impacts of oak woodland removal: Lastly, please note that the California Environmental Quality Act requires the analysis and mitigation of potential effects of greenhouse gas emissions related to conversion of oak woodlands.

O-5-6

Thank you for your attention to maintaining El Dorado County's important oak ecosystems.

Sincerely,



Janet Cobb
Executive Officer

Response to O-5, California Wildlife Foundation, November 30, 2016

O-5-1: This comment summarizes the purpose of the CWF and the intent of the comment letter. Please see responses to the remaining comments in this letter.

O-5-2: The commenter expresses the opinion of the organization that it is important to keep as many oak trees standing as possible.

O-5-3: The commenter expresses the opinion of the organization that it is important that conserved oaks woodlands provided as mitigation be proximate to the disturbed site. As stated in Mitigation Measure BIO-7, oak woodland vegetation will be mitigated so that impact is less than significant.

O-5-4 and O-5-5: The commenter expresses the opinion of the organization that mitigation replacement of oaks should be at a ratio of 3 oaks planted for each tree removed but does not provide any evidence or analysis as to why the ratios in BIO-7 do not suffice to mitigate the impacts. While a higher ratio may be preferred by the commenter, the County must weigh the limited funding sources of this public safety project against the commenter's desire to do more than what is necessary to mitigate the impacts of the Project. Mitigation measures will be implemented to ensure impacts to interior live oak woodlands are less than significant. The project will avoid impacts to interior live oak woodlands to the maximum extent feasible. In areas where temporary or permanent impacts will occur in interior live oak woodlands, mitigation will be implemented through the most current El Dorado County Oak Resources Management Plan (ORMP), at the time of Project construction, and by applying a combination of the options listed in Mitigation Measure Bio-7.

Construction activities, routes, staging areas and improvement features will seek to avoid tree removals and oak woodland disturbances whenever possible to minimize impacts. Additionally, these avoidances will also consider existing oak woodland habitat canopy characteristics in an effort to minimize impacts to oak woodland habitat as it pertains to post construction canopy conditions. Replanting onsite of oak woodland vegetation will be pursued, however due to physical constraints of the project area and in efforts to limit the impact (disturbance) area of the project and right-of-way impacts, there is little available space for planting trees, or onsite compensation for the temporary and permanent impacts to interior live oak woodlands. Alternatively, mitigation will be supplemented with offsite planting and/or purchasing mitigation credits, and to the extent feasible, consideration of the proximity of the project will be given in selecting the location of offsite planting and/or purchase of mitigation credits. The latter measures will be done in combination with onsite planting to collectively mitigate impacts to less than significant, and replanting will not account for more than half of the mitigation.

Although the oak woodland impacts are approximate and shown in acres, the final impact areas will be determined based on actual disturbances and in cooperation with California Department of Fish and Wildlife (CDFW) and by a qualified biologist or arborist. The mitigation measures for these impacts may include: mitigation banks, and/or offsite oak woodland habitat replacement at 2:1 per acre or a reduced ratio if consistent with the most current ORMP at the time of Project construction. In the existing policy, the canopy retention standards recognize the overall impact of the project to the existing oak woodland based on the percentage of canopy cover retained after project completion as compared to the existing canopy cover in the area. For projects that meet these requirements, a reduced 1:1 replacement ratio is allowable and sufficient as the project area is able to retain essential oak woodland habitat qualities of the existing condition thereby reducing or limiting the overall impact of the project on the oak woodland habitat. The specific mitigation

measure to include mitigation quantities and costs will be determined based on the construction impacts associated with the actual project constructed.

Mitigation Measure Bio-7 has been adjusted to ensure that, for any trees replanted to achieve mitigation, the trees will be monitored for three years under the funding for this Project and then the County will maintain the replanted trees for an additional four years to ensure compliance with Public Resources Code Section 21083.4(b)(2)(B). Because any replanted trees will be done at a 2:1 ratio and an 80% success rate will be required at three years, the total surviving new trees will exceed the number of trees impacted and those trees will be maintained for a minimum of seven years. Consistent with Public Resources Code Section 21083.4(b)(2)(c), replanting will not fulfill more than one-half of the mitigation under Bio-7.

O-5-6: The Draft EIR describes the effects of the project on greenhouse gas emission in Section 3.6, *Greenhouse Gas Emissions*. In response to the comment, the County analyzed the permanent conversion of up to 6.67 acres of Interior Live Oak Woodland and generation of additional greenhouse gas emissions. It was determined that the conversion of the oak woodland habitat would result in emissions of 242 metric tons of CO₂ equivalent per year during construction and carbon sequestration loss of 10 metric tons of CO₂ equivalent per year. The Project's total emissions (242 + 802 metric tons of CO₂ equivalent per year during construction) would not exceed the El Dorado County Air Quality Management District's threshold of 1,100 metric tons of CO₂ equivalent per year, nor would the 10 metric tons of CO₂ equivalent sequestration loss. Further, these calculations are conservative as they do not take into consideration the mitigation through replanting. The greenhouse gas emissions would therefore not be significant. No change to the Draft EIR is necessary.

Quantifying carbon sequestration and carbon storage loss is somewhat speculative and made difficult due to the numerous local factors that affect carbon uptake by land. While reliance on potential sequestration and storage loss based on typical CO₂ rates for more generalized land types are accepted by the Intergovernmental Panel on Climate Change and other expert agencies, and can provide a reasonable estimate, the results may over- or under-estimate the actual effects and remain speculative.

Comment Letter O-6, Chico Velo

12/6/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER O-6



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Janine Rood <janinerood@everyactioncustom.com>

Tue, Nov 29, 2016 at 6:49 AM

Reply-To: janinerood@chicovelo.org

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

Chico Velo is a 501.c.3 nonprofit Bicycle advocacy organization. As the Executive Director, of Chico Velo I'm writing to express the support of Northern California bicyclists for preserving/restoring the original Mosquito Road Bridge for recreational use. As recreational stakeholders, we appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). We understand the need for a new bridge and remain supportive of the project, however, we are concerned that the DEIR ignores recreational interests in the area.

O-6-1

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oettinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

O-6-2

We therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. O-6-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. O-6-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. O-6-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. O-6-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. O-6-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. O-6-8
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. O-6-9

Sincerely,

Sincerely,
Janine Rood
PO Box 2285
Chico, CA 95927-2285

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b08ffa50642...> 1/1

Response to O-6, Chico Velo, November 29, 2016

O-6-1: This comment introduces the Chico Velo organization. No response is required.

O-6-2: Please see the response to comment I-FORM-1.

O-6-3: Please see the response to comment I-FORM-2.

O-6-4: Please see the response to comment I-FORM-3.

O-6-5: Please see the response to comment I-FORM-4.

O-6-6: Please see the response to comment I-FORM-5.

O-6-7: Please see the response to comment I-FORM-6.

O-6-8: Please see the response to comment I-FORM-7.

O-6-9: Please see the response to comment I-FORM-8.

Comments and Responses—Individuals

A large number of identical comment letters (form letters) sent from individuals were received by the County. Comment letter I-1 is included in this chapter as the representative letter for these identical form letters. Because all of the comments in letters I-1 through I-249 are exactly the same, separate responses are not provided. The form comment letters themselves are listed in Table 2-1 and the letters are presented in Attachment D. Starting with comment letter I-250, while some portions of the letters may be the same as in the form letter, the comments may be modified from the form letter and, in most cases, some or all comments provided in these comment letters are unique, and unique responses are provided. A copy of the representative form letter and each of the unique letters and responses to the provided comments follow this page.

Comment Letter I-FORM

11/21/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-FORM



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Gary Johnson <gary.johnson09@everyactioncustom.com>

Mon, Nov 21, 2016 at 12:44 PM

Reply-To: gary.johnson09@comcast.net

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

I-FORM-1

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-FORM-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-FORM-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-FORM-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-FORM-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-FORM-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-FORM-7
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-FORM-8

Sincerely,

Sincerely,
Gary Johnson
7969 Madison Ave Apt 1706
Citrus Heights, CA 95610-7842

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&search=inbox&th=15888a269fd5a39c&siml=15888a269fd5a39c>

1/1

Responses to Form Letters

I-FORM-1: The commenter states they understand the need for a new bridge and remain supportive of the Project, however they question the recreational considerations in the area. Please see the response to comment O-4-17.

I-FORM-2: Please see the response to comment O-4-4.

I-FORM-3: Although the future use of the existing bridge is not part of this Project, the Public Access Feasibility Study has been attached to the Final EIR at the request of the commenters. Comments received on the Public Access Feasibility Study during the Board of Supervisors' consideration of that study are not comments on the Draft EIR or about this Project and do not need to be included in the Final EIR. Nor is the Final EIR required to respond to those comments. Please also see the response to comment O-4-4.

I-FORM-4: Please see Master Response 3.

I-FORM-5: Please see Master Response 3.

I-FORM-6: Please see Master Response 3.

I-FORM-7: Please see the response to comment O-4-47.

I-FORM-8: Caltrans is the NEPA lead agency for the Project and may adopt a CE. Please see the responses to comments A-1-4 and O-4-12.

Comment Letter I-250, Gwynne Pratt

12/5/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-250



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Gwynne Pratt <gtpratt@everyactioncustom.com>

Sat, Nov 26, 2016 at 7:27 PM

Reply-To: gtpratt@yahoo.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-250-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-250-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-250-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-250-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. It fails to do so. Instead, it states, on page 3.12-2 "non-motorized access to the river would continue, as under existing conditions." This is a blatant misrepresentation of existing conditions and what is proposed in the replacement project. Under existing conditions, that is November 26, 2016, a person can drive to a spot directly above the river. In the Proposal, pipe gates are to be placed across Mosquito Road on both sides of the river which are HUNDREDS OF YARDS away from the river. I-250-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-250-7
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-250-8

Sincerely,

Sincerely,
Gwynne Pratt
1950 Maryal Dr
Sacramento, CA 95864-1550

<https://mail.google.com/mail/ca/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158a3d32ae...> 1/2

Comment Letter I-250, Gwynne Pratt

12/5/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

<https://mail.google.com/mail/ca/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158a3d32ae...> 2/2

Response to I-250, Gwynne Pratt, November 26, 2016

I-250-1: Please see the response to comment I-FORM-1.

I-250-2: Please see the response to comment I-FORM-2.

I-250-3: Please see the response to comment I-FORM-3.

I-250-4: Please see the response to comment I-FORM-4.

I-250-5: Please see the response to comment I-FORM-5.

I-250-6: The commenter states her opinion that the statement in the Draft EIR that non-motorized access to the river would continue as under existing conditions is not correct because currently it is possible to drive to the existing bridge and under the proposed Project it would not have been possible to drive to the existing bridge. The statement in the Draft EIR is correct, as it refers to *non-motorized access* and not to motorized access. Nonetheless, as explained in Master Response 2, the County has agreed to continue to allow vehicle access to the river on one side. No change to the Draft EIR is necessary.

I-250-7: Please see the response to comment I-FORM-7.

I-250-8: Please see the response to comment I-FORM-8.

Comment Letter I-251, Alexandra Clarfield

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-251



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Alexandra Clarfield <aeclarfieldphd@everyactioncustom.com>

Wed, Nov 30, 2016 at 12:57 PM

Reply-To: aeclarfieldphd@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-251-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-251-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-251-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-251-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-251-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-251-7
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-251-8

Thank you for your attention. I live in this area largely because of proximity to the beautiful rivers. They are something many people enjoy and benefit from in a wide variety of ways. Our interests should be considered among the many as we bring much to the environment and our community as well. I-251-9

Sincerely,

Sincerely,
Alexandra Clarfield
14119 Liquidambar Ln
Grass Valley, CA 95945-7817

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b706fa5bffa...> 1/2

Comment Letter I-251, Alexandra Clarfield

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b706fa5bffa...> 2/2

Response to I-251, Alexandra Clarfield, November 30, 2016

I-251-1: Please see the response to comment I-FORM-1.

I-251-2: Please see the response to comment I-FORM-2.

I-251-3: Please see the response to comment I-FORM-3.

I-251-4: Please see the response to comment I-FORM-4.

I-251-5: Please see the response to comment I-FORM-5.

I-251-6: Please see the response to comment I-FORM-6.

I-251-7: Please see the response to comment I-FORM-7.

I-251-8: Please see the response to comment I-FORM-8.

I-251-9: The comment is a summary statement of the request for County to consider interests to recreation. Please see Master Response 3 for a discussion of recreation issues. No change to the Draft EIR is necessary.

Comment Letter I-252, Brian Ginsberg

12/5/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-252



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Brian Ginsberg <grebsnig@everyactioncustom.com>

Wed, Nov 23, 2016 at 2:35 PM

Reply-To: grebsnig@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

I would like to begin by stating that the section of river at stake in the matter is a natural treasure. Access at this location is essential to helping grow and sustain the whitewater community in this area.

I-252-1

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

I-252-2

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oettinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-252-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-252-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-252-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-252-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-252-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-252-8
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-252-9

Sincerely,

Sincerely,
 Brian Ginsberg
 10843 Barde Ct
 Grass Valley, CA 95949-6807

<https://mail.google.com/mail/ca/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=15893543e9...> 1/1

Response to I-252, Brian Ginsberg, November 23, 2016

I-252-1: Please see Master Response 3.

I-252-2: Please see the response to comment I-FORM-1.

I-252-3: Please see the response to comment I-FORM-2.

I-252-4: Please see the response to comment I-FORM-3.

I-252-5: Please see the response to comment I-FORM-4.

I-252-6: Please see the response to comment I-FORM-5.

I-252-7: Please see the response to comment I-FORM-6.

I-252-8: Please see the response to comment I-FORM-7.

I-252-9: Please see the response to comment I-FORM-8.

Comment Letter I-253, Carol Selb

12/5/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-253



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

carol selb <carolselb@everyactioncustom.com>

Tue, Nov 22, 2016 at 7:48 PM

Reply-To: carolselb@ymail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

I am an avid cyclist and like to travel to great cycling spots and when I do I spend money on other activities in the area like restaurants hotels and tourist spots and cyclists do come to this beautiful area of California. Please think of Cyclists as an asset to your community! I love that I can ride on the Mosquito Bridge. Janet please consider the Benefit to the community that cyclist provide! I-253-1

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area. I-253-2

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

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Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oettinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

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- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-253-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-253-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-253-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-253-8
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-253-9

Sincerely,

Sincerely,
carol selb

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=1588f4c80e579...> 1/2

Comment Letter I-253, Carol Selb

12/5/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

3139 Gilmore St
Placerville, CA 95667-5501

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=1588f4c80e579...> 2/2

Response to I-253 Carol Selb, November 22, 2016

I-253-1: Please see Master Response 1.

I-253-2: Please see the response to comment I-FORM-1.

I-253-3: Please see the response to comment I-FORM-2.

I-253-4: Please see the response to comment I-FORM-3.

I-253-5: Please see the response to comment I-FORM-4.

I-253-6: Please see the response to comment I-FORM-5.

I-253-7: Please see the response to comment I-FORM-6.

I-253-8: Please see the response to comment I-FORM-7.

I-253-9: Please see the response to comment I-FORM-8.

Comment Letter I-254, Charles Albright

11/30/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-254



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Charles Albright <cralbright@everyactioncustom.com>

Mon, Nov 21, 2016 at 5:00 PM

Reply-To: cralbright@juno.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

I-254-1

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

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- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-254-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-254-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-254-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-254-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-254-7
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-254-8

All the above info is true. What matters is that I and many other river users would still enjoy being able to access the Slab Creek section of the S.F. American River at close to river level instead of having to pack kayak or other river use vessel down from over 400 feet above the river bed at that bridge site. I personally have injuries to my feet that make it quite hard to scamper over rocks and uneven surfaces. With a kayak on my shoulder it should be life threatening but probably just scary. I do fine on water but anything hillside not flat is a challenge.

I-254-9

Another point to make here is that current State of California and Cal Trans directives are to create river access at ALL bridge crossings built in California. I hope that should you build your 400 foot higher bridge that you also create access at near river level.

I-254-10

Sincerely,

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158898c8a985c...> 1/2

Comment Letter I-254, Charles Albright

11/30/2016

Edogov.us Mail - Mosquito Road Bridge DEIR Comment

Sincerely,
Charles Albright
1408 Washington St
Reno, NV 89503-2863

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158898c8a985c...> 2/2

Response to I-254, Charles Albright, November 21, 2016

I-254-1: Please see the response to comment I-FORM-1.

I-254-2: Please see the response to comment I-FORM-2.

I-254-3: Please see the response to comment I-FORM-3.

I-254-4: Please see the response to comment I-FORM-4.

I-254-5: Please see the response to comment I-FORM-5.

I-254-6: Please see the response to comment I-FORM-6.

I-254-7: Please see the response to comment I-FORM-7.

I-254-8: Please see the response to comment I-FORM-8.

I-254-9: Please see Master Response 3.

I-254-10: The commenter states that the State of California and Caltrans require creation of river access at all bridge crossings built in the state. The commenter misinterprets the code on this subject and is directed to California Streets and Highway Code 991 and 84.5 which state the following.

California Streets and Highway Code 991:

Before any bridge on a county highway is constructed over any navigable river, the Board of Supervisors, after a study and public hearing on the question, shall determine and shall prepare a report on the feasibility of providing public access to the river for recreational purposes and a determination as to whether such public access shall be provided.

California Streets and Highway Code 84.5:

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 a report on the feasibility of providing a means of public access to the navigable river for public recreation purposes.

In conformance with California Streets and Highway Code, and as a process separate from the provisions of CEQA, and independent of this Project, the County prepared a Public Access Feasibility Study to examine the feasibility of providing public access to the South Fork American River at the existing Mosquito Road Bridge. The County Board of Supervisors has considered the Public Access Feasibility Study prepared for this project and concluded that new public river access facilities are not feasible due to significant public safety concerns. That decision did not preclude public access to the river because it ensured, at a minimum, that pedestrian and bicycle access to the river at the existing bridge would continue. Since then, and independent of this Project, the Board also agreed to provide continued vehicle access to the river on one side of the bridge. Thus, while public access to the river is not part of this bridge safety project, this Project will not adversely impact public access to the river. Please see Master Response 3 for more detail about river access for recreational purposes.

Comment Letter I-255, Charles Siedler

12/5/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-255



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Charles Seidler <chucksei.public@everyactioncustom.com>

Wed, Nov 23, 2016 at 8:19 PM

Reply-To: chucksei.public@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area. As a resident of Sacramento I spend a lot of my time and money for recreation in El Dorado County and hope the county continues to encourage and make such recreational investments in El Dorado county a worthwhile endeavor.

I-255-1

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oettinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-255-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-255-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-255-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-255-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-255-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-255-7
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-255-8

Sincerely,

Sincerely,
Charles Seidler
5232 T St
Sacramento, CA 95819-4839

<https://mail.google.com/mail/ca/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158948f877d...> 1/1

Response to I-255, Charles Seidler, November 23, 2016

I-255-1: Please see the response to comment I-FORM-1.

I-255-2: Please see the response to comment I-FORM-2.

I-255-3: Please see the response to comment I-FORM-3.

I-255-4: Please see the response to comment I-FORM-4.

I-255-5: Please see the response to comment I-FORM-5.

I-255-6: Please see the response to comment I-FORM-6.

I-255-7: Please see the response to comment I-FORM-7.

I-255-8: Please see the response to comment I-FORM-8.

Comment Letter I-256, Chris Tucker

12/5/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-256



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Chris Tucker <ctucker1@everyactioncustom.com>

Tue, Nov 22, 2016 at 2:18 PM

Reply-To: ctucker1@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

As a keen cyclist, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

I-256-1

While the comments below represent the official position of the worthy advocacy organizations who are involved in the objections to the EIR, I should like to add my own perspective. I first crossed over the bridge during my first Motherlode Century. The approach is daunting, and the climb after challenging. And the picture of the bridge in the middle served as my Facebook picture for months afterward. I have since taken numerous friends over the bridge, and view it as one of the best little secrets in the county. Why you're building an elevated roadway above it is anybody's guess. However the area will lose a signature feature if you choose to demolish it. Doing so is unnecessary and unhelpful (for all the reasons listed below), and I will not return, since riding over a high-level fast road has zero appeal to me. Both our loss.

I-256-2

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

I-256-3

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-256-4
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-256-5
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-256-6
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-256-7
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-256-8
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-256-9
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-256-10

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=1588e1e3c1c35...> 1/2

Comment Letter I-256, Chris Tucker

12/5/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

Sincerely,

Sincerely,
Chris Tucker
1807 G St
Sacramento, CA 95811-2110

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=1588e1e3c1c35...> 2/2

Response to I-256, Chris Tucker, November 22, 2016

I-256-1: The commenter expresses support for the project and general concern over the coverage of recreational issues in the Draft EIR. Their individual concerns are responded to in the following responses.

I-256-2: Please see the responses to comments O-4-15, O-4-16, and O-4-17.

I-256-3: Please see the response to comment I-FORM-1.

I-256-4: Please see the response to comment I-FORM-2.

I-256-5: Please see the response to comment I-FORM-3.

I-256-6: Please see the response to comment I-FORM-4.

I-256-7: Please see the response to comment I-FORM-5.

I-256-8: Please see the response to comment I-FORM-6.

I-256-9: Please see the response to comment I-FORM-7.

I-256-10: Please see the response to comment I-FORM-8.

Comment Letter I-257, Damon Gold

12/5/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-257



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

damon gold <bigwater@everyactioncustom.com>

Wed, Nov 23, 2016 at 6:05 AM

Reply-To: bigwater@sbcglobal.net

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

As a kayaker i am extremely disappointed in the county's decision to cut off acces to one of california's premier class 5 kayak runs, we will have to vote in a new board in 2018. As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

I-257-1

I-257-2

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oettinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-257-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-257-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-257-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-257-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-257-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-257-8
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-257-9

Sincerely,

Sincerely,
damon gold
3810 Summit Rd
Camelion Bay, CA 96140

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=1589181be377c...> 1/1

Response to I-257, Damon Gold, November 23, 2016

I-257-1: Please see Master Responses 1 and 3.

I-257-2: Please see the response to comment I-FORM-1.

I-257-3: Please see the response to comment I-FORM-2.

I-257-4: Please see the response to comment I-FORM-3.

I-257-5: Please see the response to comment I-FORM-4.

I-257-6: Please see the response to comment I-FORM-5.

I-257-7: Please see the response to comment I-FORM-6.

I-257-8: Please see the response to comment I-FORM-7.

I-257-9: Please see the response to comment I-FORM-8.

Comment Letter I-258, David Welch

12/5/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-258



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

David Welch <davidwelch311@everyactioncustom.com>

Tue, Nov 22, 2016 at 9:08 AM

Reply-To: davidwelch311@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

While I thoroughly endorsed the comments below, I want to add my personal note that I am a regular visitor to this area for recreational activities including cycling and whitewater paddling and I make it a point to spend money on local businesses when I do visit. Maintaining the current bridge for both river access and for the cycling route is important to me and the loss of the bridge would impact the frequency of my visits to the area.

I-258-1

Thanks for your attention and consideration.

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

I-258-2

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-258-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-258-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-258-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-258-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-258-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-258-8
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-258-9

Sincerely,

Sincerely,
David Welch

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=1588d027eff716...> 1/2

Comment Letter I-258, David Welch

12/5/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

13 Hilda Way
Chico, CA 95926-1417

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=1588d027eff716...> 2/2

Response to I-258, David Welch, November 22, 2016

I-258-1: Please see Master Responses 1 and 3.

I-258-2: Please see the response to comment I-FORM-1.

I-258-3: Please see the response to comment I-FORM-2.

I-258-4: Please see the response to comment I-FORM-3.

I-258-5: Please see the response to comment I-FORM-4.

I-258-6: Please see the response to comment I-FORM-5.

I-258-7: Please see the response to comment I-FORM-6.

I-258-8: Please see the response to comment I-FORM-7.

I-258-9: Please see the response to comment I-FORM-8.

Comment Letter I-259, Debbie Harris



LETTER I - 259

**Mosquito Road Bridge Public Meeting, Notice of Availability – Draft EIR
Wednesday, October 26, 2016****Comment Card**

Comments: I have lived in Swansboro since 1968 and have been on Mosquito Rd over the bridge nearly every day. Don't let the kayakers fool you. I can count on 1 hand the number of times I have seen them parked near the bridge, it is too dangerous for them to get down to the river at this spot, & not safe for other cars for them to be parked along the very limited edges. They need to find other areas to kayak from. Our safety is important. I look forward to a safe bridge with no hairpins on Mosquito Rd. Thank you, Debbie

I-259-1

I-259-2

Comments on the EIR may be submitted today at this workshop or email to: janet.postlewait@edcgov.us or mail to: Community Development Agency, Transportation Division, Attn: Janet Postlewait, 2850 Fairlane Court, Placerville, CA 95667. Comments are due by 5:00 pm on December 1, 2016. Additional information can be found at <http://www.edcgov.us/MosquitoBridge/> or email to: mosquitobridge@edcgov.us

Your Contact Information (Optional):Name: Debbie HarrisAddress: 8781 Rock Creek Rd Placerville, CA 95667Email: Swansboro real estate@gmail.com Phone: 530-622-6822 or 306-6756

Response to I-259, Debbie Harris, October 26, 2016

I-259-1: The commenter expresses their support for the project and opinion that the use of the river near the existing bridge by kayakers is very limited and that existing kayaker access and parking at the bridge is not safe. No further response required.

I-259-2: The comment expresses support for a safer bridge for local residents. No further response required.

Comment Letter I-260, Devin Martin

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-260



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Devin Martin <advracer.dm@everyactioncustom.com>

Wed, Nov 30, 2016 at 11:57 PM

Reply-To: advracer.dm@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

As an avid river enthusiast and cyclist, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area. The loss of the Mosquito Road Bridge would mean the loss of an important river access point for boaters as well as the highlight of one of the most unique and beautiful bicycling routes in the area. I-260-1

In addition, here's some more verbose language that I fully agree with. I-260-2

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. I-260-3
- Including comments from American Whitewater and the National Park Service.
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-260-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-260-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-260-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-260-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-260-8
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-260-10

Sincerely,

Sincerely,
Devin Martin
406 Coloma Heights Rd # 337
Coloma, CA 95613

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b963046e5f...> 1/2

Comment Letter I-260, Devin Martin

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b963046e5f...> 2/2

Response to I-260, Devin Martin, November 30, 2016

I-260-1: The commenter expresses support for the project and general concern over the coverage of recreational issues in the Draft EIR. Their individual concerns are responded to in the following responses.

I-260-2: Please see the response to comment I-FORM-1.

I-260-3: Please see the response to comment I-FORM-2.

I-260-4: Please see the response to comment I-FORM-3.

I-258-5: Please see the response to comment I-FORM-4.

I-260-6: Please see the response to comment I-FORM-5.

I-260-7: Please see the response to comment I-FORM-6.

I-260-8: Please see the response to comment I-FORM-7.

I-260-9: Please see the response to comment I-FORM-8.

Comment Letter I-261, Eric Magneson

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-261



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Eric Magneson <em2magneson@everyactioncustom.com>

Wed, Nov 30, 2016 at 9:04 PM

Reply-To: em2magneson@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

I've lived in Eldorado county for most of the last 35 years and have greatly enjoyed its stunning variety of outdoor recreation. I therefore consider myself a recreational stakeholder and appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I've kayaked the South Fork of the American River below Slab Creek Reservoir many times since the late seventies, and consider it to be an outstanding and important recreation resource with a national reputation as an accessible and premier stretch of navigable whitewater. I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

I-261-1

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-261-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-261-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-261-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-261-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-261-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-261-7
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-261-8

There are multitudes, who over the countless years, have enjoyed the historical access to the river at Mosquito Bridge. Why negligently deprive Eldorado County citizens, or its valued recreational tourists, access to this unique, local, and treasured natural resource. Thank you for acknowledging and incorporating these vital recreational considerations into the Mosquito Bridge Replacement Project.

I-261-9

Sincerely,

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b8c54863fef...> 1/2

Comment Letter I-261, Eric Magneson

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

Eric Magneson
3430 Coon Hollow Rd
Placerville, CA 95667-8128

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b8c54863fef...> 2/2

Response to I-261, Eric Magneson, November 30, 2016

I-261-1: The commenter expresses support for the project and general concern over the coverage of recreational issues in the Draft EIR. Their individual concerns are responded to in the following responses. Please also see response to comment O-4-17 and the response to comment I-FORM-1.

I-261-2: Please see the response to comment I-FORM-2.

I-261-3: Please see the response to comment I-FORM-3.

I-251-4: Please see the response to comment I-FORM-4.

I-261-5: Please see the response to comment I-FORM-5.

I-261-6: Please see the response to comment I-FORM-6.

I-261-7: Please see the response to comment I-FORM-7.

I-261-8: Please see the response to comment I-FORM-8.

I-261-9: Please see Master Responses 1, 3, and 4.

Comment Letter I-262, Gavin Rieser

12/5/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I - 262



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Gavin Rieser <grieser86@everyactioncustom.com>

Wed, Nov 23, 2016 at 9:43 AM

Reply-To: grieser86@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

I am both a whitewater kayaker and rock climber, and I strongly approve this message. Please do not take away our access! I-262-1

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area. I-262-2

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oettinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-262-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-262-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-262-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-262-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-262-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-262-8
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-262-9

Sincerely,

Sincerely,
Gavin Rieser
1435 Oregon Dr
Sacramento, CA 95822-2655

<https://mail.google.com/mail/ca/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=1589248d11...> 1/1

Response to I-262, Gavin Rieser, November 23, 2016

I-262-1: The commenter expresses their support for continued access for whitewater kayaking and rock climbing at the existing bridge. The concerns are responded to in the following responses.

I-262-2: Please see the response to comment I-FORM-1.

I-262-3: Please see the response to comment I-FORM-2.

I-262-4: Please see the response to comment I-FORM-3.

I-252-5: Please see the response to comment I-FORM-4.

I-262-6: Please see the response to comment I-FORM-5.

I-262-7: Please see the response to comment I-FORM-6.

I-262-8: Please see the response to comment I-FORM-7.

I-262-9: Please see the response to comment I-FORM-8.

Comment Letter I-263, Jackie Neau

12/5/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-263



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jackie Neau <wackiejackie2000@everyactioncustom.com>

Tue, Nov 22, 2016 at 3:20 PM

Reply-To: wackiejackie2000@yahoo.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

El Dorado county faces many challenges with regards to safe pedestrian and bicycle access and routes. Please keep the old mosquito bridge for pedestrian and bicycle access and use. I-263-1

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oettinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century. I-263-2

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-263-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-263-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-263-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-263-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-263-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-263-8
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-263-9

Sincerely,

Sincerely,
Jackie Neau
1525 Sean Dr
Placerville, CA 95667-6038

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=1588e579331dc...> 1/1

Response to I-263, Jackie Neau, November 22, 2016

I-263-1: The commenter asks that the old bridge be kept for bicycle and pedestrian uses. As described in Master Response 1, the County has independently decided to maintain the existing bridge for pedestrian and bicycle use.

I-263-2: Please see the response to comment I-FORM-1.

I-263-3: Please see the response to comment I-FORM-2.

I-263-4: Please see the response to comment I-FORM-3.

I-253-5: Please see the response to comment I-FORM-4.

I-263-6: Please see the response to comment I-FORM-5.

I-263-7: Please see the response to comment I-FORM-6.

I-263-8: Please see the response to comment I-FORM-7.

I-263-9: Please see the response to comment I-FORM-8.

Comment Letter I-264, Jeff Wasielewski

12/5/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-264



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jeff Wasielewski <wasiel@everyactioncustom.com>

Mon, Nov 21, 2016 at 7:38 PM

Reply-To: wasiel@yahoo.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area. I was disappointed that the comments I had submitted as part of the Feasibility Study were not included or referenced in the DEIR.

I-264-1

The run from Slab Creek Dam to Mosquito road bridge is one of the best advanced inflatable kayak runs in California. The new minimum flows that exist in most years between March and June are ideal for inflatable kayaks. The proposal to prevent vehicle access to the existing Mosquito Road bridge would make this run unfeasible for inflatable kayaks for me and my friends.

I-264-2

I request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-264-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-264-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-264-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-264-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-264-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-264-8
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-264-9

Sincerely,

Sincerely,
 Jeff Wasielewski
 8634 Gunner Way
 Fair Oaks, CA 95628-5347

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=1588a1ce4dba8...> 1/1

Response to I-264, Jeff Wasielewski, November 21, 2016

I-264-1: The commenter expresses support for the project and general concern over the coverage of recreational issues in the Draft EIR. Their individual concerns are responded to in the following responses. Comments received during the Board of Supervisors' hearing on the Public Access Feasibility Study were not submitted in the context of the CEQA process and therefore do not need to be specifically identified in the Draft EIR or responded to in the Final EIR. Please see also the responses to comments O-4-3 and O-4-4.

I-264-2: Please see Master Response 3.

I-264-3: Please see the response to comment I-FORM-2.

I-264-4: Please see the response to comment I-FORM-3.

I-264-5: Please see the response to comment I-FORM-4.

I-264-6: Please see the response to comment I-FORM-5.

I-264-7: Please see the response to comment I-FORM-6.

I-264-8: Please see the response to comment I-FORM-7.

I-264-9: Please see the response to comment I-FORM-8.

Comment Letter I-265, Jim Haagen-Smit

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-265



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jim Haagen-Smit <jimwhs@everyactioncustom.com>

Thu, Dec 1, 2016 at 9:18 PM

Reply-To: jimwhs@yahoo.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

As an avid bicyclist, I love to ride on many of El Dorado County quiet back roads, and would really miss having access to the SF American at the Mosquito bridge, and the great riding the roads in the area provide. I-265-1

I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism. I-265-2

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oettinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-265-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-265-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-265-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-265-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-265-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-265-8
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-265-9

Sincerely,

Sincerely,
Jim Haagen-Smit
7589 Ridge Rd
Newcastle, CA 95658-9610

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158bdf8249541...> 1/1

Response to I-265, Jim Haagen-Smit, December 1, 2016

I-265-1: The comment describes the commenter's love of cycling in the area of the Mosquito Road Bridge. Please see Master Response 1. As described in Master Response 1, the County has independently decided to maintain the existing bridge for pedestrian and bicycle use.

I-265-2: Please see the response to comment I-FORM-1.

I-265-3: Please see the response to comment I-FORM-2.

I-265-4: Please see the response to comment I-FORM-3.

I-265-5: Please see the response to comment I-FORM-4.

I-265-6: Please see the response to comment I-FORM-5.

I-265-7: Please see the response to comment I-FORM-6.

I-265-8: Please see the response to comment I-FORM-7.

I-265-9: Please see the response to comment I-FORM-8.

Comment Letter I-266, Jim Kirstein

12/6/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-266



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jim Kirstein <jimkirstein@everyactioncustom.com>

Tue, Nov 29, 2016 at 2:04 PM

Reply-To: jimkirstein@earthlink.net

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area. As a bicyclist the existing bridge is very import to one of the best rides around. The descent and climbs to/from the Mosquito Road Bridge are essential to my enjoyment of riding in El Dorado County. Plus, at 74, very important to my overall fitness. Please leave the bridge as is so all bicyclist can continue to enjoy the natural richness of El Dorado County.

I-266-1

I-266-2

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

I-266-3

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oettinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-266-4
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-266-5
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-266-6
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-266-7
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-266-8
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-266-9
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-266-10

Sincerely,

Sincerely,
Jim Kirstein
214 Keller Cir
Folsom, CA 95630-7623

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b21e50a9f8...> 1/1

Response to I-266, Jim Kirstein, November 29, 2016

I-266-1: Please see the response to comment I-FORM-1.

I-266-2: As described in Master Response 1, the County has independently decided to maintain the existing bridge for pedestrian and bicycle use.

I-266-3: Please see the response to comment I-FORM-2.

I-266-4: Please see the response to comment I-FORM-3.

I-266-5: Please see the response to comment I-FORM-4.

I-266-6: Please see the response to comment I-FORM-5.

I-266-7: Please see the response to comment I-FORM-6.

I-266-8: Please see the response to comment I-FORM-7.

I-266-9: Please see the response to comment I-FORM-8.

Comment Letter I-267, John Whittenberger

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-267



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

John Whittenberger <PtSurDoc@everyactioncustom.com>

Thu, Dec 1, 2016 at 1:01 PM

Reply-To: PtSurDoc@pobox.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

I spend as much as half of my boating weekends on the South Fork of the American River. I will be boating the SFA this weekend. I use Camp Lotus and the other Coloma businesses, the kayak vendors, and the river access while I'm in the area. El Dorado needs to recognize that the county benefits from the visitors and plan accordingly. I-267-1

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism. I-267-2

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. I-267-3
- Including comments from American Whitewater and the National Park Service.
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-267-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-267-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-267-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-267-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-267-8
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-267-9

Sincerely,

Sincerely,
John Whittenberger
782 Mallard St
Redding, CA 96003-5521

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158bc30f3dbd2...> 1/2

Comment Letter I-267, John Whittenberger

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158bc30f3dbd2...> 2/2

Response to I-267, John Whittenberger, December 1, 2016

I-267-1: The commenter notes that the availability of boating opportunities results in economic benefits to the county from visitors. This is not a comment on environmental issues and no response is necessary.

I-267-2: Please see the response to comment I-FORM-1.

I-267-3: Please see the response to comment I-FORM-2.

I-267-4: Please see the response to comment I-FORM-3.

I-257-5: Please see the response to comment I-FORM-4.

I-267-6: Please see the response to comment I-FORM-5.

I-267-7: Please see the response to comment I-FORM-6.

I-267-8: Please see the response to comment I-FORM-7.

I-267-9: Please see the response to comment I-FORM-8.

Comment Letter I-268, Jonathan Beck

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-268



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jonathan Beck <attybeck@everyactioncustom.com>

Thu, Dec 1, 2016 at 8:57 AM

Reply-To: attybeck@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

Please save the bridge, As an out of town user of that area I spent a significant amount of money at local hotels and restraunts in El Dorado county. Loss of access would reduce or even eliminate my trips to Eldorado County. I-268-1

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism. I-268-2

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oettinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-268-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-268-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-268-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-268-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-268-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-268-8
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-268-9

Sincerely, Jonathan Beck

Sincerely,
Jonathan Beck
1306 Missouri Ave
Oceanside, CA 92054-3315

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158bb5232adda...> 1/1

Response to I-268, Jonathan Beck, December 1, 2016

I-268-1: The commenter asks that the bridge be “saved.” Please see Master Response 1. As described in Master Response 1, the County has independently decided to maintain the existing bridge for pedestrian and bicycle use.

I-268-2: Please see the response to comment I-FORM-1.

I-268-3: Please see the response to comment I-FORM-2.

I-268-4: Please see the response to comment I-FORM-3.

I-268-5: Please see the response to comment I-FORM-4.

I-268-6: Please see the response to comment I-FORM-5.

I-268-7: Please see the response to comment I-FORM-6.

I-268-8: Please see the response to comment I-FORM-7.

I-268-9: Please see the response to comment I-FORM-8.

Comment Letter I-269, Keith Kishiyama

11/30/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-269



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Keith Kishiyama <k_kishiyama@everyactioncustom.com>

Mon, Nov 21, 2016 at 5:41 PM

Reply-To: k_kishiyama@sbcglobal.net

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

As new resident of El Dorado county a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

I-269-1

One of the main reasons that I decided to move to El Dorado County is because of these recreation based objectives of the El Dorado County General Plan and especially the world class whitewater recreation of South Fork of the American River. Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. | I-269-2
Including comments from American Whitewater and the National Park Service.
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & | I-269-3
verbal comments made to the Board of Supervisors.
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. | I-269-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. | I-269-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. | I-269-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to | I-269-7
recreational interests.
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National | I-269-8
Environmental Policy Act Environmental Impact Statement should be considered.

Sincerely,

Sincerely,
Keith Kishiyama
4987 Little Rd
Lotus, CA 95651

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=15889b1d473da...> 1/1

Response to I-269, Keith Kishiyama, November 21, 2016

I-269-1: Please see the response to comment I-FORM-1.

I-269-2: Please see the response to comment I-FORM-2.

I-269-3: Please see the response to comment I-FORM-3.

I-269-4: Please see the response to comment I-FORM-4.

I-269-5: Please see the response to comment I-FORM-5.

I-269-6: Please see the response to comment I-FORM-6.

I-269-7: Please see the response to comment I-FORM-7.

I-269-8: Please see the response to comment I-FORM-8.

Comment Letter I-270, Marc Musgrove

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-270



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Marc Musgrove <marcjmusgrove@everyactioncustom.com>

Wed, Nov 30, 2016 at 10:44 PM

Reply-To: marcjmusgrove@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

Dear Ms Postlewait,

I kayak the Slab Creek section and use the Mosquito bridge as the last egress point above the class 5 Motherlode Falls. Having this access point opens up the river to a wider range of paddlers who may not wish to portage the falls. Having car access much higher up the canyon will make it extremely hard for recreational boaters to continue using the parking space by the bridge to take boats out of the water. In particular rafters would struggle to carry rafts the proposed half mile uphill to where the road is open to vehicular traffic. I-270-1

I also regularly ride the Mosquito to Rock Creek road biking route - this is a classic ride that provides El Dorado county with a well known attraction for bikers from far and wide. The Motherlode Century in particular uses this bridge annually and would be negatively impacted. I-270-2

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism. I-270-3

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-270-4
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-270-5
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-270-6
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-270-7
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-270-8
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-270-9
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-270-10

Sincerely,

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b92088b1a8...> 1/2

Comment Letter I-270, Marc Musgrove

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

Sincerely,
Marc Musgrove
1600 Emerson Rd
Placerville, CA 95667-9637

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b92088b1a8...> 2/2

Response to I-270, Marc Musgrove, November 30, 2016

I-270-1: Please see Master Response 3.

I-270-2: Please see Master Response 1. As described in Master Response 1, the County has independently decided to maintain the existing bridge for pedestrian and bicycle use.

I-270-3: Please see the response to comment I-FORM-1.

I-270-4: Please see the response to comment I-FORM-2.

I-270-5: Please see the response to comment I-FORM-3.

I-270-6: Please see the response to comment I-FORM-4.

I-270-7: Please see the response to comment I-FORM-5.

I-270-8: Please see the response to comment I-FORM-6.

I-270-9: Please see the response to comment I-FORM-7.

I-270-10: Please see the response to comment I-FORM-8.

Comment Letter I-271, Matthew Phillips

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-271



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Matthew Phillips <skatematt76@everyactioncustom.com>

Wed, Nov 30, 2016 at 1:28 PM

Reply-To: skatematt76@yahoo.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

1st I would like to say that this idea is ABSURD!! You cannot cut off access to a river for so many reasons. It just not right! In fact if you do this it will be making access extremely dangerous and there will most likely be serious injuries. For the sake of the general population's safety there must be a descent access point to the river!!! As a recreational stakeholder, I do appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

I-271-1

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

I-271-2

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oettinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-271-3
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- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-271-5
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- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-271-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-271-8
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-271-9

Sincerely,

Sincerely,
Matthew Phillips
PO Box 113
Coloma, CA 95613-0113

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b723459108...> 1/1

Response to I-271, Matthew Phillips, November 30, 2016

I-271-1: The commenter expresses their general desire for river access. This is a comment on the recreational interests that are not a part of the Project. No response is necessary.

I-271-2: Please see the response to comment I-FORM-1.

I-271-3: Please see the response to comment I-FORM-2.

I-271-4: Please see the response to comment I-FORM-3.

I-271-5: Please see the response to comment I-FORM-4.

I-271-6: Please see the response to comment I-FORM-5.

I-271-7: Please see the response to comment I-FORM-6.

I-271-8: Please see the response to comment I-FORM-7.

I-271-9: Please see the response to comment I-FORM-8.

Comment Letter I-272, Michael Moncrieff

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-272



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Michael Moncrieff <michaelmoncrieff@everyactioncustom.com>

Thu, Dec 1, 2016 at 9:15 AM

Reply-To: michaelmoncrieff@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

This bridge has historical and community relevance. I've been traveling this road for almost 30 years, as a unique path to the Swansboro area. It is one of the prettiest access points to see outward parts of El Dorado County. I welcome the new bridge project, but Please keep this bridge as supplement to the new bridge project.

I-272-1

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

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I-272-2

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-272-8
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-272-9

Sincerely,

Sincerely,
Michael Moncrieff
2625 Riviera Cir
El Dorado Hills, CA 95762-4011

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158bb624c4547...> 1/2

Comment Letter I-272, Michael Moncrieff

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158bb624c4547...> 2/2

Response to I-272, Michael Moncrieff, December 1, 2016

I-272-1: The commenter expresses their support for the bridge project and their concern over loss of an attractive access point to El Dorado County. They ask that the bridge be kept, in addition to the new bridge. This is not a comment on the environmental analysis and is moot in light of the Board's independent decision to maintain the existing bridge. Please see Master Response 4 regarding the historic status of the bridge.

I-272-2: Please see the response to comment I-FORM-1.

I-272-3: Please see the response to comment I-FORM-2.

I-272-4: Please see the response to comment I-FORM-3.

I-272-5: Please see the response to comment I-FORM-4.

I-272-6: Please see the response to comment I-FORM-5.

I-272-7: Please see the response to comment I-FORM-6.

I-272-8: Please see the response to comment I-FORM-7.

I-272-9: Please see the response to comment I-FORM-8.

Comment Letter I-273, Michael Stoner

12/5/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-273



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Michael Stoner <wavepuncher@everyactioncustom.com>

Wed, Nov 23, 2016 at 10:02 AM

Reply-To: wavepuncher@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

For some of us river access is all that we have in this life. My name is Michael Stoner and I'm poor as hell and dumber than a box of rocks. I was one of those kids who was told that they're the smart one all of their lives when it wasn't true. Whenever I flunked out of the mathematics and computer science program at Western State University after spending some time at the University of Northern Colorado, I realized that not all people are meant to be extraordinarily successful. So some of us choose to find something else to live for. For me my goal is to save natural resources that are becoming less and less common as our numbers grow. If you take the access away from this river, the river would be less familiar to people and then just be that much more vulnerable to exploitation which leads to environmental hazards. Please.

I-273-1

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

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Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

I-273-2

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

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I-273-9

<https://mail.google.com/mail/ca/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=1589259fd1f...> 1/2

Comment Letter I-273, Michael Stoner

12/5/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

Sincerely,

Sincerely,
Michael Stoner
404 Rio Grande Ave
Gunnison, CO 81230-3243

<https://mail.google.com/mail/ca/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=1589259fd1f...> 2/2

Response to I-273, Michael Stoner, November 23, 2016

I-273-1: The commenter expresses the importance of natural resources to their life and asks that river access be retained. This is not a comment on the environmental analysis and no response is necessary.

I-273-2: Please see the response to comment I-FORM-1.

I-273-3: Please see the response to comment I-FORM-2.

I-273-4: Please see the response to comment I-FORM-3.

I-273-5: Please see the response to comment I-FORM-4.

I-273-6: Please see the response to comment I-FORM-5.

I-273-7: Please see the response to comment I-FORM-6.

I-273-8: Please see the response to comment I-FORM-7.

I-274-9: Please see the response to comment I-FORM-8.

Comment Letter I-274, Paul Swinney

12/6/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-274



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Paul Swinney <spswinney@everyactioncustom.com>

Tue, Nov 29, 2016 at 1:44 PM

Reply-To: spswinney@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

I am a resident on this road, I urge you to please consider what you are taking away "any" recreational stakeholder as well as "all" local residents. Leaving the existing bridge intact with "recreational" only access (no vehicles) would have a positive impact for all interested parties. This would provide access to this canyon where almost none exists. I-274-1

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

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Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism. I-274-2

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. I-274-3
- Including comments from American Whitewater and the National Park Service.
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-274-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-274-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-274-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-274-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-274-8
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-274-9

Sincerely,

Sincerely,
Paul Swinney
8757 Mosquito Rd
Placerville, CA 95667-9068

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b20b809822...> 1/2

Comment Letter I-274, Paul Swinney

12/6/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b20b809822...> 2/2

Response to I-274, Paul Swinney, November 29, 2016

I-274-1: The commenter expresses their support for retaining the bridge for non-vehicular access. Please see Master Response 1. As described in Master Response 1, the County has independently decided to maintain the existing bridge for pedestrian and bicycle use.

I-274-2: Please see the response to comment I-FORM-1.

I-274-3: Please see the response to comment I-FORM-2.

I-274-4: Please see the response to comment I-FORM-3.

I-274-5: Please see the response to comment I-FORM-4.

I-274-6: Please see the response to comment I-FORM-5.

I-274-7: Please see the response to comment I-FORM-6.

I-274-8: Please see the response to comment I-FORM-7.

I-274-9: Please see the response to comment I-FORM-8.

Comment Letter I-275, Peggy Blair

12/5/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-275



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Peggy Blair <pblair25@everyactioncustom.com>

Sat, Nov 26, 2016 at 11:58 AM

Reply-To: pblair25@comcast.net

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

I-275-1

I ask that the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service and California cyclists. I-275-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-275-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-275-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-275-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-275-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-275-7
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-275-8

Sincerely,

Sincerely,
Peggy Blair
602 Rivage Cir
Folsom, CA 95630-5603

<https://mail.google.com/mail/ca/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158a23826b...> 1/1

Response to I-275, Peggy Blair, November 26, 2016

I-275-1: Please see the response to comment I-FORM-1.

I-275-2: Please see the response to comment I-FORM-2.

I-275-3: Please see the response to comment I-FORM-3.

I-275-4: Please see the response to comment I-FORM-4.

I-275-5: Please see the response to comment I-FORM-5.

I-275-6: Please see the response to comment I-FORM-6.

I-275-7: Please see the response to comment I-FORM-7.

I-275-8: Please see the response to comment I-FORM-8.

Comment Letter I-276, Philip DeRiemer

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-276



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Philip DeRiemer <phil@everyactioncustom.com>

Wed, Nov 30, 2016 at 3:57 PM

Reply-To: phil@adventurekayaking.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

In Addition to the points raised below I would like to add that recreational flow studies and recreational flows for this reach were only just negotiated within the last 5 to 10 years, with required flows coming online in recent years. To ignore all the work that went into these studies and negotiations by cutting off the access would be wrong. If it is true that comments from organizations with recreational stakeholders and usage in mind were ignored and purposefully withheld from the final DEIR document it would seem that it was decided to omit such access from the beginning. I am strongly in favor of access at the current Mosquito bridge and hope the county will see fit to follow through to it's commitment to maintain safe and viable access to river reaches above and below the bridge.

I-276-1

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

I-276-2

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-276-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-276-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-276-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-276-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-276-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-276-8
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-276-9

Sincerely,

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b7ac3b9797...> 1/2

Comment Letter I-276, Philip DeRiemer

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

Sincerely,
Philip DeRiemer
5535 Lodestar Ln
Lotus, CA 95651

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b7ac3b9797...> 2/2

Response to I-276, Philip DeRiemer, November 30, 2016

I-276-1: Please see Master Responses 1 and 2, and the responses to comments O-4-4, O-4-6, and O-4-21.

I-276-2: Please see the response to comment I-FORM-1.

I-276-3: Please see the response to comment I-FORM-2.

I-276-4: Please see the response to comment I-FORM-3.

I-276-5: Please see the response to comment I-FORM-4.

I-276-6: Please see the response to comment I-FORM-5.

I-276-7: Please see the response to comment I-FORM-6.

I-276-8: Please see the response to comment I-FORM-7.

I-276-9: Please see the response to comment I-FORM-8.

Comment Letter I-277, Philip Coleman

12/5/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-277



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

philip Coleman <rainforestphil@everyactioncustom.com>

Mon, Nov 28, 2016 at 1:20 PM

Reply-To: rainforestphil@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

I urge you to preserve the Mosquito Road bridge for use by boaters, bikers and hikers. It is a very important asset and link and would be a shame to lose. Please see fit to take the appropriate steps to leave it intact. As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

I-277-1

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oettinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I-277-2

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-277-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-277-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-277-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-277-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-277-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-277-8
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-277-9

Sincerely,

Sincerely,
philip Coleman
PO Box 352
Friendsville, MD 21531-0352

<https://mail.google.com/mail/ca/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158accfa67a...> 1/1

Response to I-277, Philip Coleman, November 28, 2016

I-277-1: The commenter expresses their support for keeping the existing bridge. This is not a comment on the environmental analysis and no response is necessary. Please see Master Response 1. As described in Master Response 1, the County has independently decided to maintain the existing bridge for pedestrian and bicycle use.

I-277-2: Please see the response to comment I-FORM-1.

I-277-3: Please see the response to comment I-FORM-2.

I-277-4: Please see the response to comment I-FORM-3.

I-277-5: Please see the response to comment I-FORM-4.

I-277-6: Please see the response to comment I-FORM-5.

I-277-7: Please see the response to comment I-FORM-6.

I-277-8: Please see the response to comment I-FORM-7.

I-277-9: Please see the response to comment I-FORM-8.

Comment Letter I-278, Rich Thompson

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER-278



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Rich Thompson <rockinrichbra@everyactioncustom.com>

Wed, Nov 30, 2016 at 3:43 PM

Reply-To: rockinrichbra@hotmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

I-278-1

Agencies such as these around the country have there own private agendas for the Benefit of pure profit regardless of how it affects the public
That actually uses these areas as real resources of enjoyment!!

These agencies, such as this one in question, conceal and distort there real intentions that undermines the public Use of these areas.

I-278-2

I urge you to hold these agencies accountable in every way they affect the public and hereby request you start to set an example of how you Respesent the true interest of the public!

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

I-278-3

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service.
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors.
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area.
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area.
- The DEIR should include mitigation for identified significant impacts to recreation in the area.
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests.
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered.

I-278-4

I-278-5

I-278-6

I-278-7

I-278-8

I-278-9

I-278-10

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b79f36c437...> 1/2

Comment Letter I-278, Rich Thompson

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

Sincerely,
Rich Thompson
3201 Melanie Road
Marina, CA 93932

Sincerely,
Rich Thompson
3201 Melanie Rd
Marina, CA 93933-2610

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b79f36c437...> 2/2

Response to I-278, Rich Thompson, November 30, 2016

I-278-1: Please see the response to comment I-FORM-1.

I-278-2: The commenter expresses an opinion on the intentions of “agencies.” This is not a comment on the environmental document and no response is necessary.

I-278-3: Please see the response to comment I-FORM-1.

I-278-4: Please see the response to comment I-FORM-2.

I-278-5: Please see the response to comment I-FORM-3.

I-278-6: Please see the response to comment I-FORM-4.

I-278-7: Please see the response to comment I-FORM-5.

I-278-8: Please see the response to comment I-FORM-6.

I-278-9: Please see the response to comment I-FORM-7.

I-278-10: Please see the response to comment I-FORM-8.

Comment Letter I-279, Rob B.

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-279



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Rob B <climber@everyactioncustom.com>
 Reply-To: climber@sonorapassclimbing.com
 To: janet.postlewait@edcgov.us

Wed, Nov 30, 2016 at 10:05 AM

Dear Janet Postlewait,

As a recreational stakeholder I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

I-279-1

My concern is as a rock climber that brings tourist dollars to the area multiple times per year with family in El Dorado hills proper.

I-279-2

Construction that destroys or prevents access to historical climbing routes in the replacement draft creates legal challenges that the board should avoid by working directly with the Access Fund. Please advise if I can help get you in touch with the AF.

Further, the El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

I-279-3

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-279-4
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-279-5
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-279-6
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-279-7
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-279-8
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-279-9
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-279-10

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b669ac3238...> 1/2

Comment Letter I-279, Rob B.

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

Sincerely,

Sincerely,
Rob B
430 Navaro Pl
San Jose, CA 95134-2448

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b669ac3238...> 2/2

Response to I-279, Rob B., November 30, 2016

I-279-1: Please see the response to comment I-FORM-1.

I-279-2: The commenter notes that rock climbing brings tourist dollars to the county and states that denial of access to cliffs can result in litigation. These are comments on recreational interests that are not a part of the Project or the Draft EIR, and no response is necessary.

I-279-3: Please see the response to comment I-FORM-1.

I-279-4: Please see the response to comment I-FORM-2.

I-279-5: Please see the response to comment I-FORM-3.

I-279-6: Please see the response to comment I-FORM-4.

I-279-7: Please see the response to comment I-FORM-5.

I-279-8: Please see the response to comment I-FORM-6.

I-279-9: Please see the response to comment I-FORM-7.

I-279-10: Please see the response to comment I-FORM-8.

Comment Letter I-280, Ryan Spanke

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I -280



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Ryan Spanke <spanke.ryan@everyactioncustom.com>

Wed, Nov 30, 2016 at 2:14 PM

Reply-To: spanke.ryan@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

This is an access point for a fantastic section of beautiful river and it would be a shame to lose accessibility to this I-280-1 piece of nature

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism. I-280-2

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oettinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. I-280-3 Including comments from American Whitewater and the National Park Service.
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & I-280-4 verbal comments made to the Board of Supervisors.
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-280-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-280-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-280-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to I-280-8 recreational interests.
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National I-280-9 Environmental Policy Act Environmental Impact Statement should be considered.

Sincerely,

Sincerely,
Ryan Spanke
142 Bell St
Reno, NV 89503-5618

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b74dfb7cc6...> 1/1

Response to I-280, Ryan Spanke, November 30, 2016

I-280-1: Please see Master Responses 1 and 3 regarding river access.

I-280-2: Please see the response to comment I-FORM-1.

I-280-3: Please see the response to comment I-FORM-2.

I-280-4: Please see the response to comment I-FORM-3.

I-280-5: Please see the response to comment I-FORM-4.

I-280-6: Please see the response to comment I-FORM-5.

I-280-7: Please see the response to comment I-FORM-6.

I-280-8: Please see the response to comment I-FORM-7.

I-280-9: Please see the response to comment I-FORM-8.

Comment Letter I-281, Steven Sylvester

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-281



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

steven sylvester <steveirie@everyactioncustom.com>

Tue, Nov 29, 2016 at 9:20 PM

Reply-To: steveirie@hotmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

I've used that bridge many times and would like to see it remain as a river access point. As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

I-281-1

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I-281-2

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-281-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-281-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-281-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-281-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-281-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-281-8
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-281-9

Sincerely,

Sincerely,
steven sylvester
3934 3rd Ave
Sacramento, CA 95817-3008

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b3ad086b88...> 1/1

Response to I-281, Steven Sylvester, November 29, 2016

I-281-1: Please see Master Responses 1 and 3 regarding river access.

I-281-2: Please see the response to comment I-FORM-1.

I-281-3: Please see the response to comment I-FORM-2.

I-281-4: Please see the response to comment I-FORM-3.

I-281-5: Please see the response to comment I-FORM-4.

I-281-6: Please see the response to comment I-FORM-5.

I-281-7: Please see the response to comment I-FORM-6.

I-281-8: Please see the response to comment I-FORM-7.

I-281-9: Please see the response to comment I-FORM-8.

Comment Letter I-282, Sherry Phillips

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-282



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Sherry Phillips <rhodie0465@everyactioncustom.com>

Wed, Nov 30, 2016 at 4:34 AM

Reply-To: rhodie0465@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-282-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-282-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-282-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-282-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-282-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-282-7
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-282-8

I would also like to add that I, as a child in the mid 80's almost lost my life in a vehicular accident on that bridge along with 3 other individuals. I know that god was with me that day in order to aid each of us to safety. We all survived despite the horrific condition of the scout international vehicle we were in. I now live in Oregon but grew up in Swansboro and still to this day consider that my home. I visit often and enjoy taking new friends across that historic bridge - please do whatever possible means to save that bridge as a historic site.

Sincerely,

Sincerely,
Sherry Phillips

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b53a4adadc...> 1/2

Comment Letter I-282, Sherry Phillips

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

4351 Exeter St Apt 21
West Linn, OR 97068-3571

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b53a4adadc...> 2/2

Response to I-282, Sherry Phillips, November 30, 2016

I-282-1: Please see the response to comment I-FORM-1.

I-282-2: Please see the response to comment I-FORM-2.

I-282-3: Please see the response to comment I-FORM-3.

I-282-4: Please see the response to comment I-FORM-4.

I-282-5: Please see the response to comment I-FORM-5.

I-282-6: Please see the response to comment I-FORM-6.

I-282-7: Please see the response to comment I-FORM-7.

I-282-8: Please see the response to comment I-FORM-8.

I -282-9: The commenter expresses their hope that the bridge can be retained “as a historic site.” Please see Master Response 4 regarding the historic status of the bridge.

Comment Letter I-283, Terence Barton

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-283



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Terence Barton <terry.barton@everyactioncustom.com>

Wed, Nov 30, 2016 at 12:52 PM

Reply-To: terry.barton@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

Speaking for a family of 5 who enjoy kayaking, rafting, and wading in the American River and visiting the wineries, Olive growers, orchards and other nearby attractions during our trips.

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

I-283-1

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-283-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-283-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-283-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-283-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-283-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-283-7
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-283-8

Sincerely,

Sincerely,
Terence Barton
1733 Priscilla Ct
Mountain View, CA 94040-2325

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b7022e329b...> 1/1

Response to I-283, Terence Barton, November 30, 2016

I-283-1: Please see the response to comment I-FORM-1.

I-283-2: Please see the response to comment I-FORM-2.

I-283-3: Please see the response to comment I-FORM-3.

I-283-4: Please see the response to comment I-FORM-4.

I-283-5: Please see the response to comment I-FORM-5.

I-283-6: Please see the response to comment I-FORM-6.

I-283-7: Please see the response to comment I-FORM-7.

I-283-8: Please see the response to comment I-FORM-8.

Comment Letter I-284, Thomas Senter

11/30/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-284



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

thomas senter <tsenter69@everyactioncustom.com>

Mon, Nov 21, 2016 at 5:15 PM

Reply-To: tsenter69@comcast.net

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

Hey now - \$65 MILLION for a new bridge?!? Is the Army Corps of Engineers bored?!? This is a beautiful thoroughfare now. There are businesses on both sides of the bridge. I cannot, for a single nanosecond think who would be in favor of this expenditure. Except the construction folks. Taller = more noise for one. And cars / trucks will be more visible. This is kinda' stupid - not even worth coming up with more (-) thoughts about it. Let this one float downstream.i

I-284-1

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The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I-284-2

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. I-284-3
- Including comments from American Whitewater and the National Park Service.
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-284-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-284-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-284-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-284-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-284-8
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-284-9

Sincerely,

Sincerely,
thomas senter
150 S Corinth Ave
Lodi, CA 95242-3050

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158899a086f3a...> 1/1

Response to I-284, Thomas Senter, November 21, 2016

I-284-1: The commenter expresses their opposition to the Project. This is not a comment on the environmental document and no response is necessary. The commenter states that the Project would result in higher noise levels and aesthetics impacts. Noise impacts are analyzed and disclosed in Section 3.10, *Noise and Vibration*, and aesthetics impacts are analyzed and disclosed in Section 3.1, *Aesthetics* of the Draft EIR. Where significant impacts were identified, the Draft EIR includes mitigation measures, keeping potential Project impacts below thresholds of significance. Please see also the response to comment I-299-16.

I-284-2: Please see the response to comment O-4-17.

I-284-3: Please see the response to comment I-FORM-2.

I-284-4: Please see the response to comment I-FORM-3.

I-284-5: Please see the response to comment I-FORM-4.

I-284-6: Please see the response to comment I-FORM-5.

I-284-7: Please see the response to comment I-FORM-6.

I-284-8: Please see the response to comment I-FORM-7.

I-284-9: Please see the response to comment I-FORM-8.

Comment Letter I-285, Tim Camuti

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-285



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Tim Camuti <t_camuti@everyactioncustom.com>

Wed, Nov 30, 2016 at 7:44 PM

Reply-To: t_camuti@hotmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

I have climbed at Mosquito road and enjoyed river access since 1993. Keep the old bridge, please.

I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-285-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-285-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-285-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-285-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-285-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-285-8
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-285-9

Sincerely,

Sincerely,
Tim Camuti
4911 Cedar Ravine Rd
Placerville, CA 95667-9213

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b87b8a8065...> 1/1

Response to I-285, Tim Camuti, November 30, 2016

I-285-1: The commenter expresses their support for retaining the bridge and river access. This is not a comment on the environmental document and no response is necessary. Please see also Master Responses 1 and 3 regarding retaining the existing bridge and river access.

I-285-2: Please see the response to comment I-FORM-1.

I-285-3: Please see the response to comment I-FORM-2.

I-285-4: Please see the response to comment I-FORM-3.

I-285-5: Please see the response to comment I-FORM-4.

I-285-6: Please see the response to comment I-FORM-5.

I-285-7: Please see the response to comment I-FORM-6.

I-285-8: Please see the response to comment I-FORM-7.

I-285-9: Please see the response to comment I-FORM-8.

Comment Letter I-286, This comment was received after the close of the public comment period, and no response to this comment is required.

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-286



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Tim Hill <tahill12@everyactioncustom.com>

Fri, Dec 2, 2016 at 8:17 AM

Reply-To: tahill12@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

While that I don't live in El Dorado, when I am up visiting my Mom, I use the affected area often as a climber and have been for 30 years.

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

I-286-1

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oettinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-286-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-286-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-286-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-286-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-286-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-286-7
- Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-286-8

Sincerely,

Sincerely,
Tim Hill
3584 Glenbrook Ln
Napa, CA 94558-5209

Response to I-286, Tim Hill, December 2, 2016 – Late Letter

This comment letter was received after the close of the public comment period, and no response to this comment is required. This comment letter did not contain any additional comments beyond those in the Form Letter.

Comment Letter I-287, Vicky Vail

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-287



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Vicky Vail <vail.s@everyactioncustom.com>

Wed, Nov 30, 2016 at 7:20 PM

Reply-To: vail.s@sbcglobal.net

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

The El Dorado County General Plan – Parks and Recreation Element cites these three objectives:

Objective 9.3.1: Recreational and Tourist Uses cites: Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, Wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/tourism businesses and industries.

Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism.

I-287-1

Objective 9.3.3: Major Recreational Events: Actively encourage major recreational events (e.g., professional bicycle races, running events, whitewater kayaking, equestrian shows, rodeos, and athletic events) to showcase El Dorado County and increase tourism.

Contrary to these objectives it is noted that the DEIR fails to address stakeholders and project impacts to recreation. For example, after 3 years of community engagement the document is void of comments made by American Whitewater detailing recreational flows on the South Fork American River and public access to a navigable waterway. It also excludes the Mosquito Road Bridge Public Access Feasibility Study and the corresponding verbal & written comments including a letter from The Access Fund, a national advocacy organization whose mission conserves the climbing environment. Additionally, there are no provisions for the bicycle interests that would lose a popular cycling route described in Bill Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century.

I therefore request the following changes to the Mosquito Road Bridge Replacement Project DEIR in adherence to the California Environmental Quality Act:

- The DEIR should include all stakeholder comments regarding recreation in the Mosquito Road Bridge area. Including comments from American Whitewater and the National Park Service. I-287-2
 - The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-287-3
 - The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-287-4
 - Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-287-5
 - The DEIR should include mitigation for identified significant impacts to recreation in the area. I-287-6
 - El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-287-7
 - Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-287-8
- Please allow public access to the river. Open spaces are the reason I chose to live here in El Dorado County. Thank you I-287-9

Sincerely,

Sincerely,
Vicky Vail
240 Judy Dr
Placerville, CA 95667-3325

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b865f1340a...> 1/1

Response to I-287, Vicky Vail, November 30, 2016

I-287-1: Please see the response to comment I-FORM-1.

I-287-2: Please see the response to comment I-FORM-2.

I-287-3: Please see the response to comment I-FORM-3.

I-287-4: Please see the response to comment I-FORM-4.

I-287-5: Please see the response to comment I-FORM-5.

I-287-6: Please see the response to comment I-FORM-6.

I-287-7: Please see the response to comment I-FORM-7.

I-287-8: Please see the response to comment I-FORM-8.

I-287-9: The commenter expresses their support for public access to the river and open space. Please see Master Response 3 regarding river access.

Comment Letter I-288, Craig Harris

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-288



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Craig Harris <craig_r.harris@everyactioncustom.com>

Wed, Nov 30, 2016 at 10:09 AM

Reply-To: craig_r.harris@yahoo.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

Please save the Mosquito Rd Bridge as pedestrian access / walkway. Its the right thing to do. Lots of other locations in California have worked to preserve historic bridges for future enjoyment. It makes no sense to tear down our past. Its a lovely bridge and should not be tom down.

I-288-1

Thank you for your coCraig Harris

Sincerely,
Craig Harris
PO Box 588
Sioughhouse, CA 95683-0588

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b66d890015...> 1/1

Response to I-288, Craig Harris, November 30, 2016

I-288-1: The commenter expresses their support for retaining the bridge as a pedestrian access/walkway. As described in Master Response 1, the existing Mosquito Road Bridge is to be retained and maintained for pedestrians and bicyclists. Please see also Master Response 4.

Comment Letter I-289, Greg Dickson

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-289



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Greg Dickson <greg85.dickson@everyactioncustom.com>

Wed, Nov 30, 2016 at 8:26 PM

Reply-To: greg85.dickson@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

Dear Ms. Postlewait:

I have lived in Paradise, CA for 20 years and SO much love living in the foothills of the northern Sierra Nevada as an active member of three kayak clubs: Chico Paddleheads, Gold Country Paddlers, and Loma Prieta Paddlers. My range of enjoyment (I call it "hydrotherapy" but it is much more than that) is the most satisfying outdoor recreation I've experience anywhere I have lived – including the Mid-Atlantic states (Maryland, Virginia), New England (Massachusetts), Upper Midwest (lower/upper Michigan), Ohio, the Pacific NW (Washington, Oregon, Idaho, Montana), and California – both Southern & Northern.

I-289-1

Please use your influence to persuade decision makers that maintaining access for navigable waterways on our rivers and streams is a "gift that keeps on giving". I think John Muir would be cheering you and your colleagues for taking such a position – choosing to support the privilege of "access". Although the range of river access among the members of the three clubs varies, I think it is safe to say that the American river serves as the hub of our activity – a magnet that draws us year round and especially during the non-rainy months.

I-289-2

Thank you for carefully considering the legacy of wilderness access as one of California's most precious gifts!

Sincerely, Greg Dickson

Sincerely,
Greg Dickson
5424 Filbert St
Paradise, CA 95969-5743

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b8a22d12a0...> 1/1

Response to I-289, Greg Dickson, November 30, 2016

I-289-1: The commenter summarizes his experience in and benefit from kayaking. This is not a comment on the Draft EIR and no response is necessary.

I-289-2: The commenter expresses his support for maintaining access to the river in support of kayaking. Please see Master Response 3.

Comment Letter I-290, John Robinson

12/6/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-290

**Janet Postlewait <janet.postlewait@edcgov.us>****Mosquito Road Bridge DEIR Comment**

1 message

John Robinson <johnr9q@everyactioncustom.com>

Tue, Nov 29, 2016 at 8:08 AM

Reply-To: johnr9q@yahoo.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

I have used the access provided by the old Mosquito Road Bridge for years to access to rock climbing in the area and would not be happy if it were removed

I-290-1

Sincerely,
John Robinson
9092 Quail Terrace Way
Elk Grove, CA 95624-4003

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b0d7ec2bd3...> 1/1

Response to I-290, John Robinson, November 29, 2016

I-290-1: The commenter expresses his opposition to removal of the existing bridge because it provides access to rock climbing in the area. As described in Master Response 1, the existing Mosquito Road Bridge is to be retained and maintained for pedestrians and bicyclists. Please also see Master Response 3.

Comment Letter I-291, John Simpkin

12/6/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-291



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

John Simpkin <johnsimpkin3@everyactioncustom.com>

Tue, Nov 29, 2016 at 10:45 AM

Reply-To: johnsimpkin3@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

Good Day,

I am not pleased that the County of El Dorado chose to ignore public comment in the Draft EIR for the Mosquito Rd Bridge. I personally addressed the Board of Supervisors in August and gave both verbal and written comment. There is no mention in the draft EIR of my comments nor any other citizen comments, written or verbal, to the BOS. In addition, there was no mention of written comments made by at least two national organizations representing local recreation interests in the draft EIR.

I-291-1

The comments I read and heard myself came from hikers, bike riders, fishermen, swimmers, and climbers. These comments have been ignored. There was no mention of the comments from those that simply expressed a desire to enjoy the river. In contrast, the draft EIR states that the only impact that denying access to the public to the Mosquito Bridge would have would be on a handful of "expert kayakers". This statement is false. Over half of the kayakers boating this reach of the river take out at Mosquito Bridge to avoid a dangerous section of the river below the bridge.

I-291-2

I would encourage the County to go back and reconsider the verbal and written opinions voiced by the citizens that enjoy the rivers in this county. I would encourage the County to rethink the Draft EIR, which excludes public access to the Bridge and the river, in light of the County's own General Plan which specifically highlights the importance of encouraging the development of public use of the South Fork of the American River.

I-291-3

Sincerely,

John Simpkin

5020 La Mesa Rd

Placerville, CA 95667-8211

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b168388dde...> 1/1

Response to I-291 John Simpkin, November 29, 2016

I-291-1: As noted in the responses to comments O-4-3 and O-4-4, comments received during the Board of Supervisors' hearing on the Public Access Feasibility Study were not submitted in the context of the CEQA process and therefore do not need to be specifically identified or included in the Draft EIR. The comments received from American Whitewater were received after the end of the NOP review period. These comments, and any others received after the end of the review period, are part of the administrative record and were considered during preparation of the Draft EIR, but were omitted from the appendix because they were late. CEQA does not require the Draft EIR to include comments received on the NOP in an appendix. The omission of the letter does not make the Draft EIR incomplete. No change to the Draft EIR is necessary.

I-291-2: The Final EIR contains additional discussions of current recreational use, including Master Response 3. The County undertook substantial public outreach in the form of a CEQA scoping meeting for the project, and informational meetings held prior to beginning the CEQA process. No change to the Draft EIR is necessary.

I-291-3: The Draft EIR does not exclude public access to the bridge and river. The Draft (and Final) EIR simply informs County decision-makers regarding the environmental impacts of the Project. Please see Master Responses 1 and 3 regarding river access.

Comment Letter I-292, John Simpkin

12/6/2016

Edcgov.us Mail - Draft EIR Mosquito Bridge

LETTER I-292



Janet Postlewait <janet.postlewait@edcgov.us>

Draft EIR Mosquito Bridge

1 message

John Simpkin <johnmsimpkin3@gmail.com>

Tue, Nov 29, 2016 at 11:01 AM

To: "mosquitobridge@edcgov.us" <mosquitobridge@edcgov.us>, Janet Postlewait <janet.postlewait@edcgov.us>

Cc: Simpkin John Gmail <johnmsimpkin3@gmail.com>

Dear Ms Postlewait,

I am not pleased that the County of El Dorado chose to ignore public comment in the Draft EIR for the Mosquito Rd Bridge. I personally addressed the Board of Supervisors in August and gave both verbal and written comment. There is no mention in the draft EIR of my comments nor any other citizen comments, written or verbal, to the BOS. In addition, there was no mention of written comments made by at least two national organizations representing local recreation interests in the draft EIR.

I-292-1

The comments I read and heard myself came from hikers, bike riders, fishermen, swimmers, and climbers. These comments have been ignored. There was no mention of the comments from those that simply expressed a desire to enjoy the river. In contrast, the draft EIR states that the only impact that denying access to the public to the Mosquito Bridge would have would be on a handful of "expert kayakers". This statement is false. Over half of the kayakers boating this reach of the river take out at Mosquito Bridge to avoid a dangerous section of the river below the bridge.

I-292-2

I would encourage the County to go back and reconsider the verbal and written opinions voiced by the citizens that enjoy the rivers in this county. I would encourage the County to rethink the Draft EIR, which excludes public access to the Bridge and the river, in light of the County's own General Plan which specifically highlights the importance of encouraging the development of public use of the South Fork of the American River.

I-292-3

John Simpkin
Placerville
530 621 1941

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20EIR%20Comments&search=cat&th=158b1766e8372...> 1/1

Response to I-292 John Simpkin, November 29, 2016

This comment letter is almost exactly the same as comment letter I-291, also submitted by the commenter on the same day. All of the comments are exactly the same. Please see the responses to comment letter I-291.

Comment Letter I-293, Joseph Hatcher

12/5/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-293



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Joseph Hatcher <hatcherjoseph@everyactioncustom.com>

Fri, Nov 25, 2016 at 8:51 AM

Reply-To: hatcherjoseph@gmail.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

To whom it may concern,

I am contacting you concerning the Mosquito Road Bridge Replacement Project on the South Fork of the American river. I am avid kayaker and am an American Whitewater (AW) member. AW has secured releases of water on this section. I attended one of these releases and find this section of whitewater a very enjoyable recreation endeavor.

I-293-1

If a new down stream bridge is built and this bridge removed. You will limit access to this wonderful opportunity. As a user of the bridge I ask that you consider a proposal that will also allow river level access so that whitewater individuals that paddle this section can have a save take out point.

I-293-2

Thanks

Sincerely,
Joseph Hatcher
659 Oakley St
Central Point, OR 97502-5006

<https://mail.google.com/mail/ca/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=1589c663bfd...> 1/1

Response to I-293, Joseph Hatcher, November 25, 2016

I-293-1: Comment summarizes experience as an avid kayaker and American Whitewater member. This is not a comment on the Draft EIR and no response necessary.

I-293-2: The commenter requests that decision-makers consider an alternative that would allow river level access for whitewater boaters. The No-Project Alternative discussed in Draft EIR Chapter 4, *Alternatives Overview*, considers retaining river level access. No additional alternative is necessary. Please also see Master Responses 1 and 3.

Comment Letter I-294, Rob Swain

12/5/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-294



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Rob Swain <swains3@everyactioncustom.com>

Mon, Nov 21, 2016 at 7:48 PM

Reply-To: swains3@live.com

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

I-294-1

As a former resident and regular visitor of the Coloma Lotus Valley I have had the opportunity to enjoy the ambiance of historic value of the Mosquito Road Bridge. This bridge allows access to not only the river but the incredibly unique and valuable roadway on either side of the river. This road is enjoyed by bicyclists all year, and if planned properly it will become a mecca for hikers and river users.

I-294-2

Currently this bridge is the star attraction of the Motherlode Century cycling event which brings riders from all over the western United States to this corner of the Gold Country. This route is also featured in the "75 Classic Rides Northern California" by Bill Oetinger, and the website Jays Essential Rides. Collectively these events and publications contribute to a sustainable ecotourism economy.

I-294-3

It is imperative that a bridge to accommodate pedestrians and bicyclists be maintained at this site. If the historic wooden bridge must be removed it could very affordably be replaced with a lightweight metal suspension bridge integrating the existing anchor points and cables.

I-294-5

Also it is vitally important that the new concrete bridge be designed to allow safe passage of bicyclists.

Please contact me at your earliest convenience so we can discuss this important piece of this historic river valley. Thank you for your consideration.

Sincerely,
Rob Swain
540 Gardner St
South Lake Tahoe, CA 96150-3912

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=1588a2691983b...> 1/1

Response to I-294, Rob Swain, November 21, 2016

I-294-1: Please see the response to comment I-FORM-1.

I-294-2: This comment summarizes experience and enjoyment of Mosquito Road Bridge as a cyclist. This is not a comment on the Draft EIR and no response is necessary.

I-294-3: This comment summarizes Mosquito Road Bridge as national attraction for many cycling events that support ecotourism and the local economy. This is not a comment on the Draft EIR and no response is necessary.

I-294-4: The commenter expresses support for retaining a bridge that will accommodate pedestrians and bicyclists. As described in Master Response 1, the existing Mosquito Road Bridge is to be retained and maintained for pedestrians and bicyclists. Also, note that the new bridge can accommodate cyclists with lanes on both sides. No further response is necessary.

Comment Letter I-295, Sam Swanson

12/7/2016

Edcgov.us Mail - Mosquito Bridge Comments and Questions

LETTER I-295



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Bridge Comments and Questions

1 message

samswansons@gmail.com <samswansons@gmail.com>
To: mosquitobridge@edcgov.us

Wed, Nov 30, 2016 at 2:36 PM

Data from form "Mosquito Bridge Comments and Questions" was received on Wednesday, November 30, 2016 2:36:55 PM.

Feedback

Field	Value
Subject	Mosquito Bridge Comments and Questions
Full Name	Sam Swanson
Email Address	samswansons@gmail.com
MailingAddress	
Phone	
Comment	Please ensure that the Mosquito Bridge remains open to the public, both before, during, and after any construction project! Recently, a major effort to obtain recreational releases on Slab Creek for boater use resulted in numerous user-days that rely on the Mosquito Bridge as a takeout. It would be detrimental for recreation on Slab Creek to require boaters to continue downstream, where rapid's become more dangerous and difficult. Thank you for your time, effort, and thoughtfulness in this project.

I-295-1

Email "Mosquito Bridge Comments and Questions" originally sent to mosquitobridge@edcgov.us from samswansons@gmail.com on Wednesday, November 30, 2016 2:36:55 PM.

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158b762373cc6...> 1/1

Response to I-295, Sam Swanson, November 30, 2016

I-295-1: As stated on Draft EIR page 2-8, with the exception of occasional short-term closures of up to approximately 2 to 4 weeks, the existing bridge would remain open during construction. Long-term closures should not be required. Please see Master Response 3 for additional response to this comment.

Comment Letter I-296, Steve Tadevich

12/7/2016

Edcgov.us Mail - Mosquito Bridge Replacement Comment

LETTER I-296



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Bridge Replacement Comment

1 message

Steve Tadevich <satadevich@yahoo.com>

Thu, Dec 1, 2016 at 4:18 PM

Reply-To: Steve Tadevich <satadevich@yahoo.com>

To: "mosquitobridge@edcgov.us" <mosquitobridge@edcgov.us>, "janet.postlewait@edcgov.us" <janet.postlewait@edcgov.us>

Janet,

I have thoroughly reviewed the EIR and attended the public meeting at the Mosquito firehouse in October and am in complete support of the Draft EIR regarding the replacement of the Mosquito Bridge.

I-296-1

-- Steve

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20EIR%20Comments&search=cat&th=158bce817b77d...> 1/1

Response to I-296, Steve Tadevich, December 1, 2016

I-296-1: Comment summarizes support for the project. No response is necessary.

Comment Letter I-297, Timothy Beck

10/24/2016

Edcgov.us Mail - Mosquito Road Bridge (No. 25C0061)

LETTER I-297



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge (No. 25C0061)

1 message

Timothy Beck <realinfo122112@gmail.com>
To: janet.postlewait@edcgov.us

Sat, Oct 22, 2016 at 2:25 PM

As a home owner in Swansboro I have absolutely no interest in Mosquito bridge being replaced with a 1200 foot concrete bridge. I don't need a freeway to my front door and we have more than our share of people driving through the neighborhood already. I-297-1

I would suggest that before you spend literally millions of dollars to improve access for "emergency vehicles" you consider not wasting my tax money. As we saw recently during the King Fire there are apparently plenty of ways for emergency vehicles to get to Swansboro. I like having a bridge and roadway that excludes many drivers. I didn't pick this location because I want more traffic. I-297-2

I am sure that you have an interest in development projects - take it somewhere else! I-297-3

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&search=inbox&th=157ee49113562dfa&siml=157ee49113562dfa>

1/1

Response to I-297, Timothy Beck, October 22, 2016

I-297-1: The commenter expresses his opposition to the Project. This is not a comment on the Draft EIR and no response is necessary.

I-297-2: This comment represents an opinion of the level of emergency access to Mosquito/Swansboro that currently exists, their preference for “a bridge and roadway that excludes many drivers,” and their dislike of more traffic. This is not a comment on the Draft EIR and no response is necessary. Please note that as discussed in the Draft EIR, the proposed Project is a bridge safety project and is not capacity increasing. The Project would not change the characteristics of the Mosquito Road route, only the functional use of the bridge to satisfy current safety standards for its users. An analysis of the potential for the Project to induce growth is included in the Draft EIR starting on page 5-3. The analysis found that while the proposed Project would slightly reduce travel time across the South Fork American River, the Project does not change existing land use designations, zoning, or growth estimates in the County’s General Plan, and construction of the new bridge would not exert growth pressure in the project area.

I-297-3: This comment represents an opinion that the purpose of the project is other than safety. The County does not find this comment credible. The Draft EIR repeatedly explains the need for a new bridge and how the new bridge would substantially enhance safety. This is not a comment on the Draft EIR and no response is necessary. Please also see the response to comment I-297-2.

Comment Letter I-298, Urs Schuler

11/30/2016

Edcgov.us Mail - Mosquito Road Bridge DEIR Comment

LETTER I-298



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Urs Schuler <tinaxurs@everyactioncustom.com>

Mon, Nov 21, 2016 at 4:25 PM

Reply-To: tinaxurs@foothill.net

To: janet.postlewait@edcgov.us

Dear Janet Postlewait,

As a recreational stakeholder, I appreciate the opportunity to provide comment on the Mosquito Road Bridge Replacement Project Draft Environmental Impact Report (DEIR). I understand the need for a new bridge and remain supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area. I-298-1

Please leave the present Mosquito Road Bridge in place so it can be used to access the river and its surroundings and as a hiking and bicycle trail. I-298-2

Based on the impact to Bureau of Land Management property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-298-3

Sincerely,

Sincerely,
Urs Schuler
1564 Country Club Dr
Placerville, CA 95667-6021

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158896cb86f4f0...> 1/1

Response to I-298, Urs Schuler, November 21, 2016

I-298-1: Please see the response to comment I-FORM-1.

I-298-2: The commenter expresses support for keeping the existing bridge. As described in Master Response 1, the existing Mosquito Road Bridge is to be retained and maintained for pedestrians and bicyclists. This is not a comment on the Draft EIR and no response is necessary.

I-298-3: Please see the response to comment I-FORM-8.

Comment Letter I-299, William Crenshaw

LETTER I-299

November 30, 2016

Janet Postlewait, Principal Planner
El Dorado County Community Development Department
2850 Fairlane Ct
Placerville, CA 95667

Subject: Mosquito Road Bridge Replacement Project (SCH#: 2015062076)

Thank you for the opportunity to comment on the DEIR for the Mosquito Road Bridge Replacement Project (SCH#: 2015062076).

As a local resident I am concerned over the proposed Mosquito Road Bridge Replacement Project's Draft Environmental Impact Report (DEIR) adequacy and good faith effort to identify, disclose, and mitigate Project impacts. These comments will demonstrate the ways in which the DEIR fails to comply with the requirements of CEQA, and thus, may not be used as a basis of approving the proposed Project.

I-299-1

The DEIR fails in significant aspects to perform its function as an informational document that is meant "to provide public agencies and the public in general with detailed information about the effect which a proposed Project is likely to have on the environment" and "to list ways in which the significant of such a project might be minimized." ¹

Substantial Evidence indicates that the Project is likely to cause significant adverse impacts, or impacts over and above those described in the DEIR. The DEIR is inadequate due to its failure to adequately identify, analyze, and mitigate potential impacts. The errors and deficiencies on the DEIR include the following:

- Internal inconsistencies related to traffic volumes and vehicle types, which are uses and a basis of analysis and impact conclusions.
- Failure to adequately evaluate reasonable solutions, and alternatives that were recommended by commenters during the IS/NOP 30-day review period.
- Failure to identify and mitigate construction/demolition impacts relating to hydrology and water quality.
- Failure to adequately analyze and assess cultural resources.
- Failure to adequately analyze and mitigate for the loss of recreational resources.

I-299-2

As such, the DEIR must be withdrawn and revised to address these errors and deficiencies. Because of the substantial omissions in the information disclosed in the DEIR, revisions necessary to comply with CEQA will be, by definition, significant. In addition, substantial revision will be required to address impacts that were not disclosed in the DEIR. Because these revisions are significant, the revised DEIR will need to be recirculated for additional public comment. ²

I-299-3

¹ CEQA Statute § 21061.

² Pub. Resources Code § 21091.1; 14 Cal. Code Regs. ("CEQA Guidelines") § 15088.5; Laurel Heights Improvement Assn. v. Regents of Univ. of Cal., supra, 6 Cal.4th at 1129

Comment Letter I-299, William Crenshaw

A. Internal inconsistencies in the traffic ADT provided in the DEIR, which causes inconsistency and flawed analysis throughout the DEIR;

The Traffic analysis states that:

- As shown in Table 3.13-2 (pg. 3.13-4), traffic volumes are anticipated to nearly double by 2034, but “no difference in ADT or truck volumes” is anticipated between the proposed Project and No Project scenarios.

Table 3.13-2. Existing and Future Traffic Volumes

Year	Scenario	Car		Truck	
		AM Peak Hour	ADT	AM Peak Hour Count	AM Peak Hour %
2015	Proposed Project	1,256	13	0.4	0.34%
	No Project	1,256	13	0	0%
2034	Proposed Project	2,521	26	0.8	0.34%
	No Project	2,521	26	0	0%

However, page 3.2-14 shows that construction of the new bridge would increase the truck volumes by over 1% to 13 daily truck trips in 2015 and 26 daily trips in 2034, and also increase auto trips, as shown in Table 3.2-7. Additionally, many places within the DEIR reference no change or some change with regard to additional trips.

Table 3.2-7. Average Daily Traffic on Mosquito Road Bridge

Scenario	Total ADT	% Trucks	Truck ADT
Existing (2015)			
No Build	1,256	0%	0
Build	1,269	1.02%	13
Future (2034)			
No Build	2,521	0%	0
Build	2,547	1.02%	26

Source: Terry A. Hayes Associates Inc. 2016.
ADT = Average Daily Traffic

The first point is straightforward: the numbers are flawed, so they require correcting. CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project.³ I cannot over-emphasize the necessity that these corrections be made in the Draft EIR because they serve as a baseline for much of the other analysis that is provided in the EIR including impact conclusions. For example,

Impact WQ-1: Potential to violate any water quality standards or waste discharge requirements (less than significant)

The DEIR states “Implementation of the Project would not result in an increase in vehicle use, and therefore the amount and types of pollutants associated with vehicle and road use would not increase compared to existing conditions.”

³ CEQA Guidelines § 15002, subd. (a)(1).

I-299-4

I-299-5

Comment Letter I-299, William Crenshaw

However, as stated in Table 3.2-7, increases in vehicle traffic and vehicle types using the bridge will represent increased ADTs and introduce new vehicle types (truck trips), which are more likely to carry hazardous materials, which would increase the potential for accidental release and significant water quality pollution in the event of an accident. Due to the current lack of truck trips there are no potential impacts related to truck traffic under current conditions, however, the proposed Project will introduce truck trips to the site/area. This would increase this impact potential, which has not been properly addressed under this impact discussion.

I-299-5 cont'

Additional impact analysis found under Impact HAZ-2 also only focuses on construction related impacts, fails to properly analyze potential impacts to water resources, and uses de minimis arguments in part as a basis of conclusion, which has been invalidated under CEQA.⁴ DEIR Impact HAZ-2 states "Accidental releases of small quantities of these substances could contaminate soils and degrade the quality of surface water and groundwater, resulting in a public safety hazard. However, the consequences of construction-related spills are not as great as other accidental spills and releases because the amount of hazardous material released during a construction-related spill is small because the volume in any single piece of construction equipment is generally less than 50 gallons, and fuel trucks are limited to 10,000 gallons or less." This argument provides no basis of determining a significance level, and implies that a 50 gallon spill would be less than significant.

I-299-6

Additionally, nothing in the impact analysis under Impact HAZ-2 provides a basis for determining operational or ongoing impacts from the proposed Project (i.e. the DEIR must address the transport of materials or accidental spills occurring over the watercourse during operation). The DEIR states that accidental spills are potentially greater than construction related spills (as noted above), however the DEIR fails to identify and disclose the potential for accidental spills during operation.

I-299-7

Impact analyses contained in Impact WQ-1 and Impact HAZ-2 are inadequate and fail to properly identify facts. Thus, conclusions based on this analysis are deficient and lack the facts needed as the basis of the conclusion. Additionally, the DEIR contains conflicting information and data flaws that do not provide for internal consistency. An adequate EIR must contain the facts and analysis necessary to support its conclusions.⁵ In order to fulfill the lead agency function and responsibility, El Dorado County must correct these errors, address new potential impacts and or impacts over and above those identified in the DEIR, and recirculate the Draft EIR.

I-299-8

B. Failure to adequately disclose, evaluate, and mitigate the Project's potential impact to water quality.

Impact WQ-6 states: "In contrast to Impact WQ-1, which discusses impacts involving violations of water quality objectives and standards, this impact addresses other water quality impacts, such as those that can result from wetland dredge and fill. Construction activities that require work within waters of the United States/State and navigable waters trigger compliance with USACE jurisdiction under Section 404 of the CWA, Section 10 of the River and Harbor Act, and

I-299-9

⁴ *Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98 [136 Cal.Rptr.2d 441]

⁵ See *Citizens of Goleta Valley v. Board of Supervisors*, *supra*, 52 Cal. 3d at 568.

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Central Valley RWQCB jurisdiction under CWA Section 401. The Project would not otherwise degrade water quality and the impact would be less than significant. No mitigation is required.”

This impact discussion fails to identify any potential impacts due to construction or operation of the proposed bridge, and impacts related to the demolition of the existing structure. Bridge demolitions over water resources require special consideration to avoid potential impacts from demolition activities.

I-299-9 cont'

Section 2.4.3.5 “Existing Bridge and Roadway” (pg. 2-7) states: “...the existing bridge would likely be removed at some point after traffic is shifted onto the new bridge. If removed, the suspension span components would be disassembled without the need to drop anything into the river.” This conclusion has no basis of facts for analysis, and essentially says we don’t think we will drop stuff in the water.

This section (2.4.3.5) is not included under the impact discussion and also fails to provide any details about methods or standards to ensure removal activities would not impact the river resource.

During bridge demolition and removal, measures to protect the American River Waterway from debris, waste, and hazardous materials associated with the demolition should be implemented, and included as Project mitigation. These measures should include:

- Use of attachments on construction equipment, platforms, netting, or other means shall be used to catch debris that may fall into the river.
- Work shall be limited to avoid the rainy season.
- Existing vegetation shall be protected where feasible to provide an effective method of erosion and sediment control, as well as watershed protection, dust and pollution control.
- The area disturbance should be limited to as small an area as feasible. Stabilizing material, such as water, shall be applied to the soil surface to prevent the movement of dust at the project site.
- All vehicle and equipment maintenance procedures shall be conducted off-site, and shall occur away from the river channel.
- All concrete, wood, and metal cutting activities shall be conducted to minimize spray drift and prevent compounds from entering the waterway directly or indirectly.
- All materials, vehicles, stockpiles, and staging areas shall be situated as far away from the watercourse as feasible. All stockpiles shall be covered, as quickly as feasible after the stockpiles are created.

I-299-10

Failure to include an analysis of the potential direct impacts to the American River from demolition activities relating to the existing bridge is a breach of the disclosure mandates of CEQA to inform decision makers and the public about the potential significant environmental effects of a project.⁶ This additional analysis must be made in the Draft EIR in order inform the public and its responsible officials of the environmental consequences of their decisions before

⁶ CEQA Guidelines § 15002, subd. (a)(1).

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they are made. Additionally, CEQA is intended to require public agencies to avoid or reduce environmental damage when possible by requiring appropriate mitigation measures.⁷

I-299-10
cont'

C. Failure to adequately disclose and analyze the full scope of the Project.

As stated in 14 CCR § 15378 § 15378. (a) "Project" means the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. As stated throughout the DEIR, the existing bridge and roadway would "likely" or "may" be removed. If the whole of the action as defined under CEQA is unclear, decision makers and the public do not have adequate information to properly comment on, or certify the DEIR. Additionally, analysis would be required to address bridge removal during all impact discussions and all potential impacts must be identified. Because this revision is significant and may cause changes in impact conclusions (as described throughout this comment letter), the revised DEIR will need to be recirculated for additional public comment.

I-299-11

As the DEIR is currently written, bridge removal would require additional environmental analysis under CEQA, and therefore the proposed Project does not take into account the full scope of the environmental impacts which have a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, as defined in CCR § 15378 § 15378. (a). This represent a classic example of "segmenting" which isn't allowed under CEQA. Segmenting is not allowed under CEQA including when: "...the second activity is a reasonably foreseeable consequence of the first activity;"⁸ "...the second activity is a future expansion of the first activity that will change the scope of the first activity's impacts;"⁹ or "...both activities are integral parts of the same project."¹⁰

I-299-12

D. Failure to adequately disclose, evaluate, and mitigate the Project's potential impact to aesthetic and visual resources.

DEIR Impact AES-3 fails to comply with or give a good faith effort under CEQA to adequately disclose and mitigate aesthetic and visual environmental impacts. According to professional standards identified in the DEIR (p.g.3.1-3), a project may be considered to have "significant impacts" if it would significantly "Alter the existing natural viewsheds, including changes in natural terrain where the project dominates the view," or "Alter the existing visual quality of the region or eliminate visual resources."

I-299-13

The existing approximately 9-foot-wide one-lane timber suspension bridge is just above the river's elevation. The proposed bridge profile would be raised to approximately 400 feet over the river and, with a railing, it would be approximately 35.5 feet wide and use modern construction materials. Thus the new bridge would be a massive visual feature from many public vantage points including: Waters of the United States/Navigable Waterways, public roads, and BLM and public lands, and would create a striking and unique artificial visual feature.

⁷ CEQA Guidelines § 15002, subds. (a)(2)-(3); see also, *Berkeley Keep Jets Over the Bay Committee v. Board of Port Commissioners* (2001) 91 Cal.App.4th 1344, 1354.

⁸ *Bozung v. Local Agency Formation Com.* (1975) 13 Cal.3d 263 [118 Cal. Rptr. 249, 529 P.2d 1017]

⁹ *Laurel Heights I, supra*, 47 Cal.3d 376

¹⁰ *No Oil, Inc. v. City of Los Angeles* (1987) 196 Cal. App. 3d 223 [242 Cal. Rptr. 37]

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The DEIR Impact AES-3 states “While the new bridge crossing would be realigned, widened, and raised compared to the existing crossing, views of the Project are very limited and local stakeholders are in support of the proposed Project because of the improvements that would result from providing a safer evacuation route and safer driving conditions that would result from removing the switchbacks leading up to the bridge. Also, a bridge is an existing visual element within the Project area, and the proposed Project would not substantially alter the existing visual character of the Project area as seen by all viewer groups.”

I-299-13
cont'

The DEIR states views of the Project are “very limited” without any type of supporting evidence. As stated previously many public viewsheds exist that will be impacted by this visual feature.

The DEIR suggest that support for the Project by private interests is somehow related to impacts on Public viewsheds. The DEIR’s assertion that stakeholders’ support of the proposed Project improvements relating to evacuation routes and safer driving conditions does not provide facts or evidence as it relates to aesthetics and visual resources.

I-299-14

Additionally, the DEIR states that the bridge is an existing visual element within the Project area, and the proposed Project would not substantially alter the existing visual character of the Project area as seen by all viewer groups. The proposed bridge and the existing bridge are vastly different from each other in terms of visual character, design, size, scale, visibility, and compatibility with the rural and recreational character of the project area. The Draft EIR must include an expanded analysis and discussion of visual impacts of the proposed project, so that the public and local agency decision makers can be fully informed regarding the significant and unavoidable changes to the visual character of the area that would result from project implementation. The Draft EIR must include visual simulations to depict post-construction conditions in the project area. The visual simulations must include pre- and post-project conditions, shown from multiple public vantage points. As currently written, the Draft EIR provides no supporting or substantial evidence to support the conclusion that visual impacts would be less than significant. This constitutes a fatal flaw in the DEIR analysis, which requires recirculation of the document.

I-299-15

The DEIR should document, with appropriate photo-simulations, viewshed studies, and sight line analyses, etc., the extent that the Project will actually be visible from public lands and public roadways, and must specify and disclose these locations. Substantial evidence to support a fair argument of significant adverse aesthetic impact, or potential new impact exists. A visual feature of this size and height will be visible from many public vantage points (as discussed previously), and cannot be determined to be less than significant without supporting evidence, which the DEIR lacks in its current form.

I-299-16

Failure to disclose, address, and analyze impacts on public views invalidates the DEIR. No visual simulations were included within the DEIR that show the visual and aesthetic impact the proposed Project would have from various public viewsheds, and the DEIR provides no basis for impact conclusion. Additionally, as the Project is such a massive artificial feature, sound logic, judgment, and proper analysis would suggest that this is a significant and unavoidable impact that there is no feasible mitigation to address this impact (other than no project). It is preposterous to suggest that a project of this size and scope spanning a natural landscape does not substantially “Alter the existing natural viewsheds, including changes in natural terrain

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where the project dominates the view.” The Draft EIR must determine that this impact is significant and unavoidable, and the County is required to adopt the corresponding findings of fact and a statement of overriding considerations for this significant impact. This Draft EIR deficiency requires recirculation of the document.

I-299-16
cont'

In addition to substantially altering public views, removal of the existing bridge would create its own visual impact to the site and surrounding area. The current bridge is part of the existing visual setting and existing environmental condition. The bridge is viewed by many as a visual and aesthetic resource (as addressed during initial scoping workshops) due to its design and historical significance, and representation of an architectural style of the time period. Removal of this structure, which is viewed by many as a visual resource would substantially alter existing visual conditions at the site and surrounding public viewing areas, which isn't addressed in the DEIR. The DEIR impact AES-3 identifies that the bridge is an “existing visual element” within the Project area, and concludes that “the proposed Project would not substantially alter the existing visual character of the Project area as seen by all viewer groups.” The DEIR impact analysis identifies the existing bridge as a visual feature, but fails to adequately describe the impacts to aesthetic resources due to bridge removal. The DEIR should include mitigation measures, or condition the Project to preserve the existing bridge either in its current form, or as a pedestrian bridge. If the DEIR fails to do this, impacts relating to aesthetics of the site need to be addressed and the DEIR must be recirculated for public comment. No visual analysis exists for commenters or decision makers to fully understand site impacts, thus, the DEIR is inadequate as a public disclosure document.

I-299-17

DEIR Impact AES-3 states that,

“Vegetation removal would slightly alter views, but remaining vegetation would screen views of areas where vegetation has been removed to residential and recreational viewers and roadway users would only see these areas briefly, in passing. Construction would also remove mature trees and shrubs to accommodate the roadway realignment and new bridge crossing. The least possible number of trees would be removed. On-site revegetation of cleared areas, required for soil stabilization and to mitigate the loss of mature vegetation, would reduce the visual effects of the Project. Impacts and mitigation related to vegetation removal is discussed further in Section 3.3, Biological Resources. The Project's effects on the visual character or quality of the site are considered less than significant. No mitigation is required.”

I-299-18

The DEIR fails to adequately analyze the removal of vegetation and does not include any analysis or counts of potential trees to be removed. The DEIR states “The least possible number of trees would be removed.” This lack of quantification does not provide a good faith effort to disclose environmental impacts related to tree removal. As is evident, the County is deferring the impact studies necessary to determine whether adverse effects would occur.

Additionally, Mitigation Measures included within the Bio Section of the DEIR fail to meet CEQA standards for timing and in essence defer mitigation i.e. “MM-BIO-6: Avoid and Minimize Potential Disturbance of Woody Vegetation”, this is not a mitigation measure as defined under CEQA; this may be a project goal, or objective, but fails to provide the necessary information to allow for adequate reduction of project impacts.

I-299-19

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Mitigation measures are generally effective when they contain the following elements:

Why: state the objective of the mitigation measure and why it is recommended.

What: Explain the specifics of the mitigation measure and how it will be designed and implemented.

- identify measurable performance standards by which the success of the mitigation can be determined.
- provide for contingent mitigation as appropriate if monitoring reveals that the success standards are not satisfied.

Who: Identify the agency, organization or individual responsible for implementing the measure.

Where: Identify the specific location of the mitigation measure

When: Develop a schedule for implementation

Failure to include an analysis of the potential direct impacts to relating to tree removal, is a breach of the disclosure mandates of CEQA to inform decision makers and the public about the potential, significant environmental effects of a project.¹¹ This additional analysis must be made in the Draft EIR in order inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Additionally, CEQA is intended to require public agencies to avoid or reduce environmental damage when possible by requiring appropriate mitigation measures.¹²

The DEIR fails to adequately address and disclose this loss of habitat, and a visual resources relating to trees, and fails to provide defined, measureable, or performance-based mitigation for the loss of this habitat that meets the requirements and purpose of CEQA. Mitigation Measures presented in this document (as exemplified above) do not provide adequate information or standards to adequately mitigate potential impacts. As such, the DEIR must include mitigation measures that are in line with the requirements of CEQA.

E. Failure to adequately disclose, evaluate, and mitigate the Project's potential impact to Recreation and Recreational resources.

Many recreationists including kayakers, mountain bikers, climbers, and hikers use the river and river crossing each year. Concerns over recreation and recreational access were raised during the IS/NOP process. However, the DEIR fails to adequately address impacts to recreation.

The DEIR uses Thresholds of Significance In accordance with Appendix G of the State CEQA Guidelines, as listed below.

¹¹ CEQA Guidelines § 15002, subd. (a)(1).

¹² CEQA Guidelines § 15002, subs. (a)(2)-(3); see also, *Berkeley Keep Jets Over the Bay Committee v. Board of Port Commissioners* (2001) 91 Cal.App.4th 1344, 1354.

I-299-19-cont'

I-299-20

I-299-21

I-299-22

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- 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.
- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

Appendix G thresholds of significance are only examples of what should be included in the DEIR analysis. Comments from the public during the IS/NOP review period and public Scoping relating to environmental impacts to recreation need to be addressed as part of the CEQA review and addressed within the DEIR. The Recirculated Draft EIR must include impact discussions relating to the loss of a recreational resource and the loss of public access to public recreational lands. This significant environmental issues was raised extensively during the NOP comment period, and has not been addressed in the Draft EIR.

I-299-22
cont'

Additionally, impact conclusions contained in the DEIR lack substantial evidence in support of impact conclusion statements. For example:

Impact REC-1 states that "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 (less than significant)."

The Impact discussion under REC-1 states that "Replacement of the Mosquito Road Bridge would not increase the use of "any existing parks or recreational facilities" that could lead to physical deterioration. But also acknowledges that the bridge is currently used for recreational purposes. The DEIR fails to analyze potential impacts to existing recreational access points along the river that would see increased use due to the lack of this available option stemming from road closure and bridge removal. Environmental impacts to other facilities from additional use must be addressed under CEQA. Common sense would dictate that if you close a recreational amenity people will use other nearby recreational access opportunities thereby potentially increasing the physical deterioration of the area/facility. Areas likely to experience increased users include access points near Rock Creek or recreational use parking areas near White Rock Powerhouse and associated river roads and trails. Other potential receiving areas include County and state parks with river access. The number of recreational users must be quantified as to understand potential impacts to other recreational facilities that will be used in place of the current bridge.

I-299-23

The DEIR also fails to address impacts from the direct loss of a recreational resource (access to and crossing of the river) that provides for a variety of recreational opportunities. Restrictions to and removal of the existing bridge would create a direct loss of access and use of a recreational resource, which would be a significant and unavoidable impact of the proposed Project. The Draft EIR must include mitigation measures or Project conditions that allow for the continued use of this resource. Keeping the existing structure and access to the area is the only feasible mitigation to reduce this Project impact to a less than significant level.

I-299-24

Failure to include an analysis of the potential direct and indirect impacts relating to removal of a recreational resource, and increased use of other facilities, is a breach of the disclosure mandates of CEQA to inform decision makers and the public about the potential, significant

I-299-25

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environmental effects of a project.¹³ This additional analysis must be included in the Recirculated Draft EIR in order inform the public and its responsible officials of the environmental consequences of their decisions before they are made.

I-299-25
cont'

F. Failure to adequately disclose, evaluate, and mitigate the Project's potential impact to historic and cultural resources.

Impact CUL-1: Potential to cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 (no impact).

As stated in the DEIR "The Mosquito Road Bridge (P-09-3308-H) was previously determined to be not eligible for listing in the NRHP or the CRHR (JRP Historical Consulting 2004). Additional research was conducted and the bridge reevaluated in 2016. As a result, the property was found not eligible for listing in the NRHP or the CRHR."

Because the bridge was determined not eligible for listing in the NRHP or CRHR the DEIR concludes that there are no historical resources for the purposes of CEQA in the Project area. Consequently, there is no impact and no mitigation is required.

I-299-26

The DEIR fails to provide specific analysis used to make this determination, the DEIR states that the bridge doesn't meet certain criteria, but fails to fully disclose why these criteria are not met.

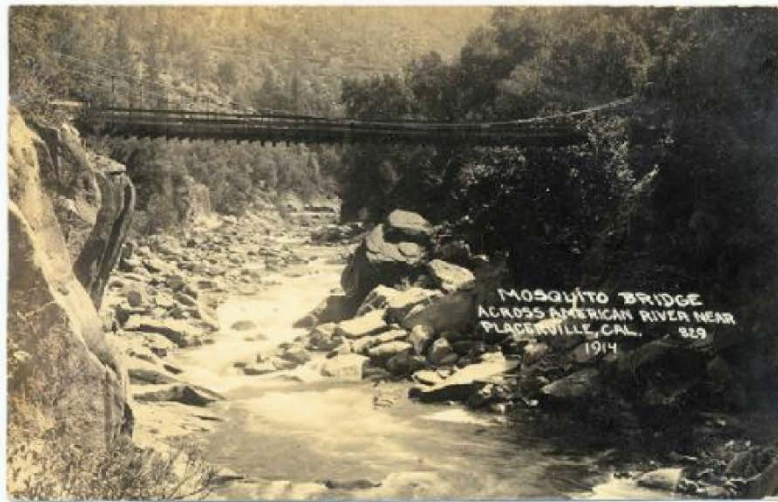
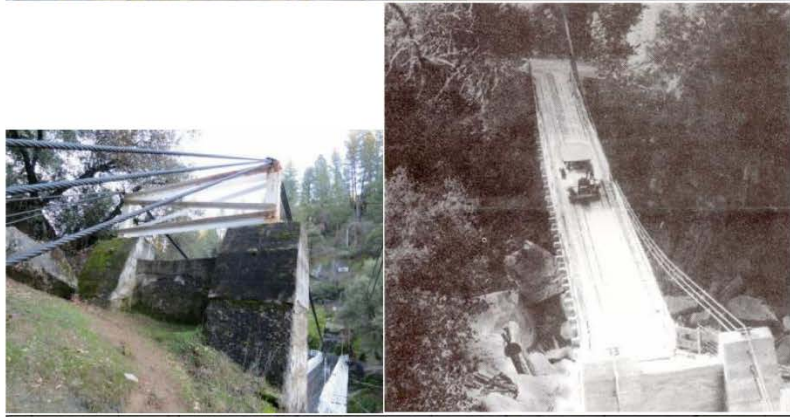
The records search identified one architectural/built environment resource, the existing Mosquito Road Bridge, P-09-3308-H (Bridge #25C0061). The DEIR states that "Based on analysis of the historic-era photographs on file at the El Dorado County Historical Museum, each of the four Mosquito Road Bridges have in common only two things: their location and bridge type (single-span suspension). The existing 1939 bridge appears to be an updated design in comparison to its predecessors, which featured structural materials including rock and mortar tower piers and abutments, along with simple wooden beams for the deck and railings (El Dorado County Historical Museum n.d.).

I-299-27

However, Photographs of the bridge found by a quick google search appear to be substantially similar as photographs dating to 1914, and rebuilt "in-kind" with similar materials and design. (as shown below).

¹³ CEQA Guidelines § 15002, subd. (a)(1).

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I-299-27
cont'

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California Register of Historical Resources Criteria for Designation (Criterion 3) is identified as a resource that, “Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.”

This bridge embodies a distinctive architectural style and materiality that represents period details and design characteristics as far back as at least 1914 (over 100 years). The bridge largely embodies the distinctive characteristics of a type, period, region, or method of construction. The DEIR analysis seems to compare the bridge to the original gold rush bridge, however historic resources need not be in their original form to be significant. This existing bridge represents a time passed as far as construction techniques, appearance, and materials. Many questions should be addressed within the DEIR including: are there other examples of this specific bridge type, architecture, and materials uses on a bridge within river crossings in the county? Or, is this bridge unique within the county? Without further study the DEIR fails to adequately address and disclose the loss of this historic resource.

I-299-27
cont'

G. Failure to adequately evaluate reasonable alternatives including alternatives that were recommended by commenters during the IS/NOP 30-day review period.

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that meet most or all project objectives while reducing or avoiding one or more significant environmental effects of the project. The range of alternatives required in an EIR is governed by a “rule of reason”¹⁴ that requires an EIR to set forth only those alternatives necessary to permit a reasoned choice (CEQA Guidelines Section 15126.6[f]). Where a potential alternative was examined but not chosen as one of the range of alternatives, the CEQA Guidelines require that the EIR briefly discuss the reasons the alternative was dismissed.

I-299-28

Although the proposed Project analyzed several alternatives, it failed to address or analyze any alternative that include keeping the existing structure after new bridge is built as a community resource, or a way to reduce potential environmental impacts. This Alternative was specifically requested during the IS/NOP Comment period and is included within Appendix A of the DEIR. Additionally, no comparable alternative was developed or analyzed.

CEQA Guidelines 15126.6 [c)]...“The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency’s determination.”

I-299-29

An alternative identified during the scoping process that includes keeping the existing bridge structure as part of the project was not considered by the lead agency. This proposed alternative meets all project objectives, however, the DEIR fails to address why this alternative was not selected for review. The DEIR must be revised to include this alternative and re-circulated for public review.

The DEIR references funding as an obstacle to keeping the existing bridge structure as a vehicle or pedestrian bridge, however, absent a financial analysis of the upkeep cost of a pedestrian bridge, a conclusion of financial infeasibility of this project alternative cannot be made.

¹⁴ *Citizens for Local Government v. City of Lodi*, 2012

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The proposed Project can and should retain the existing bridge structure. An alternative allowing for the preferred bridge alignment, while keeping the original structure provides for greater access in the event of a road closure (potentially increasing public safety), continued recreational access (reducing recreational impacts), and would reduce impacts to aesthetic and historic resources.

I-299-30

H. Conclusion

I urge the County to ensure that the project impacts are fully disclosed, evaluated and mitigated before the Project is allowed to proceed. Additionally, I emphasize that a Project Alternative (or project condition) that keeps the existing bridge is the most beneficial to local residents and visitors, and is the environmentally superior alternative.

I-299-31

Statements included within this DEIR comment constitute substantial evidence supporting a fair argument in numerous areas of inadequacy throughout this DEIR. Thus, the County is required to address the issues raised and recirculate the DEIR for review.

I-299-32

Thank you for your time and consideration.

If you have any questions or need clarification please contact me.

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Comment Letter I-299, William Crenshaw

12/7/2016

Edcgov.us Mail - Mosquito Road Bridge Replacement Project (SCH#: 2015062076)



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge Replacement Project (SCH#: 2015062076)

1 message

william crenshaw <wecrenshaw@gmail.com>
To: janet.postlewait@edcgov.us

Thu, Dec 1, 2016 at 11:28 AM

Attn: Janet Postlewait,

Thank you for the opportunity to comment on the Draft EIR for the Mosquito Road Bridge Replacement Project (SCH#: 2015062076).

Attached is my comment letter for the Mosquito Road Bridge Replacement Project (SCH#: 2015062076) DEIR. As indicated on the NOA (attached) comments will be accepted until Dec 1st (today).

Thank you for your time and consideration of these comments.

If you have any questions or need clarification please contact me.

William Crenshaw
wecrenshaw@gmail.com
(530) 681-5651

2 attachments

NOA__MosquitoRdBridgeProject.pdf
588K



eldorado_County_DEIR_Comment_SCH# 2015062076.pdf
648K

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20DEIR%20Comments&search=cat&th=158bbdc109b82...> 1/1

Response to I-299, William Crenshaw, November 30, 2016

I-299-1: This is a summary statement that the Draft EIR is deficient. The specific comments on the Draft EIR are addressed below.

I-299-2: This is a general outline of areas within the Draft EIR that the Draft EIR is erroneous and deficient. The specific comments are addressed below.

I-299-3: The commenter expresses the opinion that the Draft EIR must be withdrawn, revised to address the alleged errors and deficiencies, and recirculated. Recirculation is necessary when any of the factors described in CEQA Guidelines Section 15088.5(a) are present. The following addresses each of the factors and explains why recirculation is not required.

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

Mitigation measures relating to Blainville's horned lizard, oak woodland, the spread of noxious weeds, and fire prevention have been revised in the Final EIR to clarify their language, and to incorporate appropriate mitigation elements based on comments received on the Draft EIR. The changes in the mitigation measures will not result in new significant impacts. Changes to the contents of the Draft EIR are described in Chapter 4, Changes and Errata to the Draft EIR.

No new significant impacts have been identified as a result of the minor changes to the Project footprint described in Chapter 3, Changes to the Proposed Project.

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

The analysis in the EIR has been updated to reflect the minor changes to the Project footprint described in Chapter 3, Changes to the Proposed Project. No substantial increase in the severity of impacts identified in the Draft EIR that cannot be mitigated to less-than-significant levels by implementation of the mitigation measures already included in the Draft EIR would occur as a result of the minor changes to the Project footprint. Changes to the contents of the Draft EIR to address the changes in the Project footprint are described in Chapter 4, Changes and Errata to the Draft EIR.

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.

Several project alternatives have been suggested by commenters. The Board of Supervisors has directed that the Mosquito Road Bridge be retained and maintained, which corresponds to one of the suggested alternatives. The other alternatives have been found to be infeasible, as described in Master Response 3.

(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043)

The Draft EIR reflects current CEQA practice and is neither inadequate nor conclusory in nature. Extensive public review of the Project has taken place in the form of workshops, in addition to the

standard Draft EIR review period. Meaningful public review and comment has occurred as a result of this outreach effort.

I-299-4: The traffic volumes indicated in Draft EIR Table 3.13-2 “Existing and Future Traffic Volumes” represent the 2015 and 2034 combined car and truck Average Daily Traffic counts (ADT) for Mosquito Road in the area of the Project. These counts are based on count data gathered in the area of the project and traffic models for future projections. Based on this information, the existing ADT is 1,256 for 2015 and is projected to grow to 2,521 in 2034 for car vehicles during peak hours. Similarly truck counts are 13 for 2015 and projected to be 26 in 2034. The number of truck trips is very small in the context of total ADT, therefore, it does not make a substantial contribution to projected increases in ADT.

There is no change in the traffic volumes projected for 2015 or 2034 based on the proposed Project or the No Project conditions since the project is not capacity increasing and does not change the land uses or planning for the area served by Mosquito Road. An analysis of the potential for the Project to induce growth is included in the Draft EIR starting on page 5-3. The analysis found that while the proposed Project would slightly reduce travel time across the South Fork American River, the Project does not change existing land use designations, zoning, or growth estimates in the County’s General Plan, and construction of the new bridge would not exert growth pressure in the project area.

The information shown in Table 3.2-7 appears slightly different than Table 3.13-2 because it represents the “Average Daily Traffic on Mosquito Road Bridge.” In other words, the existing bridge does not enable truck traffic to cross which is reflected in the No Build option (0 Truck ADT). The Build option, however, enables truck traffic to cross, which is reflected in a total ADT for 2015 of 1,269 (vehicle ADT of 1,256 as shown in Table 3.13-2 with an additional 13 truck ADT) and 2,547 in 2034 (vehicle ADT of 2,521 as shown in Table 3.13-2 with an additional 26 truck ADT). There is no discrepancy or inconsistency in the traffic data. No change to the Draft EIR is necessary.

I-299-5: As detailed in Draft EIR Table 3.13-2 the proposed Project is not capacity increasing nor does it change the planning and land use in the area. In other words, Mosquito Road is anticipated to experience the same traffic volumes (refer to response to comment I-299-4 for details) regardless of whether the proposed Project is constructed or not. The traffic numbers shown in the Draft EIR are not flawed, as implied by the commenter. They instead indicate the current and anticipated future traffic volumes on Mosquito Road, with and without the proposed Project. As stated on Draft EIR page 5-5, the proposed Project could change the distribution of truck trips between Rock Creek Road and Mosquito Road, with more trucks operating on Mosquito Road that would have otherwise traveled on Rock Creek Road. Only this redistribution of trips is anticipated to occur as there would be no change in land use to generate new truck or other vehicle trips. Further, the analysis of the Project’s potential to induce growth, including as a result of changes in travel behavior and trip patterns, is included in the Draft EIR starting on page 5-3 and found that the Project would not induce growth.

Because the current and anticipated traffic volumes, as shown in Draft EIR Table 3.13-2, are not changed by the proposed Project, the risk of spills and accidental discharges that might affect water quality (Impact WQ-1 relates to water quality, not traffic) is not increased as a result of construction of the project. It should also be noted that due to new storm water and County municipal separate storm sewer systems (MS4) requirements (Regional Water Quality Control Board Construction General Permit Order 2009-0009-DWQ and County Phase II Small MS4 General Permit Order 2013-

0001DWQ), post construction runoff requires additional treatment prior to discharging, meaning the project should enhance runoff water quality beyond current conditions through the use of permanent best management practices (BMPs) and site retention systems. The increase in truck trips – up to 26 daily in 2034 – does not present a substantial risk of spill or discharge. The commenter has provided no evidence, other than his unsubstantiated opinion, of any substantial increase in risk of discharge. The County does not find this opinion credible. Please see the response to comment I-301-3 for further detail. No change to the Draft EIR is necessary.

I-299-6: As detailed in Table 3.13-2 the proposed Project is not capacity increasing nor does it change the planning and land use in the area. The risk of spills and accidental discharges would not increase as a result of the construction of the project. The Draft EIR under Impact HAZ-2 discusses impacts, with a focus on construction-related impacts as the greatest threat of discharge. The small quantities of hazardous materials involved in construction are readily controlled and cleaned up in the case of an accidental spill. As a result, such a spill would have a less than significant effect. No change to the Draft EIR is necessary.

I-299-7: The increase in truck trips – up to 26 daily in 2034 – does not present a substantial risk of spill or discharge. The commenter has provided no evidence, other than his opinion, of any substantial increase in risk of discharge that would result from this low level of truck traffic. No change to the Draft EIR is necessary.

I-299-8: As discussed in the response to comment I-299-4, the traffic information is accurate and consistent as shown. Similarly, as detailed in the responses to comments I-299-5, I-299-6, and I-299-7, the project is not capacity increasing nor does it change the planning and use of the area, meaning the presence or threat to water quality and hazardous materials are not anticipated to substantially change as a result of the proposed Project or the small numbers of trucks expected to use Mosquito Road. The commenter has not articulated any facts to support the claims in the comment. No change to the Draft EIR is necessary.

I-299-9: As described in the Draft EIR, no work in the South Fork American River is proposed. With compliance with standard regulatory requirements, no impacts to the river are expected from construction of the proposed bridge or demolition of the existing bridge. In addition, mitigation included in the Draft EIR to protect water quality and prevent erosion and sedimentation in wetlands and drainages (Mitigation Measure BIO-4), specifies additional protection measures that would avoid impacts in the South Fork American River related to construction of the new bridge and removal of the existing bridge. Further, at its February 14, 2017 meeting, El Dorado County Board of Supervisors directed that the existing Mosquito Road Bridge is to be retained and maintained, and detailed staff to “explore partnerships with outside organizations that may want to help raise funds for recreation activities near the bridge.” As a result, there will be no potential for water quality impacts from demolition. The County currently carries out substantial maintenance of this bridge each year. Retaining the bridge, following the Board’s direction, will not change these existing circumstances. Please see Master Response 2 for more detail.

I-299-10: The mitigation measures suggested by the commenter are largely similar to those in Mitigation Measures BIO-4 and BIO-6. Compliance with water quality, erosion control, and construction safety standards and laws could prompt the use of devices suggested in the commenter’s first bulleted item to catch debris, however it is not necessary to specify each specific methodology that could be used to achieve the required result. It is also not necessary to limit construction activities to completely avoid the rainy season if daily conditions are such that the use

of BMPs would maintain regulatory standards and prevent impacts. Therefore, changes to the mitigation measures included in the Draft EIR are not necessary to prevent impacts. However, as described in the response to comment I-299-9 and Master Response 1, the County has now decided that the bridge will not be demolished.

I-299-11: At the time of its preparation, the County did not know whether it would retain or demolish the existing bridge. Therefore, the Draft EIR covers both eventualities –bridge removal and the potential for keeping the bridge for pedestrian/bike usage. Please see Master Response 2.

I-299-12: The removal of the bridge was adequately covered in the Draft EIR, given that removal was not a certainty and no specific engineering plans for the demolition had been produced, and so the Draft EIR examined the impacts of the whole of the project, including demolition, for which the analysis was at a level of detail commensurate with the information available. The County independently decided to maintain the existing bridge and that decision was not a “consequence” of this Project. Therefore, the analysis was not segmented, as the commenter suggests. Please see Master Response 2 for more detail.

In addition, as described in Master Response 1, the County has independently decided to maintain the existing bridge for pedestrian and bicycle use.

I-299-13: Contrary to the commenter’s statement, views of the project area are described in detail on page 3.1-2 of the Draft EIR: views by motorists on Mosquito Road, views from residences in the vicinity, and views by recreationists using the river. This detailed setting information provides the evidence supporting the statement referenced by the commenter, which is found in the discussion of Impact AES-3. In addition, three-dimensional visual rendering videos shared with the public at two public workshops for the proposed Project (July 15, 2015; October 26, 2016) and one Board of Supervisors meeting (April 28, 2015) support the description in the Draft EIR of how the proposed Project would appear from the perspective of motorists on the roadway. The videos also support the finding that the Project’s effect in the visual character or quality of the area is less than significant. Extracted images from the video of the proposed Project are included in Attachment B. No change to the Draft EIR is necessary.

I-299-14: The commenter questions how support for the Project by stakeholders is related to impacts. Different viewer groups have different responses to the same views. For example, motorists see viewpoints in passing, and commuters have a more limited responses to views along roadways than those driving on a roadway for recreational purposes. Stakeholders, including residents of the area served by the road and the bridge will have a different viewer response than those who may come to the area once or twice a year for recreational purposes. No change to the Draft EIR is necessary.

I-299-15: Please see the response to comment 1-299-13 regarding the presentation in the Draft EIR of evidence regarding viewpoints. It is primarily because there are limited views of the site of the new bridge that the change in the visual character of the affected areas would not result in significant impacts. That there is an existing bridge is described as an element of the existing visual character. In response to the commenter’s statement that the Draft EIR must include visual simulations, CEQA does not require the use of visual simulations in visual impact analyses. Visual simulations are useful to demonstrate if the height of a project will block a view, for example. In this case, the analysis of the viewpoints available and the viewer groups is sufficient without visual simulations because only limited views of the new bridge would be possible, based on review of the project area for preparation of the Draft EIR, and views would not be blocked by the new bridge

structure. This is demonstrated by the extracted images included in Attachment B, taken from the three-dimensional visual rendering video of the proposed Project. Finally, as described in Master Response 1, the County has decided not remove the existing bridge. Views by recreationists using the river will include the existing bridge, which will be closer to those viewers. No change to the Draft EIR is necessary.

I-299-16: The commenter states that substantial evidence to support a fair argument that significant adverse aesthetic impacts exists, but does not present evidence. As described in the responses to comments I-299-13 and I-299-15, the Draft EIR documents the availability of views of the project from the range of viewpoints and provides evidence that views of the proposed project will be limited. The Draft EIR does not, as stated in this comment, conclude that the proposed project will not alter the existing natural viewsheds. The conclusion of the EIR is based on a detailed analysis of the existing views of the project site and how the proposed project will affect those views. No change to the Draft EIR is necessary.

I-299-17: Please see Master Response 2 concerning analysis of the demolition of the bridge and Master Response 4 concerning the historic status of the bridge (that the bridge is not a historic resource). The EIR does analyze the visual impacts of removal of the bridge as presented in Section 3.1 of the Draft EIR and further explained in the responses to the other comments in this letter. That the conclusion of the EIR is not the conclusion the commenter believes should be made does not mean that the document does not provide adequate analysis for the decision makers and the public. Also, as described in Master Response 1, the Board has made the independent decision to maintain the existing bridge.

I-299-18: The impacts of removal of trees on biological resources are quantified by acres in Impact BIO-2 and Mitigation Measure BIO-7 specifies compensatory mitigation options for the loss of trees, which includes a 2:1 acre habitat replacement ratio for on- and off-site replacement as well as a 1:1 per acre habitat replacement in the event that minimum oak tree canopy retention standards as defined by Option A of the Oak Resource Management Plan can be satisfied. Please see the response to comment I-299-19 regarding the visual effects of removal of vegetation, or the standards and ratios in the most current ORMP at the time of construction. No change to the Draft EIR is necessary.

I-299-19: No mitigation measures are proposed for Impact AES-3, as visual impacts would be less than significant. As stated in the discussion of Impact AES-3 in the Draft EIR, “remaining vegetation would screen views of areas where vegetation has been removed to residential and recreational viewers.” As stated in the Draft EIR, Mitigation Measure BIO-6 is intended to reduce Project impacts on special status bird and bat species and their habitat. The mitigation measure clearly describes limits on vegetation removal to occur during construction of the project. The commenter appears to be referring to the title of the mitigation measure, which is “Avoid and Minimize Potential Disturbance of Woody Vegetation.” As stated in CEQA Guidelines Section 15370 avoidance and minimization of impacts are two of the types of actions considered to be mitigation.

15370. MITIGATION

“Mitigation” includes:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

As noted in Response to Comment I-299-18, the impacts of removal of trees on biological resources are quantified by acres in Impact BIO-2. No change to the Draft EIR is necessary.

I-299-20: The Draft EIR identifies an extensive range of mitigation measures that will be implemented with the Project in order to reduce or avoid potential adverse impacts. The mitigation measures for biological resources are typical approaches to mitigation for a project of this type located in upland terrain and are sufficient to reduce and avoid impacts to biological resources. The comment reflects the reviewer's opinion that they are insufficient, and the commenter's opinion that visual impacts are significant, but is not supported by any factual evidence. This comment summarizes the commenter's comments on visual resources, which are responded to in the responses to comments I-299-13, I-299-14, I-299-15, I-299-16, I-299-17, I-299-18, and I-200-19. No change to the Draft EIR is necessary.

I-299-21: Please see Master Response 3 for a response to this comment.

I-299-22 and I-299-23: CEQA focuses on adverse changes to the physical environment. CEQA Guidelines Section 15382 defines a significant effect as: "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." The Project would not result in an adverse physical change in the environment related to recreational use. Therefore, no mitigation is required. Please see the response to comment A-1-6 and Master Response 3 for a response regarding recreational access. No change to the Draft EIR is necessary.

I-299-24: Please see Master Response 3 and the responses to comments A-1-6, A-1-16, and A-1-16f for a response regarding recreational access. The Project would not result in an adverse physical change in the environment related to recreational use and therefore no mitigation is required and no change to the Draft EIR is necessary. As described in Master Response 1, on February 14, 2017 the County decided that the bridge will not be removed.

I-299-25: Please see the responses to comments I-299-22, I-299-23, and I-299-24. The Project would not result in an adverse physical change in the environment related to recreational use. No recirculation is required.

I-299-26: In a letter dated October 27, 2016, the State Historic Preservation Office of the State Office of Historic Preservation concurred with the findings included in the projects' cultural resource documentation (including the Historical Resources Evaluation Report noted on pages 3.4-5 and 3.4-11 of the Draft EIR) submitted to the State Historic Preservation Office by Caltrans. The Mosquito Road Bridge (Bridge No. 25C0061), and 861 Mosquito Road, are not eligible for the listing in the National Register of Historic Places. This is substantial evidence supporting the conclusion presented in the Draft EIR. Please see Master Response 4 for more detail.

I-299-27: Please see Master Response 4 and Response to Comment I-299-26.

I-299-28: This comment summarizes the CEQA Guidelines provisions regarding alternatives. No response is necessary.

I-299-29 and I-299-30: Please see Master Response 1. Without a continuous source of bridge maintenance funding (\$75,000 in an average year), the alternative of keeping the existing bridge was not seen as feasible when the Draft EIR was prepared and could not be maintained with HBP funding. On February 14, 2017, the Board of Supervisors directed staff to: “[b]udget annual maintenance costs from the Sacramento Metropolitan Utilities District funding that the County receives.” This funding source has made retention of the bridge financially viable. In its February 14 directive, the Board affirmed that the existing bridge will be retained.

This outcome is essentially the same as the alternative offered by the commenter. No change to the Draft EIR is required. The change does not meet any of the criteria for recirculation under CEQA Guidelines Section 15088.5.

I-299-31: The commenter offers general remarks summarizing the previous comments. In addition, the commenter restates his comments regarding retaining the bridge. Please see the responses to the other comments in this letter and, for the latter, the responses to comments I-299-28, I-299-29, and I-299-30.

I-299-32: The commenter asserts that the comments are “substantial evidence” in support of a fair argument of the Draft EIR’s alleged inadequacy. Substantial evidence is defined in CEQA Guidelines Section 15384(b) as: “facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts.” It does not include “[a]rgument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment” (CEQA Guidelines Section 15384(a)). The responses to the comments in this letter illustrate that the comments do not rise the level of substantial evidence. Even if they did, the conclusions in the EIR are supported by substantial evidence in the form of factual data and analysis.

Comment Letter I-300, Kelly Rains**LETTER I-300**

My name is Kelly Rains, and I am a long-term resident of the City of Placerville and El Dorado County. I live at 3070 Spanish Ravine in Placerville. I have reviewed the draft EIR and offer the following comments.

1. Section S.2 Project Description

The project description as presented in the EIR should be expanded in the final EIR to include additional information about the new bridge in order to better inform the public about the size of the structure and what features will be incorporated into the total design of the bridge and also mention what the funding source (and estimated average annual maintenance cost) will be for the repairs and maintenance of the bridge over its expected life. The public should be informed that

I-300-1

*the new bridge deck will be approximately 400 feet above the surface of the river below, which is twice the height over water as compared to the Golden Gate Bridge

I-300-2

*in the context of all bridges in the State of California, the new bridge will be the 7th tallest in California and cost approximately \$65 million dollars to construct which represents a \$51,752 cost per existing (average) daily-traffic user; and it will be almost ¼ mile in length

I-300-3

*the travel time for the average daily user between the City of Placerville and the Swansboro community will be reduced by approximately 5 minutes

I-300-4

*the new bridge will be the largest public structure of its kind to be erected in El Dorado County and may require costly periodic maintenance owing to its large size, and its financial liabilities will become county taxpayer liabilities as the new bridge will become the property of El Dorado County

I-300-5

*the new bridge will have no sidewalks for safe bicycle and pedestrian access, and no separation between traffic lanes and the shoulders (as exist, for example, at the Auburn-Foresthill Bridge) and therefore safe access to the near quarter-mile length of the bridge's scenic resources that could become available to the public will not be accommodated in the project

I-300-6

*the new bridge will not have designated parking areas on either end of the bridge and "No Parking" signs will be erected to prohibit such parking in the shoulder areas thus preventing pedestrians from descending to river level on foot since they will have no legal parking available to them above the bypassed sections of the old Mosquito Road leading to the river

I-300-7

*the old bridge, despite having had extensive rehab and repair a few years ago, will be removed and its removal will not be mitigated by the construction of a new, safe bicycle / pedestrian bridge such that the public may have appropriate public access to both sides of the river canyon during recreational activities

I-300-8

*a suicide barrier has not been noted in the project description

I-300-9

Comment Letter I-300, Kelly Rains

*no lighting for the bridge and roadway is planned despite the risk of winter black ice on the bridge deck and approaches I-300-10

*there is no inclusion of emergency telephone service for vehicle breakdown and cellular phone service is poor to non-existent at the new bridge location I-300-11

*no anti-terrorism provisions have been noted for the project such as 24-hour-video-camera surveillance that could be monitored at the county Department of Transportation, and the new bridge could become a target for terrorist acts (the possibility of terrorism is never mentioned in the draft EIR and a new section should be provided in the final EIR addressing this potential impact) I-300-12

2. Section 2.3 "Project Purpose and Objective" states: "The County has identified the following two objectives that include the underlying purpose for the Project." The final EIR should define who "the County" is, composed of which decision makers and / or stakeholders, and what public process was used to limit the list of objectives for the project to only these two objectives. Inclusion of a third objective to improve public access to the South Fork of the American River should be further considered and include such elements as a bicycle / pedestrian replacement bridge at the present location of the Swinging Bridge; additional parking facilities; and reinforced concrete stairways down to the river at both sides of a replacement bridge. I-300-13

The final EIR should indicate that a public inclusionary process will be initiated to decide if the following Objective 3 should be added to the "Project Purpose and Objective" section as follows:

"Objective 3: Provide improved public access to the South Fork of the American River at the location of the old bridge."

3. On page 3.4-12 (Cultural Resources section), the draft EIR states that the existing Mosquito Bridge does not "appear to be a historical resource for the purposes of CEQA." This conclusion is false because the community and cultural identity of the Mosquito and Swansboro communities are completely tied to and fixed in the memory of the people of these communities going back to at least the year 1939, when the existing bridge was constructed, over 70 years ago, and continuing to the year 1967, almost 50 years ago, when these communities were platted and subdivided into their present semi-urban configuration. The old bridge even has an historic name attached to it, as it is also commonly known as "the Swinging Bridge." As the only significant structure in the area that can be counted as part of the built environment, it must be preserved and never removed from its present location in the American River canyon. I-300-14

Community identity is a critical part of any human settlement, and for the people of Mosquito / Swansboro, the old bridge precisely fits this continuing need to maintain itself as a distinctive place as part of its cultural and historical identity. The old bridge is the primary symbol of this community, and is physically, geographically, and symbolically its gateway structure. For decades the people of this community has used this bridge as the entrance and exit to their community on a daily basis. As such, to remove it would impose irreparable harm to I-300-15

Comment Letter I-300, Kelly Rains

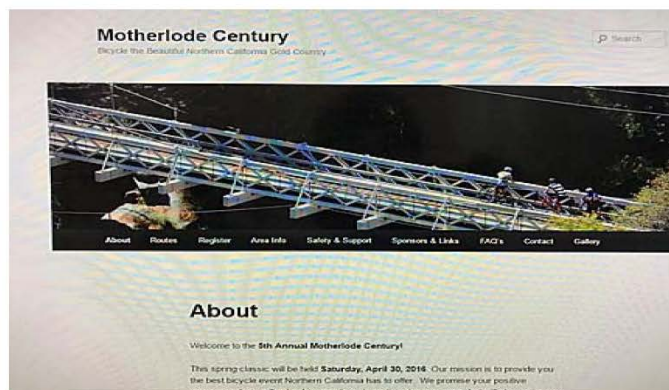
the community's historical and cultural identity. Furthermore, the old bridge is also well known and beloved by the larger population of El Dorado County.

I-300-15
cont'



Representations of the old bridge are routinely used by a wide range of organizations, including governmental (Mosquito Fire Protection District, <http://www.mfpd.us/>); touristic (<https://bridgehunter.com/ca/el-dorado/25C0061/>, "Historic and Notable Bridges of the U.S."); and non-profit organizations for marketing, touristic, recreational, and community identity purposes (<http://www.motherlodecentury.com/>). Bridges in particular are often recognized as the primary symbols of cities or regions such as the Golden Gate and Brooklyn Bridges. That's how places get branded and form the essence of a community's identity, that which binds a community together with a shared history.

I-300-16



Comment Letter I-300, Kelly Rains

A picture of the bridge is used by the El Dorado County Film

Commission: <http://www.filmtahoe.com/photos.html>, which helps the economy of the county. Here are additional samples of individuals and groups employing the bridge in their publications:

<https://salmonfishingqueen.wordpress.com/2012/02/07/room-with-a-deer-view-by-paul-beacham/> "Life in the Foothills," 2/7/12 by Paul Beacham; <https://salmonfishingqueen.wordpress.com/2013/02/03/the-long-and-winding-road/#comments>

http://www.bridgeofweek.com/2013/02/el-dorado-county-california-bridges_4.html

<https://www.mountainproject.com/v/mosquito-coast/106354866>

<http://www.mt democrat.com/uncategorized/episode-1-backroads-mosquito-district-%E2%80%94-see-what-the-buzz-is-all-about/> ("landmark bridge")

<http://www.hilltopadventures.com/2016/06/14/solo-climbing/>

I-300-17

The land and air space area of the old bridge could easily be preserved through conservation easement and / or boundary line adjustment addition to adjacent existing lands owned by the USG Bureau of Land Management (BLM).

The county should undertake a study to determine the feasibility of acquiring such rights as well as a study to determine the feasibility of maintaining the old bridge as a bicycle and pedestrian facility so that this historic crossing point of the South Fork of the American River can be maintained in perpetuity for all the residents of El Dorado County to enjoy.

The bridge is nothing short of remarkable. It symbolizes the engineering achievement of the gold prospectors and timber operators of the 19th century. Their tenacity and ingenuity is thereby remembered at this location, their having bridged the gap at this low point in the canyon, and their plan has stood the test of time. As such, the bridge in this location is supersaturated with historical and cultural value, not to mention its remarkable scenic qualities all of which make it a valuable cultural and touristic resource for El Dorado County.

I-300-18

Finally, the old bridge expresses the pioneering spirit of the county going all the way back to the Gold Rush, and is evocative of that period. Nowadays, it also expresses the ongoing pioneering spirit of the people of Swansboro and Mosquito, who continue to be its modern-day pioneers by virtue of the fact of the relatively remote area of the county in which they choose to live and prosper. As such it forms an essential piece of the broad array of Gold Rush artifacts that continue to attract visitors from all over the world, and aside from its cultural values, it's a valuable economic resource in the context of the tourist industry of El Dorado County, and its removal would represent an incalculable loss to the county's economic infrastructure.


I-300-19

Thank you for the opportunity to provide these comments to the draft EIR.


Kelly Rains

Appendix Attached (full .pdf versions of the links above)

Comment Letter I-300, Kelly Rains




me | District Board | Fire Department | Volunteers | Information | Recruitment



Mosquito Fire Protection District
Public Notices & Announcements

Agenda



[CalFire Burn Permit Notice](#) [El Dorado County Air Quality Management](#)

Obtain burn permit at Mosquito Fire Protection District Station 75

[Tree Mortality in El Dorado County Information and Assistance Links](#)

[El Dorado Fire Safe Council](#)

[California Forest Stewardship Helpline](#)

Interested in helping your neighbors? You can make a difference. We are looking to fill

Comment Letter I-300, Kelly Rains

11/29/2016

Bridgehunter.com | Mosquito Road Bridge

Mosquito Road Bridge

El Dorado County, California

Rating:

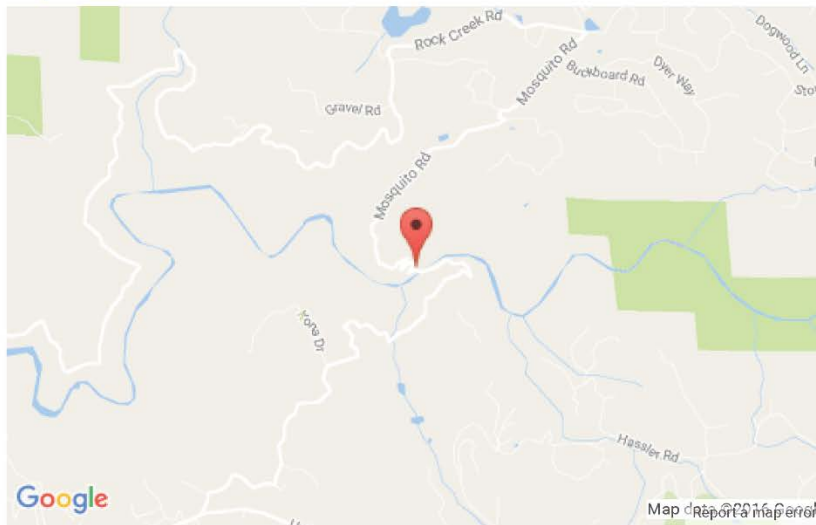
5 votes

Photos

(1 of 18)

**Mosquito Road Bridge**

Photo taken by Craig Philpott

Map

- Google Maps
- Bing Maps
- OpenStreetMap
- USGS National Map
- Geo URI (Android)

Street Views

7616 Mosquito Rd
Placerville, California
[View on Google Maps](#)

**View #1****View #2**<https://bridgehunter.com/ca/el-dorado/25C0061/>

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Comment Letter I-300, Kelly Rains

11/29/2016

Bridgehunter.com | Mosquito Road Bridge



Facts

Overview

Suspension bridge over South Fork American River on Mosquito Road

Location

El Dorado County, California

Status

Open to traffic

Future prospects

Slated for repairs, replacement study being done.

History

Built 1939

Design

Towerless wire suspension

Dimensions

Length of largest span: 201.1 ft.

Total length: 245.1 ft.

Deck width: 8.9 ft.

Vertical clearance above deck: 13.1 ft.

Approximate latitude, longitude

+38.77611, -120.74861 (decimal degrees)

38°46'34" N, 120°44'55" W (degrees°minutes'seconds")

Approximate UTM coordinates

10/695575/4294339 (zone/easting/northing)

Quadrangle map:

Slate Mountain

Inventory numbers

CA 25C-61 (California bridge number)

BH 10869 (Bridgehunter.com ID)

Inspection (as of 07/2014)

Deck condition rating: **Very Good** (8 out of 9)

Superstructure condition rating: **Good** (7 out of 9)

Substructure condition rating: **Very Good** (8 out of 9)

Appraisal: **Structurally deficient**

Sufficiency rating: 13.3 (out of 100)

Average daily traffic (as of 2012)

1,055

Categories

☐ Built 1939 (618)

☐ Owned by county (18,098)

<https://bridgehunter.com/ca/el-dorado/25C0061/>

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Comment Letter I-300, Kelly Rains

11/29/2016

Room with a Deer View by Paul Beacham | Life in the Foothills

Life in the Foothills

Life...And What I Make of It!

Feeds: [Comments](#)

Room with a Deer View by Paul Beacham

February 7, 2012 by [babso2you](#)

i
1 Vote

Abram Peter Turner Elder was responsible for some more Sierra Foothill's lore and history. A native of Middletown, Rhode Island, his main occupation was that of a publisher. Some accounts have him owning a Boston newspaper and building the Sir Francis Drake Hotel in San Francisco. Neither could be verified, and the Sir Francis Drake makes no mention of an A.P.T. Elder on the history section of their website. Sounds as though he must have spun a good yarn to some folks.

One of the books he was working on was promoted at the Panama Pacific International Exposition in San Francisco in 1915. While at the exposition he noticed and took a fancy to the Michigan Building. This was the State of Michigan's pavilion at the exposition. At the close of the exposition he purchased the Michigan building, had it dismantled, and moved to a 350 acre parcel he owned in El Dorado County, CA. He named his parcel Deer View. The Photo below shows a portion of the Deer View Lodge building in the left side foreground.

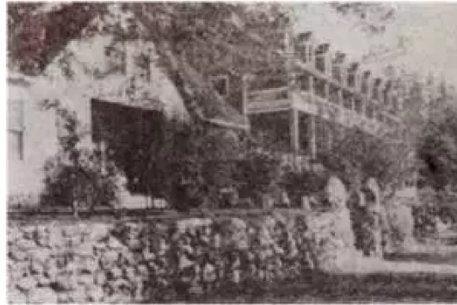
<https://salmonfishingqueen.wordpress.com/2012/02/07/room-with-a-deer-view-by-paul-beacham/>

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Comment Letter I-300, Kelly Rains

11/29/2016

Room with a Deer View by Paul Beacham | Life in the Foothills



(<https://salmonfishingqueen.files.wordpress.com/2012/02/deerviewlodge.jpg>)

Deer View Lodge - Thanks to SierraNevadaAdventures.com

The building was reassembled at Deer View and turned into a lodge around 1918. Mr. Elder's envisioned the area as a retreat, an area that would invigorate, an area which should be used to enjoy all aspects of nature as well as hunting nature. After completing the Deer View Lodge he started his next adventure, the 250 room Hotel Bret Harte, located next to the lodge.



(<https://salmonfishingqueen.files.wordpress.com/2012/02/hotel-bret-harta11.jpg>)

Hotel-Bret-Harta1 - Thanks to SierraNevadaAdventures.com

Hotel Bret Harte was to be revolutionary for the times, and location. Each room was to have its own bath with hot water, outdoor swimming pools, promenade paths on the grounds to wander through orchards while picking wild berries, a virtual Eden for guests. Natural springs provided water, and power to generate electricity. One has to remember that there were no paved roads at the time. There were barely even roads. The hotel was approximately 16 miles northeast of Placerville. It was a three to four hour journey by automobile from there. Even today it would take about an hour, on a good day and with a high clearance vehicle. The road from Placerville wasn't paved until 1943. I think it is still that 1943 original pavement that covers the original dirt road to this day.

The road was known as the Placerville-Soapweed Road, today it is called Mosquito Road. Besides several miles of twists and turns, with several 180 degree switchbacks, and thousands of bumps, the road traverses the South Fork of the American River over the oldest, still in use, suspension bridge in California.

Now known as Mosquito Bridge it has looked the same since its 1867 construction. (In 1863 El Dorado County funded the road to Mosquito, hence the bridge being built. I have found articles which indicate the bridge being constructed anywhere from 1858 to 1867.) It is still an eight foot wide, wooden bridge. The photo, below, is from 1914. The photo that follows is 95 years later. The bridge looks the almost the same except with paint!

<https://salmonfishingqueen.wordpress.com/2012/02/07/room-with-a-deer-view-by-paul-beacham/>

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Comment Letter I-300, Kelly Rains

11/29/2016

Room with a Deer View by Paul Beacham | Life in the Foothills



(<https://salmonfishingqueen.files.wordpress.com/2012/02/mosquito-bridge-1914.jpg>)

Mosquito Bridge 1914 - Thanks to the CA State Library



(<https://salmonfishingqueen.files.wordpress.com/2012/02/mosquito-bridge-2009.jpg>)

Mosquito Bridge 2009

Depending on what you read, and not knowing what is actual fact, the hotel had anywhere from 500,000 to 5 million board feet of lumber used in its construction. Foundations were either made by local craftsmen or by timbers taken from old train trestles. Plumbers began plumbing the fourth floor while carpenters were still working on the first and second floors. The three story fireplace, along with the additional chimney, took over 410 tons of stone for their construction. Sadly there are too many versions to know what is what, but all make for a good story.

Before the Hotel Bret Harte was completed Mr. Elder died. (Again dates vary anywhere from 1924 on some websites to 1930 on the Library of Congress site). His death halted the completion of the hotel. As his heirs were on the east coast, and as they did not share the same vision of Deer View as did Mr. Elder, they opted to sell what they could and leave the remainder. So the abandoned buildings were left to nature and vandals. Nature reined her heaviest toll in 1936 when a very unusual amount of snow fell on the area, leaving approximately 8.5 feet. The weight of the snow, and the poor condition of the abandoned building, caused the left side to collapse. Below is a photo showing the collapsed area.

<https://salmonfishingqueen.wordpress.com/2012/02/07/room-with-a-deer-view-by-paul-beacham/>

3/6

Comment Letter I-300, Kelly Rains

11/29/2016

Room with a Deer View by Paul Beacham | Life in the Foothills



(<https://salmonfishingqueen.files.wordpress.com/2012/02/deerview-collapse-1937.jpg>)

Deerview-collapse 1937 - Photo by El Dorado County Historical Museum

Further accounts indicate the remainder of the building was razed in 1941. Today only the rock foundation walls and steps leading to the front of the building remain. Nature is slowly reclaiming her land. The area of Deer View is shown on the topographical map below. US Forest Road marker 12N60H should mark the area to stop and hike the mile or so to the site of the once grand building.



(<https://salmonfishingqueen.files.wordpress.com/2012/02/topomap1.jpg>)

As a final note, if you do decide to visit the area, please remember:

- ** The area is located within US Forest boundaries but is privately owned.
- ** Take nothing but photos, leave nothing but footprints.
- ** This a season dependent adventure, don't bother in the winter.
- ** There are no services (gas, food, etc.) in the forest.
- ** Bring water and good boots.

I hope that you enjoyed this article as much as I did. In the later part of summer this year we will be visiting the Deer View site to harvest some of the pears from the orchard there, and share some photos with you of what it looks like today!

<https://salmonfishingqueen.wordpress.com/2012/02/07/room-with-a-deer-view-by-paul-beacham/>

4/6

Comment Letter I-300, Kelly Rains

11/29/2016

The Long and Winding Road | Life in the Foothills

Life in the Foothills

Life...And What I Make of It!

Feeds: [Comments](#)

The Long and Winding Road

February 3, 2013 by [babso2you](#)

i

3 Votes

My stroll yesterday actually took me down to where the oldest suspension bridge resides west of the Mississippi. It is the Mosquito Bridge which crosses the South Fork of the American River. The road to the bridge is long and winding as seen in this photo.

<https://salmonfishingqueen.wordpress.com/2013/02/03/the-long-and-winding-road/#comments>

1/9

Comment Letter I-300, Kelly Rains

11/29/2016

The Long and Winding Road | Life in the Foothills

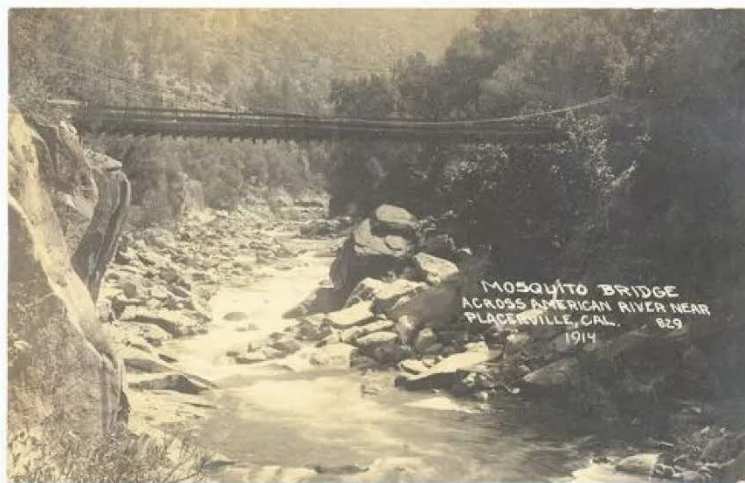


(<https://salmonfishingqueen.wordpress.com/2013/02/03/the-long-and-winding-road/the-bridge-and-its-approach/#main>)

The bridge and its approach

It sits halfway between the town of Placerville and the area known as Mosquito. If you look again at this photo, the bridge is at the lower left. If you follow the road from the bridge there is a series of switchbacks that take you up from the canyon. At the upper right you will notice a retaining wall. This is where the road collapsed in the winter of 2005-06.

The original bridge was built back in 1867. The bridge in those days swung when one crossed it, and it had no sides. Here is a photo of the bridge from 1914, courtesy of the State of California Library. The photo was from the collection of E.F. Mueller's postcard collection.



(<https://salmonfishingqueen.wordpress.com/2013/02/03/the-long-and-winding-road/mosquito-bridge-1914-2/#main>)

Mosquito Bridge 1914

<https://salmonfishingqueen.wordpress.com/2013/02/03/the-long-and-winding-road/#comments>

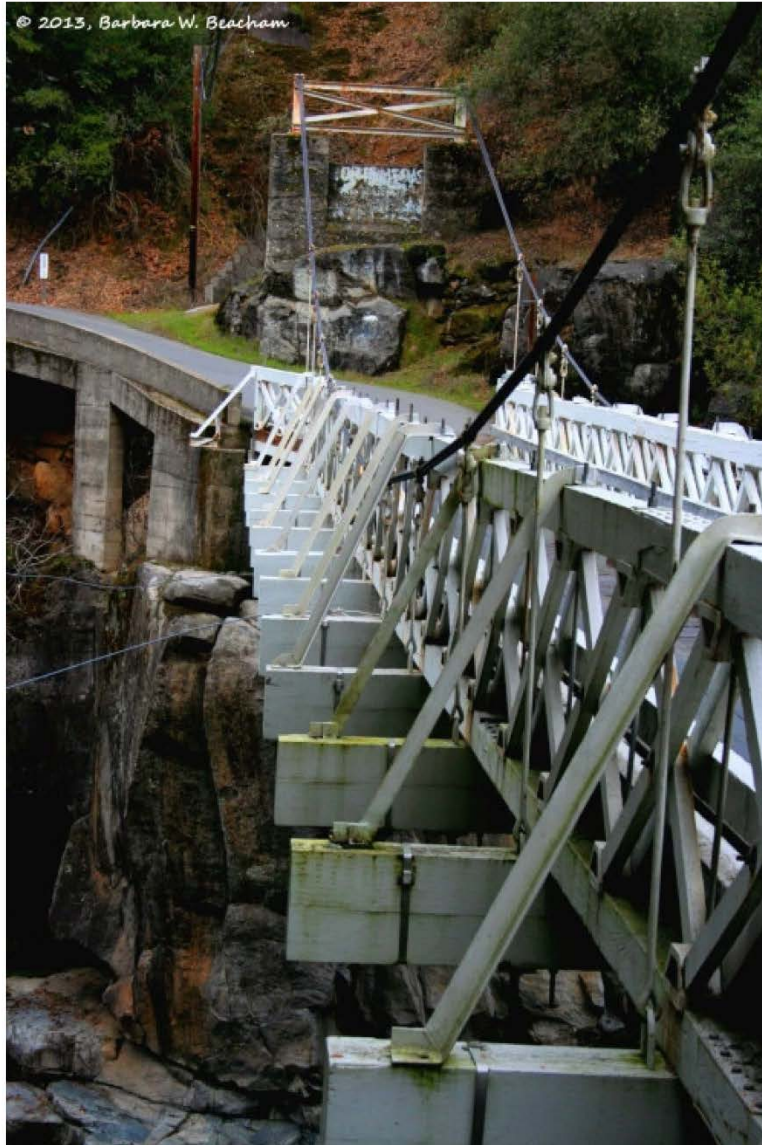
2/9

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11/29/2016

The Long and Winding Road | Life in the Foothills

The bridge is an amazing piece of construction as you can see from this side view of the bridge.



(<https://salmonfishingqueen.wordpress.com/2013/02/03/the-long-and-winding-road/a-side-view-of-the-bridge/#main>)

A side view of the bridge

Here is another side view from the approach on the road.

<https://salmonfishingqueen.wordpress.com/2013/02/03/the-long-and-winding-road/#comments>

3/9

Comment Letter I-300, Kelly Rains

11/29/2016

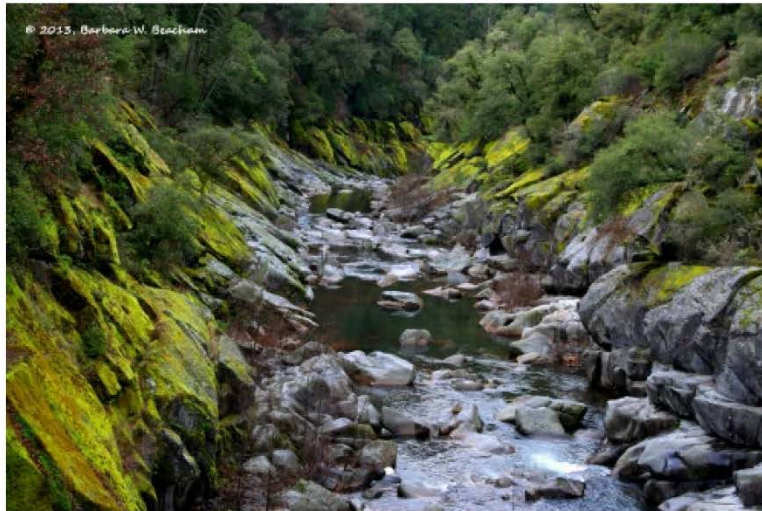
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(<https://salmonfishingqueen.wordpress.com/2013/02/03/the-long-and-winding-road/another-side-view-of-the-bridge/#main>)

Another side view of the bridge

And the views in the canyon of the river are amazing. Here are two photos: One looks west and the other east.



(<https://salmonfishingqueen.wordpress.com/2013/02/03/the-long-and-winding-road/looking-west-from-the-center-of-the-bridge/#main>)

Looking west from the center of the bridge

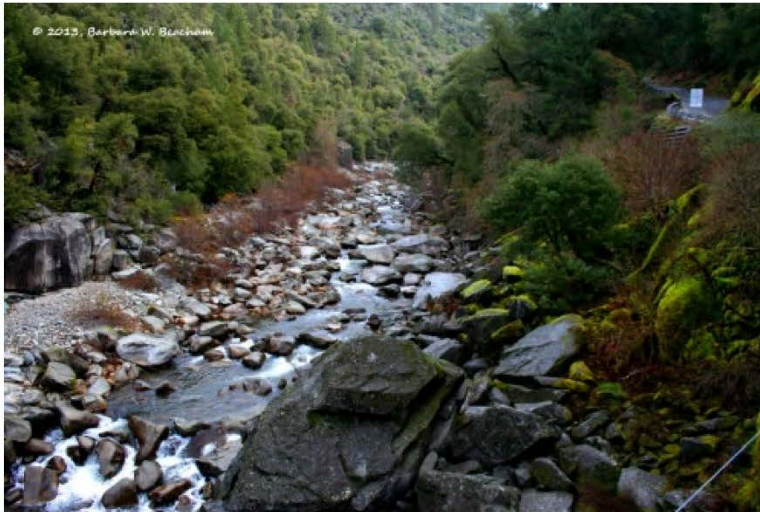
<https://salmonfishingqueen.wordpress.com/2013/02/03/the-long-and-winding-road/#comments>

4/9

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<https://salmonfishingqueen.wordpress.com/2013/02/03/the-long-and-winding-road/looking-east-from-the-center-of-the-bridge/#main>

Looking east from the center of the bridge

Check out the decking on this bridge.

<https://salmonfishingqueen.wordpress.com/2013/02/03/the-long-and-winding-road/#comments>

5/9

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11/29/2016

Bridge of the Week: El Dorado County, California's Bridges: Mosquito Road Bridge across the South Fork of the American River (3)



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Bridge of the Week

(Click on Picture to Enlarge)

Monday, February 4, 2013

El Dorado County, California's Bridges: Mosquito Road Bridge across the South Fork of the American River (3)



January 2013 (38.776 Degrees, -120.749 Degrees) Mosquito Road Bridge

Despite the many restrictions posted on the Mosquito Road Bridge and despite its rural location, the bridge is in constant use. However, the bridge appears to be very well maintained and is in good shape for a 70 year old structure. The combination of an attractive landscape and an attractive bridge provides for a near ideal aesthetic experience. Civilization living in harmony with nature.

About Me**Mark Yashinsky**

California Bridge Engineer

[View my complete profile](#)**Blog Archive**

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http://www.bridgeofweek.com/2013/02/el-dorado-county-california-bridges_4.html

1/5

Comment Letter I-300, Kelly Rains

11/29/2016
Rock Climbing Routes & Photos in Mosquito Coast, Tahoe

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Mosquito Coast

Other areas nearby:
Show all route types
Routes Sorted Left to Right
L to R R to L Alpha

- Sluice Box TR 5.10+
- Scratchin' for Gold T.T.R 5.11b
- Hangtown T.T.R 5.10
- Boot Licker T.T.R 5.11
- Fly the Friendly Skies TR 5.11b
- bouldering circuit T V2
- Ocotopus' Gardens T 5.10a/b
- Twist and Shout T 5.10c
- Hermi Crack T 5.10
- Susan Forever T 5.11a
- Straight Lines T 5.11a/b
- Hanging Garden T 5.7+
- Mr. Mustard T.T.R 5.10b
- White Water Traverse V5
- Antline Boulder Problem TR 5.12 V4
- Ant Line T 5.11a/b

Mosquito Coast Rock Climbing

Photos: Recent | Best | Popular
Location: 38.7757, -120.7484 View Map Incorrect?
Page Views: 5,622
Administrators: Aron Quiter, John Robinson, M.Morley, Salamanizer, Justin Johnsen, Adam Stackhouse, Kristine Hoffman (altitude)
Submitted By: bob branscomb on Feb 9, 2009

Forecast:

Today	Wednesday	Thursday	Friday	Saturday	Sunday
63 35°	53 35°	53 33°	53 39°	69 39°	62 40°

You & This Area

Best climbs for YOU in this area

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Add Route | Add Photo | Add Photo (Copy) | Add Comment | Add Event

BETA PHOTO: Bridge Crack Area free routes. Click photo for hi...

Print a Mini-Guide with routes

What's New at this area

Description

Right on the S Fork of the American River, under the Mosquito Bridge. Solid, extremely smooth water polished granite. 30-40 feet high, mostly overhanging, difficult cracks of all sizes. Many newer anchors on the top of the cliff, sometimes a little hairy to get to. A lot of superb bouldering along the base of the cliff, landings are hard so a pad is nearly a must. In summer, best to climb in early am or in evening, days are very hot. Fall, winter, spring, daytime best, after the sun gets down in there to dry off the dew. Winter can be very cold and icy, spring run off can make it impossible to climb, water level has been seen to the top of the cliff. Note that climbers are not to use the bridge for any anchoring, this can result in a hefty fine. See Will Cottrell's Rock Climbs of Placerville, CA for full details.

Getting There

Driving east on Highway 50, exit on the Broadway off-ramp in Placerville. Go right, then right again back under the freeway overpass. Just before get on the westbound on-ramp, turn left onto Mosquito Road. Follow Mosquito Road to the top of the ridge, where it turns left off Union Ridge Road. This narrow, windy road descends all the way to the bridge. 20 mins - 30 mins from Placerville. Parking is the main problem. It is best to park in the last turnout before reaching the bridge. This is a wide spot with a retaining wall on the outside and a creek on the uphill. Turn around in this wide area and park facing uphill. There is a lot of traffic on this road, it is very narrow, and the locals are very grumpy about being delayed. You would be too if you had to commute up and down this road every day. Walk down to the bridge. You can drop down under the bridge and hop boulders across up river when the water is low. Otherwise, go to the north side and either rappel off anchors along the cliff top or walk around the top of the bridge abutment and follow a poison oak strewn game trail to the east that descends to a gravel bar. Alternative parking would be to park in the large outside turnout before the last harpin left curve that drops to the bridge. A ten minute walk down the road from here to the bridge. The advantage to this is avoidance of the narrowest part of the road to the bridge.

Climbing Season

Weather station 3.0 miles from here

16 Total Climbing Routes

Rock / Boulder / Ice / etc

Star Ratings

Trad / Sport / Toprope

Difficulty Ratings

<https://www.mountainproject.com/v/mosquito-coast/106354866>

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Comment Letter I-300, Kelly Rains

11/29/2016

Rock Climbing Routes & Photos in Mosquito Coast, Tahoe



Classic Climbing Routes in Mosquito Coast

Mountain Project's determination of the classic, most popular, highest rated climbing routes for Mosquito Coast:

Twist and Shout 5.10c ★★★★★ Trad, 1 pitch, 40'

Ant Line 5.11a/b ★★★★★ Trad, 1 pitch, 20'

[Browse More Rock Climbing Classics in Mosquito Coast](#)

Featured Route For Mosquito Coast



Octopus' Gardens 5.10a/b ★★★★★ CA : Tahoe : ... : Mosquito Coast
Both cracks 10a/b, just the right crack 5.10d/d...[more] [Browse More Classics in CA](#)

Photos of Mosquito Coast

Slideshow

Add Photo



★★★★★ **BETA PHOTO:** Coral Cove, Right Side. Click for high-res version...



★★★★★ **BETA PHOTO:** Coral Cove, Left Side. Click for high-res version...



★★★★★ **BETA PHOTO:** Boal Falls Area. Click for high-res version. (1) ...



★★★★★ **BETA PHOTO:** Reluctant Elevator Corner. Click for high-res version...



★★★★★ **BETA PHOTO:** Antline Boulder. Click for high-res version. (1) ...

Comments on Mosquito Coast

Add Comment

Show which comments — **All Comments (2)**

By **bob branscomb**
From: Lander, WY
Dec 6, 2013

This is on Supertopo from a year or so back. The Mosquito Bridge is a sort of spiritual home for us Placerville climbers from times past. Maybe gives the feeling we have for the place.

I drive downhill around the last hairpin curve, the last steep narrow drop to the American River. The Doug Firs and Black Oaks are thick down here in the shadowed river coolness. The sunlight flashing on the windshield through the bright green canopy of oak leaves, briefly blinding me driving from dimness to dimness, hoping there isn't some late to work redneck speeding out of Swansboro on my side of the road.

Bought a place out there because they wanted to get away from it all but still have to work in town an hour or more away on this tight windy narrow road. Have to replace the brakes once a year. They drive fast and they're real cranky because they bought into it but they aren't rich enough to relax even one day a week. They have to stay at it all the time and they're all hemmed in in their wide open ten acres of brush and snakes and they flip you off if you get an inch over the center line or you aren't fast enough or you're just distracted by the speckling sun on your windshield: they have no time for speckles.

At the last wide spot above the bridge where you have to wait to let cars go across the one lane suspension bridge, I turn around and park facing uphill next to the creek under a California Bay, so sweet and waiting its perfume like a welcome to the shadowed canyon, cool and wet green moss. It will be here long after the silly intense humans are gone.

People stare at me from cars. What are you up to? Start a fire? Steal my stuff? Rape my wife? What's your trip walking down a country road? I scoot under the bridge abutment and hop boulders across the river to the cliff. Yeah. The Mosquito Coast of late: the Mosquito Bridge to the original participants. Obscure, steep and difficult. We didn't think we could climb that hard in those days. Now almost everything has been pegged a grade higher. Pretty crazy. Does something good for your spirits to know you were better than you thought.

Now I come mainly to boulder along the base. Hard enough for my meager talents. Touch this water smoothed foundation of my favorite range: the most beautiful, I think, the most forgiving, like a mother who loves her wayward child just because he wanders, but hers only and forever. The granite is so polished that it looks like glass, a mirror even. I can touch it and see, there on the other side, a young and wild haired me, an old friend always with me inside. I feel him take my hand as I remember that younger me: faster and bolder, maybe better, certainly much crazier: my old friend. Pity those who have never been crazy: they have never lived. Bukowski, I believe.

I almost bought it here free soloing, at the top of Reluctant Elevation, thirty feet or so off the hard stone deck.

Funny little guy panic running around mad as a hatter in there pulling the fire alarms while I'm there on the stage. Like they say, even if the sound cuts out on you, you have to carry on the show because you just fall if you don't but if you fall carrying on, well, at least you get applause.

You can't just stand there and cry because this is not the venue for your special little gifts, which it never is. You are always lacking in some way and you just gotta carry on. You just liked being there and now look where all that spiritual and aesthetic bullshit has put you: right up the big creek. So you better just put it in low gear and grind it out, Bobby boy. You don't want them to find you lying in your own brains and blood down on that granite patio, quietly running down to the sea.

I had to do something before I burned off so when I finally got tired of the nauseating vista of the bulges over on Octopus Gardens to my left, it was like something Bukowski said: nature gets to be an endless bore, and more than anything I was getting bored standing there waiting for something to happen so I decided that if I demonstrated an unusual amount of technique and power I could latch what appeared to be a finger look at the top of the corner and hoping to rely on adrenaline, haul my ass over the top. This worked to remarkable effect and I was able to whimper my way to behind the road support pillar above, where I covered for a good fifteen

<https://www.mountainproject.com/v/mosquito-coast/106354866>

2/3

Comment Letter I-300, Kelly Rains

11/29/2016

Mosquito, part 1: What the buzz is all about

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THE WINDING road and famous switchbacks that lie north of the "swinging bridge" on Mosquito Road can prove daunting to newcomers to the area. Mother Lode News photo by Mike Roberts

Mosquito, part 1: What the buzz is all about

By Mike Roberts

October 27, 2010

El Dorado County is chock-full of fascinating and historical out-of-the-way places. Many don't look like much at first glance, but pack a punch if you know the backstory. That's why we're here.

Armed with a little knowledge this county's amazing people, places and events make the stellar terrain jump to life in a way that road maps and history books alone can't accomplish.

Over the next several Backroads columns, we'll explore the remote-feeling valley named Mosquito that lies a mere five miles by crow northeast of Placerville, opposite the steep and historical American River canyon.

Those of us without wings get to Mosquito on one of two classic El Dorado County backroads so twisty, narrow and steep that they're ill-suited to trucks, RVs, or the faint of heart. But locals drive both of them daily and aggressively, commuting to work or dropping kids off at school in Placerville, numb to the crazy-steep 180-degree switchbacks and 800-plus foot drop-offs.

Both routes offer fantastic scenery and loads of history, much of it little known to regular folk. In short, both are what this column considers ideal El Dorado County backroads.

Let's go.

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<http://www.mtdemocrat.com/uncategorized/episode-1-backroads-mosquito-district-%E2%80%94-see-what-the-buzz-is-all-about/>

1/4

Comment Letter I-300, Kelly Rains

11/29/2016

Mosquito, part 1: What the buzz is all about

The entire Mosquito Road – Rock Creek loop can be accomplished in a scant hour, but we're suggesting that you savor it. Pull over and soak up the view. Stop for a sandwich. Take a side trip or a short hike. Engage the locals. Many, such as Realtor Sally Longjohns, are delightfully knowledgeable and love talking about their out-of-the way corner of the world.

Both Rock Creek and Mosquito roads will be described in mile-by-mile detail in upcoming episodes, with today's Backroads preview and brief Mosquito history lesson to whet your appetite.

Along the way we'll get to know a couple of interesting Mosquito characters. Some, like Fremont and Carson, just passed through. Others, like Orval Beckett and Lois Pearson, were just regular folks who led their lives in Mosquito, yet shaped the character of the community as much as Dick Dyer, who envisioned and created the county's first subdivision, Swansboro, in this most unlikely location.

You'll get to know a world renowned eccentric healer who left a fortune in coins buried on his property.

Many other longtime Mosquito residents: Celian "Buck" Adams, his son Fred, Ron Stone and Devery Minor, to name a few, generously helped tell this story.

HOME We're going to sort out the confusing ancestry of the water projects that shaped Mosquito: the ditches, flumes, dams and power plants that Mosquito's waterways have fostered over the years.

NEWS The most direct route to Mosquito is via the famous "swinging bridge," a single lane wooden anachronism that dates back 150 years and is slated for repairs beginning this month (see story page A-1). County

LETTERS Department of Transportation officials expect the landmark bridge to be closed for approximately three months.

SPORTS We'll also explore the site of an 1889 hydroelectric plant built at the height of the battle between George Westinghouse's alternating current over Thomas Edison's direct current.

PROSPECTING We'll hike the area into which historians believe Kit Carson and John C. Fremont staggered in the spring of 1845, having barely survived an ill-advised winter Sierra crossing. The Donner Party was less successful a few years later.

ESSENTIALS We'll explore the "forest primeval" and discover the extensive ruins of a 1920s-era luxury hotel built by another eccentric who found his way to Mosquito.

OBITUARIES We'll talk about the land-locked Pino Grande lumber mill, which exported 25 billion board-feet of lumber, almost all on a cable strung 1,200 feet above the American River, in its 48 year existence. Most of the booty was the forest's massive sugar pines.



REAL ESTATE Pino (pronounced "pie-no," to the horror of Spanish speakers everywhere) Grande was the central hub of a logging industry that spawned a narrow gauge steam-powered railroad deep in the mountains.

GALLERY We'll start today, and next time with a brief history of Mosquito. Enjoy the ride.

ADVERTISERS <http://www.mtdemocrat.com/uncategorized/episode-1-backroads-mosquito-district-%E2%80%94-see-what-the-buzz-is-all-about/>

2/4

Comment Letter I-300, Kelly Rains

11/29/2016

Solo Climbing in the Gold Country – Hilltop Adventures

**SOLO CLIMBING IN THE GOLD COUNTRY**

It's been awhile since I went for a long solo ride and figured it was time. The ride took me to many places I hadn't been for years. It was a nice changes of pace from racing and I was able to stop and enjoy the views. At the end of the day I finished with 70 miles and just over 9k of climbing.

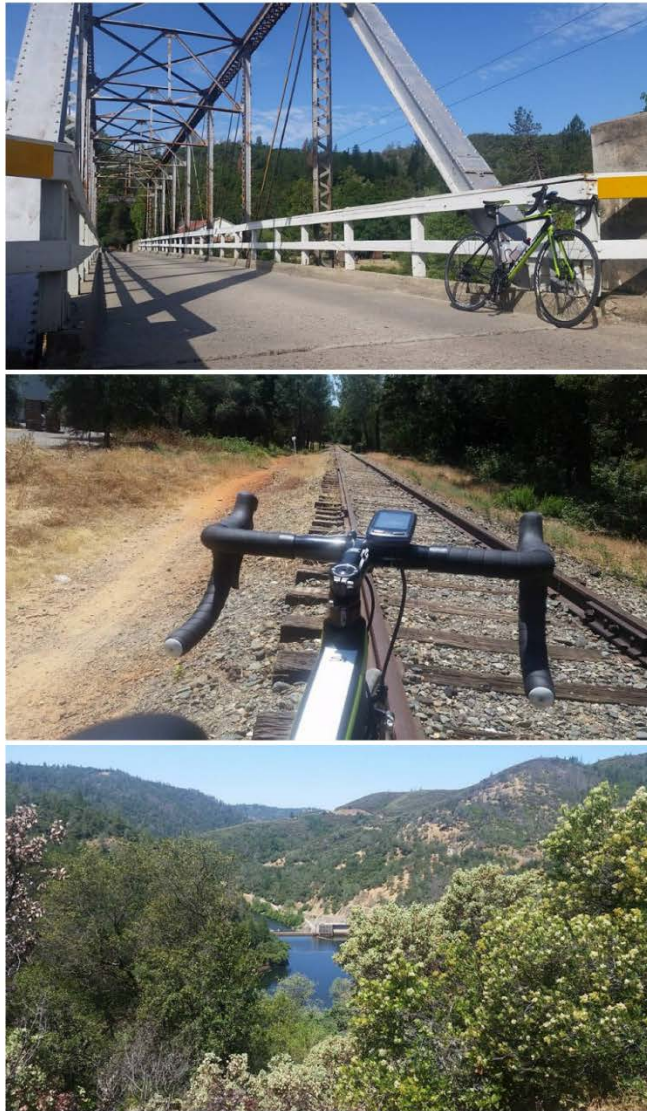
<http://www.hilltopadventures.com/2016/06/14/solo-climbing/>

1/2

Comment Letter I-300, Kelly Rains

11/29/2016

Solo Climbing in the Gold Country – Hilltop Adventures



<http://www.hilltopadventures.com/2016/06/14/solo-climbing/>

2/2

Comment Letter I-300, Kelly Rains

12/7/2016

Edcgov.us Mail - Mosquito Bridge- Draft EIR comments



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Bridge- Draft EIR comments

1 message

Kelly Rains <kellyrasco@gmail.com>
To: janet.postlewait@edcgov.us

Wed, Nov 30, 2016 at 12:27 PM

Dear Ms. Postlewait,

Attached are my Comments and supporting documents in regards to the Draft EIR.

Please confirm receipt by reply email at your earliest convenience.

Best regards,

Kelly Rains

2 attachments**Mosquito bridge EIR.pdf**
86K**Appendix MosquitoBridge eir comments by Kelly Rains.pdf**
6325K<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&cat=Mosquito%20Road%20Bridge%20EIR%20Comments&search=cat&th=158b6eba34021...> 1/1

Response to I-300, Kelly Rains, November 30, 2016

I-300-1: The information requested in this comment is found in Draft EIR Chapter 1, *Introduction*, page 1-1, and Chapter 2, *Project Description*, Section 2.4.2, with the exception of the estimated average annual maintenance cost of the new bridge. The maintenance cost of the new bridge is not a project element subject to analysis under CEQA and is not included in the Draft EIR.

I-300-2: The Project Description does include the proposed height of the new bridge. Comparison to the Golden Gate Bridge is an observation by the commenter that does not warrant a response.

I-300-3: The Project Description does include the proposed height of the new bridge as well as cost estimates. Comparison by the commenter to all other bridges in California is an observation that does not warrant a response.

I-300-4: This is the commenter's opinion as to assumed reduction in travel time and is not supported by any evidence. Given the steepness and narrowness of the existing road and the multiple switchbacks in its descent to and ascent from the bridge, the commenter's estimate of travel time may be short. When meeting traffic traveling in the opposite direction that is on the bridge, forward progress is halted until the vehicle or vehicles clear the bridge, and the condition of Mosquito Road near the existing bridge is volatile. The volatility has been evidenced through two separate Federal Emergency Management Agency emergency repair projects (in both 2006 and 2017) on either side of the bridge in the approaching roadway that resulted in full roadway shutdown closures and significant expenditures of emergency funds to repair and reopen. This introduces a level of uncertainty to any trip along Mosquito Road.

I-300-5: The new bridge will be a large structure. Like any other transportation facility that is part of the road system serving the residents and visitors of El Dorado County, it will incur maintenance costs. That fact does not relate to environmental issues and does not require disclosure in the Draft and Final EIR.

I-300-6: The new bridge is planned to have 12' lanes and 4' shoulders based on current design standards for the road, traffic counts, and speed limits. This is significantly wider than the existing roadway which in most areas has no shoulder and less than 12' lanes. The County is also considering several project design traffic calming items that will help encourage safe speeds and protect potential non-vehicular users. As a result, the proposed Project should accommodate bicycles and pedestrians with far more safety features than the existing narrow roadway and bridge facilities. Please see also Master Responses 1 and 3 regarding access to recreational resources.

I-300-7: The width of the new bridge will not be sufficient to allow parking on the structure, nor is parking proposed at the ends of the bridge. Such parking areas would increase the footprint of the Project and require both additional right-of-way to be acquired and a larger area to be maintained. The creation of parking is not part of this bridge safety project. Please see Master Response 3.

I-300-8: Please see Master Response 3 regarding access to recreational uses. As described in Master Response 1, the County has decided to retain the bridge for pedestrian and bicycle use at the Board's direction for policy reasons, and vehicular access and parking has been independently addressed as described in Master Response 2.

I-300-9: Additional barrier rail height and other design considerations that may help not only driver safety, but also act as a suicide barrier are being considered. These project details as well as other public safety considerations will continue to be evaluated in the later stages of project design and

development as more information about bridge type is known. However, the final bridge and project design will, at a minimum, meet the codes and standards set forth by Caltrans, FHWA, and American Association of State Highway and Transportation Officials (AASHTO), as applicable. These aspects of the bridge design are not related to the Project's effects on the environment. No change to the Draft EIR is necessary.

I-300-10: The new bridge is planned along a relatively straight alignment (tangent) with profile grades that are flatter (approximately 5%) and with an anticipated 2% cross slope to help encourage drainage and reduce the need to climb or descend grades. These design considerations were incorporated to help mitigate the potential for black ice by discouraging the presence of puddles and the need for driver acceleration/ deceleration along the new bridge. No change to the Draft EIR is necessary.

I-300-11: The need for an emergency telephone service will also continue to be evaluated and more will be determined regarding these features as project design and corresponding standards and requirements continue to be reviewed. No change to the Draft EIR is necessary.

I-300-12: There is no evidence that the new bridge would become a terrorist target. This is purely speculative; the unsubstantiated opinion of the commenter. No change to the Draft EIR is necessary.

I-300-13: The objectives of the Project are dictated by the criteria set forth within the FHWA HBP. This bridge qualified for this funding due to the fact that it is structurally deficient and functionally obsolete. Any additional objectives would not be eligible under the HBP and would be beyond the scope of this Project and review under CEQA. "The County" refers to El Dorado County and its elected Board of Supervisors, the lead agency for this project. As lead agency, the County is responsible for identifying the project objectives. The identity of "the County" is evident throughout the document.

The Project has been the subject to extensive public outreach through numerous public workshops. In addition, the CEQA process included issuance of Notice of Preparation to solicit public comments prior to release of the Draft EIR for review. No change to the Draft EIR is necessary. Please see also Master Response 3 regarding access to recreational uses. As described in Master Response 1, the County has decided to retain the bridge for pedestrian and bicycle use at the Board's direction.

I-300-14: In a letter dated October 27, 2016, the State Historic Preservation Office of the State Office of Historic Preservation concurred with the findings included in the projects' cultural resource documentation (including the Historical Resources Evaluation Report noted on pages 3.4-5 and 3.4-11 of the Draft EIR) submitted to the State Historic Preservation Office by Caltrans. The Mosquito Road Bridge (Bridge No. 25C0061), and 861 Mosquito Road, are not eligible for the listing in the National Register of Historic Places. Because the bridge is not listed on any federal, state, or local register of historic resources and is not eligible for listing, it is not considered a historic resource under CEQA Guidelines Section 15064.5. Further, the County declines to identify the bridge as a historic resource pursuant to CEQA Guidelines Section 15064.5(a)(4). Please see Master Response 4 regarding the historic status of the bridge.

I-300-15: Commenter states that bridge is part of community identity. Community identity is a social construct, not a physical feature, and therefore a change in community identity alone is not an impact under CEQA. (*Preserve Poway v. City of Poway* (2016) 245 Cal.App.4th 560 [change in "community character" is not a CEQA issue]). No further response is necessary.

I-300-16: The comment lists several organizations that utilize pictures of Mosquito Bridge. The use of the bridge's image is not pertinent to the environmental analysis. No further response is necessary.

I-300-17: As described in Master Response 1, the County has decided to retain the bridge for pedestrian and bicycle use at the Board's direction for policy reasons. There is no reason to establish a conservation easement over a publicly-owned bridge.

I-300-18: The commenter offers their opinion regarding the history of the area. Please see Master Response 4.

I-300-19: Please see Master Responses 1 and 4, and the response to comment I-300-15.

Comment Letter I-301, Violet Jakab

LETTER I-301

DATE: November 26, 2016**TO:** El Dorado County Community Development Agency, Transportation Division**ATTN:** Janet Postlewait, 2850 Fair Lane Court, Placerville, CA 95667**FROM:** Violet Jakab, PE 26879
6556 Yankee John Ct.
Placerville CA 95667
viakab79@gmail.com; (530) 622-6048**RE:** Comments:
Mosquito Road Bridge Replacement Project
Draft Environmental Impact Report

Dear Ms. Postlewait:

My name is Violet Jakab and I reside at 6556 Yankee John Ct., Placerville, California, in the Swansboro Country development. I am a Civil Engineer, a member of American Whitewater and, since 1994, a whitewater boater. In fact, I became aware of the existence of the Mosquito Road Bridge and the picturesque Swansboro/ Mosquito community, while rafting the Slab Creek Run of the South Fork of the American River. This whitewater run is used extensively whenever there is adequate release from Slab Creek Dam.

Being a Civil Engineer, a resident of Swansboro and a white water boater I am uniquely qualified to comment on the above-referenced Draft Environmental Impact Report (DEIR). As a Civil Engineer and Swansboro resident I am very aware that with respect to access to and from the Mosquito/Swansboro communities, the existing bridge is structurally deficient and functionally obsolete. However, as a whitewater boater and avid hiker, I am also very aware that the existing bridge is a vital and very rare **PUBLIC access point to the South Fork of the American River between the Slab Creek Dam and the Chili Bar Reservoir.**

I-301-1

As I reviewed the DEIR, it became apparent your staff has made extensive efforts to produce a DEIR sufficient to meet the mandates of the California Environment Quality Act (CEQA). However, it is also apparent the answers and mitigation measures offered in response to the questions required by CEQA focus on construction of the proposed bridge, with little offered as regards the operational impacts of the project. Also, rather than project specific mitigation measures as required by CEQA, the DEIR falls short by instead offering existing federal, state and local regulations and policies.

Comment Letter I-301, Violet Jakob

Specific comments:

1. **Impact AES-3** (page 3.1-4) “Substantially degrade the existing visual character or quality of the site and its surroundings (less than significant)”

The DEIR notes that vegetation and trees will be removed from the construction staging areas. The mitigation measure only offers reseeded.

Will the trees be replaced in this area? If reseeded is the only mitigation measure, it will be many years before the existing visual character and quality of the site is restored.

I-301-2

2. **Mitigation Measure BIO-4** (page 3.3-30) “Protect Water Quality and Prevent Erosion and Sedimentation in Wetlands and Drainages”

Several of the recommended erosion control measures are not adequate for such a large earth moving operation, e.g. sandbags and silt fences. Runoff from disturbed areas should be collected in sedimentation basins and released to the river only when water quality meets the existing quality of the river. Also, equipment maintenance and storage areas should be lined to avoid contamination of the river water from polluted runoff.

I-301-3

3. **Impact CUL-1** (page 3.4.13) “Potential to cause substantial adverse change in the significance of a historical resource as defined by Section 15064.5 (no impact)”

The DEIR references numerous studies and, because it has been determined the existing bridge does not qualify for national or state listing as a historical site, concludes its removal is not an impact. Based on the age, method of construction and impact on the community’s history, El Dorado County should preserve the Mosquito Bridge, regardless of technicalities concerning official historical status. The bridge could remain in its present location or be removed and re-assembled at a location agreed upon by the County and the Mosquito/Swansboro community.

I-301-4

4. **Impact GEO-2** (page 3.5.16) “Potential result in substantial soil erosion or the loss of topsoil (less than significant)”

It is erroneous to assess this impact as “less than significant”. Mitigation measures are called for pursuant to the Storm Water Pollution Prevention Plan (SWPPP). Judging by the location and size of the project, this is the most important impact involving off-site, on-site, cumulative as well as project level impact. The DEIR states the construction schedule will include two rainy seasons. The area, once denuded by the construction, is expected to be about 9 acres. Given its size, this area may produce runoff equal to approximately 50%

I-301-5

Comment Letter I-301, Violet Jakob

of the flow in the South Fork of the American River at the site. Currently, flow releases from the Slab Creek Dam are daily 40-45 CFS. The methods for addressing sediment-polluted water specified in a Construction General Permit, as referenced in the DEIR, are not adequate. This amount of sediment-polluted water requires a higher quality and more specific method of treatment.

I-301-5
cont'

5. Impact WQ-1(page 3.8-10) “Potential to violate any water quality standards or waste discharge requirements (less than significant)”

Water quality impacts are potentially significant both on and off site. The large construction staging areas have a very real potential to produce contaminated runoff, sediment from erosion, construction debris and hazardous material spills during fueling and maintenance of construction equipment. In addition to basic erosion control measures, e.g. sandbags, silt fences, each construction staging area and all large cut and fill areas should have sedimentation basins, releasing only clean runoff. To insure total control of spills and leaks, equipment handling areas should be lined and bermed.

I-301-6

6. Impact WQ-4 (page 3.8-12) “Potential to 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 that would result in flooding on-site or off-site (less than significant)”

This impact should be designated “less than significant with mitigation”. The DEIR must contain mitigation measures identifying the methods which will be used to handle the additional runoff which will result from 7 acres of permanent construction disturbance and the 1250 feet long 35 feet wide totally impervious surface of the main bridge. After construction and during operation, the bridge surface will accumulate toxic pollutants from automobile traffic. Without implementing measures to collect and filter the “First Flush”, this runoff will impact the South Fork of the American River, both as to water quality as well as quantity, at this location and downstream.

I-301-7

7. Section 3.12 Recreation.

This section totally omits any discussion of future public access at the Mosquito Bridge site. There is currently access on the north-east side of the existing bridge which allows the public to access or leave the river.

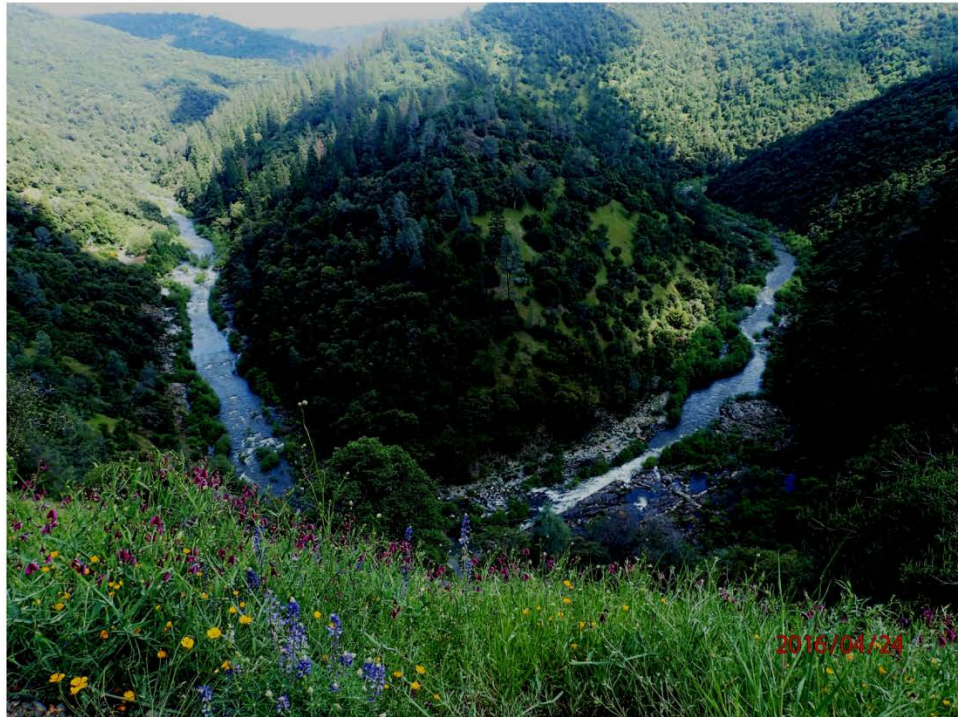
I-301-8

It is dry and official to comment on a planning or engineering document, but please look at the attached pictures, and you will see that the river below the

Comment Letter I-301, Violet Jakab

bridge is pristine, it recovered from the gold dredging activities and should it get polluted by construction and uncontrolled road drainage a lot can be lost. Also, accessing the river by hiking or recreational boating, much can be gained. I appreciate this opportunity to comment and look forward to a successful project for the County and the community.

I-301-8
cont'



Response to I-301, Violet Jakab, November 26, 2016

I-301-1: Comment is a general statement that summarizes subsequent comments in letter. The specific comments are responded to below.

With regard to considering the impact reduction and avoidance provided by existing standards and regulations, that is an accepted approach to determining a project's impact where those standards and regulations apply to the project. (*Oakland Heritage Alliance v. City of Oakland* (2011) 195 Cal.App.4th 884 [EIR properly relied in part upon state and city building standard requirements to mitigate seismic risk]). In the responses to specific comments, evidence is provided that shows how existing standards and regulations would reduce impacts.

I-301-2: No mitigation measures are proposed for Impact AES-3, as visual impacts would be less than significant. As stated in the discussion of Impact AES-3 in the Draft EIR, "remaining vegetation would screen views of areas where vegetation has been removed to residential and recreational viewers." Since this vegetation is existing, it would provide screening at the time of the completion of the Project and would not require time to grow. Please see the response to comment I-299-19 regarding the biological resources mitigation measures. No change to the Draft EIR is necessary.

I-301-3: The commenter suggests that BMPs described in Mitigation Measure BIO-4 should also include sedimentation basins and controlled release of drainage to the river, and the lining of equipment management and storage areas. As stated in the discussion of the mitigation measure in the Draft EIR, "The BMPs will be selected to achieve maximum sediment removal and represent the best available technology that is economically achievable and are subject to review and approval by the County. The County will perform routine inspections of the construction area to verify the BMPs are properly implemented and maintained. The County will notify contractors immediately if there is a noncompliance issue and will require compliance" and, as also noted in the Draft EIR "The BMPs will include, but are not limited to, the following...". As described in detail in this response, compliance with specific applicable regulatory requirements in combination with Mitigation Measure BIO-4 will ensure that the impact will be less than significant, and no further mitigation measures will be required.

As described above, the project will be required as a part of compliance with the CGP to include a site specific plan for implementing the BMPs. The commenter's suggestions are examples of BMPs that could be included in the site specific plan, but are not the only BMPs available to perform these functions. Other site retention and treatment BMPs (both permanent and temporary) are available and may be determined more appropriate. These retention and treatment BMPs may also include practices similar to management of "first flush" runoff waters and rain events. During final design and permitting, suitable BMPs will be selected and implemented in accordance with permit requirements and existing law in order to control and treat storm water runoff. As stated under Draft EIR Section 2.7, and further discussed in Section 3.8.1.1 and in the discussion of Impact WQ-1, the proposed Project will be required to obtain coverage under the Regional Water Quality Control Board's Construction General Permit (CGP) (Order 2009-0009-DWQ) for protecting storm water quality during construction. This permit requires both temporary and permanent stabilization considerations during and after completion of construction as well as adherence to specific water quality standards for site runoff.

Similarly, the project will be required as a part of compliance with the CGP to include a site specific plan for implementing the BMPs required as a part of the CGP to ensure water quality is preserved and protected throughout construction. By properly managing the site in accordance with the CGP

requirements, including the site specific plan, storm water quality will be protected, and risks of erosion and sediment discharges avoided. Considering the impact reduction and avoidance provided by existing regulations is an accepted approach to determining a project's impact (*Oakland Heritage Alliance v. City of Oakland* (2011) 195 Cal.App.4th 884 [EIR properly relied in part upon state and city building standard requirements to mitigate seismic risk]).

It should also be noted that the flow increases anticipated during construction as a consequence of removing existing vegetation for construction activities are negligible. Since the proposed Project does not include plans to significantly change the watershed area, the only runoff increases are due to changes in the site retention or runoff coefficients. After proper implementation of the BMPs required by the CGP, including site retention and stabilization BMPs, the effects on river flows would be small, and likely unmeasurable, given and the limited size of a 9-acre project with proper stabilization BMPs within the context of the 90-mile-long, 850-square mile South Fork American River watershed area.¹

I-301-4: Please see Master Response 4 regarding historic resource conclusions by Caltrans, SHPO, and the County. As noted by the commenter, the bridge is not historic under CEQA and therefore no mitigation is required. The commenter suggests that nevertheless the bridge should be retained. Please see Master Response 1 regarding retention of existing bridge. The decision by the Board of Supervisors to retain the bridge for pedestrian and bicycle use is essentially the same as the commenter suggestion to retain the bridge in place.

I-301-5: Please see the response to comment I-301-3 for more explanation of the application of the SWPPP to the project. The commenter is correct that the SWPPP will require measures to reduce erosion. As explained in the discussion of Impact GEO-2, these measures and compliance with the other requirements described in the Draft EIR and the response to comment I-301-3 will reduce the impact to a less than significant level, and for this reason, additional mitigation measures would not be required.

I-301-6: As noted in the discussion of Impact WQ-1 in the Draft EIR, "Impacts would be minimized through implementation of BMPs and other measures specified in the Construction General Permit SWPPP, the 401 Water Quality Certification, and the Section 404 Permit. The Project would also be in compliance with Caltrans MS4 requirements." Please see the response to comment I-301-3 for more explanation of the application of the SWPPP and other permit requirements to the project. As explained in the discussion of Impact WQ-1, these measures and compliance with the other requirements described in the Draft EIR and the response to comment I-301-3 will reduce the impact to a less than significant level, and for this reason, additional mitigation measures would not be required. The response to comment I-301-3 also addresses the commenter's suggestion that BMPs include sedimentation basins and controlled release of drainage to the river, and the lining of equipment management and storage areas.

I-301-7: Please see the response to comment I-301-3 for an explanation of how compliance with applicable regulatory requirements noted in the discussion of Impact WQ-4 in the Draft EIR will ensure that project impacts on water quality will be less than significant. The commenter is correct that measures will be required by these regulations that will serve as mitigation, and the discussion in the response to comment I-301-3 explains specifically how this will work.

¹ The American River. 2017. About the American River. <<https://www.theamericanriver.com/rivers/american-river-watershed/>>. Accessed June 13, 2017.

I-301-8: Please see Master Response 3 regarding river access.

Comment Letter I-302, Buck Crockett

11/28/2016

Edcgov.us Mail - Please leave the bridge open

LETTER I-302

**Janet Postlewait** <janet.postlewait@edcgov.us>

Please leave the bridge open

1 message

Buck Crockett <buckmanriver@gmail.com>
To: mosquitobridge@edcgov.us

Tue, Nov 22, 2016 at 10:46 AM

I am a kayaker and enjoy using the bridge for river access. Thanks for your consideration.

I-302-1

—

Buck Crockett
303.809.1430

<https://mail.google.com/mail/u/0/?ui=2&ik=bc12d015ab&view=pt&search=inbox&th=1588d5cc23c4b53d&siml=1588d5cc23c4b53d>

1/1

Response to I-302, Buck Crockett, November 22, 2016

I-302-1: The commenter expresses his support for continued river access at the existing bridge. This is not a comment on the Draft EIR and no response is necessary. Please also see Master Response 2.

Comment Letter I-303, Benjamin Sher

LETTER I-303

1

To: Janet Postlewait, Community Development Department, Transportation Division

From: Benjamin Sher, 916-798-1072, benjmsher@gmail.com

Re: Comments on Mosquito Bridge Draft EIR

Date: November 27, 2016

Dear Ms. Postlewait,

My name is Benjamin Sher. I live at 1000 Fruitridge Rd., in Placerville, CA 95667 (one mile south of the project) where I manage extensive ranch and vineyard lands. I have expertise in land stewardship and local geology. My family has lived and worked at this location since the year 1987. I am also a participant in the SOFAR South Fork American River All Lands Cohesive Strategy project as part of the National Cohesive Wildland Fire Management Strategy, an all-lands approach to wildland fire management on a landscape scale.

I own APN 084-030-14-100, a 20-acre parcel of pristine oak woodland and South Fork river frontage. My parcel is one of two private parcels which will become construction locations for the proposed High Level Alternative. Both bridge pier supports will be constructed on my land, requiring large excavation pits on both sides of the river for their foundations in locations that may be subject to landslide (see Figure 3.5-1, Geological Map), wildfire, and invasive plants.

I-303-1

Environmental impacts listed in the draft EIR actually are direct impacts to my land. The project will radically alter the aesthetics and slope stability of a significant portion. The project will likely change my access and usability. Therefore, I have a direct stake in EIR mitigations that will be comprehensive, integrated across geology, hydrology, and biology, and successful such that my land will remain aesthetically pleasing, conveniently accessible, stable, and usable.

I. Comments on Figure 2-2 and Access Roadways

A. Figure 2-2, also known as "Alternative 1 Disturbed Area" and "DA-1," is the primary document in the draft EIR that shows my land and proposed changes to it: both "temporary" and "permanent" disturbance areas are defined. Figure 2-2 is stamped "Draft." It delineates one possible access route from Hairpin 3 (counting from below) to the proposed location for the north support. However, Figure 2-2 does not show my existing road, pullouts, turn around, gate and the encroachment at Hairpin 3. Figure 2-2 should be updated to show these features in the final EIR.

I-303-2

B. In Section 2.4.3.2 at Page 2-6, the draft EIR states:

"Temporary access roadway alignments have been assumed for the proposed Project (Figure 2-2). The actual alignments for access roadways would be determined by the contractor. It is anticipated that the access roadways would be approximately 12 to 15 feet wide and excavated to largely balance the cuts (including excavated material for CIDH piles and bridge supports) and fills along the roadway in order to avoid costly removal and hauling of the excavated material. Hillside cuts are estimated to be 5 to 10 feet high."

I-303-3

Comment Letter I-303, Benjamin Sher

2

This description should be modified in the final EIR to remove the inconsistency between it and the detail information at Figure 2-2. For example, it could read: "Temporary and permanent access roadway alignments have been assumed for the proposed Project for soil testing and construction as well as for future maintenance and emergency vehicle access." This would clarify that a permanent access roadway is both being planned for and will in fact remain after construction.

I-303-3
cont'

The second sentence above should be modified to: "The actual alignments for access roadways would be determined by the contractor and the landowner." The width range of the roadway should be increased to 18 to 22 feet wide, providing a wider allowance will be safer and more usable.

C. The mention of CIDH (cast in drilled hole) piles in the above passage raises a question in logical sequence of construction of the access roadways. Testing and core samples will be performed at the bridge support locations as early as spring, 2017. An access road will need to be cut to bring in the drilling equipment. My concern is that this cut will set a precedent for the final alignment of the access roadway, before the contractor for the project has even been selected. It would be better, therefore, to select the best possible alignment in advance of testing. If the best possible alignment cannot be designed in advance of testing, then the testing road should be made from below the location to the north support. Cutting in an access from below makes good long-term sense in any event. This lower segment would provide connectivity to the future upper access and would be useful both to project construction vehicles, since they could move one-way down the steep slope and return up-hill via the paved roadway, and likewise to emergency vehicles after construction is completed.

I-303-4

D. The suggested access roadway on Figure 2-2 on the north side indicates a hairpin would be used. I have examined this area and the topographical mapping the county has provided for the project, and this alignment involves steep terrain. It seems unwise to disrupt the slope directly above the proposed location for the north support given the history of landslides in the project area. It may be prudent to explore alternatives that may descend more gently and laterally from the northwest of the property without the need for the sharp turn indicated at Figure 2-2.

I-303-5

II. Comments on Wildfire Risk

Page 3.7-5 notes fire related hazards and specifies that "Cal Fire has designated the majority of the Project area as a High Fire Hazard Severity Zone in a SRA." In addition, the statewide phenomenon of dead and dying drought-stressed trees owing to the extended multi-year drought and insect infestation exists in and around the project area. Tree mortality is increasing at a very rapid rate in El Dorado County. Catastrophic, uncontrollable wildland fire risk is greater owing to the presence of these dead and dying trees, along with the overgrown, unnatural brush conditions and fuels accumulation. In the year 2014, the King Fire burned approximately 97,000 acres. The risk of an uncontrolled crown fire spreading from the canyon, which exhibits typical *canyon wind* characteristics, to adjacent inhabited communities is significant. Therefore, extraordinary measures should be taken in conjunction with this project. For HAZ-1, pg. 3.7-9, and the following additional measures should be included in the final EIR:

I-303-6

A. Fuels reduction, thinning, removal of dead and dying trees, and establishment of shaded fuel breaks should be performed in advance of construction, grading, and excavation. Various cost-sharing programs and grants exist such as the California Forestry Improvement Project

Comment Letter I-303, Benjamin Sher

3

(CFIP under Calfire). Any of these programs would serve to dramatically improve the fire resilience of the area. Please see: http://calfire.ca.gov/resource_mgt/resource_mgt_forestryassistance_cfip.

B. PGE grid power should be brought to all the project construction sites such that gasoline and diesel powered generators are not needed to construct the project and electric tools can be utilized to the maximum extent feasible while minimizing the use of gasoline and / or compressed-gas-cylinder powered equipment.

C. As part of the long-term fire prevention strategy for the area, connectivity of the new construction and bridge maintenance access road to Mosquito Road above and below the north side pier should be established, which connectivity would allow fire truck vehicles to drive through the project site without encountering a dead end. The south side pier construction area should have a hammerhead or similarly sized area large enough for fire trucks to turn around.

I-303-6
cont'

D. The county should prepare, in conjunction with Calfire, a wildfire prevention plan for use after construction such that the project area wildland fire fuels are appropriately managed to protect both the new bridge and its structures and systems and the adjacent lands and communities from wildfire as a result of natural or human ignition sources.

E. Fencing and gate measures should be incorporated into the EIR such that the private property owners will have convenient access to their lands while at the same time these measures will keep trespassers off their lands and away from the bridge supports and abutments where human activities such as smoking would present wildfire risks. Boulders, which are mentioned as possible blockade measures, should never block landowner access.

III. Comments on Traffic Mitigation During Construction

On page 2-6 there is a discussion of traffic control during construction.

The contractor's Traffic Management Plan, as required by the county, should specify methods of access to construction areas such that construction vehicles can avoid and otherwise minimize travel on the existing roadways. One such example would be to construct an access roadway from the construction staging area on the north side directly across Mosquito Road thence down to the abutment and north pier locations. Failure to require the contractor to provide such accesses could result in significant traffic delays owing to the steepness of the existing road, its four hairpin turns on the north side, and the large size of construction vehicles attempting to utilize the old, narrow roadway. Furthermore, the Traffic Management Plan should designate one-way routes for construction vehicles to the maximum extent feasible in order to avoid the simultaneous placement of these large construction vehicles, moving in opposite directions at the same time, on the old roadway.

I-303-7

IV. Comments on Invasive Plants

A. Yellow Star Thistle. Figure 3, "Impacts on Natural Communities in the Bio. Study Area," shows a proposed construction staging on the north side of the river as infested with yellow star thistle (YST). First, it seems imprudent to select as a primary construction staging location an area that is known to be infested with YST. This choice is asking for trouble. Instead, alternatives should be considered. I am not

I-303-8

Comment Letter I-303, Benjamin Sher

4

opposed to the development of staging areas on my land as these could become usable by me after construction (depending on where they are located).

If the county ends up using the YST area, then the final EIR should 1) indicate removal of the infestation in advance of use and follow the measures listed in Calif. Invasive Plant Council documents; 2) provide a more detailed plan for keeping YST out of all disturbed areas during construction; and 3) provide a more detailed, multi-year follow-up plan of action after construction to manage all disturbed areas to prevent infestations while native species are becoming established.

Mitigation measures as presented in the draft EIR need elaboration. Additional measures should be added to the final EIR, some of which measures are described in "Preventing the Spread of Invasive Plants: Best Management Practices for Transportation and Utility Corridors" with headings such as:

"GN 9: Prepare worksites to limit the introduction and spread of invasive plants."

"GN 11: After activities, monitor worksites for invasive plants."

"RL 1: Develop revegetation and landscaping plans that optimize resistance to invasive plants."

"RM 6: Develop brush control policy along access roads to minimize the introduction and spread of invasive plants."

I-303-8
cont'

(Please see: <http://cal-ipc.org/ip/management/pdf/YSTMgmtweb.pdf> and

http://cal-ipc.org/ip/prevention/PreventionBMPs_TransportationUtilityCorridors.pdf)

The final EIR should specify the proposed revegetation plant palette including a native species mix that is selected successfully to compete with invading YST. The revegetation plan should further specify the appropriate species mix for each of the different disturbed areas depending on soil conditions and degree of slope, including what palette should be used on steep slope cuts made for access roads, abutments, and bridge pier areas in particular. (See page 16 of the YST Management Guide and Brown et al. 1998 cited therein).

B. Other invasive plants observed in the project area. Outbreaks of scotch broom (*Cytisus scoparius*) and ailanthus (*Ailanthus altissima*) are evident in the project area. These outbreaks are easily observed along the existing Mosquito roadway shoulders on the north side of the river in areas where culvert outflow and stormwater falling off the roadway have disturbed the downslope sides of the roadway, allowing these invasive species to become established. Himalayan Blackberry also exists throughout the project area. The final EIR should provide a detailed plan to locate and remove these existing infestations in advance of construction activities and treat the seedbanks beneath the removed plants.

V. Landslides & Erosion Control in the Disturbance Areas

On page 3.5-9, "Landslides and Other Slope Failures," are noted. One event noted is "a slope failure that occurred in 1995 along the roadway above the northern abutment, which resulted in closure of the road." However, a more significant landslide occurred in the year 2005, which event could be described in the main body of the EIR. In addition, EIR Figure 3.5-1 should be modified to show the location of this slope failure. It lies in the vicinity and at an elevation approximate to the proposed location for the north support. Pictures of the 180' long x 22' tall soldier lagging-tie-back wall repair below at Figures 1 and 2.

I-303-9

Comment Letter I-303, Benjamin Sher

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Key Facts:

Transportation:

- Reconstruct damaged roadway and drainage facilities.
- 2007 APWA Project of the Year (Sacramento Chapter) - Disaster or Emergency Construction/Repair Category, Construction Division 52-530 #8110

Structural Design:

- Soldier beam and lagging tie back wall.

Key Staff:

Project Manager: John Quincy, P.E.
Project Engineer: Lindsay Juarez, P.E.

Client:

El Dorado County

The Mosquito Road Emergency Repair project consisted of constructing a 22' tall, 180' long soldier beam and lagging tie back wall to stabilize a hill where a massive mudslide destroyed a portion of the hillside and forced the closure of Mosquito Road. The road is one of only two access roads to the Mosquito area and Swansboro Community. This limited access meant the project had to be completed with an aggressive schedule to restore access to the area as quickly as possible.

Figures 1 & 2: Landslide Repair, Year 2005



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In 3.5.2.2, "Thresholds of Significance," the fourth bullet reads "Result in Fracturing and/or erosion from special construction methods..." But this bullet is not addressed in 3.5.2.3. Will the final EIR address this bullet? One can infer that special construction methods probably will be needed for the project given the magnitude of the excavation for the foundations, the 150' deep CIDH piles, the height of the bridge supports, and the weight of the structure.

I-303-9
cont'

In 3.5.2.3, Impact GEO-1 includes landslides as an independent area of concern unrelated to seismic issues. Yet at the end of this section landslides are parenthesized: "(See Impact GEO-4 for a discussion of landsliding in the absence of seismic shaking.)" Given the history of landslides in the near vicinity, these should be directly addressed in GEO-1 and not referred elsewhere. Furthermore, GEO-4 as written does not mention the word landslides; GEO-4 relates to expansive soils.

I-303-10

Impact GEO-2 declares no mitigation will be necessary yet the area of disturbed ground for the project is very large as presented in Figure 2-2. Page 3.5-8, "Project Area Topography" reads: "The erosion has resulted in very steep (approximately **1.5 : 1 [horizontal : vertical] and steeper**) slopes that extend several hundred feet upslope where the slopes generally flatten to 2:1 and flatter." The "Project Description" includes the following: "Concrete supports, at least one on each side of the river and far upslope from the river, would range from approximately **150 feet to 180 feet tall** with the possibility of other supports further uphill at lesser heights. Final bridge span layout may require support height adjustments. The outside support dimensions are expected to be **as large as 25 feet by 30 feet**. The outside supports would rest on concrete pile caps that would likely be exposed atop the excavated hillside." And: "To construct the work area, it is anticipated that an excavation of approximately **45 feet wide and 75 feet long back into the slope** would be necessary. This excavation would likely require **two tiered tie-back walls, each approximately 35 feet tall**, with a 2:1 slope between these walls." Regarding the abutments, the Project Description further includes: "Construction of the new abutments would require two bottom excavation areas approximately **20 feet wide by 40 feet long by 15 feet deep**. Excavation pit side slopes may be laid back to create a larger pit area. In addition, two retaining-wall-type **wingwalls with lengths up to 50 feet** may be required at each abutment. These would require bottom excavation sizes on the order of 20 feet wide by 50 feet long, with depths varying from 10 to 15 feet." Given the magnitude of the Project as described in the draft EIR, the final EIR should list the mitigation measures that likely will be required by the SWPPP and other permits to prevent erosion and sediment flow into the waters of the American River. Will sediment basins be needed, for example? How would these be installed on steep slopes? If not sediment basins, then what sediment-basin substitutes are available for steep slopes? What is the expected volume of excavated material, what portions will be stockpiled for use and where stockpiled, and what portions will be hauled away to avoid erosion?

I-303-11

Regarding Mitigation Measure GEO-1. This section states that additional geotechnical reports will be prepared. Testing for these reports may begin in the spring of 2017. Access roads will need to be constructed to bring in testing / drilling equipment Will a SWPPP and other permits be needed for the soil disturbance that will result from the roads constructed for testing? How will these cuts be stabilized during the rainy season of 2017-2018 prior to the selection of the contractor?

I-303-12

Mitigation GEO-1 does include a list of mitigation measures. However, it does not include recent innovations and advances in slope stabilization measures. Can the final EIR's list include mention of

I-303-13

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advanced measures such as *Ecocrib* (<http://www.tensar.co.uk/Systems-Products/Tensartech-Systems/TensarTech-EcoCrib-System>); *GreenSlope* (<http://www.tensar.co.uk/Systems-Products/Tensartech-Systems/Tensartech-Greenslope>); stormwater detention tanks (both above and below ground); bioswales; stormwater contour channels; etc. Such tanks, of various sizes, appropriately placed at different elevations on the slopes, could capture and control the release of some of the stormwater as well as become available at the end of rainy seasons for firefighting and irrigation of targeted areas in the revegetation plan. Prefab stormwater contour channels could also be linked to a tank matrix. Such measures would integrate the stormwater drainage plan for the bridge deck, abutment areas, roads, and slopes with the revegetation plan such that a comprehensive slope stability plan would be put into place and thereby adequately mitigate the risk of landslides after construction.

I-303-13
cont'

Lastly, the "proper design of roadways" is mentioned. One assumes this includes both access roadways as well as the new segments of Mosquito Road and the approaches to the bridge. Can the final EIR be more specific as to what some of the best design methods would be for the various new roadways in steep terrain prone to landslides? (Please see: http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/caltrans/other_rpts/landslide_plan.pdf)

I-303-14

VI. Terrorism. The final EIR should add a section with respect to terrorism. A large and dramatic new bridge could become the target of terrorists. To mitigate the risk of damage to the environment in the event of such an act, video monitoring of the site should be included in the project.

I-303-15

VII. Public Access

Having lived in the area for almost thirty years, I have enjoyed accessing the area of the old bridge. I often take friends and relatives there to show them the beauty and history of our county. If the road down to the river will be closed to vehicles, how will the public be able to access the area? If only pedestrian access is to be permitted, will parking be provided above the gates? Where will this parking be, and how much will be provided? Will the environmental impacts of the parking areas, if any, be included in the final EIR? If there won't be parking, will "No Parking" signs be installed along the approaches to the bridge? The final EIR also needs to address whether the public will be permitted to walk and / or bicycle on to the new bridge deck itself, and whether it will be safe to do so if there are no sidewalks and separation barriers provided on the bridge deck itself. Any failure to provide safe access for bikes and pedestrians means the public will not be able to enjoy the visual resources the new bridge will afford of the river and the canyon. That would be a shame.

I-303-16

I look forward to working with the county and seeing this project through to completion. Thank you for allowing me to submit these comments to the draft EIR of the new Mosquito Bridge Project.

Benjamin Sher *** 916-798-1072 *** benjmsher@gmail.com

Response to I-303, Benjamin Sher, November 27, 2016

I-303-1: The comment is general statement that summarizes subsequent comments in letter. The specific comments are responded to below.

I-303-2: Property details are presented conceptually in the Draft EIR, reflecting the current level of project design. The county declines to add the additional property detail requested by the commenter as those features are not needed in order to access project impacts under CEQA. Additional property details and features will be further discussed as the engineering design progresses, and the project moves into the later Right of Way (ROW) phase. Figure 2-2 has been updated (see Chapter 4 of this Final EIR).

I-303-3: Specific details associated with the temporary and permanent activities (i.e., maintenance) of the new bridge are conceptual, reflecting the current level of project design and will be further refined as engineering design progresses and into the later project development stages of ROW. More specific detail is not available at this time. No change to the Draft EIR is necessary.

I-303-4: The preliminary geotechnical analyses already performed by multiple geotechnical engineers will inform the location of the access roads needed for geotechnical drilling. The design of access roads alignments and features will be finalized after the geotechnical drilling. During geotechnical drilling, site disturbance will be minimized as much as possible. The disturbance areas needed for geotechnical drilling are part of the proposed Project analyzed in the Draft EIR.

I-303-5: Additional access road alignments have been evaluated for feasibility and performance. It is anticipated that minor deviations to the access roads may occur during the preparation of final design plans and during construction, however, the disturbances and access road concepts should be accurate as shown in the updated Figure 2-2 (see Chapter 3 of this Final EIR) and there will be no new impacts as a result of such deviations.

I-303-6: Mitigation Measure HAZ-1 calls for the implementation of a fire protection plan to guard against fire during construction. The new bridge itself after construction does not result in impacts to the potential for wildland fire, and therefore is not considered a significant impact. On the contrary, the installation of a wider bridge that provides access for both emergency vehicles and ability to evacuate improves the current situation considerably. While the commenter is correct that drought conditions have led to an accumulation of fuel in this area, no nexus exists between the proposed bridge and the requirement for the County to participate in fuel reduction activities. Other programs already exist that the County is party to in conjunction with Cal Fire, the U.S. Forest Service and other entities. Some of the suggested measures will be accomplished as part of the fire protection plan under Mitigation Measure HAZ-1, including fuel reduction ("Contractor will keep all construction sites and staging areas free of grass, brush, and other flammable materials"). However, the description of Mitigation Measure HAZ-1 has been revised to include specifications on emergency and property owner access and additional detail for fire risk activities as noted in Chapter 4, *Changes and Errata to the Draft EIR*, of this Final EIR. The need for PG&E power requirements are unnecessary through the effective use of Fire Prevention planning and implementation (e.g., Mitigation Measure HAZ-1). Furthermore, fencing and gate measures should not be necessary as a condition as the work areas do not appear to be in heavily traveled areas or in locations prone to trespassing. Work zone signage to delineate the work zone will be used as a public safety prevention measure and can also be used to delineate restricted access areas. Please also see the response to comment I-303-7 regarding emergency access. No additional changes to the Draft EIR are necessary.

I-303-7: As noted in the Project Description of the Draft EIR (page 2-8) the Traffic Management Plan for the construction element of the project will ensure that access for emergency vehicles through the Project area would be maintained at a level similar to the current conditions at all times. Traffic management requirements and specifications will be developed concurrent with the final design plans for the Project and will comply with applicable codes and standards (to include Caltrans and the FHWA Manual on Uniform Traffic Control Devices). These will include requirements to minimize public impacts as much as possible and ensure the Contractor's traffic control and management plan is properly developed and coordinated prior to implementing during construction.

I-303-8: Please see the response to comment A-1-22 regarding Figure 3. The commenter suggests additional measures for invasive plants. These measures are similar to those included in the following mitigation measures identified in the Draft EIR for **Impact BIO-7: Potential for construction activities to introduce or spread invasive plant species** and listed below.

Mitigation Measure BIO-1: Install Construction Barrier Fencing around the Construction Area to Protect Sensitive Biological Resources to Be Avoided

Mitigation Measure BIO-2: Conduct Environmental Awareness Training for Construction and Mitigation Planting Area Personnel

Mitigation Measure BIO-3: Retain a Qualified Biologist to Conduct Periodic Monitoring during Construction

Mitigation Measure BIO-12: Avoid the Introduction and Spread of Invasive Plants

The above-listed mitigation measures include the same or similar actions as proposed by the commenter. However, the description of Mitigation Measure BIO-12 has been revised to require the washing of equipment before entering and leaving areas identified as having invasive plants and to require preparation of a noxious weed plan as noted in Chapter 4, *Changes and Errata to the Draft EIR*, of this Final EIR. No additional changes to the Draft EIR are necessary.

In response to the comment regarding revegetation, Mitigation Measure BIO-12 includes a requirement to "use locally grown native plant stock and native or naturalized (noninvasive) grass seed during revegetation."

In the last paragraph of this comment, the commenter appears to be asking the County to proactively eradicate invasive species in the project area prior to construction. The EIR identifies the impacts of the project and mitigation measures to reduce those impacts. To the extent that there are existing invasive plants, the mitigation measures will ensure that construction will not result in their spread because of proper planning, implementation of controls, and monitoring of site activities and conditions.

It should also be noted that no plant species federally identified as noxious weeds have been identified in the project area and by administering the identified mitigation measures, and the effective use of engineering and procedural controls that accompany these measures (i.e. proper planning, controlling through use of BMPs, and monitoring through construction), there will be very little risk of weed transfer out of, or introduction of noxious weeds into, the work area as result of construction. Consequently, no additional monitoring or treatment will be needed after construction activities conclude. If the Contractor elects to use the yellow star thistle staging area and/or it is identified during construction by qualified personnel that there is a threat of the spread of noxious

weed based on disturbances to areas identified to contain noxious weed, and observations of non-conformance to project invasive weed BMPs or controls to prevent the spread, then post construction monitoring will be conducted after project completion for a duration of 3 years.

I-303-9: The threshold referenced by the commenter is addressed in **Impact GEO-3: Location on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide or subsidence**. While the need and use of special construction methods will be better known after additional geotechnical investigation and engineering analysis of the project design, implementation of Mitigation Measure GEO-1 will ensure that the impact will be less than significant. The improvement features and site conditions do not currently indicate or prescribe the use of special construction methods, nor rule out the implementation of such methods, and the use of special construction methods will continue to be evaluated in the later phases of the project development.

I-303-10: The reference to Impact GEO-4 is a typographical error. The reference should be to Impact GEO-3: Location on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide or subsidence. The text of the Final EIR corrects this minor error (see Chapter 4 of this Final EIR). The consideration and potential for landslides has been incorporated in the selection of alternative alignments and anticipated improvement features. Preliminary geotechnical analyses performed by multiple geotechnical engineers has been performed for the project site to aid in the determination of alternative alignments and approaches. It is also a subject that will continue to be considered and evaluated as the project design progresses. Current findings from site studies appears to indicate that landslide characteristics are reflective of “debris chute” areas as opposed to a condition reflective of expansive soils.

I-303-11: As described in the discussion of Impact GEO-2 in the Draft EIR, the project will be required to comply with the stormwater quality standards and provisions set forth by the Construction General Permit (CGP) Order 2009-0009-DWQ from the Regional Water Quality Control Board, and the El Dorado County MS4 permit (Phase II Small MS4 General Permit, Order 2013-0001DWQ). Implementation of these mandatory standards and requirements will ensure that measures for temporary impacts during construction and permanent impacts after construction are incorporated into the project so that impacts are less than significant.

I-303-12: A SWPPP is mandatory when more than one acre of soil will be disturbed and when the site Erosivity (R-factor) is over 5, and will likely not be required prior to the start of the geotechnical investigation due to the total disturbance area and schedule duration resulting in a likely low (under 5) Erosivity value. The permit requirements and measures to be implemented for the detailed geotechnical investigation will be determined during the next project phase and will be implemented according to regulatory agency requirements. Regardless of whether a SWPPP is mandatory, stormwater controls will be implemented to protect water quality as needed to ensure site compliance and protect against the potential for erosion and sediment runoff during the geotechnical investigation and in the interim period between the investigation and project construction. Please see the response to comment I-301-3 for more explanation of the application of the SWPPP and other permit requirements to the project and how compliance with those requirements will reduce erosion and sedimentation.

I-303-13: The application of recent innovations and advances in slope stabilization measures will be considered more as the project’s final design plans are generated. The opportunity to apply such

measures and to identify the best solution for managing stormwater, slope stabilization, and other long-term project performances will be better understood when the final design is complete and permitting requirements are confirmed.

I-303-14: The “proper design of roadways” refers to design considerations of both the users and nature of the existing roadway, in conjunction with the safety and design requirements for the roadway. These same considerations apply for access roadways, however, the access roads are usually considered a temporary roadway for construction purposes or a restricted use roadway that is not intended for public traffic. In other words, while many of the same considerations may apply, the details of their use, design requirements, and safety guidelines often vary. The final design of these access roads and their construction will be done with full consideration of the findings of the preliminary geotechnical report prepared for the project, and the requirements of permits to protect water quality and prevent erosion, including landslide management. The specific measures selected will be determined during the permitting process for the geotechnical investigation. As it pertains to landslide management, Caltrans’ Landslide Management Plan does not apply. However, the project will conform to AASHTO and Load and Resistance Factor Design specifications for global slope stability considerations, and the CGP for sediment and erosion control considerations. These specifications and requirements are considered in addition to applicable County and State requirements.

I-303-15: Please see the response to comment I-300-12.

I-303-16: Please see Master Response 3 regarding access to recreational uses. As described in Master Response 1, the County has decided to retain the bridge for pedestrian and bicycle use at the Board’s direction.