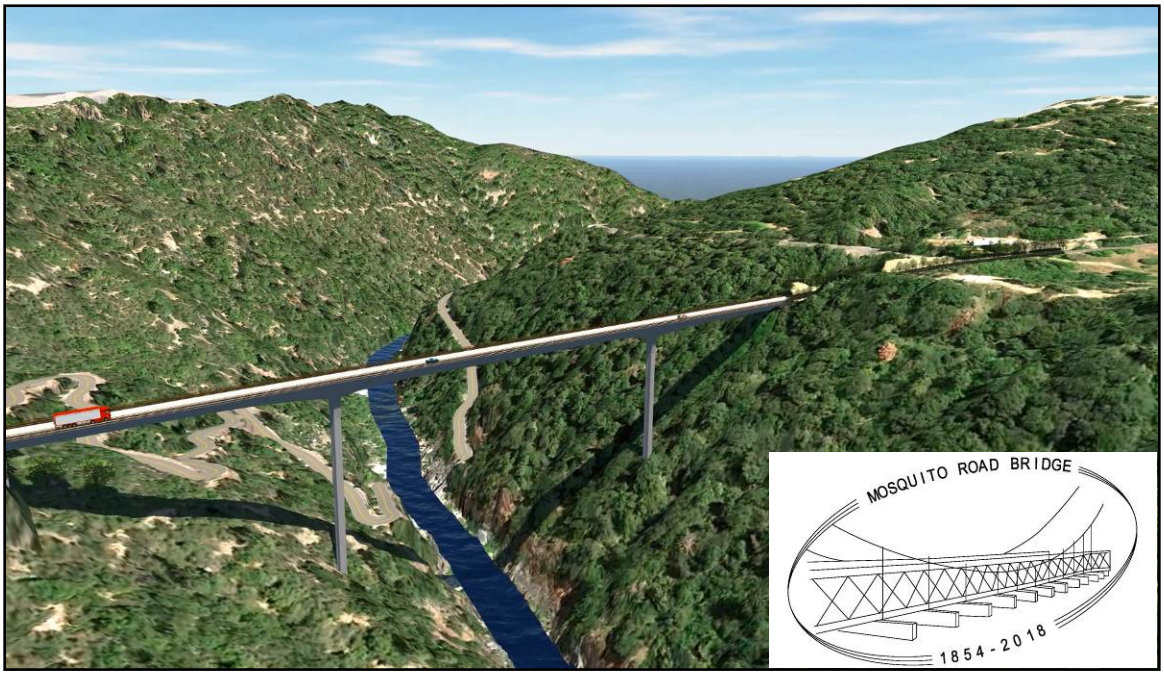
Mosquito Road Bridge Replacement Project



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

Chapter 1
Introduction

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	*This comment was received after the close of the public comment period, and no response to this comment is required.*	*12/4/2016*
I-47	Derrick Hilbert	11/22/2016
I-48	Dave Bringhurst	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	*This comment was received after the close of the public comment period, and no response to this comment is required.*	*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	*This comment was received after the close of the public comment period, and no response to this comment is required.*	*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	*This comment was received after the close of the public comment period, and no response to this comment is required.*	*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	*This comment was received after the close of the public comment period, and no response to this comment is required.*	*12/7/2016*
I-249	*This comment was received after the close of the public comment period, and no response to this comment is required.*	*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 Magneson	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

Comment Letter Number	Name of Commenter	Date of Letter
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	*This comment was received after the close of the public comment period, and no response to this comment is required.*	*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	*This comment was received after the close of the public comment period, and no response to this comment is required.*	*12/12/2016*
I-305	*This comment was received after the close of the public comment period, and no response to this comment is required.*	*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 bride 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 3.4-11of 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
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December 1, 2016

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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. A-1-2 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. A-1-3 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-1-4

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

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

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

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. Appling 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

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[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

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

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[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

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 #2101only 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

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

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. A-1-27

- Prior to spraying of any herbicides El Dorado County will be required to adhere to BLM Policy:

  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

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 weeds[1] 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

LETTER A-2

EDMUND G. BROWN JR. GOVERNOR

MATTHEW RODRIQUEZ SECRETARY FOR ENVIRONMENTAL PROTECTION

CALIFORNIA Water Boards

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,

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

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

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) Permits[1]
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/.

A-2-2 cont'

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 (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

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.

A-2-2 cont'

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

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

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 cont'

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

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

A-2-2 cont'

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

Stephanie Tadlock

Stephanie Tadlock
Environmental Scientist

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

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

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

December 1, 2016

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

Subject: 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: Blanks in 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

CALIFORNIA Water Boards

EDMUND G. BROWN JR. GOVERNOR

MATTHEW RODRIQUEZ SECRETARY FOR ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

16 November 2016

Governor's Office of Planning & Research

NOV 17 2016

STATE CLEARINGHOUSE

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

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

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

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

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) Permits[1]
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 (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-3, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

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

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

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

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

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; T-1-2
   - 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;

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

Comment Letter T-1, Wilton Rancheria

- 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

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 0-1 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

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Bridge Comments and Questions

1 message

dwjohnson@cal-ipc.org <dwjohnson@cal-ipc.org> Mon, Nov 28, 2016 at 3:06 PM
To: mosquitobridge@edcgov.us

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.

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. O-3-2 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-3-3

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. O-3-4 Similarly, we would endorse the inclusion of improved pedestrian access to the river from the existing bridge site. 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

smallmouth bass[1] - 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

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.

O-4-3

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.

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

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.

O-4-3 cont'

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

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

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

[5] 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;

[6] 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

[7] 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

[8] 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

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 Exiting 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

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

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

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

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

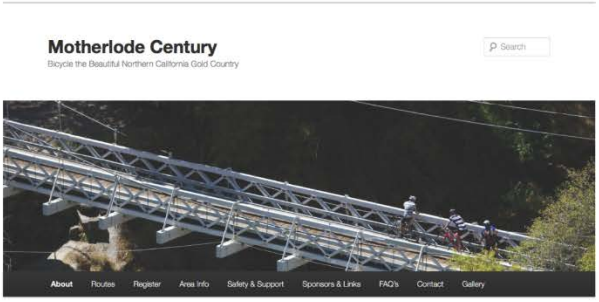
[14] Bill Oetinger, *75 Classic Rides Northern California The Best Road Biking Routes* (Mountaineers Books, 2014), 235.
[15] http://www.motherlodecentury.com/

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

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

O-4-15 cont'



About

Welcome to the **5th Annual Motherlode Century**!

This spring classic will be held **Saturday, April 30, 2016**. Our mission is to provide you the best bicycle event Northern California has to offer. We promise your positive experience here will not only compel you to participate every year, but will also entice you to return to enjoy a river trip, wine tasting or the many products this bountiful area has to offer.

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-4-16

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

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.
> >
> > 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.

O-4-17

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

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

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.
>
> 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.

O-4-20 cont'

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

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:

Year Type	American River Water Year Forecast
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

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.

O-4-22 cont'

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:

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

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

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 tho se 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.

O-4-22 cont'

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

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

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. O-4-22 cont'

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.

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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

g. Emergency resource pro tection 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. 14. 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

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. O-4-28 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-4-29

[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

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]

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] O-4-30

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. Appling 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 insteam 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

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

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/11668/7?u=theresa_l_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

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

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

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

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,

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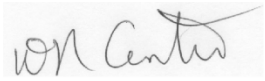

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[33] Appendix B Pages 35-151

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

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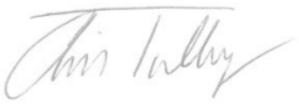

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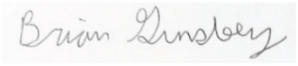

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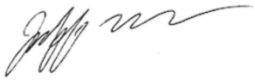

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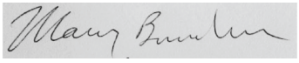

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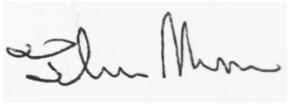
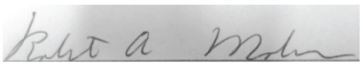


Thomas Moore
Private Boater
5124 Roemer Lane
Sacramento, CA 95820
916-365-5763

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



Rob Swain
Mother Lode Century
P.O. Box 550708
South Lake Tahoe, CA 96155
530-545-0698

Bob Molinari
Placerville Bike Shop - Owner
307 Broadway
Placerville, CA 95667
530-622-3015

Keith Miller
California Canoe & Kayak - Owner
CCK Coloma Outpost
7221 CA-49
Lotus, CA 95651
510-893-7833 x19

Violet Jakab
Private Boater - Swansboro Resident
6556 Yankee John Court
Placerville, CA 95667
530-622-6048

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

CALIFORNIA WILDLIFE FOUNDATION
428 13th Street, Suite 10A
Oakland, CA 94612

WWW.CALIFORNIAWILDLIFEFOUNDATION.ORG
tel 510.208.4436
fax 510.268.9948

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

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 CO_2 equivalent per year during construction and carbon sequestration loss of 10 metric tons of CO_2 equivalent per year. The Project's total emissions (242 + 802 metric tons of CO_2 equivalent per year during construction) would not exceed the El Dorado County Air Quality Management District's threshold of 1,100 metric tons of CO_2 equivalent per year, nor would the 10 metric tons of CO_2 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 CO_2 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 Postelwait,

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, Iwe 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 Oetinger'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

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 Postelwait,

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

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

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 Postelwait,

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-250-1

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

Comment Letter I-250, Gwynne Pratt

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

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 Postelwait,

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-251-1

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

Comment Letter I-251, Alexandra Clarfield

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

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 Postelwait,

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 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-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

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

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 Postelwait,

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 reastaurents 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.

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-253-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-253-4
- 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

Comment Letter I-253, Carol Selb

3139 Gilmore St
Placerville, CA 95667-5501

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

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 Postelwait,

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:

- 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-254-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-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,

Comment Letter I-254, Charles Albright

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

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 Postelwait,

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.

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- 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
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- 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 Postelwait,

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

Sincerely,

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

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 Postelwait,

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. I-257-1

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-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 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-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
Camelian 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 Postelwait,

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

13 Hilda Way
Chico, CA 95926-1417

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 Harris

Address: 8781 Rock Creek Rd Placerville, CA 95667

Email: Swansboro realestate@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 Postelwait,

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. Including comments from American Whitewater and the National Park Service. I-260-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-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

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 Postelwait,

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-261-1
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.

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

Eric Magneson
3430 Coon Hollow Rd
Placerville, CA 95667-8128

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

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 Postelwait,

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 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-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

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

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 Postelwait,

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.

I-263-2

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 Whitewate 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 th 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-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

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

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 Postelwait,

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

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 Postelwait,

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 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-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 Postelwait,

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 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-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 Postelwait,

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. Including comments from American Whitewater and the National Park Service. I-267-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-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

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 Postelwait,

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 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-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

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 Postelwait,

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. Including comments from American Whitewater and the National Park Service. I-269-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-269-3
- 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 recreational interests. I-269-7
- 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-269-8

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 Postelwait,

Dear Ms Postelwait,

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

Sincerely,
Marc Musgrove
1600 Emmerson Rd
Placerville, CA 95667-9637

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 <skatermatt76@everyactioncustom.com> Wed, Nov 30, 2016 at 1:28 PM
Reply-To: skatermatt76@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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 extrememly 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 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-271-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-271-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-271-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-271-6
- 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 Postelwait,

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.

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-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.

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-272-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-272-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-272-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-272-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-272-7
- 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

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 Postelwait,

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:

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-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.

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-273-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-273-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-273-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-273-6
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-273-7
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-273-8
- 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-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

Sincerely,

Sincerely,
Michael Stoner
404 Rio Grande Ave
Gunnison, CO 81230-3243

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

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 Postelwait,

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:

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-274-2

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 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-274-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-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

Comment Letter I-274, Paul Swinney

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 Postelwait,

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 Postelwait,

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:

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- 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

Sincerely,
Philip DeRiemer
5535 Lodestar Ln
Lotus, CA 95651

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 Postelwait,

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 Oetinger'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 Postelwait,

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. I-278-4
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-278-5
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-278-6
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-278-7
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-278-8
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-278-9
- 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-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

Sincerely,
Rich Thompson
3201 Melanie Road
Marina, CA 93932

Sincerely,
Rich Thompson
3201 Melanie Rd
Marina, CA 93933-2610

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.

LETTER I-279

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment
1 message

Rob B <climber@everyactioncustom.com> Wed, Nov 30, 2016 at 10:05 AM
Reply-To: climber@sonorapassclimbing.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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

Comment Letter I-279, Rob B.

Sincerely,

Sincerely,
Rob B
430 Navaro Pl
San Jose, CA 95134-2448

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 Postelwait,

This is an access point for a fantastic section of beautiful river and it would be a shame to lose accessibility to this piece of nature I-280-1

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-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 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-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 Postelwait,

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, I-281-5
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-281-6
- 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. 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 Postelwait,

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-282-1

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.
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-282-6
- 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-282-7 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. I-282-9

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

4351 Exeter St Apt 21
West Linn, OR 97068-3571

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

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 Postelwait,

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

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

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 Postelwait,

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
++++

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. Including comments from American Whitewater and the National Park Service. I-284-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-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

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 Postelwait,

I have climbed at Mosquito road and enjoyed river access since 1993. Keep the old bridge, please. I-285-1

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-285-2

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 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.

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 Postelwait,

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 fo 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 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-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

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 Postelwait,

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

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 Postelwait,

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 torn down. I-288-1

Thank you for your coCraig Harris

Sincerely,
Craig Harris
PO Box 588
Sloughhouse, 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

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 Postelwait,

Dear Ms. Postelwait:

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

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 Postelwait,

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 <johnmsimpkin3@everyactioncustom.com> Tue, Nov 29, 2016 at 10:45 AM
Reply-To: johnmsimpkin3@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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

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

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 Postelwait,

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 endeaver. 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 Postelwait,

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.
Also it is vitally important that the new concrete bridge be designed to allow safe passage of bicyclists. I-294-5

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> Wed, Nov 30, 2016 at 2:36 PM
To: mosquitobridge@edcgov.us

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

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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

LETTER I-297

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge (No. 25C0061)
1 message

Timothy Beck <realinfo122112@gmail.com> Sat, Oct 22, 2016 at 2:25 PM
To: janet.postlewait@edcgov.us

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 litterally 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

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 commend 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 Postelwait,

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 DIER include the following: I-299-2

- 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.

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*

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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

		Car		Truck	
Year	Scenario	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. I-299-4

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, I-299-5

> **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)(l).*

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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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Comment Letter I-299, William Crenshaw

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)(l).

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Comment Letter I-299, William Crenshaw

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."

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.

I-299-13

[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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Comment Letter I-299, William Crenshaw

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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Comment Letter I-299, William Crenshaw

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 additional 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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Comment Letter I-299, William Crenshaw

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

I-299-19-cont'

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 exampled 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.

I-299-20

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 where raised during the IS/NOP process. However, the DEIR fails to adequately address impacts to recreation.

I-299-21

The DEIR uses Thresholds of Significance In accordance with Appendix G of the State CEQA Guidelines, as listed below.

I-299-22

[11] CEQA Guidelines § 15002, subd. (a)(l).

[12] *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.*

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Comment Letter I-299, William Crenshaw

- 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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Comment Letter I-299, William Crenshaw

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.

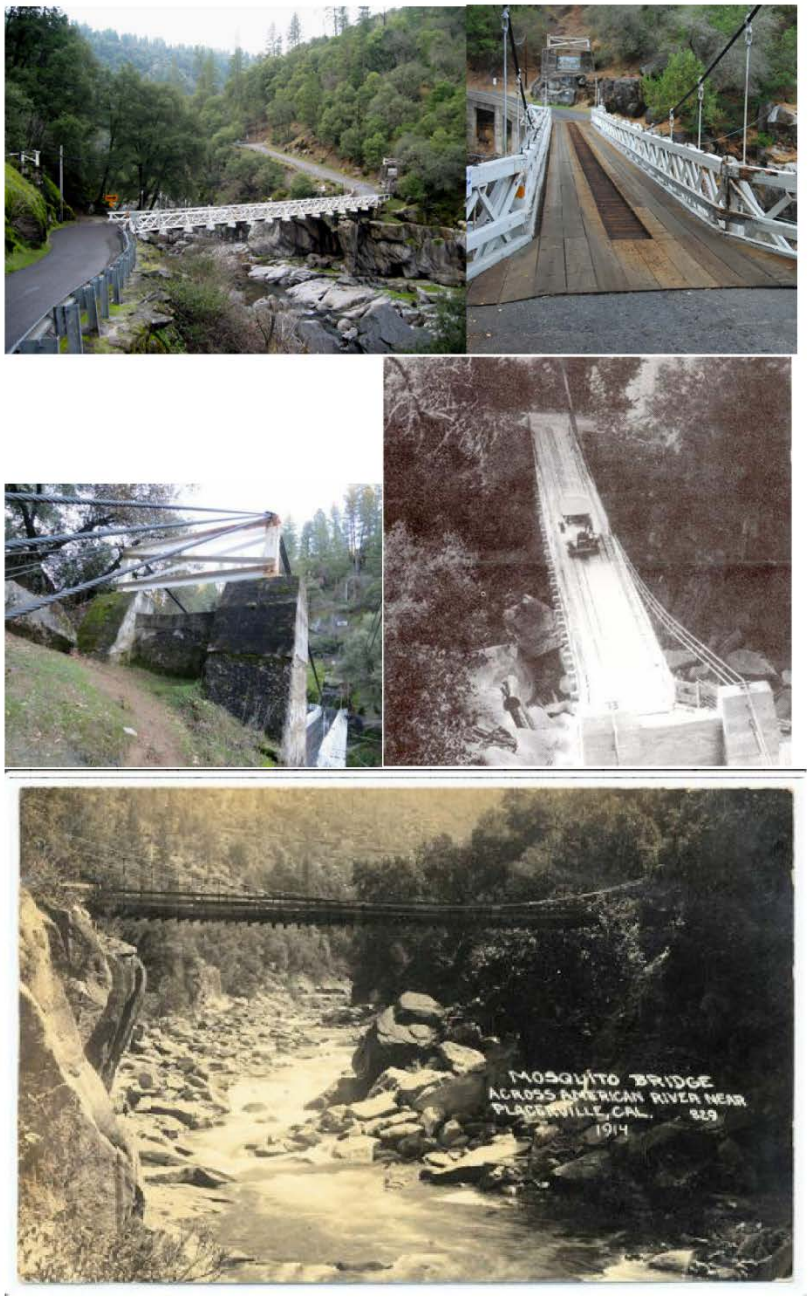
The records search identified one architectural/built environment resource, the existing Mosquito Road Bridge, P-09-3308-H (Bridge #25C0061). The DEIR states that "Based on analysis of the historic-era photographs on file at the El Dorado County Historical Museum, each of the four Mosquito Road Bridges 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)(l).

Comment Letter I-299, William Crenshaw



I-299-27 cont'

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Comment Letter I-299, William Crenshaw

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*

12

Comment Letter I-299, William Crenshaw

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.

William Crenshaw
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Placerville CA 95667
wecrenshaw@gmail.com
(530) 681-5651

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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> Thu, Dec 1, 2016 at 11:28 AM
To: janet.postlewait@edcgov.us

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 (toady).

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 patters, 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.
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." I-300-13

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

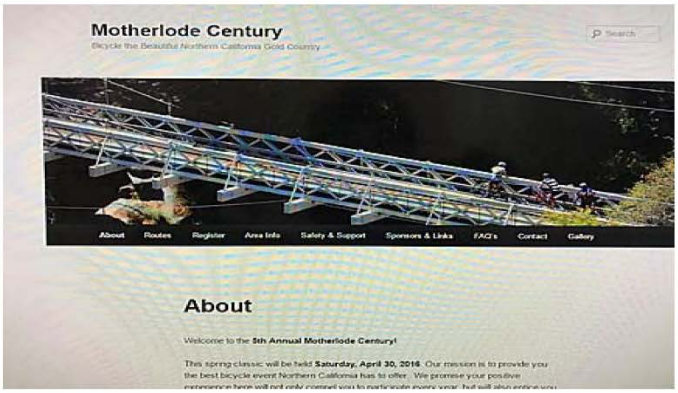
Comment Letter I-300, Kelly Rains

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.mtdemocrat.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/
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. I-300-17

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

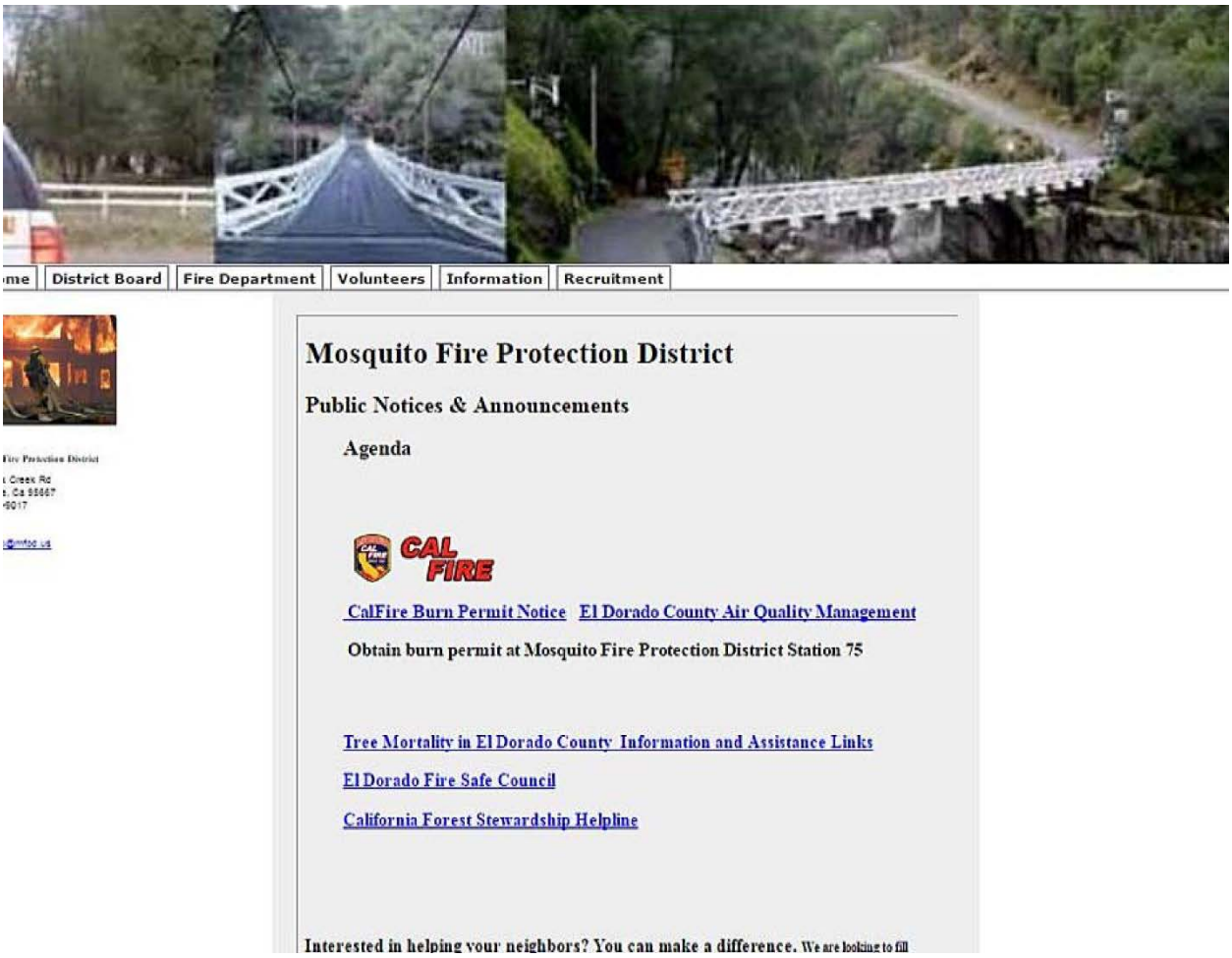
Finally, the old bridge expresses the pioneering spirit of the county going all the way back to the Gold Rush, and is evocative of that period. Nowadays, it also expresses the ongoing pioneering spirit of the people of Swansboro and Mosquito, who continue to be its modern-day pioneers by virtue of the 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



Comment Letter I-300, Kelly Rains

Mosquito Road Bridge

El Dorado County, California

Rating:

5 votes

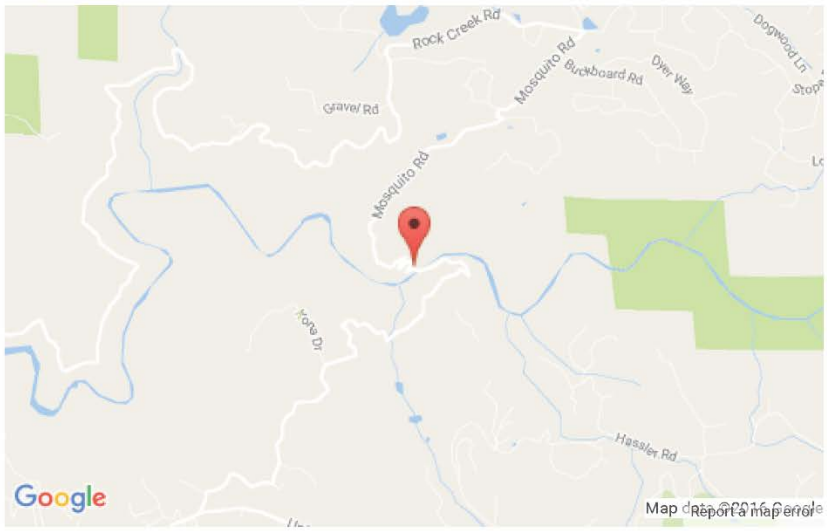
Photos

(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

Comment Letter I-300, Kelly Rains

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)

Comment Letter I-300, Kelly Rains

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.

Comment Letter I-300, Kelly Rains

(https://salmonfishingqueen.files.wordpress.com/2012/02/deerviewlodge.jpg)
Deer ViewvLodge - 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!

Comment Letter I-300, Kelly Rains

(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

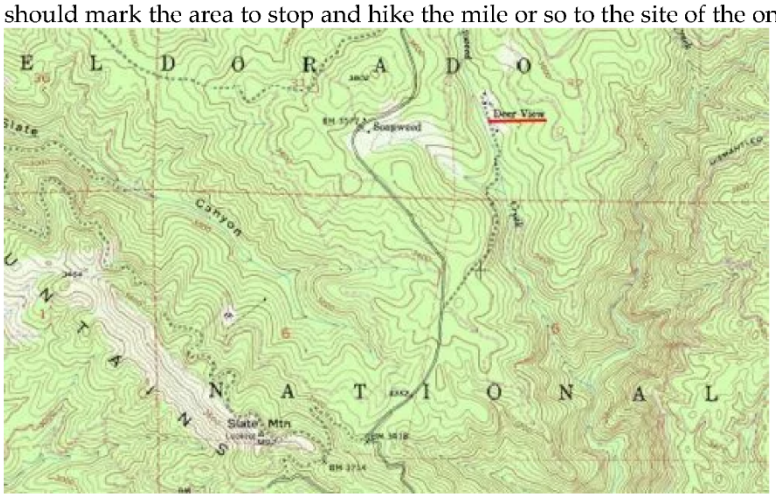
Depending on what you read, and not knowing what is actual fact, the hotel had anywhere from 500,000 to 5 million board feet of lumber used in its construction. Foundations were either made by local craftsmen or by timbers taken from old train trestles. Plumbers began plumbing the fourth floor while 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 where 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.

Comment Letter I-300, Kelly Rains

(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!

Comment Letter I-300, Kelly Rains

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

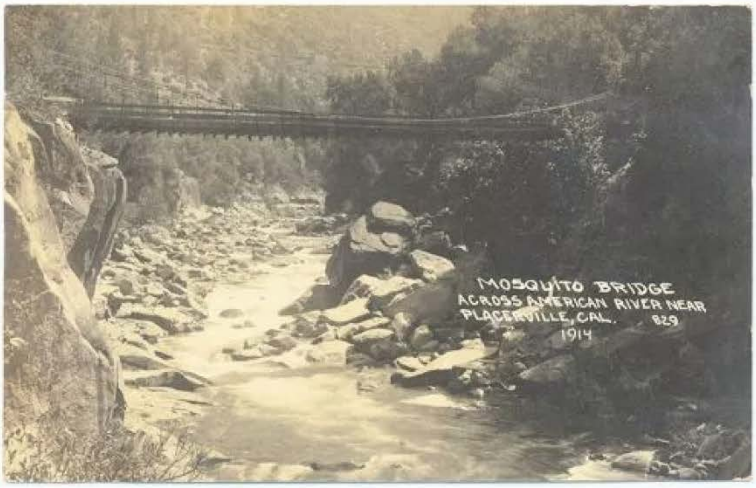
My stroll yesterday actually took me down to where the oldest suspension bridge resides west of the Mississippi. It is the Mosquito Bridge which crosses the South Fork of the American River. The road to the bridge is long and winding as seen in this photo.

Comment Letter I-300, Kelly Rains

(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.

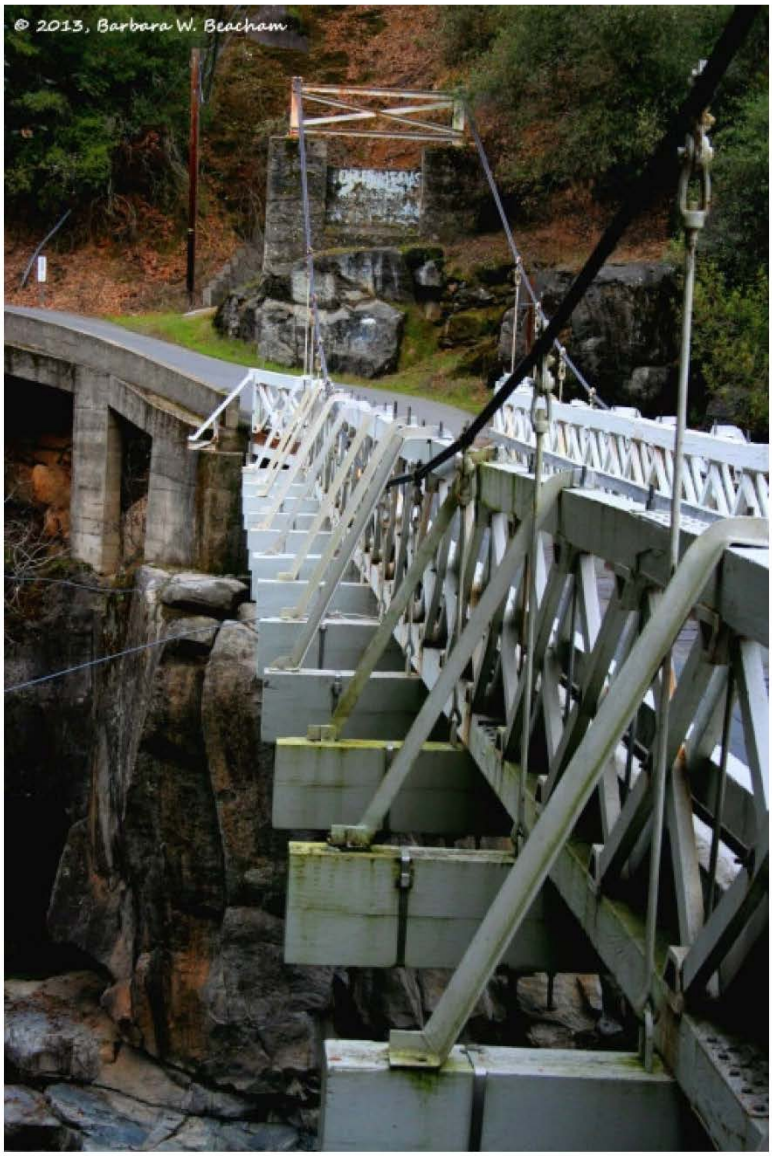
The original bridge was built back in 1867. The bridge in those days swung when one crossed it, and it had no sides. Here is a photo of the bridge from 1914, courtesy of the State of California Library. The photo was from the collection of E.F. Mueller's postcard collection.



(https://salmonfishingqueen.wordpress.com/2013/02/03/the-long-and-winding-road/mosquito-bridge-1914-2/#main)
Mosquito Bridge 1914

Comment Letter I-300, Kelly Rains

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)

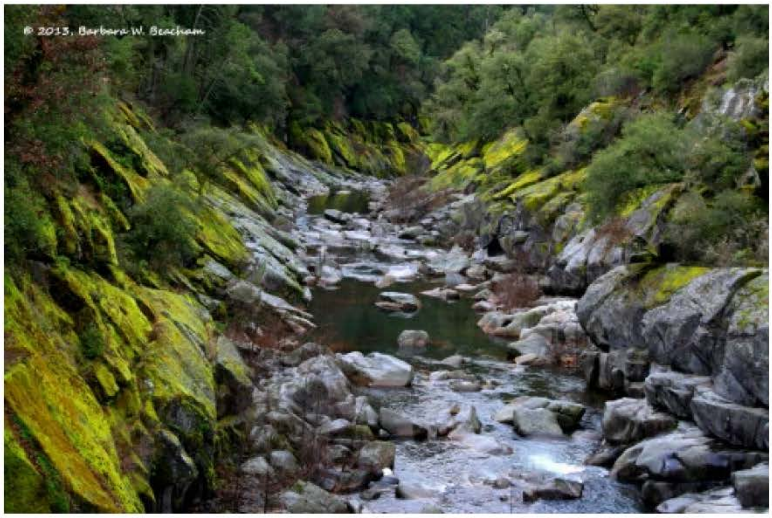
A side view of the bridge

Here is another side view from the approach on the road.

Comment Letter I-300, Kelly Rains

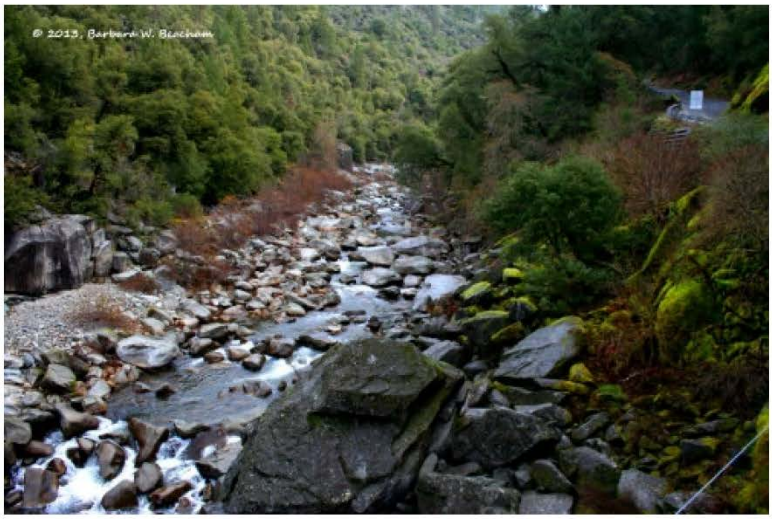
(https://salmonfishingqueen.wordpress.com/2013/02/03/the-long-and-winding-road/another-side-view-of-the-bridge/#main)
Another side view of the bridge

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

Comment Letter I-300, Kelly Rains



(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.

Comment Letter I-300, Kelly Rains

More Next Blog» Create Blog Sign In

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

▶ 2016 (48)
▶ 2015 (119)
▶ 2014 (294)
▼ 2013 (365)
▶ December (31)
▶ November (30)
▶ October (31)
▶ September (30)
▶ August (31)
▶ July (31)
▶ June (30)
▶ May (31)
▶ April (30)
▶ March (31)
▼ February (28)
El Dorado County, California Bridges: Mt Aukum Rd ...
El Dorado County, California Bridges: SR 49 Bridge...
El Dorado County, California Bridges: Latrobe Road...
El Dorado County, California Bridges: State Route ...
El Dorado County, California Bridges: Forebay Rd B...
El Dorado County, California: Bridges of Weber Cre...
El Dorado County, California Bridges: Lotus Road B...
El Dorado County, California Bridges: Green Valley...
El Dorado County, California Bridges: Newtown Road...
El Dorado County, California Bridges: Cedar Ravine...

Comment Letter I-300, Kelly Rains

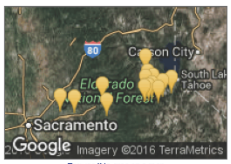
Mosquito Coast

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,TR 5.11b
- Hangtown T,TR 5.10
- Boot Licker T,TR 5.11
- Fly the Friendly Skies TR 5.11b
- bouldering circuit T V2
- Octopus' Gardens T 5.10a/b
- Twist and Shout T 5.10c
- Hermit Crack T 5.10
- Susan Forever T 5.11a
- Straight Lines T 5.11a/b
- Hanging Garden T 5.7+
- Mr. Mustard T,TR 5.10b
- White Water Traverse V5
- Antline Boulder Problem TR 5.12 V4
- Ant Line T 5.11a/b



Browse this area on a map

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 (sitewide)
Submitted By: bob brianscomb on Feb 9, 2009

Forecast:

Today	Wednesday	Thursday	Friday	Saturday	Sunday
53 | 35°	53° | 35°	53° | 33°	53° | 35°	59° | 39°	62° | 40°

BETA PHOTO: Bridge Cracks Area free routes. Click photo for hi...

You & This Area

Best climbs for YOU in this area
Make this area a Favorite
Your opinion of this PAGE: [2 people like this page.]
Improve This Page

Add Route | Add Photo | Add Photo (Copy) | Add Comment | Add Event

Print a Mini-Guide with routes
What's New at this area

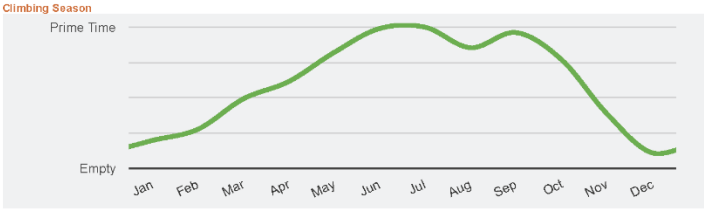
Description

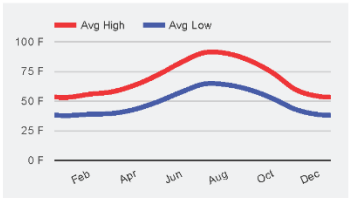
Right on the S Fork of the American River, under the Mosquito Bridge. Solid, extremely smooth water polished granite. 30-40 feet high, mostly overhanging, difficult cracks of all sizes. Many newer anchors on the top of the cliff, sometimes a little hairy to get to. A lot of superb bouldering along the 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.

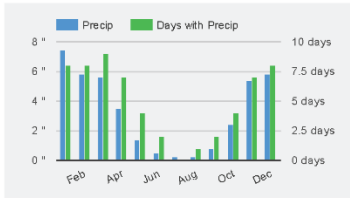
Getting There

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 turnoff before the last hairpin 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

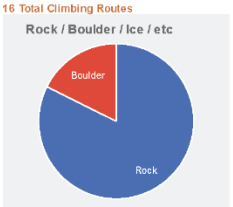


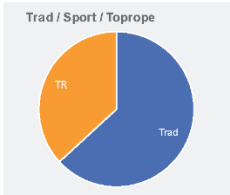




Weather station 3.0 miles from here

16 Total Climbing Routes





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, 25'

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 5.10c/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: Boot Flake Area. Click for high-res version. (1) ...

BETA PHOTO: Reluctant Elevator Corner. Click for high-res vers...

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 isnt 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 theyre real cranky because they bought into it but they arent rich enough to relax even one day a week. They have to stay at it all the time and theyre 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 arent fast enough or youre 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 wafting 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? Whats 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 didnt 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 forwever. 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 Im 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 fail if you dont but if you fail carrying on, well, at least you get applause.

You cant 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 dont 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 lock 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 wimper my way to behind the road support pillar above, where I cowered for a good fifteen

https://www.mountainproject.com/v/mosquito-coast/106354866 2/3

Comment Letter I-300, Kelly Rains

Mountain Democrat
PLACERVILLE, CALIFORNIA

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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Golden Sierra falls twice to Western Sierra

Comment Letter I-300, Kelly Rains

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.

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.

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 Department of Transportation officials expect the landmark bridge to be closed for approximately three months.

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.

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.

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.

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.

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.

We'll start today, and next time with a brief history of Mosquito. Enjoy the ride.

Comment Letter I-300, Kelly Rains

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.

Comment Letter I-300, Kelly Rains

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> Wed, Nov 30, 2016 at 12:27 PM
To: janet.postlewait@edcgov.us

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%20DEIR%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 direct 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 in 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 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 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
vjakab79@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.

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Comment Letter I-301, Violet Jakab

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 reseeding.
   Will the trees be replaced in this area? If reseeding 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

2

Comment Letter I-301, Violet Jakab

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

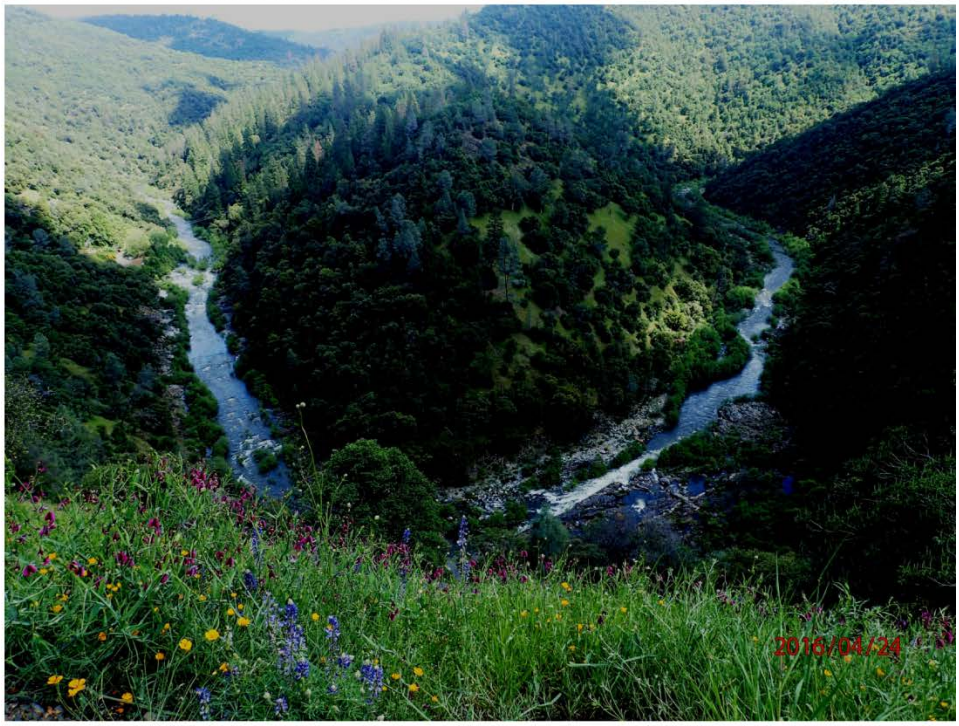
   It is dry and official to comment on a planning or engineering document, but please look at the attached pictures, and you will see that the river below the

3

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'



4

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> Tue, Nov 22, 2016 at 10:46 AM
To: mosquitobridge@edcgov.us

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

1 | Page

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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

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(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). Frist, 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

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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 (*Cytisis 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

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5

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 $2-$10 Million*

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 pro-actively 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.

Chapter 3
Changes to the Proposed Project

Introduction

This chapter describes changes to the proposed Project since preparation and circulation of the Draft EIR. This chapter also describes the analysis conducted on the project changes to determine whether the changes result in a new significant impact or substantially increase the severity of an impact that cannot be mitigated to less-than-significant levels by implementation of the mitigation measures already included in the EIR, pursuant to CEQA guidelines Section 15088.5. Changes to the content of the Draft EIR are included in Chapter 4, "*Changes and Errata to the Draft EIR*."

Changes to Proposed Project

Since preparation of the Draft EIR, the Project design was slightly revised as a result of additional engineering data obtained after release of the Draft EIR. The changes consist of a change in design of the access roads needed to construct the bridge supports and abutments on both sides of the South Fork American River, resulting in limited changes in the location of some temporary and permanent impact areas. The changes result in some areas that were to be potentially permanently or temporarily impacted by construction no longer being impacted, and added small areas to the project footprint due to relocation of the roads.

On the Placerville side of the river, the access road was shifted slightly to the west on a similar alignment, but one that more closely conformed to the slope contour. The disturbance limits were expanded to the west to encompass the upper portions of the adjusted access road alignment. And, the disturbance area along the access road further into the canyon were slightly widened near the hairpin turn and were slightly reduced closer to the river. The permanent impact area just south of the Placerville-side bridge abutment was reduced. On the Swansboro side of the river, the access road was shortened, reducing the disturbance area along the Project's southwest side and increasing it at the new connection point to the existing roadway, downslope. On both sides of the river, the disturbance areas near the bridge's connection points with the existing roadway were reduced. The changes in the footprint did not change the proximity of the Project to existing land uses.

The changes to the Project do not affect the purpose and objective of the project, roadway and bridge design, construction method, or construction schedule as described in Draft EIR Chapter 2. The updated design resulted in small changes in the Project boundary and footprint and a change in the locations of certain impacts as a result. The total square footage of temporary impacts was reduced by 100 square feet and the total square footage of permanent impacts remains the same.

The new project footprint is shown on the version of Figure 2-2 included in Chapter 4, *Changes and Errata to the Draft EIR*. Because the changes in the project are of such a small magnitude and limited to changes in the project footprint and access road design, the description of the proposed Project included in Chapter 2 of the Draft EIR is still accurate and no text changes are necessary in that Chapter to reflect the change in Project footprint.

Analysis of Changes to Proposed Project

The setting and impact analysis described in the Draft EIR was reviewed with consideration of the change to the Project footprint to determine whether the changes result in a new significant impact or substantially increase the severity of an impact that cannot be mitigated to less-than-significant levels by implementation of the mitigation measures already included in the EIR, pursuant to CEQA Guidelines Section 15088.5. The analysis is organized by resource topic, below.

Aesthetics

No scenic vistas, scenic resources, or scenic highways are added to the Project area as a result of the change in the Project design. The changes in the project do not affect the conclusions presented in Impacts AES-1 (Have a substantial adverse effect on a scenic vista) and AES-2 (Substantial damage to scenic resources, including but not limited to trees, rock outcroppings, and historic buildings along a scenic highway).

The new bridge and roadway approach locations are unchanged and the character and quality of the Project area remains the same. The proposed changes in the alignments of access roads are minor and do not affect new or different types of land resources. The access roads still descend into the South Fork American River canyon from the existing Mosquito Road to allow access for construction equipment and materials at the project site. Changes in views caused by removal of vegetation and construction of the Project will be of the same nature and intensity as originally analyzed in the Draft EIR. Impact AES-3 (Substantially degrade the existing visual character or quality of the site and its surroundings) remains less than significant because the locations of the redesigned access roads are similar in nature to the original locations.

The Project's construction methodology, intensity, and duration are unchanged, including methods that could require high-intensity lighting if nighttime construction is necessary. No change to the potential for creation of glare or operational lighting is proposed. Because of this, the analysis presented in Impact AES-4 (Creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area) is still valid and the impact remains less than significant.

Air Quality

The analysis of the Project's effects on air quality relies on calculations of estimated emissions based on ground disturbance estimates, construction equipment types and the duration of their use, and forecasts of traffic volumes. The construction methodology, intensity, and duration are unchanged. The overall Project disturbance footprint is reduced by 100 square feet with the change in Project design, and the change in the Project footprint does not change the proximity of the Project to sensitive receptors. The forecasted traffic volumes are unchanged. Because of these factors, the change in the Project footprint does not result in a new significant air quality impact or substantially increase the severity of an air quality impact.

The analysis related to concentrations of diesel particulate matter has been revised to clarify the threshold of significance for fuel-based screening, better indicate and clarify the qualitative health risk assessment analysis used for assessing concentrations of diesel particulate matter, to clarify the reference to the El Dorado County Air Quality Management District's Guide to Air Quality Assessment, and to include the qualitative analysis of concentrations of diesel particulate matter

omitted from the Draft EIR Impact AQ-4 The conclusions presented in Impacts AQ-1 (Conflict with or obstruct implementation of the applicable air quality plan), AQ-2 (Violate any air quality standard or contribute substantially to an existing or projected air quality violation), AQ-3 (Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is a nonattainment area for an applicable federal or state ambient air quality standard [including releasing emissions that exceed quantitative thresholds for ozone precursors]), AQ-4 (Expose sensitive receptors to substantial pollutant concentrations), and AQ-5 (Create objectionable odors affecting a substantial number of people) are still valid.

Biological Resources

Draft EIR Figure 3, Impacts on Natural Communities in the Biological Study Area, erroneously numbered and corrected to 3.3-1, has been updated to reflect the change in the Project footprint. The revised figure is included in Chapter 4, *Changes and Errata to the Draft EIR*. The new footprint was compared to the mapped land cover types. The changes in the Project footprint do not change the land cover types affected, the biological resources within the biological study area, or types of impacts that could be caused by the Project. However, the minor changes in location of temporary and permanent impacts changed the potential acreage of temporary and permanent loss of interior live oak woodland. The update to the design did not change the acres of impacts on other sensitive land cover types in the Project area or affect the impacts for other biological resource topics discussed in the Draft EIR. The changes in impacts on sensitive land cover types are summarized in Table 3-1, below, and included in Chapter 4, *Changes and Errata to the Draft EIR*.

Table 3-1. Changes in Impacts on Sensitive Land Cover Types

	Interior Live Oak Woodland (acres)*		Willow Thicket Wetland (acres)		Intermittent Stream (acres)		Perennial Stream (acres)	
Permanent Impacts	Draft EIR	6.56	Draft EIR	0.06	Draft EIR	0	Draft EIR	0
	Increase of	0.11	No change		No change		No change	
	Current	6.67	Current	0.06	Current	0	Current	0
Temporary Impacts	Draft EIR	7.46	Draft EIR	0	Draft EIR	0	Draft EIR	0
	Increase of	0.16	No change		No change		No change	
	Current	7.62	Current	0	Current	0	Current	0
Total Impacts	*Draft EIR*	*14.02*	*Draft EIR*	*0.06*	*Draft EIR*	*0*	*Draft EIR*	*0*
	Increase of	*0.27*	*No change*		*No change*		*No change*	
	Current	*14.29*	*Current*	*0.06*	*Current*	*0*	*Current*	*0*

These slight increases in impacts can be mitigated to less-than-significant levels through implementation of the mitigation measures included in the Draft EIR, as shown in Table 3-2, below.

Table 3-2. Biological Resource Impact Summary

Draft EIR Biological Resource Impacts	Result of Project Changes	Draft EIR Mitigation Measures	Level of Significance*
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by CDFW or USFWS	Slight increase in permanent and temporary impacts on interior live oak woodland, which provides nesting habitat for bald eagle, California spotted owls and migratory birds	BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, BIO-6, BIO-7, BIO-8, BIO-9, BIO-10	Less than significant
Impact BIO-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by CDFW or USFWS	Slight increase in permanent and temporary impacts on interior live oak woodland, a sensitive natural community	BIO-1, BIO-2, BIO-3, BIO-4, BIO-6, BIO-7, BIO-11	Less than significant
Impact BIO-3: Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the CWA [including, but not limited to, marshes, vernal pools, coastal wetlands, etc.], through direct removal, filling, hydrological interruption, or other means	No change	BIO-1, BIO-2, BIO-3, BIO-4, BIO-6	Less than significant
Impact BIO-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites	No change	None necessary	Less than significant
Impact BIO-5: Conflict with any local policies or ordinances protecting biological resources, such as the County General Plan oak canopy retention standards	No change	None necessary	No impact
Impact BIO-6: Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan	No change	None necessary	No impact
Impact BIO-7: Cause the introduction or spread of invasive plant species	No change	BIO-1, BIO-2, BIO-3, BIO-12	Less than significant

* Significance level is after application of mitigation measures.

As summarized in Table 3-2, the changes to the Project footprint do not result in a new significant impact or substantially increase the severity of a biological impact that cannot be mitigated to less-than-significant levels with implementation of the mitigation measures already included in the Draft EIR. The revisions in impact acreages are described in Chapter 4, *Changes and Errata to the Draft EIR*. No other changes to the analysis or conclusions in the Draft EIR are necessary.

Cultural Resources

Because the revisions to the Project footprint are minor and in close proximity to the original design, the areas in which they are located have the same archaeological and historical context as the Project area presented in the Draft EIR. The additions to the Project area are extensions of original Project areas adjacent to the roadway and staging areas. The record searches conducted for the Project to identify known resources in the project area included the small areas added to the Project footprint. No additional known cultural or historical resources are located in the new areas of the footprint. The project would still have no impact on historical resources. And, because of the steepness of the terrain, the additions to the Project area have low potential for buried archaeological deposits, from either the prehistoric or historic-period and do not result in a change in findings or conclusions in the Draft EIR regarding the potential for encountering cultural resources.

The conclusions presented in Impacts CUL-1 (Cause a substantial adverse change in the significance of an archaeological resource that is an historical resource as defined in Section 15064.5), CUL-2 (Cause a substantial adverse change in the significance of a built environment resource that is an historical resource pursuant to Section 15064.5), and CUL-3 (Disturb any human remains, including those interred outside of formal cemeteries) are still valid. No changes to the analysis or conclusions in the Draft EIR are necessary.

Geology, Soils, Minerals, and Paleontological Resources

The revisions to the Project footprint are minor and in close proximity to the original design, and therefore the areas in which they are located have the same geologic and paleontological context as the Project area. The change in the Project footprint does not result in a new significant impact or substantially increase the severity of an impact that cannot be mitigated to less-than-significant levels because the Project's roadway and bridge design and construction method are unchanged. Further, the proposed changes in the alignments of access roads do not affect new or different types of geologic features. Therefore, there is no change in impacts related to geology, soils, minerals, or paleontological resources.

The conclusions presented in Impacts GEO-1 (Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: (1) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (2) strong seismic ground shaking; (3) seismic-related ground failure, including liquefaction; and (4) landslides), GEO-2 (Result in substantial soil erosion or the loss of topsoil), GEO-3 (Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the Project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse), GEO-4 (Result in fracturing and/or erosion from special construction methods that could result in unstable geologic or soil conditions), GEO-5 (Be located on expansive soil, as defined in Section 1803.5.3 of the 2013 CBSC, creating substantial risks to life or property), GEO-6 (Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater), GEO-7 (Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state), and GEO-8 (Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan), are

still valid. Mitigation Measure GEO-1 would still reduce the potential for significant impacts that could be caused by unstable soils. No additional mitigation is needed. No change to the analysis or conclusions in the Draft EIR are necessary.

Greenhouse Gas Emissions

The analysis of the Project's effects on greenhouse gas emissions relies on calculations of estimated emissions based on ground disturbance estimates, construction equipment types and the duration of their use, and forecasts of traffic volumes. The construction methodology, intensity, and duration of the Project are unchanged. The overall Project disturbance footprint is reduced by 100 square feet with the change in project design, and the change in the Project footprint does not change the proximity of the Project to sensitive receptors. The forecasted traffic volumes are unchanged. Therefore, the analysis of greenhouse gas emissions presented in the Draft EIR is not affected by the change in the Project footprint and no new significant impact or substantial increase in the severity of an impact related to greenhouse gas emissions would result. The conclusions presented in Impacts GHG-1 (Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment) and GHG-2 (Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs) are still valid. No change to the analysis or conclusions in the Draft EIR are necessary.

Hazards and Hazardous Materials

The Draft EIR describes hazards and hazardous materials in relation to the proposed Project and the Project area. The revisions to the Project footprint are minor and in close proximity to the original design, and therefore do not change the setting for the analysis of hazards or hazardous materials in the Project area. Because the Project's roadway and bridge design and construction methods are unchanged, the minor change in the Project footprint does not result in a new significant impact or substantially increase the severity of an impact related to hazards or hazardous materials that cannot be mitigated to less-than-significant levels.

The conclusions presented in Impacts HAZ-1 (Creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials), HAZ-2 (Creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment), HAZ-3 (Release of hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school), HAZ-4 (Location on a site that is on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and the resultant creation of a significant hazard to the public or the environment), HAZ-5 (Location within an airport land use plan area or, where such a plan has not been adopted, location within 2 miles of a public airport or public use airport, resulting in a safety hazard for people residing or working in the Project area), HAZ-6 (Location within the vicinity of a private airstrip, resulting in a safety hazard for people residing or working in the planning area), and HAZ-7 (Impairment of or physical interference with implementation of an adopted emergency response plan or emergency evacuation plan) are unchanged.

Impact HAZ-8 (Exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands) is also unchanged and can still be reduced to a less-than-

significant level with implementation of Mitigation Measure HAZ-1. No additional mitigation is needed. And, no changes to the analysis or conclusions in the Draft EIR are necessary.

Hydrology, Water Quality, and Water Resources

The analysis in the Draft EIR of the Project's effects on hydrology, water quality, and other water resources considered the Project's proposed changes to surface water features such as increases in impervious surfaces and changes in drainage patterns, the potential to affect surface water and groundwater quality, the potential to effect groundwater supply, and flood-related concerns. The minor revisions to the Project footprint do not change the amount of new impervious surfaces proposed or the proposed runoff patterns and controls and treatment for stormwater runoff. The Project's roadway and bridge design and construction methods are unchanged and the changes to the location of access roads are minor and are not located in areas with different drainage patterns. Therefore, the changes to the project footprint do not change the impact conclusions in the Draft EIR.

The conclusions presented in Impacts WQ-1 (Potential to violate any water quality standards or waste discharge requirements), WQ-2 (Potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level [e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted]), WQ-3 (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, in a manner that would result in substantial erosion of siltation on- or off-site), WQ-4 (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- or off-site), WQ-5 (Creation or contribution of runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff), WQ-6 (Potential to otherwise substantially degrade water quality), WQ-7 (Placement of housing within a 100-year flood-hazard area, as mapped on a federal Flood Hazard Boundary or FIRM or other authoritative flood-hazard delineation map), WQ-8 (Placement within a 100-year flood-hazard area structures that would impede or redirect floodflows), WQ-9 (Exposure of people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam), and WQ-10 (Contribution to inundation by seiche, tsunami, or mudflow) are still valid. No changes to the analysis or conclusions in the Draft EIR are necessary.

Land Use Planning and Agricultural Resources

Three of the figures in the Draft EIR Section 3.9, *Land Use Planning and Agricultural Resources,* have been updated to reflect the updated project footprint:

- Figure 3.9-1, Land Use and Agriculture Study Area, shows the Project in relation to the land use and agricultural study area.
- Figure 3.9-3, Land Uses in the Study Area, shows the Project in relation to land use designations.
- Figure 3.9-4, Agricultural Resources in the Study Area, shows the Project in relation to farmland designations.

The revised figures are included in Chapter 4, *Changes and Errata to the Draft EIR*. No new land uses, different zoning, or farmland types are added to the Project area or affected by the Project.

Because the new bridge and roadway approach locations are unchanged, and the proposed change in the alignments of access roads are minor and do not affect new or different types of land uses or zoning, there is no change in the conclusions presented in Impacts LU-1 (Physical division of an established community), 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), and Impact LU-3 (Conflict with an applicable habitat conservation plan or natural community conservation plan). There would still be no impact related to these topics.

Due to the minor change in the Project footprint, the amount of Farmland of Local Importance (nonprime) affected is increased by 0.11 acre, from 0.83 acre to 0.94 acre. However, the change in area of farmland affected by the Project does not change the conclusions of Impact LU-4 (Conversion of Important Farmland to nonagricultural use), LU-5 (Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract), or Impact LU-6 (Other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to nonagricultural use) because of the small size of the increase, which still results in the amount of farmland converted being less than an acre, and because there is no change in zoning and no land under Williamson Act contract is affected. Temporary easements on grazing lands would still be necessary but would not convert farmland to nonagricultural use. Further, no portion of the affected land designated as Farmland of Local Importance is currently used as farmland, and much of it is on sloped land that would make agricultural activities difficult. The impacts remain less than significant and no mitigation is required.

The minor change in the project footprint does not result in a new significant impact or substantially increase the severity of an impact related to land uses, land use planning, or agricultural resources. The revisions in the figures and in farmland impact acres are described in Chapter 4, *Changes and Errata to the Draft EIR*. No changes to the conclusions in the Draft EIR are necessary.

Noise and Vibration

The analysis of the Project's potential to change levels of noise and vibration relies on calculations of noise levels from both construction and operation of the proposed Project. Construction equipment types and the duration of their use, and forecasts of traffic volumes, are used in the analysis. The construction methodology, intensity, and duration are unchanged and the change in the Project footprint does not change the proximity of the Project to receptors sensitive to changes in noise or vibration levels. The forecasted traffic volumes are unchanged. Therefore the conclusions presented in Impacts NOI-1 (Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies), NOI-2 (Expose persons to or generate excessive groundborne vibration or groundborne noise levels), NOI-3 (Result in a substantial permanent increase in ambient noise levels in the Project vicinity, above levels existing without the Project), NOI-4 (Result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity, above levels existing without the Project), NOI-5 (Be located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the Project area to excessive noise levels), and NOI-6 (Be located in the vicinity of a private airstrip and expose people residing or working in the Project area to excessive noise levels) are still valid. And,

Mitigation Measure NOI-1 remains adequate to reduce potentially significant temporary changes in noise levels caused by construction activities to less-than-significant levels. The minor changes to the Project footprint do not result in a new significant impact or substantially increase the severity of an impact related to noise and vibration. No changes to the analysis or conclusions in the Draft EIR are necessary.

Public Services and Utilities

The updated design resulted in small changes in the Project boundary and footprint but does not include changes that affect additional public services or utilities because no new land uses are affected and the roadway and bridge design, construction method, and construction schedule, are unchanged. The Project's effects on public services or utilities located in the Project area remain the same as described in the Draft EIR.

The conclusions presented in Impacts PSU-1 (Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: fire protection; police protection; schools; other public facilities), PSU-2 (Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board), PSU-3 (Require or result in the construction of new wastewater treatment facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects), PSU-4 (Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects), PSU-5 (Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed), PSU-6 (Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments), PSU-7 (Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs), PSU-8 (Comply with federal, state, and local statues and regulations related to solid waste), PSU-9 (Result in long-term disruption of telecommunications services), and PSU-10 (Lead to a wasteful, inefficient, and unnecessary usage of energy) are still valid. The minor changes to the Project footprint do not result in a new significant impact or substantially increase the severity of an impact related to public services or utilities. No changes to the analysis or conclusions in the Draft EIR are necessary.

Recreation

The updated design resulted in small changes in the Project boundary and footprint and a minor change in the locations of certain impacts. However, the changes are unrelated to any recreational use and the footprint changes are not located near any existing recreational facilities and do not affect the South Fork American River. The footprint and access road changes also do not cause an increase in use of or demand for recreational facilities because the purpose and objective of the Project, roadway and bridge design, construction method, and construction schedule in the Draft EIR did not involve an increase or change to any existing recreational use of the area and this did not change through the minor footprint changes. The conclusions presented in Impacts REC-1 (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) and REC-2 (Include

recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment) are still valid. No mitigation is necessary. The changes to the Project footprint do not result in a new significant impact or substantially increase the severity of an impact to the deterioration of existing recreational facilities or to the environment from recreational uses. No changes to the analysis or conclusions in the Draft EIR are necessary.

Traffic and Circulation

The analysis of the Project's potential to change traffic and circulation relies on an assessment of anticipated construction activities, the proposed Project design, and existing and future traffic volumes. The construction methodology, intensity, and duration, as well as the proposed management of traffic during construction, are unchanged by the minor changes in the Project footprint. The forecasted traffic volumes are also unchanged. Because of these factors, the changes in the Project footprint do not change the Project's effects related to traffic and circulation. The forecasted traffic volumes are unchanged. Therefore, the conclusions presented in Impacts TRA-1 (Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel, and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit), TRA-2 (Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards and travel demand measures or other standards established by the County congestion management agency for designated roads or highways), TRA-3 (Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks), TRA-4 (Substantially increase hazards because of a design feature [e.g., sharp curves or dangerous intersections] or incompatible uses [e.g., farm equipment]), TRA-5 (Result in inadequate emergency access), and TRA-6 (Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities or otherwise decrease the performance or safety of such facilities) are still valid. The minimal changes to the Project footprint do not result in a new significant impact or substantially increase the severity of an impact related to traffic and circulation. No changes to the analysis or conclusions in the Draft EIR are necessary.

Cumulative Impacts

Draft EIR Section 5.2.1 contains the analysis and cumulative impact discussion for the proposed Project. The conclusion presented in the Draft EIR found that that the Project's contribution to a cumulative impact on the following resources would not be considerable.

Aesthetics
Air quality
Biological resources (wetlands and other sensitive land cover types)
Cultural resources
Geology, soils, minerals, and paleontological resources
Greenhouse gas emissions
Hazards and hazardous materials
Hydrology, water quality, and water resources
Land use planning
Noise and vibration
Public services and utilities
Recreation
Traffic and circulation

The Project's construction methodology, intensity, and duration are unchanged by the minor changes in the Project footprint. Further, as a result of the modified design, the total square footage of temporary impacts was reduced by 100 square feet and the total square footage of permanent impacts did not change. Because the changes to the Project footprint are minor and do not result in a new significant impact or substantially increase the severity of an impact related to these resource areas that cannot be mitigated to less-than-significant levels, as described in the resource topic sections above, there is no change in the conclusions for cumulative impacts on these resource areas.

The Draft EIR also assessed the Project's potential for a contribution to a cumulative impact on farmland and special-status wildlife species. Due to the change in the Project footprint, the amount of Farmland of Local Importance (nonprime) affected is increased by 0.11 acre, from 0.83 acre to 0.94 acre. However, because of the small size of the increase as well as the small amount of proposed conversion in relation to the total farmland in El Dorado County (less than 0.001 percent converted by the Project), the Project's contribution to the cumulative loss of farmland remains less than cumulatively considerable. The revisions in impact acres are described in Chapter 4, *Changes and Errata to the Draft EIR*.

Similarly, the increases in permanent impacts of 0.11 acre and temporary impacts of 0.16 acre of interior live oak woodland, habitat for bald eagle, California spotted owls, and migratory birds, are minor and can be mitigated to less-than-significant levels with implementation of the mitigation measures identified in the Draft and Final EIR under the impact discussions regarding habitat loss for these species. Because of this, the Project's contribution to the cumulative loss of interior live oak woodland as habitat for special-status wildlife species remains less than cumulatively considerable. The revisions in impact acres are described in Chapter 4, *Changes and Errata to the Draft EIR*. The Project's contribution to cumulative impacts on other habitats and species is unchanged because there was no change in temporary or permanent impacts for other habitat types and the construction methodology, intensity, and duration are unchanged by the changes in the Project footprint.

The changes to the Project footprint do not result in a new significant cumulative impact or substantially increase the severity of a cumulative impact. No changes to the analysis or conclusions in the Draft EIR are necessary.

Conclusion

Based on the review of the analysis described in the Draft EIR with consideration of the changes to the Project footprint, it was determined that no new significant impacts would occur nor would there be a substantial increase in the severity of impacts that cannot be mitigated to less-than-significant levels by implementation of the mitigation measures already included in the Draft EIR. No changes to conclusions of the Draft EIR are necessary. Pursuant to CEQA Guidelines Section 15088.5, none of the thresholds for recirculation of the Draft EIR are met. 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*.

Chapter 4
Changes and Errata to the Draft EIR

This chapter describes revisions that have been made to the Draft EIR. Underlining indicates where additions were made to the original text. ~~Strikeout~~ indicates where the original text was deleted.

CEQA Guidelines Section 15132 provides that a Final EIR must include, among other things, the Draft EIR or a revision of the draft. This chapter identifies the text changes that have been made to the Draft EIR. The changes are arranged by the chapter or section of the Draft EIR in which they are found and referenced by page number. For the reader's convenience, the changes are presented in the context of the paragraph in which they are found. Additions are shown as underlined text; deletions are shown as strikethroughs.

As described in Chapter 3, *Changes to the Proposed Project*, since preparation of the Draft EIR, the project design was updated slightly to take into consideration the latest engineering concepts. This resulted in small changes in the project boundary and footprint, and a minor change in the locations of certain impacts. Based on the review of the analysis described in the Draft EIR, summarized in Chapter 3, it was determined that no new significant impacts would occur nor would there be a substantial increase in the severity of impacts that cannot be mitigated to less-than-significant levels by implementation of the mitigation measures already included in the EIR. No change to the analysis or conclusions in the Draft EIR are necessary. Changes to the Draft EIR as a result of the project footprint change are included in this chapter.

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 County Department of Transportation after Project completion. Section 2.4.3.5 of the Draft EIR states that "unless future outside funding is obtained to keep and maintain the existing bridge as a pedestrian facility, the existing bridge would likely be removed at some point after traffic is shifted onto the new bridge." However, as discussed in Master Response 1 in Chapter 2 of this Final EIR, subsequent to the release of the Draft EIR for public comment and independent of the proposed Project, the County researched feasible options available for retaining the existing Mosquito Road Bridge after the proposed new bridge is completed. At the February 14, 2017 Board of Supervisors meeting, following the presentation, and after hearing from the public, the Board voted unanimously to direct staff to retain and maintain the existing bride for only pedestrian and bicycle use. The future use of the existing bridge is not part of the Project addressed in the EIR and no changes to the Draft EIR are included in this errata chapter to address the future use of the bridge.

Summary

For clarification, the text in Summary Section S.3, Areas of Known Controversy*, has been revised as follows.*

> 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 <u>for recreation</u>,

the potential for increased growth in the Swansboro/Mosquito area, and the alignment of the replacement bridge within the South Fork American River canyon.

Chapter 2, Project Description

Figure 2-2 has been replaced to reflect the updated project footprint described in Chapter 3, Changes to the Proposed Project*. The revised figure is at the end of this chapter.*

Section 3.2, Air Quality

The following threshold of significance, listed on page 3.2-11 of the Draft EIR, is clarified to better indicate the qualitative health risk assessment analysis used for assessing concentrations of diesel particulate matter.

- Generate TAC emissions that would result in a lifetime probability of contracting cancer greater than ten in one million or a ground-level concentration of non-carcinogenic TAC of greater than 1 on the hazard index. EDCAQMD has adopted a fuel-based screening threshold for TAC in which projects that consume less than 37,000 gallons of fuel over the construction period are considered to have a less-than-significant impact. However, this screening criterion, which is based on use of construction equipment over 15 years old, does not account for the improved emissions control technologies found on current construction equipment. Therefore, a qualitative assessment that also takes into account other variables, such as proximity to receptors, duration of the construction period, types of construction equipment, and the amount of onsite diesel-generated emissions, is used to determine impact significance for concentrations of DPM as a TAC.

Table 3.2-4, on page 3.2-11 of the Draft EIR, is revised to clarify the reference to the El Dorado County Air Quality Management District's 2002 Guide to Air Quality Assessment: Determining Significance of Air Quality Impacts under the California Environmental Quality Act and the qualitative health risk assessment analysis used for assessing concentrations of diesel particulate matter.

Table 3.2-4. El Dorado County Air Quality Management District Significance Thresholds

Criteria Pollutant	Construction	Operations
Reactive Organic Gases (ROG)	82 pounds per day[a]	
Nitrogen Oxides (NO_X)	82 pounds per day	
Carbon Monoxide (CO)	CAAQS (or fuel screening)[b]	
Sulfur Oxides (SO_X)	CAAQS (or fuel screening)[b]	
Fine Particulates (PM2.5)	Best management practices (dust) CAAQS (or fuel screening)[b] (exhaust)	CAAQS (or fuel screening)[b]
Particulates (PM10)	Best management practices (dust) CAAQS (or fuel screening)[b] (exhaust)	CAAQS (or fuel screening)[b]
TAC	Cancer risk of 10 in a million or HI greater than 1 (or fuel screening)[c]	

Source: El Dorado County Air Quality Management District 2002.

[a] During construction, this threshold can be combined to obtain a total ozone threshold of 164 pounds

per day. With the combined threshold, construction emissions of one pollutant may be in excess of 82 pounds per day; however, as long as the combined total is below 164 pounds per day, the EDAQMD considers the impact to be less than significant. Unlike with construction emissions, the 82 pound per day threshold for operational ROG and NO_X cannot be combined for a total ozone threshold.

[b] If the average amount of daily diesel fuel usage is less than the fuel usage screening threshold of 402 gallons per day (for construction equipment 1996 model year or later), EDCAQMD considers emissions to be less than significant.

[c] If total diesel fuel usage is less than the fuel usage screening threshold of 37,000 gallons, EDCAQMD considers health risks to be less than significant. However, while EDCAQMD established this health risk screening threshold in their 2002 CEQA Guidelines, this screening criterion is based on construction equipment over 15 years old and does not account for the improved emissions control technologies found on current construction equipment that has substantially reduced DPM exhaust emissions. Consequently, this fuel based screening threshold is not used to evaluate construction-related health risks for the Project.

Table 3.2-6, on page 3.2-13 of the Draft EIR, is revised to clarify the qualitative health risk assessment analysis used for assessing concentrations of diesel particulate matter.

Table 3.2-6. Estimated Fuel Usage during Construction (gallons per day and total)

Phase	Fuel Use
Grubbing/Land Clearing	206 average gallons per day[b]
Grading/Excavation	361 average gallons per day[b]
Drainage/Utilities	222 average gallons per day[b]
Paving	143 average gallons per day[b]
Construction Total	197,042 gallons
Daily Screening Threshold	*402 gallons*
Construction Total Screening Threshold[a]	*37,000 gallons*

[a] EDCAQMD's construction health risk fuel consumption screening threshold is shown for reference, but not used for this analysis, as this screening criterion is based on construction equipment over 15 years old and does not account for the improved emissions control technologies found on current construction equipment that has substantially reduced DPM exhaust emissions.

[b] Source: Terry A. Hayes Associates Inc. 2016.

Impact AQ-4, starting on page 3.2-14, is revised to include the qualitative analysis of concentrations of diesel particulate matter omitted from the Draft EIR.

Impact AQ-4: Expose sensitive receptors to substantial pollutant concentrations (less than significant)

Diesel Particulate Matter

Project construction would generate DPM, resulting in the potential exposure of nearby existing sensitive receptors (e.g., residences) to increased DPM concentrations. As shown in Table 3.2-6, total fuel usage would be 197,042 gallons of diesel, which is above. ~~This would be less than~~ the screening threshold of 37,000 gallons set by EDCAQMD. However, EDCAQMD's construction

health risk fuel consumption screening threshold is shown only for reference, not used for the determination of significance in this analysis, as EDCAQMD's screening criterion is based on construction equipment over 15 years old and does not account for the improved emissions control technologies found on current construction equipment that has substantially reduced DPM exhaust emissions.

As described above, one residence is located in the immediate vicinity of the Project approximately 150 feet from the Project footprint on the Placerville side of the canyon. Although proximity to receptors indicates the potential for a significant health risk, air quality management agencies recognize that other variables, such as duration of the construction period, types of construction equipment, and the amount of onsite diesel-generated emissions, can influence DPM concentrations and the potential for a project to result in increased health risk.

Exposure of this sensitive receptor to project-related DPM exhaust emissions is anticipated to be minimal. As indicated in Table 3.2-5, PM10 emissions are relatively minor, with a maximum of 4 pounds per day associated with the Grubbing/Land Clearing phase. Of this amount, 1.3 pounds per day is associated with PM10 exhaust, as PM10 is often used as a surrogate for DPM emissions (Terry A. Hayes Associates Inc. 2016).

Cancer health risks associated with exposure to diesel exhaust are typically associated with chronic exposure, in which a 70-year exposure period is assumed. In addition, DPM concentrations, and, thus, cancer health risks, dissipate as a function of distance from the emissions source. Construction associated with the Project would require approximately 30 total months to complete, but construction activities would not occur over 30 sequential months, as construction activities would be broken up into two construction seasons. The 30-month duration of construction activities is shorter than the 70-year exposure period typically associated with increased cancer health risks. Moreover, construction activities during this time period would generally occur in a linear fashion, as opposed to at a single location. As construction activities proceed on the Placerville side of the canyon they will occur further away from the sensitive receptor. A substantial amount of the construction activities, and the construction equipment and associated emissions, will be located within the canyon of the South Fork American River, at elevations up to 300 feet below the elevation at which the sensitive receptor is located. This relocation of the construction equipment into the canyon of the South Fork American River will aid in the dispersion of construction emissions, as wind in canyon-type environments is often stronger and more pronounced, which would help to further minimizing exposure of the sensitive receptor to construction-related DPM exhaust emissions. Therefore, construction activities would result in a less-than-significant impact related to exposure of sensitive receptors to DPM.

Regarding operational emissions, health risk assessments are typically completed for substantial sources of DPM emissions (e.g., truck stops and distribution facilities). Construction of the new bridge would likely increase the truck volumes by approximately 1% to 13 daily truck trips in 2015 and 26 daily trips in 2034. These levels of truck volumes would not generate significant emissions, and do not justify completion of a health risk assessment. In addition, the Project does not meet the EPA's screening criteria for projects of air quality concern, which is greater than 125,000 ADT, where 8% or more of such traffic is diesel truck traffic—as shown in Table 3.2-7, ADT on Mosquito Bridge in 2034 would be 2,547 with 26 trucks. This impact would be less than significant, and no mitigation is required.

Section 3.3, Biological Resources

The figure titled Impacts on Natural Communities in the Biological Study Area that follows Draft EIR page 3.3-2 was incorrectly numbered. It has been renumbered from Figure 3 to Figure 3.3-1. In addition, the figure has been updated to reflect the updated project footprint described in Chapter 3, Changes to the Proposed Project. *The revised Figure 3.3-1 is at the end of this chapter.*

For clarification, the text of Mitigation Measure BIO-3, on page 3.3-30 of the Draft EIR has been revised as follows.

Mitigation Measure BIO-3: Retain a Qualified Biologist to Conduct Periodic Monitoring during Construction

El Dorado County will retain a qualified biologist to conduct periodic construction monitoring in and adjacent to all sensitive habitats (i.e., interior live oak woodland, willow thickets, ~~and~~ streams, and yellow star thistle or invasive weed as needed) in the construction area. The frequency of monitoring will range from daily to weekly depending on the biological resource. The monitor, as part of the overall monitoring duties, will inspect the fencing once a week to ensure that fencing around environmentally sensitive areas is intact. The biological monitor will assist the construction crew as needed to comply with all Project implementation restrictions and guidelines. The biological monitor also will be responsible for ensuring that the contractor maintains the staked and flagged perimeters of the construction area and staging areas adjacent to sensitive biological resources. The monitor will provide El Dorado County with a monitoring log for each site visit, which will be provided to interested agencies upon request.

Certain activities will require a biological monitor to be present for the duration of the activity or during the initial disturbance of an area to ensure that impacts on special-status species are avoided. The activities that require specific monitoring are identified below ~~in~~ and include but are not limited to Mitigation Measures BIO-9, BIO-10, BIO-11, and BIO-12.

For clarification, the text of Mitigation Measure BIO-4, on page 3.3-30 of the Draft EIR has been revised as follows.

Mitigation Measure BIO-4: Protect Water Quality and Prevent Erosion and Sedimentation in Wetlands and Drainages

El Dorado County will ensure the construction specifications include the following water quality protection and erosion and sediment control BMPs, based on standard County/Caltrans requirements, to minimize construction-related contaminants and mobilization of sediment in wetlands and streams, including South Fork American River, in and adjacent to the study area.

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.

The BMPs will include, but are not limited to, the following:

- Ensure that equipment used in and around streams is in good working order and free of dripping or leaking engine fluids. All vehicle maintenance will be performed at least 300 feet from all streams. Any necessary equipment washing will be carried out where the water cannot flow into streams.
- Prepare and implement a hazardous material spill prevention, control, and countermeasure plan before construction begins that will minimize the potential for, and the effects of, spills of hazardous or toxic substances during construction. The plan will include storage and containment procedures to prevent and respond to spills~~,~~ and will identify the parties responsible for monitoring the spill response. The plan will include the following:
    - Prevent raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life from contaminating the soil or entering watercourses.
    - Clean up all spills immediately according to the spill prevention, control, and countermeasure plan.
    - Avoid operation of vehicles and equipment in flowing water.
    - Provide areas located outside all stream OHWMs for staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants.
    - Ensure that areas where equipment is refueled or lubricated are storm-proofed to prevent contaminants from being discharged to the streams. Pump contaminated water to a holding tank for proper disposal.
- El Dorado County will review and approve the contractor's hazardous materials spill prevention, control, and countermeasure plan before allowing construction to begin.
- Prohibit the following types of materials from being rinsed or washed into the roads, shoulder areas, or gutters: concrete; solvents and adhesives; thinners; paints; fuels; sawdust; dirt; gasoline; asphalt and concrete saw slurry; <u>and</u> heavily chlorinated water.
- Dispose of any surplus concrete rubble, asphalt, or other rubble from construction at a local landfill.
- Prepare and implement an erosion and sediment control plan for the proposed Project. The plan will include the following provisions and protocols.
    - Runoff from disturbed areas will be made to conform to the water quality requirements of the waste discharge permit issued by the RWQCB.
    - Temporary erosion control measures, such as sandbagged silt fences, will be applied throughout construction of the proposed Project and will be removed after the working area is stabilized or as directed by the engineer. Soil exposure will be minimized through use of temporary BMPs, groundcover, and stabilization measures. Exposed dust-producing surfaces will be sprinkled daily, if necessary, until wet; this measure will be controlled to avoid producing runoff. Paved roads will be swept daily following construction activities.
    - The contractor will conduct periodic maintenance of erosion and sediment control measures.
    - An appropriate seed mix of native species will be planted on disturbed areas upon completion of construction.

- Cover or apply nontoxic soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more) that could contribute sediment to waterways.
- Enclose and cover exposed stockpiles of dirt or other loose, granular construction materials that could contribute sediment to waterways. Material stockpiles will be located in non-traffic areas only. Side slopes will not be steeper than 2:1. All stockpile areas will be surrounded by a filter fabric fence and interceptor dike.
- Contain soil and filter runoff from disturbed areas by berms, vegetated filters, silt fencing, straw wattle, plastic sheeting, catch basins, or other means necessary to prevent the escape of sediment from the disturbed area.
- Use other temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) to control erosion from disturbed areas as necessary.
- Avoid earth or organic material from being deposited or placed where it may be directly carried into streams.

- Minimize the extent of all areas requiring clearing, grading, revegetation, and recontouring.
- Grade areas following construction to minimize surface erosion.
- Cover bare areas with mulch and revegetate all cleared areas.

El Dorado County also will obtain a CWA Section 404 permit from USACE and a Section 401 Water Quality Certification from the Central Valley RWQCB, which may contain additional BMPs and measures to ensure the protection of water quality.

For clarification, the text of Mitigation Measure BIO-5, on page 3.3-33 of the Draft EIR has been revised as follows.

Mitigation Measure BIO-5: Conduct Preconstruction Surveys for Blainville's Horned Lizard and Monitor Initial Ground Disturbance Work in Staging Areas

To avoid and minimize potential injury or mortality of Blainville's horned lizard, El Dorado County will retain a qualified wildlife biologist to conduct a preconstruction survey of suitable habitat within 24 hours of the start of construction activities. The biologist will survey the areas designated for staging activities (yellow star-thistle field, annual grassland, and Kentucky blue grass turf) for Blainville's horned lizard. If a Blainville's horned lizard is observed within the construction/staging area during the preconstruction survey, a biologist will be present during all vegetation clearing and grading to prepare the site. The biologist will monitor initial ground disturbing activities and if a horned lizard is observed, the animal will be allowed to leave the construction area on its own. ~~The biologist will have had his or her CDFW scientific collecting permit amended to include capture and relocation of Blainville's horned lizard.~~

For the remainder of construction, the biologist will remain on call in case a Blainville's horned lizard is discovered. The construction crew will be instructed to notify the crew supervisor who will contact the biologist if this species is found dead or trapped within the construction area. Work in the area where the lizard is found dead or trapped will stop until the biologist arrives and determines the appropriate course of action~~removes and relocates the lizard~~. If a horned lizard becomes trapped in the construction area and cannot leave on its own, CDFW will be

contacted to obtain authorization or a permit to capture and relocate the horned lizard out of the construction area. The discovery of any dead Blainville's horned lizard will be reported to the County immediately and the County will notify CDFW within 24 hours of the discovery. If the County can determine that construction activities caused the death of the horned lizard, the County will take efforts to prevent a subsequent death of another horned lizard. ~~The biologist will report activities to the County and CDFW within 24 hours of relocating or finding any dead Blainville's horned lizard.~~

On page 3.3-33, the acres of habitat for nesting bald eagles proposed for removal has been revised as follows, consistent with the updated project footprint described in Chapter 3, Changes to the Proposed Project*.*

Nesting bald eagles

Construction activities would occur during the bald eagle nesting season (February 1 through August 1) and could result in the disturbance of a nesting bald eagle pair. Removal of a nest or construction disturbance (noise and/or activity) during the breeding season could result in the incidental loss of fertile eggs or nestlings or otherwise lead to nest abandonment. The removal of up to ~~6.56~~6.67 acres of oak woodland trees in the study area may reduce the amount of available nesting habitat for bald eagle; however, many of these trees are less than 1 foot in diameter and are unlikely to support a bald eagle nest.

For clarification, the text of Mitigation Measure BIO-7, on page 3.3-34 of the Draft EIR has been revised as follows.

Mitigation Measure BIO-7: Compensate for Temporary and Permanent Impacts on Interior Live Oak Woodland

~~El Dorado County will compensate for the temporary and permanent~~ The project will avoid impacts to interior live oak woodland to the maximum extent feasible including but not limited to adjusting construction paths to avoid oak trees and considering the density of oak trees in locating staging and other areas. In areas where temporary or permanent impacts will occur in interior live oak woodland, ~~M~~mitigation will be implemented through the most current El Dorado County Oak Resources Management Plan (ORMP)~~, if it is approved~~ or Policy 7.4.4.4 if applicable at the time of Project construction by ~~replanting oak woodland vegetation onsite~~ applying a combination of the options listed below to ensure that all impacts are collectively mitigated to a less than significant level. Construction activities and improvement features will avoid oak tree removals and oak woodland disturbances wherever possible to minimize impacts. Additionally, existing oak woodland habitat canopy characteristics will be considered in an effort to minimize impacts to oak woodland habitat as it pertains to post-construction canopy conditions. Onsite replanting of oak woodland vegetation will be done to the maximum extent practicable to mitigate for no more than half of the impacts, however due to the physical constraints of the project area, and in efforts to minimize the acquisition of new right-of-way, there is little available suitable space for planting trees onsite to compensate for the temporary and permanent impacts to interior live oak woodland. Alternatively, onsite planting will be supplemented with offsite planting ~~if necessary~~ and/or the purchase of mitigation credits. The proximity to the project will be considered when selecting locations. ~~Both of these options are discussed below.~~

The final impact areas will be confirmed by a qualified biologist or arborist based on actual project disturbances and in cooperation with California Department of Fish and Wildlife (CDFW). The specific mitigation measure to include mitigation quantities and costs will be determined based on construction impacts associated with the actual project constructed and will ensure that mitigation collectively results in impacts that are less than significant.

The mitigation measures will include a combination of one or more of the options below:

1. ~~**Mitigation through the Oak Resource Management Plan (ORMP)**~~**In-Lieu Fee Fund**. Based on the costs of acquisition of land and conservation easements, management, monitoring, and administrative costs, the County will pay into an in-lieu fee fund for replacement of oak woodlands. Replacement will be ~~based on the acreage of impacts~~according to the current ORMP requirements adopted by the County at the time of construction. Currently, the Project would mitigate at a 2:1 ratio ~~of 2:1~~ (2 acres purchased for every 1 acre impacted)~~, according to the ORMP requirements~~unless Option A of Policy 7.4.4.4 is satisfied, in which case mitigation would be at a 1:1 ratio under that option. The Board is currently considering a new ORMP that would require mitigation at a ratio of a minimum of 2:1 per acre for 75.1 – 100% oak woodland impact level; 1:1 per acre in the event that the percent of oak woodland impact can be minimized to 0 to 50%; or 1.5:1 for impacts at 50 to 75.1%. The Standards in the County ORMPs are designed to mitigate impacts to less than significant and the Oak Woodland Management Plan for this Project will ensure that the ratios in the controlling ORMP are sufficient to mitigate the Project's impacts to less than significant. ~~Total cost per acre, based on the June, 2016 DEIR is $7,954.00; however costs may change over time resulting in a fee adjustment.~~

2. **Onsite and/or Offsite Replacement.** If this option is implemented, onsite replacement will not fulfill more than one-half of the mitigation for oak woodlands. As discussed under the prior option, the oak woodland replacement ratio for temporary and permanent impacts will be at a ~~minimum~~ ratio of 2:1, 1.5:1, ~~(2 acres replacement for each 1 acre removed),~~or 1:1, depending on the actual impacts and the requirements of the current ORMP at the time of construction. If substitution of per acre formula is warranted with a per tree planting formula, a minimum of 2:1 tree planting formula (2 oak trees planted for every 1 removed) will be applied ~~and~~. T~~t~~he final required quantities and methods will be based on actual project disturbances and will be coordinated with a qualified biologist and/or arborist and with CDFW for impacts within their jurisdiction. The location of the oak woodland planting site will be determined prior to Project permitting and proximity to the Project will be achieved to the extent feasible. Temporarily disturbed areas will be replanted after construction. However, due to the limited area, ~~of on-site El Dorado County~~ right-of-way constraints, and steep topography available for onsite planting trees, the oak woodland compensation ~~for some of the temporary and most or all of the permanent impacts~~ will likely require a supplementary off-site planting location. The County will prepare a~~n~~ Project ~~oak woodland mitigation plan~~ Oak Woodland Management Plan when the final woodland ~~replacement ratio~~ disturbance area and replacement planting locations have been determined. Details of the number and species of trees and other applicable understory shrubs to be planted, based on the replacement ratio, as well as the specific planting locations, maintenance, and irrigation needs, and annual monitoring requirements will be included in the ~~oak woodland mitigation plan~~ Oak Woodland Management Plan. The success criterion will be a minimum of ~~60~~80 percent survival of all plantings in ~~5~~3 years after planting, with annual survival goals to be met prior to the final monitoring. This survival

criteria requires a high relative rate of success for the 3 year monitoring period, and the monitoring duration is consistent with the project's funding requirements for the maximum 3 year post-construction monitoring period. If planting survival does not meet the criterion in any year, the potential reasons for failure will be analyzed and addressed in remedial measures, and additional plantings will be installed and monitored for the full ~~5~~3 years. Monitoring, remedial measures, and replanting will continue until the final success criterion is met. After expiration of the initial 3 years, the County will, likely at its own cost, maintain the planted trees for an additional four years pursuant to the Public Resources Code.

3. **Mitigation Credits**. This compensatory option may be used to ensure that the ecological losses are offset, do not result in a net loss of oak woodland habitat, and reduce the impact to interior live oak woodlands to less than significant. Credits will be purchased from a mitigation bank, or resource area, that has been restored, established, enhanced, or in some circumstances, preserved for the purpose of providing compensation for the unavoidable impacts permitted under the regulatory framework. As discussed under the first option , the oak woodlands replacement ratio for temporary and permanent impacts will be at a ratio of 2:1, 1.5:1, or 1:1, depending on actual impacts and the requirements of the current ORMP at the time of construction. The number of credits purchased will be determined in coordination with CDFW for impacts within their jurisdiction, with a qualified biologist and/or arborist and will be based on actual project disturbances.

For clarification, the text of Mitigation Measure BIO-8, on page 3.3-35 of the Draft EIR has been revised as follows.

Mitigation Measure BIO-8: Remove Vegetation during the Nonbreeding Season and Conduct Preconstruction Surveys for Nesting Migratory Birds

- To the maximum extent feasible, tree removal will occur during the non-breeding season for most migratory birds (generally between October 1 and January 31). This is highly preferred because if an active nest is found in a tree (or other vegetation) to be removed during preconstruction nest surveys (described below), the tree cannot be removed until the end of the nesting season, which could delay construction. If trees cannot be removed between October 1 and January 31, the area where vegetation will be removed must be surveyed for nesting birds, as discussed below.
- If construction activities are expected to begin during the nesting season for migratory birds and raptors (generally February 1 through September 30), El Dorado County will retain a qualified wildlife biologist with knowledge of the relevant species to conduct nesting surveys before the start of construction. A survey will be conducted for migratory birds, including raptors. The survey will include a search of all trees and shrubs that provide suitable nesting habitat in the construction area and within a minimum 300-foot buffer from construction activities. The survey buffer for bald eagle will extend a minimum of 0.5 mile around the construction area. The survey will occur within 1 week of the start of construction. With regard to California spotted owl surveys, the survey method will follow the U.S. Forest Service 1993 protocol for California spotted owl, which is intended to determine presence/absence, occupancy, and nesting status. If no active nests are detected during these surveys, no additional measures are required.
- If an active nest is found in the survey area, a no-disturbance buffer will be established around the site to avoid disturbance or destruction of the nest site until the end of the

breeding season (September 30) or until after a qualified wildlife biologist determines that the young have fledged and moved out of the project area (this date varies by species). The extent of these buffers will be determined by the biologist in coordination with USFWS and CDFW and will depend on the level of noise or construction disturbance, line-of-sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. Suitable buffer distances may vary between species.

On page 3.3-35, the acres of habitat for nesting California spotted owls proposed for removal has been revised as follows, consistent with the updated project footprint described in Chapter 3, Changes to the Proposed Project.

Nesting California spotted owls

Construction activities would occur during the California spotted owl nesting season (February 1 through August 1) and could result in the disturbance of nesting California spotted owl. Removal of nests or construction disturbance (noise and/or activity) during the breeding season could result in the incidental loss of fertile eggs or nestlings or otherwise lead to nest abandonment. The removal of up to ~~6.56~~6.67 acres of oak woodland trees in the study area may reduce the amount of available nesting habitat for California spotted owl; however, many of these trees are less than 1 foot in diameter and are unlikely to support a California spotted owl nest.

On page 3.3-37, the acres of habitat for nesting migratory birds proposed for removal has been revised as follows, consistent with the updated project footprint described in Chapter 3, Changes to the Proposed Project.

Nesting migratory birds

Construction activities would occur during the nesting season of migratory birds (generally February 1 through September 30) and could result in the possible loss of nesting birds, including swallows or black phoebes that could nest on the existing Mosquito Road Bridge structure. Any impact to nests on the existing bridge has been avoided with the Board's independent decision to maintain the existing bridge for pedestrian and bicycle use. Removal of nests or construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings or otherwise lead to nest abandonment. The removal of up to approximately ~~6.56~~6.67 acres of oak woodland trees in the study area, if not replaced, would reduce the amount of available nesting habitat for migratory birds.

For clarification, the text of Mitigation Measure BIO-9, on page 3.3-37 of the Draft EIR has been revised as follows.

Mitigation Measure BIO-9: Conduct Preconstruction Survey for Mud Nests on the Bridge and Implement Protective Measures for Bridge-Nesting Birds

- ~~Should the existing bridge be removed,~~Mitigation Measure BIO-9 was proposed to address the possibility of removal of the existing bridge at the time of the Draft EIR. The Board has independently decided to maintain the bridge. If for some unforeseen reason the existing bridge is removed as part of this project, BIO-9 will be implemented. ~~t~~To avoid impacts on nesting swallows and other bridge-nesting migratory birds that are protected under the

~~MBTA~~Migratory Bird Treaty Act and ~~CFGC~~California Fish and Game Code, ~~El Dorado~~ the County will implement the following measures:

- The County will hire a qualified wildlife biologist to inspect the bridge during the swallows' non-breeding season (September 1 through February 28). If nests are found and are abandoned, they may be removed. To avoid damaging active nests adjacent to new bridge construction, nests must be removed before the breeding season begins (March 1).
- After nests are removed, the undersides of the bridge will be covered with 0.5- to 0.75-inch mesh net by a qualified contractor. All net installation will occur before March 1 and will be monitored by a qualified biologist throughout the breeding season (typically several times a week). The netting will be anchored so that swallows and other birds cannot attach their nests to the bridge through gaps in the net.
- As an alternative to netting the underside of a bridge, the County may hire a qualified biologist to remove nests as the birds construct them and before any eggs are laid. Visits to the site would need to occur daily throughout the breeding season (March 1 through August 31) as swallows can complete a nest in a 24-hour period.
- If netting of the bridge does not occur by March 1 and swallows colonize the bridge, modifications to the structure will not begin before August 31 of that year or until a qualified biologist has determined that the young have fledged and all nest use is completed.

- If appropriate steps are taken to prevent swallows and other birds from constructing new nests, work can proceed at any time of the year.

For clarification, the text of Mitigation Measure BIO-10, on page 3.3-39 of the Draft EIR has been revised as follows.

Mitigation Measure BIO-10: Identify Suitable Roosting Habitat for Bats and Implement Avoidance and Protective Measures

- To avoid potential impacts on breeding and hibernating bats, tree removal or trimming should occur between September 16 and October 31. If tree removal/trimming cannot be conducted between September 16 and October 31, qualified biologists will examine trees to be removed or trimmed for suitable bat roosting habitat before removal/trimming. High-quality habitat features (large tree cavities, basal hollows, loose or peeling bark, larger snags, palm trees with intact thatch, etc.) will be identified and the area around these features searched for bats and bat sign (guano, culled insect parts, staining, etc.). Passive monitoring using bat detectors may be needed if identification of bat species is required. Survey methods should be discussed with CDFW prior to the start of surveys.
- Measures to avoid and minimize impacts to sensitive bats species will be determined in coordination with CDFW and ~~may~~will include the following:
  - Tree removal will be avoided between April 1 and September 15 (the maternity period) to avoid effects on pregnant females and active maternity roosts (whether colonial or solitary).

- All tree removal ~~will~~should be conducted between September 16 and October 31, which corresponds to a time period when bats have not yet entered torpor or would be caring for nonvolant young.
- Trees with high-quality roosting habitat will be removed in pieces rather than felling entire tree.
- If a maternity roost is located, whether solitary or colonial, that roost will remain undisturbed until September 16 or until a qualified biologist has determined the roost is no longer active, whichever occurs first.
- If avoidance of nonmaternity roost trees is not possible, and tree removal or trimming cannot occur between September 16 and October 31, qualified biologists will monitor tree trimming or removal that occurs before September 16 or after October 31. If possible, tree trimming and removal should occur in the late afternoon or evening when it is closer to the time that bats would normally arouse. Prior to removal or trimming, each tree will be shaken gently multiple times (at least three times) and several minutes (a minimum of 5 minutes) should pass between shakes before felling trees or limbs to allow bats time to arouse and leave the tree. The biologist should search downed vegetation for dead and injured bats. The presence of dead or injured bats will be reported to CDFW. The biologist will prepare a biological monitoring report, which will be provided to the Project lead and CDFW. If the County can determine that construction activities caused the death of the bat, the County will take efforts to prevent a subsequent death of another bat.

- The biologist will conduct a preconstruction survey of crack, crevice, and cavity habitat including boulder and bedrock outcrops, human-made structures (existing Mosquito bridge span, associated rock stack wall, cable anchors and abutment, other wood-framed structures, etc.) for suitable bat roosting habitat before rock blasting or removal. High-quality habitat features will be identified and the area around these features searched for bats and bat sign (guano, culled insect parts, urine staining, etc.). Passive monitoring using bat detectors may be needed if identification of bat species is required. Survey methods should be discussed with CDFW prior to the start of surveys.

  If a roost is located, the biologist will determine the species, the level of occupancy (solitary or colonial), and the status of the roost (maternity or nonmaternity) if possible. If a maternity roost is located, whether solitary or colonial, that roost will remain undisturbed until September 16 or when a qualified biologist has determined the roost is no longer active, or whichever occurs first. If the roost in not a maternity roost, CDFW will be consulted to determine if the roost can be disturbed, and, if so, the approach to removing the habitat and compensatory mitigation for its loss. Implementation of the approach will be conducted by the biologist in coordination with the contractor, and construction activities to occur before, during and/or after implementation will be monitored, documented, and reported to the Project lead and CDFW.

- The removal of oak woodland will be compensated ~~for by replanting oak trees at a 2:1 ration in the study are or at the designated off site planting area, or as required by CDFW,~~ as discussed in Mitigation Measure BIO-~~5~~7. Any additional compensation for loss of tree-roosting habitat, if required by CDFW, will be developed in coordination with CDFW.

On page 3.3-41 of the Draft EIR, the last bullet of Mitigation Measure BIO-10 contains a typographical error. It incorrectly refers to Mitigation Measure BIO-5 and is corrected, along with a clarifying text change related to Mitigation Measure BIO-7, as follows.

- The removal of oak woodland will be compensated for ~~by replanting oak trees at a 2:1 ratio in the study area or at the designated off-site planting area, or as required by CDFW,~~ as discussed in Mitigation Measure ~~BIO-5~~BIO-7. Any additional compensation for loss of tree-roosting habitat, if required by CDFW, will be developed in coordination with CDFW.

The permanent and temporary impact acres shown in Table 3.3-3, and in the second paragraph under Interior live oak woodland, on page 3.3-41 have been revised as follows, consistent with the updated project footprint described in Chapter 3, Changes to the Proposed Project*.*

Table 3.3-3. Impacts on Sensitive land cover types in the Study Area

	Interior Live Oak Woodland (acres)	Willow Thicket Wetland (acres)	Intermittent Stream (acres)	Perennial Stream (acres)
Permanent Impacts	~~6.56~~ 6.67	0.06	0	0
Temporary Impacts	~~7.46~~ 7.62	0	0	0
Total Impacts	*~~14.02~~ 14.29 acres*	*0.06 acre*	*0 acre*	*0 acre*

Interior live oak woodland

The proposed Project would result in direct permanent and temporary impacts on interior live oak woodland in the study area (Table 3.3-3).

Permanent impacts on interior live oak woodland (Figure 3.3-1) would occur in the areas proposed for the roadway realignment of bridge approaches, construction of the bridge supports (approximately 0.004 acre) and abutments with wingwalls (approximately 0.013 acre), construction equipment turnaround/staging areas contiguous with the sharp hairpin turns in Mosquito Road, and access roads required for construction and maintenance of the bridge abutments and supports. Up to ~~6.56~~6.67 acres of vegetation, including trees, ~~would~~ could be permanently removed within these Project footprint areas.

The first paragraph on Page 3.3-42 is revised as follows, consistent with the updated project footprint described in Chapter 3, Changes to the Proposed Project.

Because CDFW considers oak woodland a sensitive natural community that provides an important food source for wildlife, and nesting and roosting habitat for birds and bats, temporary and permanent impacts on interior live oak woodland would be considered significant. Compensation would be required by CDFW for the temporary impacts on up to approximately ~~7.46~~7.62 acres and permanent loss of up to approximately ~~6.56~~6.67 acres of interior live oak woodland. With implementation of Mitigation Measures BIO-1, BIO-2, BIO-3, and BIO-6, temporary impacts would be reduced outside of the Project footprint. Implementation of Mitigation Measure BIO-7 would avoid any impact when possible and compensate for the temporary and permanent loss of oak woodland and reduce these impacts to a less-than-significant level.

For clarification, the text of Mitigation Measure BIO-12, on page 3.3-45 of the Draft EIR, has been revised as follows.

Mitigation Measure BIO-12: Avoid the Introduction and Spread of Invasive Plants

El Dorado County or its contractor will be responsible for avoiding the introduction of new invasive plants and the spread of invasive plants previously documented in the study area. Accordingly, the following measures will be implemented during construction:

- Educate construction supervisors and managers on weed identification and the importance of controlling and preventing the spread of invasive weeds.
- Dispose of invasive species material removed during Project construction off-site at an appropriate disposal facility to avoid the spread of invasive plants into natural areas.
- Minimize surface disturbance to the greatest extent feasible to complete the work.
- Use weed-free imported erosion-control materials (or rice straw in upland areas).
- Use locally grown native plant stock and native or naturalized (noninvasive) grass seed during revegetation.
- On BLM lands and in areas identified with a presence of invasive plants, the Contractor will be required to wash (clean) all equipment before entering the work area and leaving the identified work area. In these locations, routine visual inspections will also be conducted.
- The contractor will be required to prepare a noxious weed plan for submittal that details the surveying, preventing, controlling, and monitoring for noxious weed populations in areas identified to contain noxious weed (invasive plants). This plan will also detail the use of specific prevention BMPs as detailed by the California Invasive Plant Council (http://cal-ipc.org/ip/prevention/tuc.php), and as applicable for the project site and operations.
- Post construction monitoring will be conducted for a period of 3 years 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.

Section 3.5, Geology, Soils, Minerals, and Paleontological Resources

The reference to Impact GEO-4 at the top of page 3.5-16 is a typographical error and is corrected as follows.

Because of the low potential for strong seismic shaking, the hazard of seismically-induced landslides in the Project area is low. (See Impact ~~GEO-4~~GEO-3 for a discussion of landsliding in the absence of seismic shaking.)

Section 3.7, Hazards and Hazardous Materials

For clarification, the text of Mitigation Measure HAZ-1, on page 3.7-9 of the Draft EIR, has been revised as follows.

Mitigation Measure HAZ-1: Implement a fire protection plan

The County will require its contractors to coordinate with CAL FIRE to prepare a Fire Protection Plan. CAL FIRE will review, revise if necessary, and approve the plan before construction begins in areas with moderate to high fire hazards. The Fire Protection Plan will include the following measures.

- Internal combustion engines, stationary and mobile, will be equipped with spark arresters. Spark arresters shall be in good working order.
- Contractor will keep all construction sites and staging areas free of grass, brush, and other flammable materials.
- Personnel will be trained in the practices of the fire safety plan relevant to their duties. Construction and maintenance personnel shall be trained and equipped to extinguish small fires.
- Work crews shall have fire-extinguishing equipment on hand, as well as emergency numbers and cell phone or other means of contacting the Fire Department.
- <u>Necessary controls required to be in place when fire risk activities are being performed. Controls may include availability of fire extinguishers, proximity to grass and dry debris, etc.</u>
- Smoking will be prohibited while operating equipment and shall be limited to paved or graveled areas or areas cleared of all vegetation. Smoking will be prohibited within 30 feet of any combustible material storage area (including fuels, gases, and solvents). Smoking will be prohibited in any location during a Red Flag Warning issued by the National Weather Service for the project area.[1]
- <u>Emergency access routes will be properly planned and communicated to all personnel. Boulders will not be placed or stored such that landowner access is blocked.</u>

Section 3.9, Land Use Planning and Agricultural Resources

Figure 3.9-1, Land Use and Agriculture Study Area, that follows Draft EIR page 3.9-4 has been updated to reflect the updated project footprint described in Chapter 3, Changes to the Proposed Project. *The figure shows the Project in relation to the land use and agricultural study area. The revised Figure 3.9-1 is at the end of this chapter.*

Figure 3.9-3, Land Uses in the Study Area, that follows Draft EIR page 3.9-4 has been updated to reflect the updated project footprint described in Chapter 3, Changes to the Proposed Project. *The figure*

[1] "Red-Flag Warning" is a term used by fire-weather forecasters to call attention to limited weather conditions of particular importance that may result in extreme burning conditions.

shows the Project in relation to land use designations. The revised Figure 3.9-3 is at the end of this chapter.

Figure 3.9-4, Agricultural Resources in the Study Area, that follows Draft EIR page 3.9-6 has been updated to reflect the updated project footprint described in Chapter 3, Changes to the Proposed Project. *The figure shows the Project in relation to farmland designations. The revised Figure 3.94 is at the end of this chapter.*

Section 3.9.2.3, Impacts and Mitigation Measures

On Page 3.9-8, in Impact LU-4: Conversion of Important Farmland to nonagricultural use (less than significant), the acreage of Farmland of Local Importance has been updated to reflect the updated Project footprint described in Chapter 3, Changes to the Proposed Project*. The text of Impact LU-4 has been revised as follows.*

Impact LU-4: Conversion of Important Farmland to nonagricultural use (less than significant)

Proposed Project improvements requiring temporary construction disturbance, temporary easements, and permanent easements would affect lands in the Project area that are mapped as both Grazing Land (G) and Farmland of Local Importance (L) by the DOC FMMP (Figure 3.9-4).

The proposed Project would require approximately 318,000 square feet in permanent easements for the realigned roadway segment, crossings structure, and access roads. An estimated 160 feet of roadway approaching the bridge structure, beginning at the southeast terminus and extending northwest toward the river crossing, would require the acquisition of up to ~~36,000~~41,000 square feet (~~0.83~~0.94 acre) of Farmland of Local Importance for permanent easements. This represents less than 0.001 percent of farmland in the County. No portion of the area designated as Farmland of Local Importance by the state is currently used as farmland, and much of it is on sloped land that would make agricultural activities difficult.

The County is required to submit notification to the DOC to notify public acquisition of Important Farmland. The notification would include the acreage (~~0.83~~0.94 acre) and type of farmland (nonprime), as well as a description of why the land acquisition is necessary for public improvement.

This impact would be less than significant. No mitigation is required.

Chapter 5, Other CEQA Considerations

On page 5-2, the second paragraph of Section 5.2.1.1, Farmland, has been updated to reflect the updated project footprint described in Chapter 3, Changes to the Proposed Project*. The text of Section 5.2.1.1 has been revised as follows.*

As described in Section 3.9, Land Use Planning and Agricultural Resources, the proposed Project would require the acquisition of up to ~~36,000~~41,000 square feet (~~0.83~~0.94 acre) of Farmland of Local Importance for permanent roadway easements. This represents less than 0.001 percent of

farmland in the County. Because no portion of the Project area designated as Farmland of Local Importance by the state is currently used as farmland, and much of it is on sloped land that would make agricultural activities difficult, the proposed Project's contribution to the cumulative loss of farmland is considered less than cumulatively considerable. No mitigation is required.

Revised Figures

Figures noted as revised in the sections discussed above are located on the following pages. For reference, these figures are also listed below.

Figure 2-2, Proposed Project

Figure 3.3-1, Impacts on Natural Communities in the Biological Study Area

Figure 3.9-1, Land Use and Agriculture Study Area

Figure 3.9-3, Land Uses in the Study Area

Figure 3.9-4, Agricultural Resources in the Study Area

MOSQUITO ROAD BRIDGE
1854 - 2016

APN 084-030-015
OWINGS

APN 084-030-014
SHER

APN 084-030-052
KARAPINAR

APN 084-030-045
USA

APN 084-030-051
LIKINS

APN 084-030-046
USA

SOUTH FORK AMERICAN RIVER

136,300 SQFT
64,200 SQFT
193,800 SQFT
7,300 SQFT
79,900 SQFT
25,400 SQFT
41,000 SQFT
2,900 SQFT
8,800 SQFT
2,600 SQFT
12,700 SQFT
36,600 SQFT
22,500 SQFT
10,000 SQFT
50,000 SQFT
42,200 SQFT
42,000 SQFT
5,700 SQFT
10,300 SQFT
4,600 SQFT
12,000 SQFT

17+32.52 BEGIN LINE
17+88.19 BC
18+57.67 EC
20+34.50 BC
22+86.40 EC
34+71.41 BC
36+03.18 EC
38+74.10 BC
39+23.45 EC
39+71.91 END LINE

WILLOW THICKET
CONTRACTOR STAGING AREA
BEGINNING BRIDGE
PIER #2
PIER #3
ENDING BRIDGE
CANAL
APPROXIMATE LOCATION OF ACCESS Rd
PROPERTY LINE
SEE DETAIL A
REMOVE BRIDGE
MOSQUITO RD

DRAFT
SUBJECT TO REVISION
3/10/2017

DETAIL A
Exist Conc CABLE ANCHORS (Typ)
2,300 SQFT
Exist BRIDGE
2,100 SQFT
Exist ROCK STACKED WALL

LAYOUT
1" = 100'
DA-1B2

LEGEND:
- TEMPORARY CONSTRUCTION DISTURBANCE AREA (TOTAL AREA = 403,900 SQFT)
- PERMANENT CONSTRUCTION DISTURBANCE AREA (TOTAL AREA = 319,300 SQFT)
- 100-YEAR WATER SURFACE ELEVATION
- PROPERTY LINE
- TEMPORARY CONSTRUCTION DISTURBANCE AREA (POSSIBLE ROAD WORK)

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	ED	CR	5.32 X.XX/X.XX	----	X

ALIGNMENT STUDY

REGISTERED CIVIL ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER
GARRETT MCLAUGHLIN
No. C67687
Exp. .....
CIVIL
STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE COUNTY OF EL DORADO OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

QUINCY ENGINEERING
11017 COBBLEROCK DRIVE, SUITE 100
RANCHO CORDOVA, CA 95670
P: 916.368.9181

REVISED BY | DATE REVISED
DES BY | DES CHK
CALCULATED-DESIGNED BY | CHECKED BY
CONSULTANT FUNCTIONAL SUPERVISOR: JOHN QUINCY

EL DORADO COUNTY - DEPARTMENT OF TRANSPORTATION
MOSQUITO ROAD BRIDGE REPLACEMENT AT AMERICAN RIVER SOUTH FORK

BORDER LAST REVISED 7/2/2010 | USERNAME Garrettm | DWG FILE S:\Client\El Dorado\E01-619 MOSQUITO Rd Br Replace PA&ED\650 - CAD\Alternative-1B\Alt 1B2 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT -- | PROJECT NUMBER & PHASE E01-619 - 0000

TIME PLOTTED: 7:23:13 AM, Garrett McLaughlin
DATE PLOTTED: 3/13/2017
LAST REVISION

Graphics... 00496.14 (3/23/17) AB

Figure 2-2
Proposed Project

120°45'10"W
120°45'0"W
120°44'50"W
38°46'40"N
38°46'30"N
Mosquito Road
Mosquito-Swansboro Side of BSA
South Fork American River
Placerville Side of BSA
Mosquito Road
Permanent impacts to intermittent stream will be avoided

Mosquito Road Bridge Replacement Project

Legend

- Biological Study Area (BSA)
- Culvert

Impact Type

- Permanent Impact
- Temporary Impact

Community Type

- Annual Grassland
- Artificial Willow Thicket
- Developed
- Interior Live Oak Woodland
- Intermittent Stream
- Kentucky Blue Grass Turf
- Landscaped
- Ponderosa Pine Forest
- Willow Thicket Wetland
- Yellow Star-Thistle Field
- Ordinary High Water Mark of Perennial Stream

N

0 50 100 200
Feet

1 inch = 200 feet

Notes:
Base Map Source: ICF
Imagery Source: ESRI Bing Streaming Imagery
USGS Topo Quad: Slate Mtn and Garden Valley
PLSS: S28 T11N R11E

Path: K:\Projects_2\quincy_eng\00496_14_Mosquito_Road\mapdoc\EIR_Figures\Bio_Resources_20170317.mxd; Author: ; Date: 3/21/2017

Figure 3.3-1
Impacts on Natural Communities in the Biological Study Area

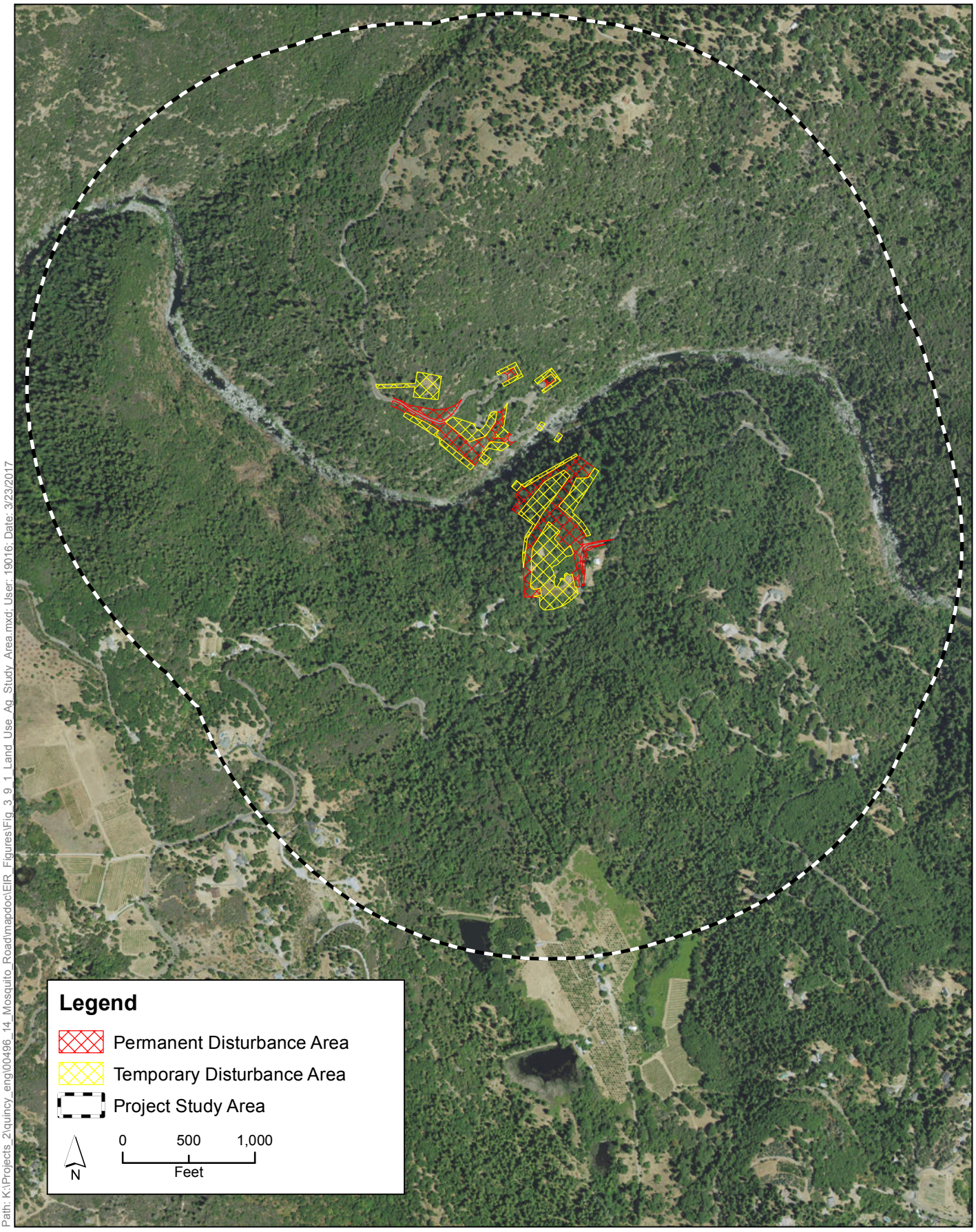

Figure 3.9-1
Land Use and Agriculture Study Area

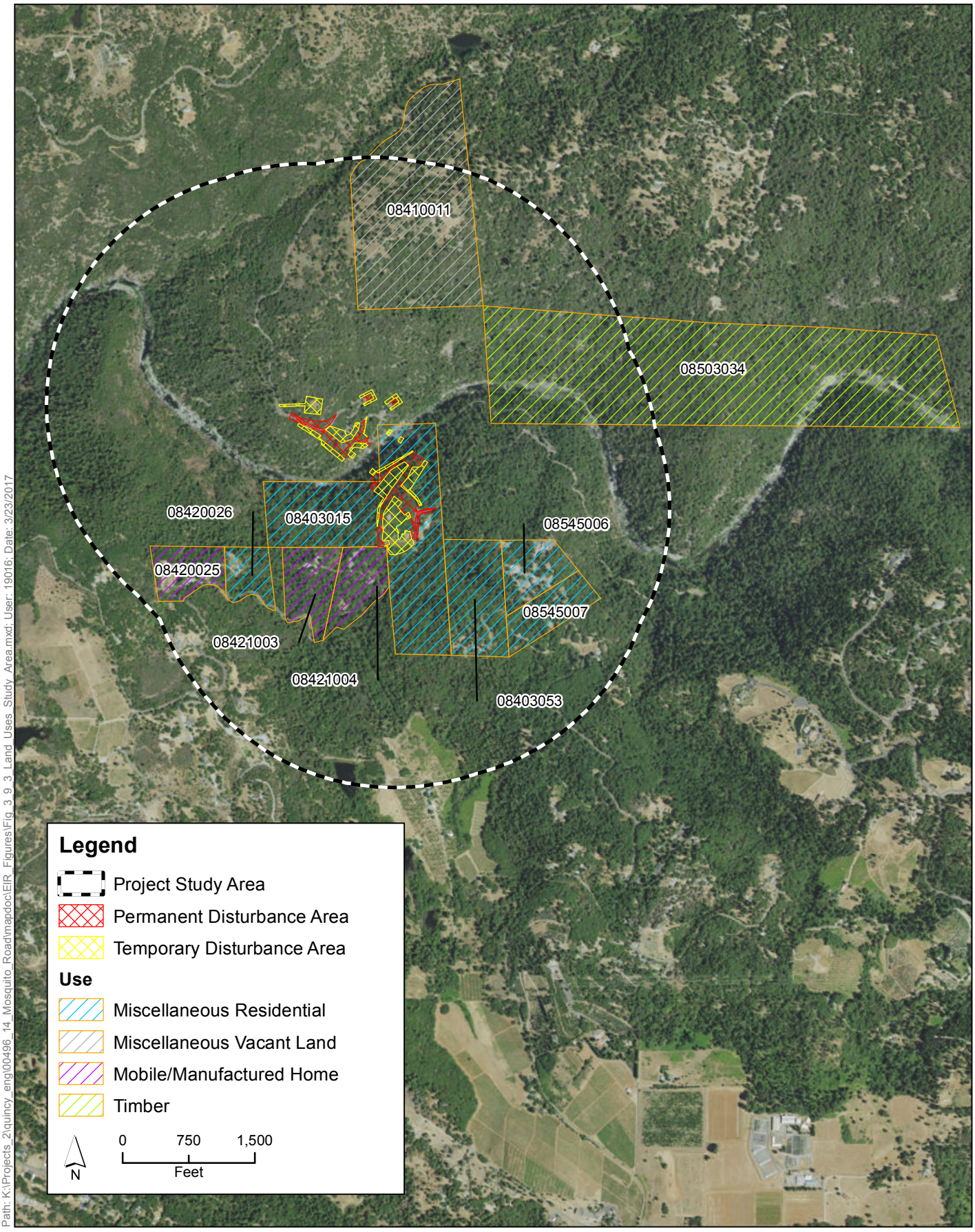

Figure 3.9-3
Land Uses in the Study Area

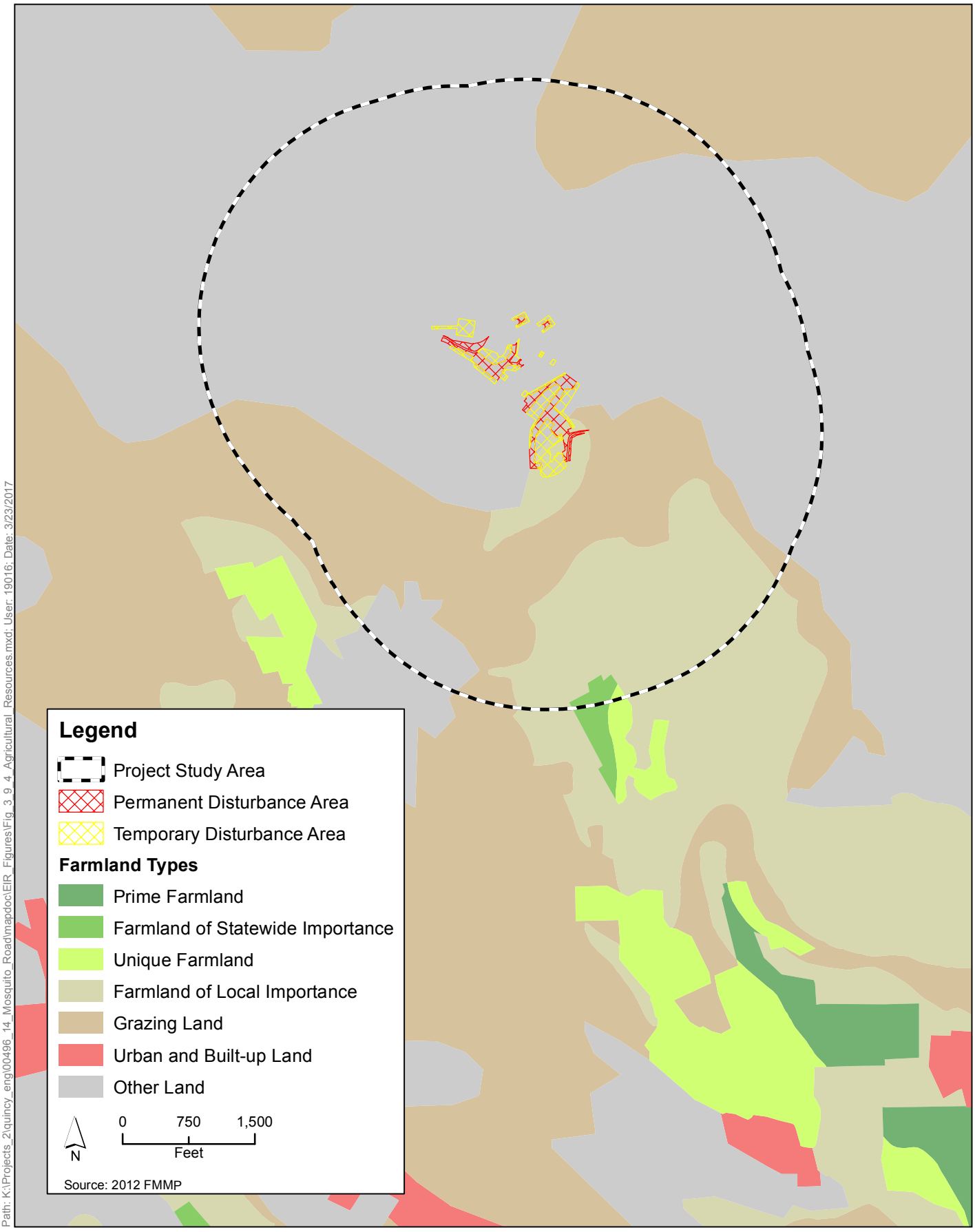

Figure 3.9-4
Agricultural Resources in the Study Area

Attachment A

Draft Feasibility Study: Public Access to the South Fork of the American River at Mosquito Road Bridge

EL DORADO COUNTY

DRAFT FEASIBILITY STUDY

PUBLIC ACCESS TO THE SOUTH FORK OF THE AMERICAN RIVER AT MOSQUITO ROAD BRIDGE

Prepared by the El Dorado County Community Development Administration, Transportation Division

July, 2016

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III. Project Background and Need 3

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I. Introduction

This study examines the feasibility of providing public access to the South Fork of the American River (SFAR) in El Dorado County, California, at the existing Mosquito Road Bridge in conformance with California Streets and Highways Code 991 and 84.5, due to the proposed construction of a new bridge across a navigable river.

California Streets and Highway Code 991 states that "*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 states: "*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 recreational purposes".*

II. Project Purpose

The El Dorado County Community Development Agency, Transportation Division (Transportation), received federal funds to replace the existing Mosquito Bridge located in a steep canyon of the SFAR, 6 miles north of U.S. Highway 50, and 2.3 miles south of the communities of Mosquito and Swansboro along Mosquito Road (See Exhibits A and B). The purpose of the Mosquito Road Bridge Project (Project) is to replace the existing Mosquito Road Bridge over the SFAR with a functional bridge that meets current design and safety standards.

The following technical studies for this project are underway and projected to be completed by the summer of 2016:

- Geotechnical Report
- Foundation Report
- Natural Environment Study
- Archaeological Survey Report
- Historical Resources Evaluation Report
- Cultural Area of Potential Effects
- Community Impact Assessment
- Visual Impact Assessment
- Noise Study Report
- Air Quality Conformity Analysis and Report
- Wetland Delineation Report

III. Project Background and Need

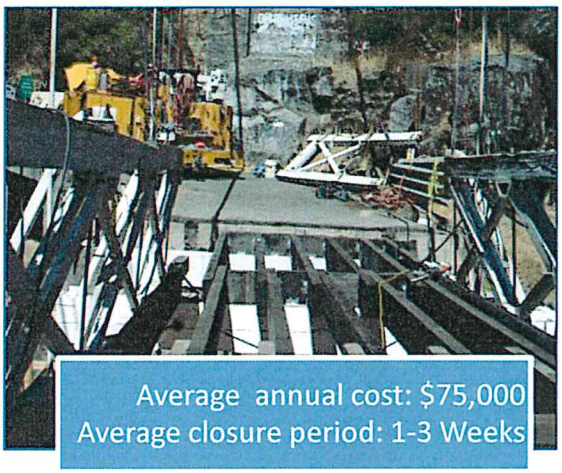
The original Mosquito Road Bridge, known as the "swinging bridge,'" was built in 1876 linking the communities of Mosquito and Swansboro to Placerville on Mosquito Road; originally a wagon trail. In 1939, the bridge was largely reconstructed while maintaining the 1876 foundations.

Mosquito Road is a narrow roadway that meanders through mountainous terrain and switchbacks in the steep SFAR Canyon. At the bottom of the canyon Mosquito Bridge spans the SFAR in a northwest-southeast direction, serving an average daily traffic (ADT) volume in 2015 of approximately 1,256 vehicles per day. The only other access roadway is Rock Creek Road to the north, with an ADT of approximately 220 vehicles. Due to the conditions of the existing bridge and bridge approaches, emergency and larger commercial vehicles and trucks are unable to cross the bridge. While Mosquito Road provides direct access to Placerville, Rock Creek Road provides a longer route via State Routes 193 and 49 (Exhibit E-2). Rock Creek Road can better accommodate varied types of vehicles, including first responders, but under high demands, such as during the 2014 King Fire, the windy narrow roadway with sharp turns is overtasked and traffic flow breaks down.

Caltrans and the Federal Highway Association (FHWA) Highway Bridge Program (HBP) have rated the Mosquito Bridge structurally deficient and functionally obsolete with a sufficiency rating (SR) of 12.5 out of a possible 100. Those bridges appearing on the list with a sufficiency rating of less than 50 are eligible for replacement or rehabilitation due to their poor condition and the fact that such structures do not meet current design and safety standards. Roadway approaches to Mosquito Road Bridge are also sub-standard due to a narrow, steep roadway, five tight hairpin turns—one on the south canyon face (Placerville side), and four on the north canyon face (Mosquito/Swansboro side).

In current times, the bridge requires extensive maintenance resulting in a road/bridge closure of one to three weeks per year at an average annual cost of approximately $75,000. The existing span across the river is a one-lane, 9-foot-wide, 160-foot long limited-capacity timber suspension bridge. The deck system and railing all consist of timber (See Photos 1-4 in Exhibit G). Those elements are supported on timber stringers that are attached at each end to vertical steel rods hanging from the main suspension cables. The existing bridge is posted to limit vehicle loads to 5 tons, along with vehicle size and dimensions. Trailers and large trucks are not permitted. Sharp, nearly 90-degree-angled turns onto the bridge and speeds across the bridge are generally less than 10 miles per hour (mph) due to the bridge's narrow width.

Annual Mosquito Bridge Repairs

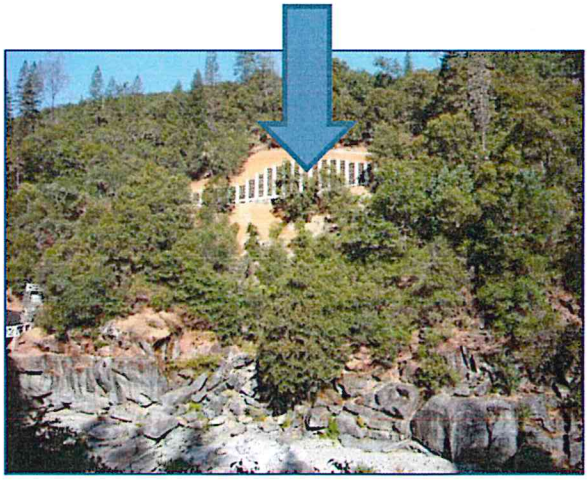


Average annual cost: $75,000
Average closure period: 1-3 Weeks

IV. Physical Environment

The general topography at the existing Mosquito Bridge site is characterized by moderate slopes changing to very steep slopes in the densely vegetated, steep canyon area. (See Photos 1-4 in Exhibit G and the topographical map in Exhibit E-2). The river is heavily bounded by bedrock in the banks and channels and large boulders and sharp rocks on the slopes.

Due to the physical characteristics of the site, Mosquito Bridge is in an area with a history of landslides and sudden slope failures. The Draft Field Exploration Map in Exhibit I identifies the "slope instability" zones in the project area. Past landslides have closed Mosquito Road for protracted periods of time and have required the construction of repairs such as solder pile walls and rock netting, to reopen the roadway. Most recently, a severe slide in 2006 led the County to declare an emergency and close Mosquito Road. With assistance from FEMA, the road was reopened in 2007 after completing a $3,000,000 repair project. (See photos below).



Soldier Pile Wall Constructed in 2007

V. Mosquito Bridge Replacement Project Description

Various alternatives were examined for the bridge replacement project to determine the most direct route over the river with the least environmental impact. The preferred alternative found to satisfy all the goals and objectives of the project is a new bridge with a vertical profile approximately 400 feet over the river (Exhibit C). This preferred alternative is on the most direct alignment across the river with very little skew, resulting in a main bridge length ranging from approximately 1,150 to 1,250 feet. It is anticipated that the new bridge over the SFAR would be a three-span, cast-in-place pre-stressed concrete box girder-type bridge with a maximum span of approximately 550 feet.

To comply with American Association of State Highway and Transportation Officials (AASHTO) and El Dorado County standards, the lane widths for the new roadway segments and on the new bridge would be 12 feet. Due to the steep mountainous terrain and to maintain consistency with the existing roadway leading to and from the site, the roadway shoulder would generally include a 4-foot paved area plus a 1-foot graded area. A 5-foot paved shoulder would be provided on the bridge next to a concrete barrier and railing. With these features the new bridge would be approximately 37.5 feet wide (34 feet clear width).

The Project involves an approximately 2,000-foot realignment of the roadway. The departure from the existing roadway on the south involves approximately 575 feet of roadway approach to the nearly 1,200-foot-long bridge, then a 300-foot northerly roadway approach where the alignment converges back to the existing roadway. The proposed Project would eliminate substandard roadway approaches that currently restrict vehicle access to the bridge—the one switch-back turn on the Placerville side of the canyon and the four severe switch-back turns on the Mosquito/Swansboro side of the canyon. A detailed discussion of the proposed Project and the description of Alternatives will be provided in the Environmental document upon issuance.

Existing Bridge: The existing Mosquito Bridge is proposed to be removed after traffic is shifted onto the new bridge. The Highway Bridge Program does not fund a transfer use, and once the new bridge is in operation, the old bridge comes off the County bridge list. Any future effort by the County or other agency to keep the old bridge for pedestrian use would be handled as a separate project apart from the HPB funding.

Upon removing the existing bridge, the suspension span components would be disassembled without impacting the river. The concrete supporting towers, short steel frames, and other bridge substructure would remain in place as a reminder of the old bridge location. Barricades would be installed at the end of the old roadway on both sides of the river. Mosquito Road will remain; however the roadway segments on each side of the river are proposed to be controlled by gates located below existing driveway encroachments. The gates will be closed to public vehicle access once the new bridge is open for use.

VI. Existing Public Access to Navigable River in Project Area

Mosquito Road Bridge is located within an approximately 10 river mile Class IV-V navigable section of the SFAR known as the "Slab Creek Run" that extends from Slab Creek Reservoir to Chili Bar Reservoir. In this section, the river follows a deep forested canyon that is usually not "boatable" due to flow controls; managed by the Sacramento Municipal Water Utility District (SMUD) at the Slab Creek Reservoir approximately 3.6 miles above the Project site. Flows are released through the Slab Creek Powerhouse into the SFAR to meet the minimum flow requirements prescribed under the Federal Energy Regulatory Commission (FERC) license: http://www.waterboards.ca.gov/waterrights/water_issues/programs/water_quality_cert/docs/upprамrvr/uarp_ferc_license.pdf[1]

Under a new FERC licensing agreement issued July 23, 2014, SMUD is required to provide recreational flow releases, ranging from 850 cubic feet per second (cfs) to 1,500 cfs for six days in no less than three events in the period beginning March 1 and ending May31.[2] Such releases accommodate expert Class IV-V whitewater boating on the Slab Creek Run. Due to drought conditions and environmental protections measures, the number of releases each year may vary depending upon snowpack conditions, water temperature, results of monitoring programs and other factors impacting river use, habitat and fish and wildlife protection.

SMUD currently provides informal river access at the "put-in" location of Slab Creek Run 3.2 river miles above Mosquito Road Bridge. Under the new licensing agreement, SMUD proposes to develop a recreation plan for upgrading and expanding existing recreation facilities, including upgrading the existing access facility at Slab Creek Reservoir and reviewing options to enhance or build boating "take-out" facilities below Mosquito Bridge.[3] According to SMUD sources, the White House Powerhouse is no longer a viable boating take-out location due to vehicle access issues. An alternative site at the Rock Creek Powerhouse on property owned by the Bureau of Land Management is under review (Exhibit F).

The American Whitewater Association (AW) is a non-profit organization that serves as an advocacy group for whitewater recreation. On its website, AW states "*Mosquito Bridge is an alternate take out allows boating the steepest few miles (of Slab Creek Run) while avoiding Motherlode Falls and the easier water below. Unfortunately there are only 3 to 5 spaces at the bridge…..*" http://www.americanwhitewater.org/content/River/detail/id/147/.

While Slab Creek Run is known in the recreational boating community as an expert Class IV-V whitewater run (during recreational releases), Mosquito Bridge is not an official boating take-out site or authorized by El Dorado County for public river access. As such, there are no public parking facilities or formal trails that lead to the river's edge. In general the site is not conducive

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[1] U.S. Federal Energy Regulatory Commission, 148 FERC, 62,070, *Order Issuing New License, Sacramento Municipal Utility District, Project no. 2101-084, Page 86, July 23, 2014.*

[2] Ibid, page 89.

[3] Ibid, pages 59-60.

to supporting public access facilities due to steep vertically aligned slopes, rocky and dangerous terrain and geographical constraints. Additionally, as mentioned in the AW website, parking is extremely limited due to Mosquito Road narrowing to one lane at the bridge approaches.

During the re-licensing process, SMUD examined the Mosquito Road Bridge site for potential boating access and determined it to be an infeasible boating take-out location. SMUD concluded there are too many site constraints prohibiting the development of suitable vehicle parking or boater access from the river without extensive construction, excavation, environmental impact and cost. In an email dated December 15, 2015 to El Dorado County, SMUD stated it does not intend to develop the Mosquito Road Bridge site for recreational boating or other purposes, nor does the agency have plans to assume operations and maintenance responsibility for either the bridge or the adjoining road approaches to the existing bridge.

On December 8, 2015 Transportation reached out to stakeholders soliciting comments on the issue of river access within the vicinity of Mosquito Bridge Replacement Project. The invitation provided a project description and stated a river access feasibility study would be prepared as part of the proposed bridge replacement pursuant to CA Streets & Highway Code 991. Upon evaluating the written comments received, the Transportation prepared responses in conjunction with preparation of this Feasibility Study, provided in Attachment A.

VII. Alternatives Considered

The County has considered the following alternatives on the feasibility of providing access to the SFAR from the existing Mosquito Bridge site for recreational purposes in accordance with California Streets and Highway Code 991 and 84.5:

A. Public river access at the existing Mosquito Road Bridge site on the Placerville (south) side of the SFAR.
B. Access at the existing Mosquito Road Bridge site on the Mosquito (north) side of the SFAR.

Issues and potential impacts under Alternatives A and B include but are not limited to:

a. El Dorado County owns a prescriptive easement for Mosquito Road, but does not own the property, or have rights to the areas outside of the paved roadway edges.
b. El Dorado County does not own the land adjacent to the river, or have rights to the river, and as such it does not have the authority to grant access.
c. There is no adequate location to provide parking at either approach to the bridge on Mosquito Road.
d. El Dorado County would need to acquire private land or expand the existing prescriptive easement on Mosquito Road to provide parking at or near the bridge.

The closest feasible location is on the south side of the SFAR, approximately ½ mile from the bridge.

e. Due to the steep, rocky slopes between Mosquito Road and the SFAR, constructing pedestrian access would be extremely difficult, dangerous and costly to build.
f. Potential environmental impacts, protection of riparian habitats and best management practices will need to be considered and comply with local, state and federal regulations where applicable.
g. Construction of a river access facility would require extensive maintenance and on-going costly repairs.
h. River access facilities would likely be within the Dam Failure Inundation Zone of the Chili Bar and Slab Creek Dams.
i. Construction of a path, stairway or any other associated facility would require review and permits from various agencies, including the Bureau of Land Management, U.S. Army Corps of Engineers, U.S Fish and Wildlife, California Department of Fish and Wildlife, El Dorado County and others.

VIII. Preliminary Cost Estimates and Potential Funding Sources

The bridge replacement is funded through the Highway Bridge Program (HBP) and does not include funding for public access or the preservation and maintenance of the existing bridge. Therefore, detailed costs estimates were not prepared for the installation of a public facility at the existing Mosquito Road Bridge site. Based on the cost of the soldier pile wall constructed in 2007 on Mosquito Road, it can be assumed that construction of river access and parking/turn around facilities would entail a multimillion dollar project. The lack of buildable area would require cutting into the existing (unstable) slopes to develop facilities.

The project scope for providing access would vary based on negotiations with property owners and permitting agencies to determine the project location, access route, mitigation measures and accompanying facilities such as parking. Other considerations include the history of slides, risk factors and liability. Due to funding constraints under the Mosquito Bridge Project, future public access and maintenance efforts would be considered as separate projects and require separate funding sources. With limited funds for parks and recreation projects, the County would look to outside resources to fund a project, such as the California Department of Boating and Waterways Program.

IX. Coordination with Other Agencies

As previously mentioned, coordination with various agencies would be required to obtain the necessary permits to construct formal public access facilities. Such agencies may include, but not be limited to, the following:

• California Regional Water Quality Control Board

- United States Army Corp of Engineers
- California Department of Fish and Wildlife
- Bureau of Land Management
- US Fish and Wildlife
- Forest Service

X. Conclusion and Findings

The combination of land acquisition, topographical limitations, dangerous conditions, environmental impacts, funding constraints and constructions costs make the existing bridge site impractical for new public river access facilities. SMUD reached a similar conclusion when it examined the site as a potential take-out location to meet its license agreement. Any further discussions on the matter should include strong consideration of the physical limitations and geologic sensitivity of the site, along with the variations in high water mark levels and the lack of room for parking and safe turn-around areas.

Once traffic is shifted to the new bridge, the bridge approaches can be maintained by the County for limited restricted use for emergency vehicle access, utilities and maintenance. The estimated cost for maintaining both bridge approaches is approximately $8,000 per year. Pedestrian access will not be restricted from above the gates. However, the County cannot authorize parking on private property.

As a result of the study and conclusions, the El Dorado County Transportation Division makes the following findings:

1. Due to physical constraints, potential environmental impacts, cost, safety, and other reasons cited in the Feasibility Study, it is not feasible or practical to construct additional public river access facilities as part of the Mosquito Bridge Replacement Project at the existing Mosquito Bridge.
2. River boating access facilities on the Slab Creek Run are already being developed by SMUD. Conditions under the new UARP licensing agreement require SMUD to develop a whitewater boating recreation plan for the SFAR below Slab Creek Dam which includes the provision of public recreational boating access and parking at Slab Creek Reservoir and at or near the White Rock Powerhouse. http://www.waterboards.ca.gov/waterrights/water_issues/programs/water_quality_cert/docs/uppramrvr/uarp_ferc_license.pdf
3. For safety reasons, once traffic is shifted to the new bridge, vehicular access on the bridge approaches (below the gates) should be restricted to maintenance, fire protection and other service and emergency vehicles.
4. Once the new bridge is constructed, it will be feasible for pedestrians and boaters to continue using Mosquito Road.

VICINITY MAP
EL DORADO COUNTY
NTS
PROJECT SITE
SOUTH LAKE TAHOE
LAKE TAHOE
FALLEN LEAF LAKE
STRAWBERRY
KYBURZ
LOON LAKE
ICE HOUSE RESERVOIR
UNION VALLEY RESERVOIR
STUMPY MEADOWS LAKE
QUINTETTE
SLAB CREEK RESERVOIR
MOSQUITO
POLLOCK PINES
CAMINO
JENKINSON LAKE
GRIZZLY FLAT
PLACERVILLE
PLEASANT VALLEY
SOMERSET
MT AUKUM
DIAMOND SPRINGS
EL DORADO
NASHVILLE
GEORGETOWN
GREENWOOD
GARDEN VALLEY
COLOMA
LOTUS
RESCUE
SHINGLE SPRINGS
CAMERON PARK
LATROBE
PILOT HILL
COOL
BASS LAKE
EL DORADO HILLS
FOLSOM LAKE
50
193
49
80
EXHIBIT A

PROJECT LOCATION

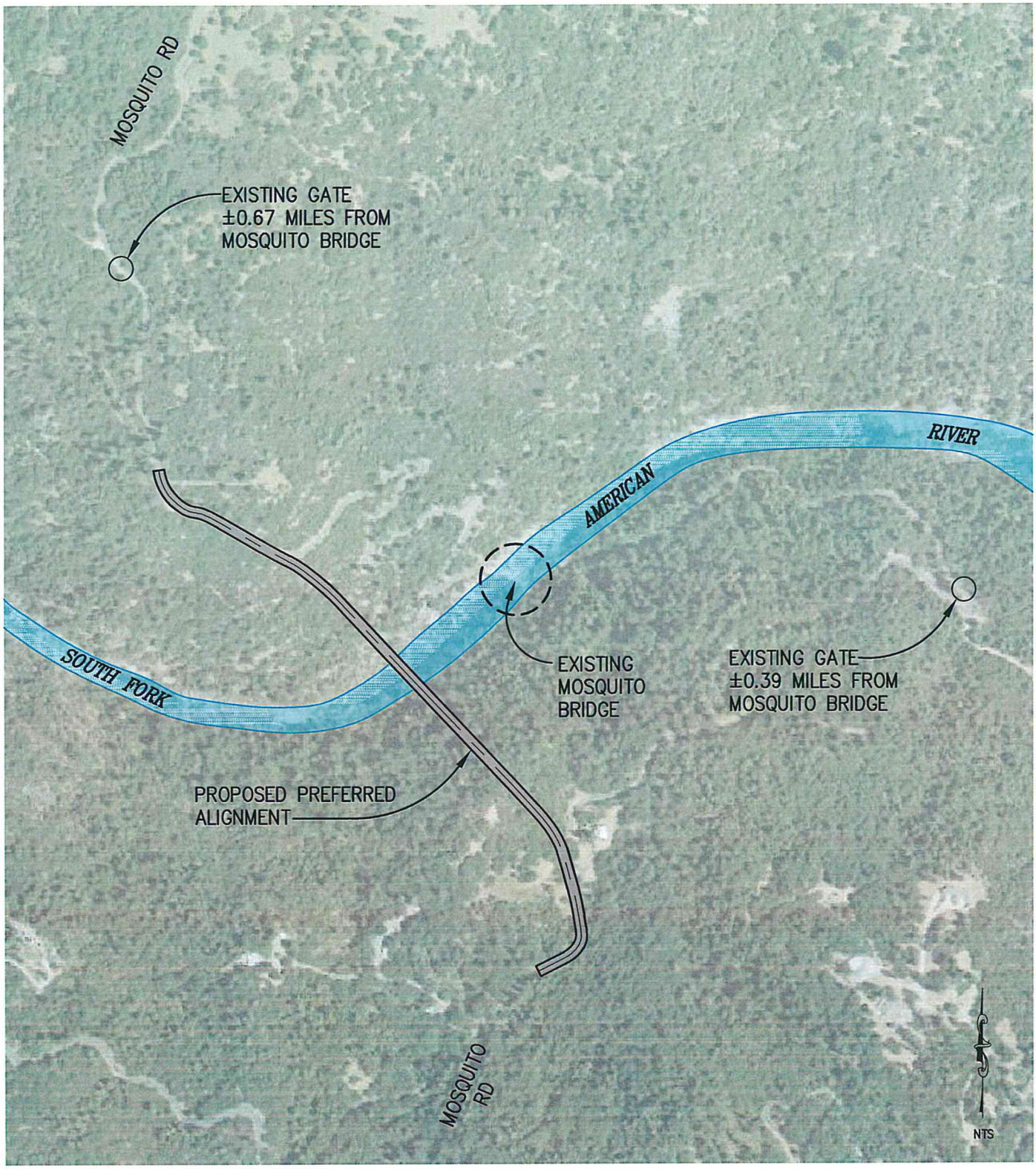
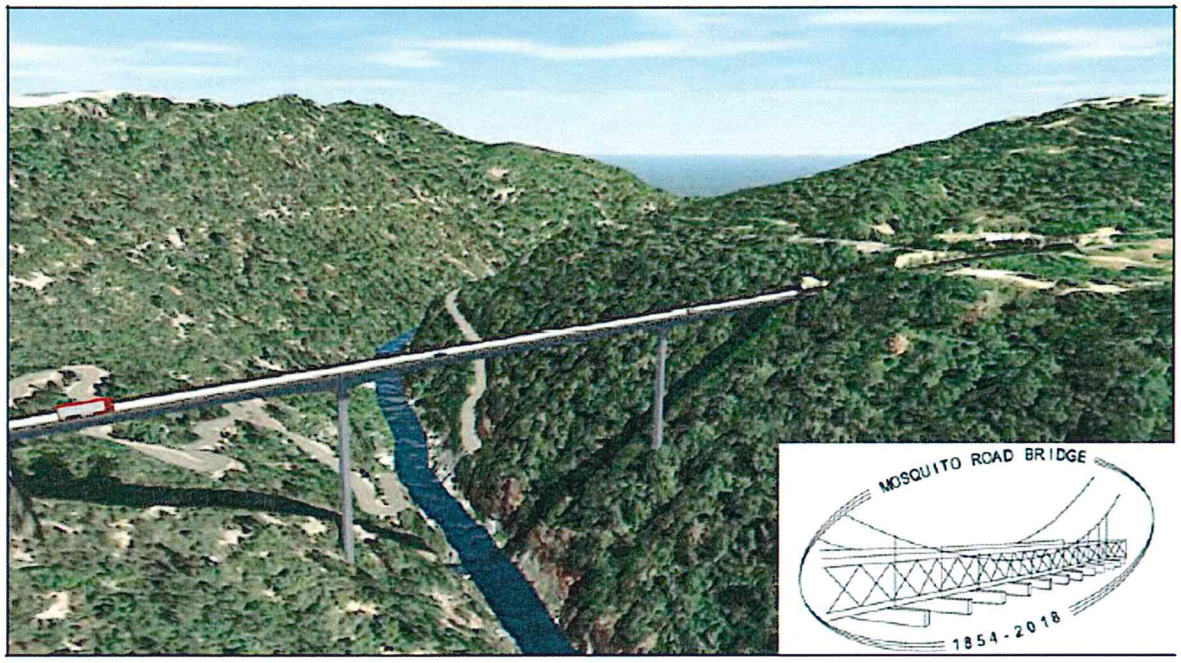
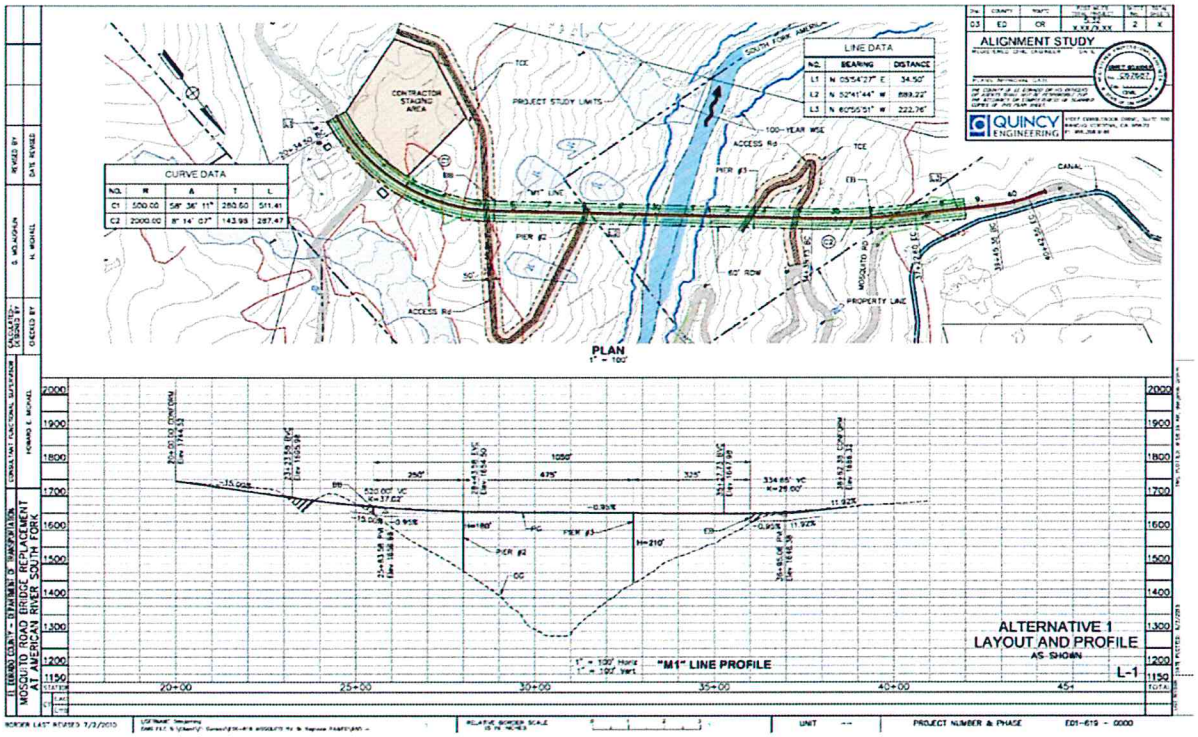


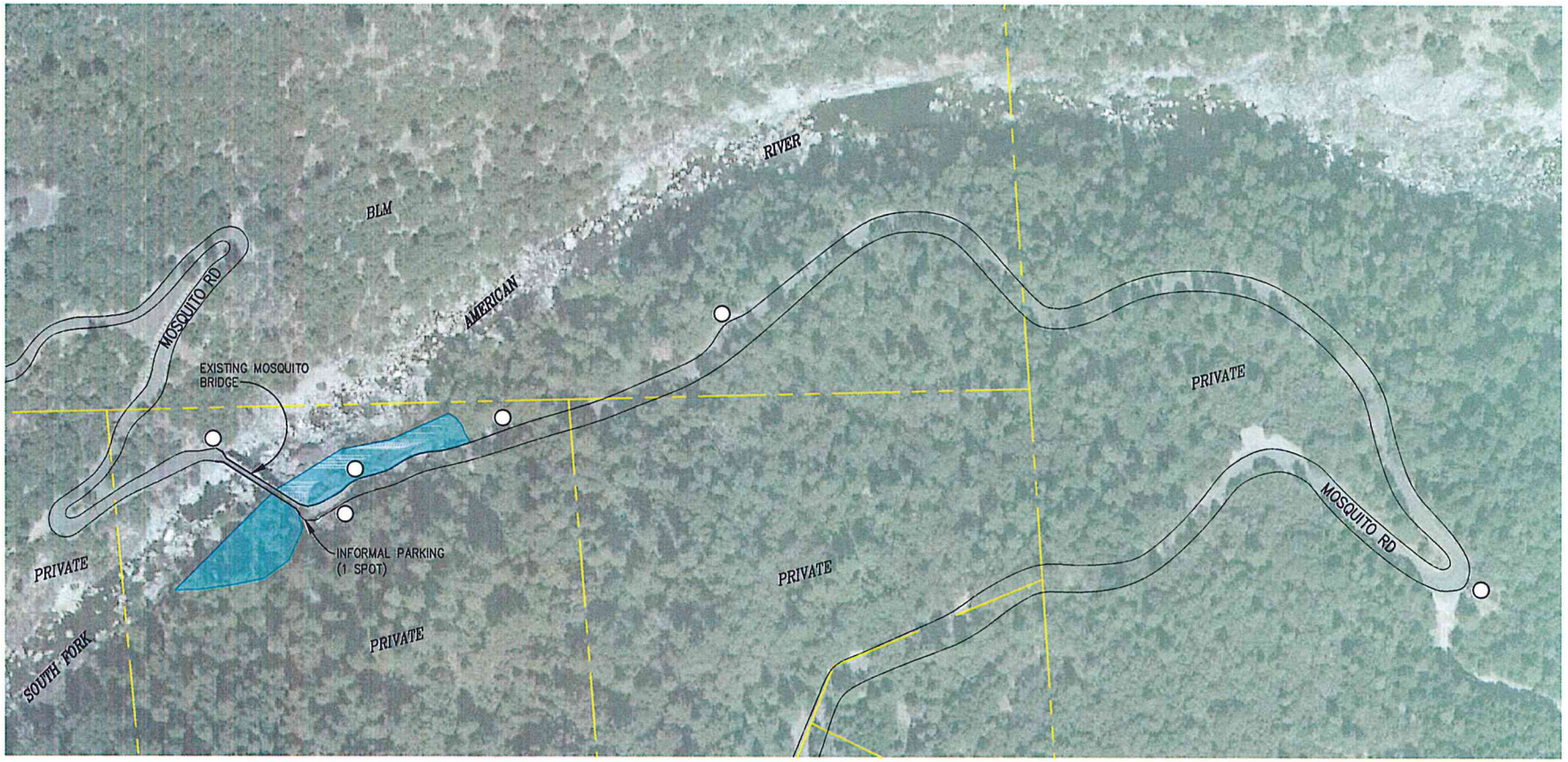
EXHIBIT B

Exhibit C: Mosquito Bridge Replacement – Preferred Alignment





MOSQUITO BRIDGE RIVER ACCESS CONDITIONS AND SURROUNDING OWNERSHIP



LEGEND

- TURNOUTS – NO AUTHORIZED PARKING
- INFORMAL BOATING TAKE-OUT AREA

NTS

EXHIBIT D

SLAB CREEK RUN - EXISTING RIVER ACCESS

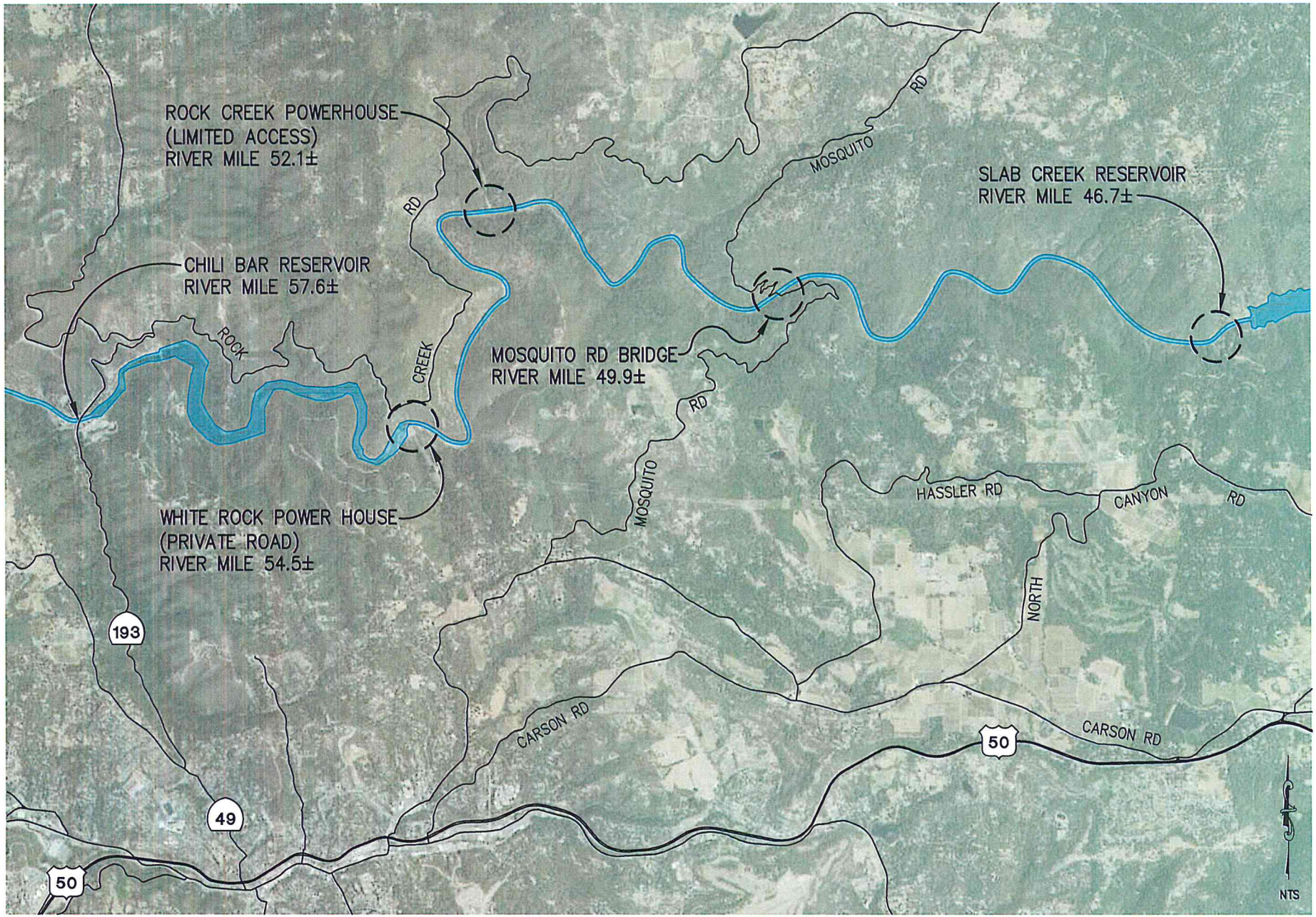
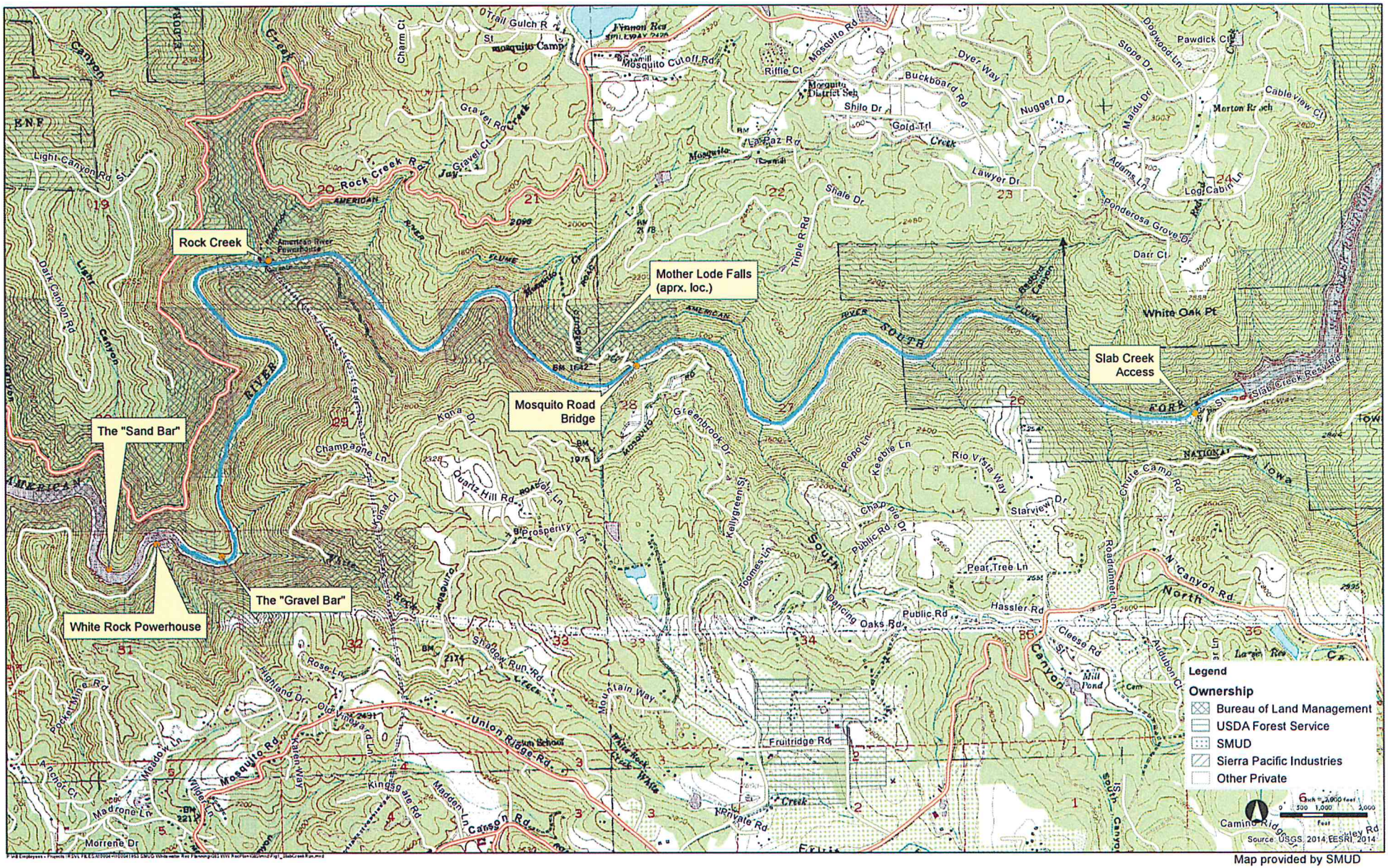


EXHIBIT E-1

EXHIBIT E-2 : SLAB CREEK RUN TOPOGRAPHY AND ROAD MAP



Map provided by SMUD

Exhibit E-2

SLAB CREEK RUN - PROPOSED RIVER ACCESS

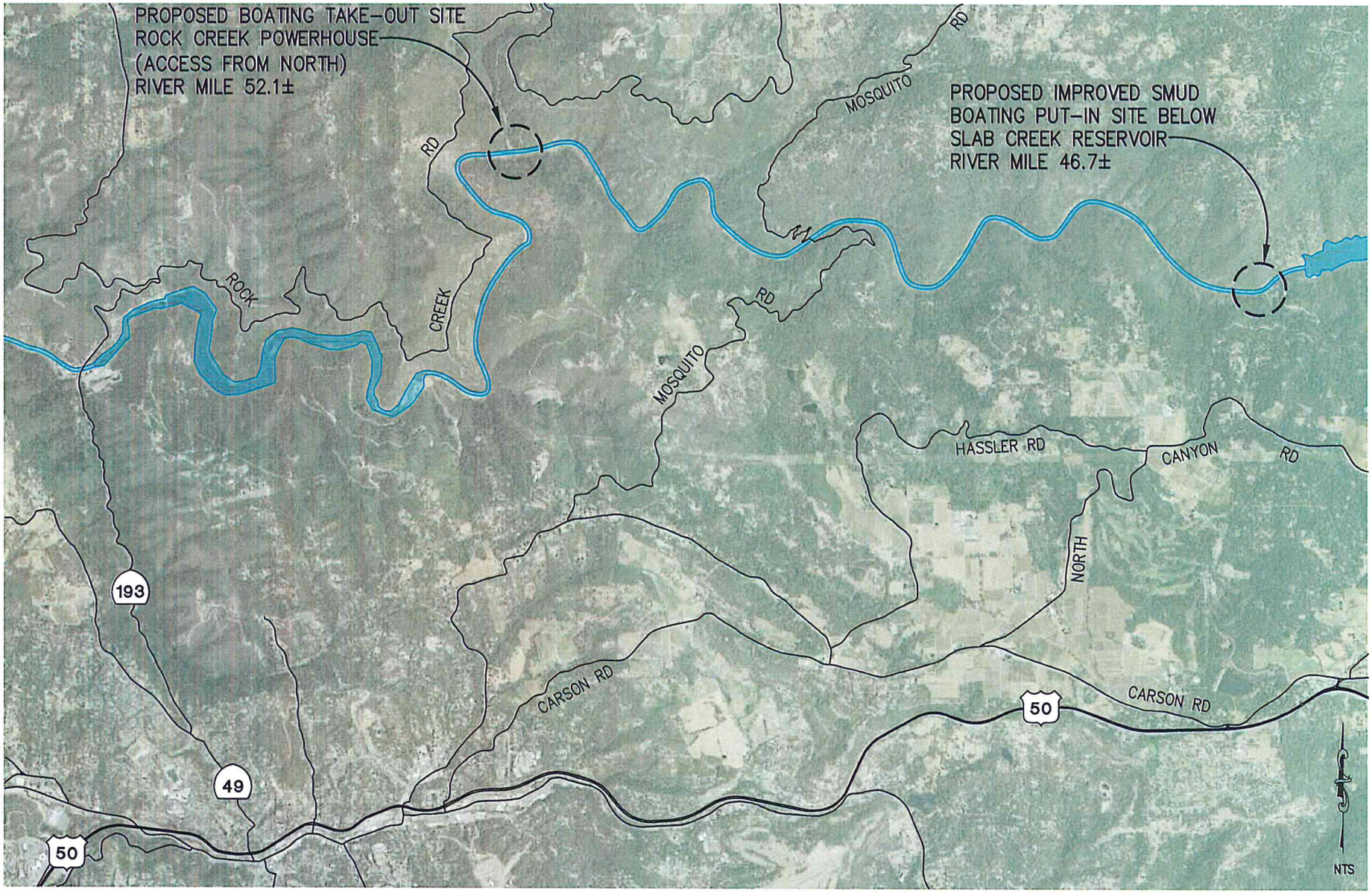


EXHIBIT F

Exhibit G1- G4: Photos

Photo 1: Mosquito Bridge South Entry - Looking North

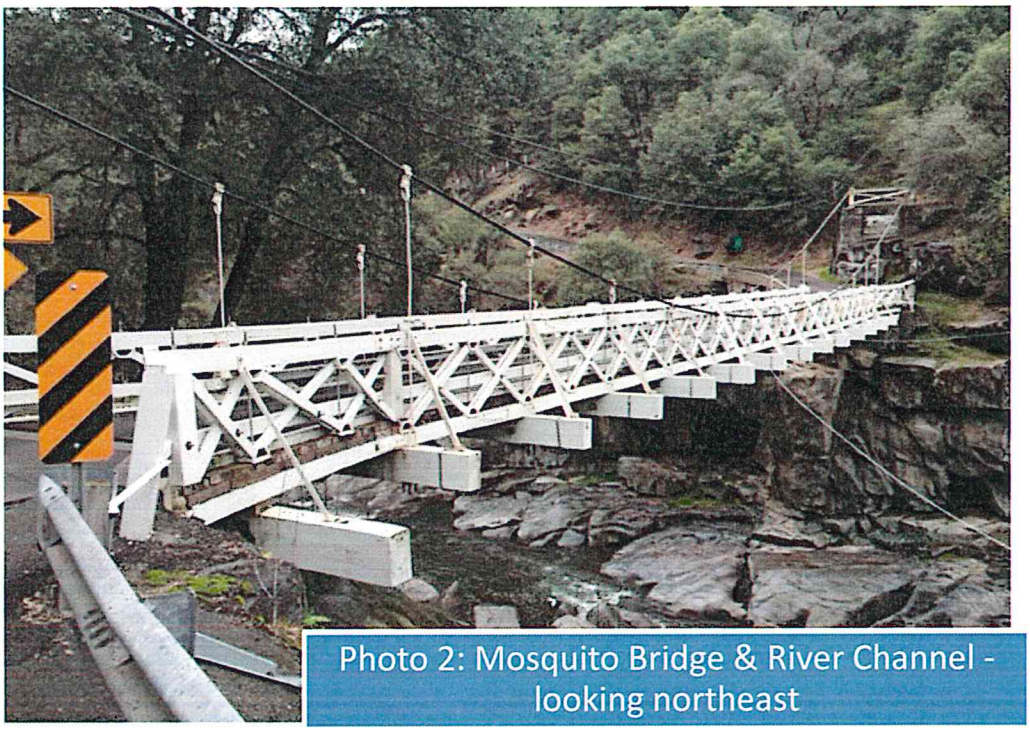


Photo 2: Mosquito Bridge & River Channel - looking northeast

Photo 3: South view below deck

Left: View toward south (Placerville) side of the river channel. Scheduled releases bring water levels significantly higher than shown. To take-out, boaters portage by climbing up the bedrock

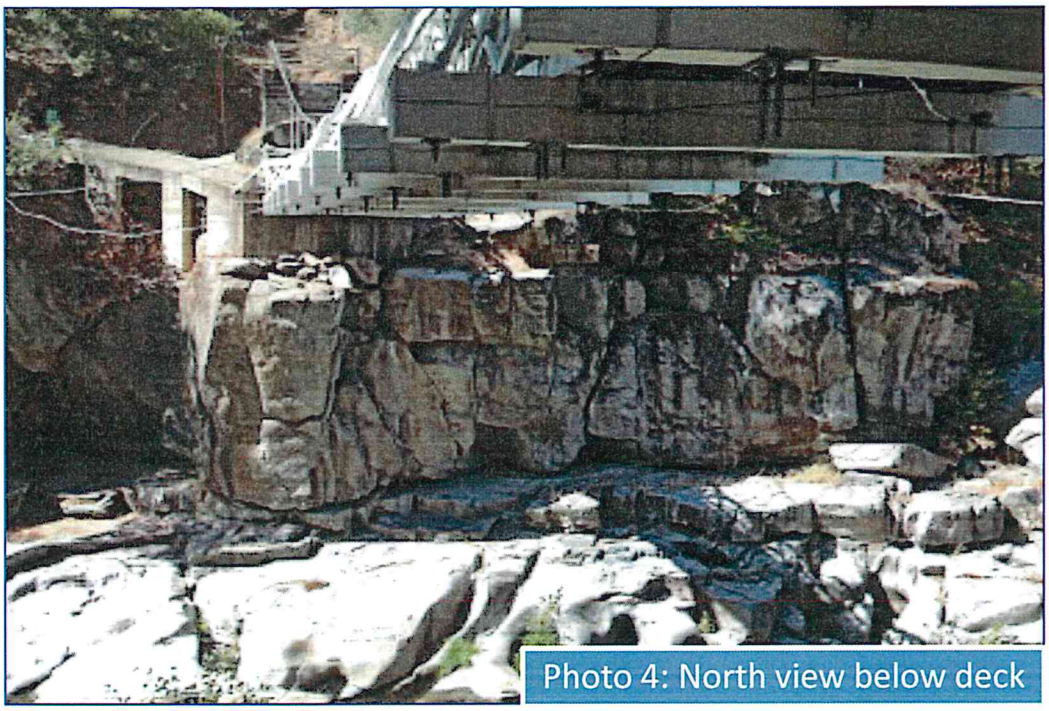


Photo 4: North view below deck

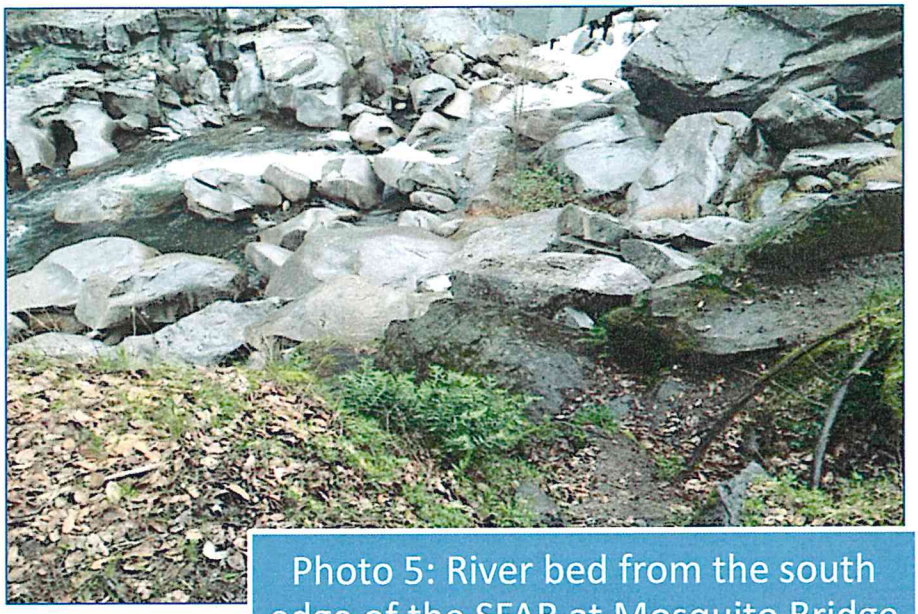


Photo 5: River bed from the south edge of the SFAR at Mosquito Bridge

Left: Evidence of pathways on the southwest side of the bridge entrance. Pathways are extremely steep and dangerous; not suitable for public pedestrian access.

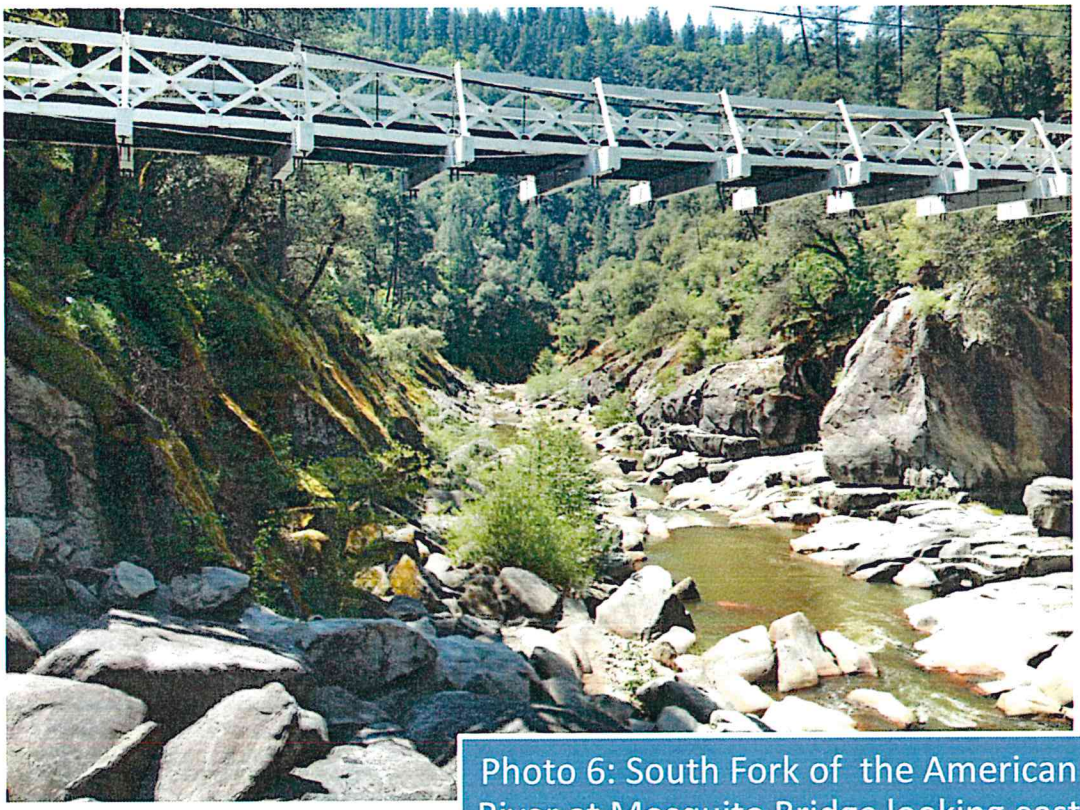


Photo 6: South Fork of the American River at Mosquito Bridge looking east

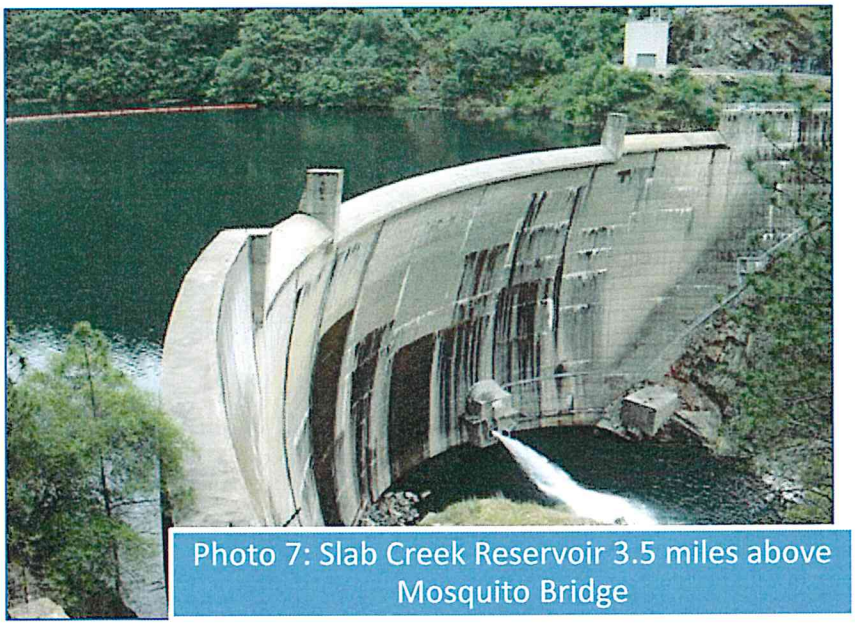


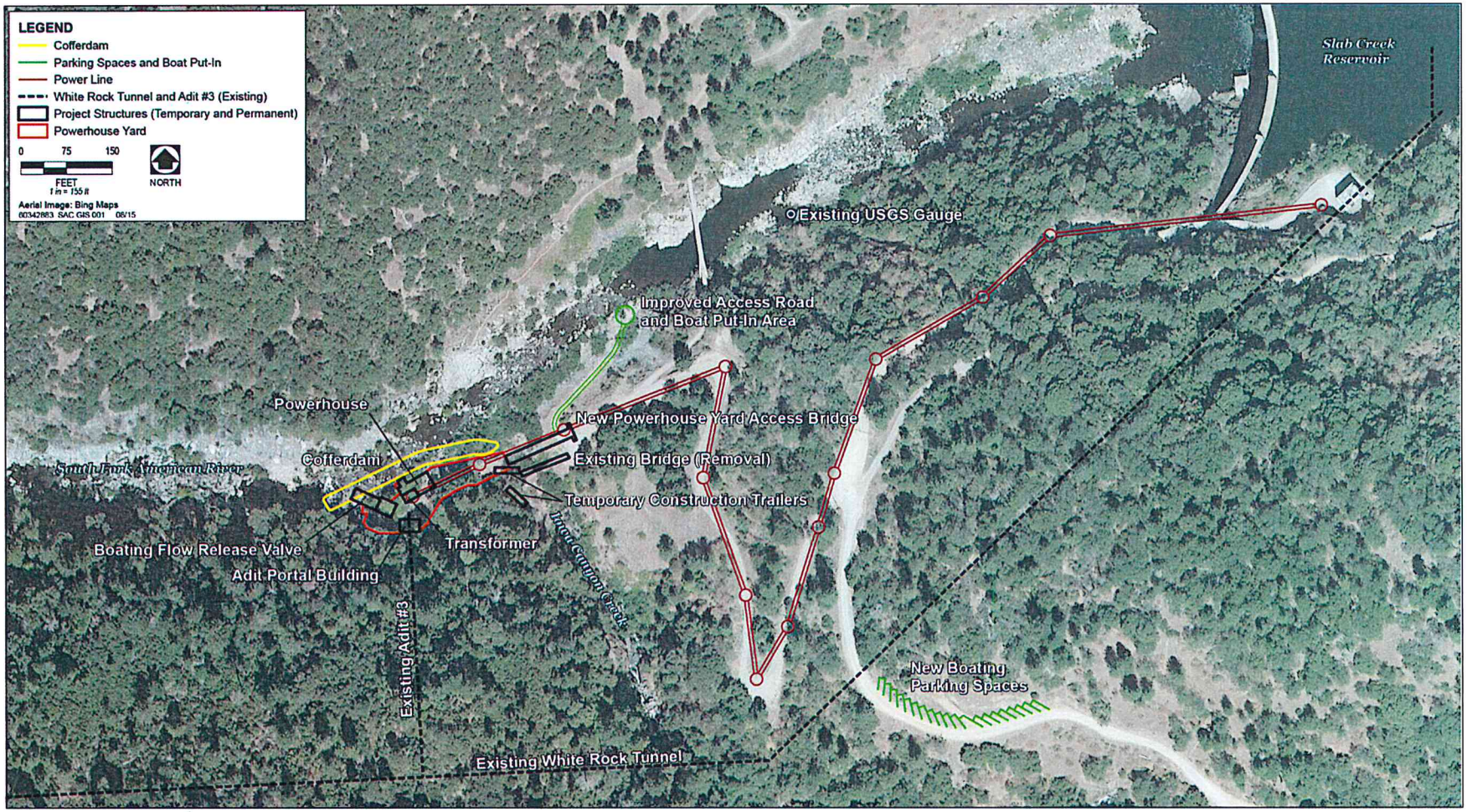
Photo 7: Slab Creek Reservoir 3.5 miles above Mosquito Bridge

Left: Slab Creek Reservoir (approximately 17,000 acre feet). According to SMUD past spills at Slab Creek Reservoir have been uncontrolled. Pending drought conditions, a new licensing agreement requires limited controlled releases for recreational uses starting in the spring of 2016.

Photo 8: South Fork of the American River during storm conditions

EXHIBIT H: BOAT ACCESS AT SLAB CREEK RESERVOIR

New Slab Creek Powerhouse and Boating Flow Release Valve Project
September 2015



Source: AECOM 2015

Figure provided by SMUD

EXHIBIT H

Exhibit I: Slope Stability Map
El Dorado County Transportation Division

Public Access to the South Fork of the American River at Mosquito Road Bridge Public Outreach and Response to Comments

Introduction

On December 8, 2015 the El Dorado County Transportation Division reached out to stakeholders soliciting comments on the issue of river access within the vicinity of Mosquito Bridge Replacement Project. (See Attachment B – Memorandum). The invitation provided a project description and stated a river access feasibility study would be prepared as part of the proposed bridge replacement pursuant to CA Streets & Highway Code 991. Upon evaluating the written comments received, the El Dorado County Transportation Division prepared the following responses in conjunction with preparation of the feasibility study to be presented to the County Board of Supervisors in August, 2016.

List of Commenters

A list of public agencies, organizations and individuals who provided comments on river access for the Mosquito Bridge Replacement Project is presented below along with a brief summary of these comments followed by responses.

• Commenter
• **Public Agencies**
• US Department of the Interior, National Park Service
• **Private Organizations and Non-Profits**
• Sacramento Municipal Utility District
• American Whitewater
• **Private Individuals**
• Mark Divittorio
• Brian Ginsberg
• Janet Hayes
• Darrick Hilbert
• Matthew Phillips
• Thomas Stuart
• Chris Tulley
• Jeff Wasielewski

Comment Summary and Responses to Comments

Public Agencies

1. U.S. Department of Interior, National Park Service.

On December 15, 2014 National Park Service submitted a letter stated that, as a participant of the Upper American River Project, the section between Slab Creek Dam and White Rock Powerhouse is a

popular 7.5 mile Class IV-V whitewater run and there are few take-out options for boaters. With increased recreational flow days, there will likely be more boaters. The commenter referenced California Streets and Highway Code 991 and provided recommendations for the scoping process and implementation.

Response: A River Access Feasibility Study was prepared in conformance with California Streets and Highway Code 991. The study addressed recommendations in the comment letter including identifying existing boating access and current and future recreation within the Slab Creek reach/run. The study determined access within the bridge right of way is infeasible within the existing geographic constraints of the project area. The construction of parking and river access facilities would be considered a separate project due to funding limitations under the Federal Bridge Program and would require extensive excavation leading to unavoidable environmental impacts and costs.

Private Organizations and Non-Profits

2. Sacramento Municipal Water Utility District

The Sacramento Municipal Water Utility District (SMUD) submitted a comment letter on December 15, 2015, stating that SMUD does not intend to develop the Mosquito Bridge site for recreational boating or other purposes, and has no plans or desire to assume operations and maintenance responsibility for either the bridge or the adjoining road approaches to the existing bridge.

Response: Comments noted.

3. American Whitewater

American Whitewater (AW) submitted three comment letters dated November 18, 2014, July 27, 2015 and December 31, 2015. The latter was in direct response to the 12-09-15 invitation for comments on controlled river access. As an advocate of whitewater recreation, AW stated it would like to see public river access included in all bridge design alternatives for the Mosquito Bridge Replacement Project. AW described the new licensing and recreational release requirements and noted requirements for complying with California Streets and Highway Code 991. The commenter also stated AW is working with Caltrans on river access for the Highway 49 bridge replacement and suggested the County follow the same components when preparing a River Access Feasibility Study.

AW stated it does not support removing the existing Mosquito Bridge; citing such action would be inconsistent with screening criteria for preserving the community character. Options for river access during construction were requested to be considered. Under preferred scenarios AW suggested the following: (1) providing year round access to the river; (2) maintaining the existing bridge for pedestrian access; (3) providing year round vehicle access on the south side of the river; (4) exploring the possibility of additional parking at two locations; and (3) improving pedestrian access to the river from the bridge. Alternative scenarios were also suggested if year round access could not be provided.

On the issue of funding, AW noted an existing Cooperation Agreement between SMUD and El Dorado County that provides $590,000 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. AW suggested since SFAR below Slab Creek is well within the boundaries of the UARP it stands to reason that some of these funds could be utilized for maintaining river access at Mosquito Road.

Response: El Dorado County supports and provides for outdoor recreation facilities, including facilities that serve recreational boating. The County is also aware of the current FERC re-licensing agreement and the provision for recreational flows on the South Fork of the American River that will increase opportunities for boating the Slab Creek Reach.

Pursuant to Streets and Highway Code 991 and 84.5, a report on the feasibility of providing public access to the river for recreational purposes was prepared. After careful examination the report concluded that the existing Mosquito Bridge site is an infeasible formal take-out without incurring tremendous cost and environmental impact. Developing parking and public access facilities would require extensive right of way acquisition, and construction excavation which could potentially harm the riverine ecosystem and further destabilize steep and unstable slopes. The study points out that there are projects planned by SMUD to improve river access at the Slab Creek and White House or Rock Creek facilities.

El Dorado County proposes to remove the existing Mosquito Bridge from the County's inventory list when traffic is shifted to the new bridge. Efforts to preserve/maintain the existing bridge and provide public access would be treated as a separate project due to funding limitations within the Federal Bridge Program. Other entities and organizations are not precluded from submitting a proposal to take over the ownership, maintenance and liability of the existing bridge. The suggestion by AW and others to use funds from the Cooperation Agreement between SMUD and County for purposes of road maintenance, watershed management and other activities for preserving the existing bridge would have consequences to existing usage of funds and is the responsibility of the Board of Supervisors and SMUD decision makers. Mosquito Road is proposed to remain with restricted vehicle access and pedestrians will continue to be able to walk to/from the river.

Private Individuals

4. Mark Divittorio

The commenter submitted an email on December 30, 2015 with a request to improve conditions at the Mosquito Bridge take out.

Response: Comment noted. See responses under no. 3 above.

5. Brian Ginsberg

Mr. Ginsberg submitted an email on December 17, 2015 requesting considerations for parking and river access at the existing bridge site, with a preference for year round access. The commenter discussed the importance of the site for boaters/kayakers to have the option to take out at Mosquito Bridge to avoid Motherlode Falls below. The letter states future recreational releases will draw large crowds of paddlers which could potentially create parking issues and unsafe conditions if adequate parking is not provided.

Response: El Dorado County is aware some boaters / kayakers opt to take out at Mosquito Bridge to avoid Mother Lode Falls. Mosquito Road is proposed to remain with restricted vehicle access and pedestrians will continue to be able to walk to/from the river at their own risk.

6. Janet Hayes

Ms. Hayes submitted an email on December 20, 2015 stating support for retaining the Mosquito Road Bridge and providing year round vehicle access to the river, along with additional parking. Alternatively, the commenter suggested providing vehicle access in correlation with scheduled recreational flow releases with adequate turnouts and parking. Ms. Hayes also recommended using the annual funding from SMUD for maintenance of Ice House road could potentially be used for preserving the old bridge and providing river access facilities.

Response: See responses under no. 3 and 5 above.

7. Darrick Hilbert

The commenter submitted an email on December 21, 2015 stating he would like to see year round vehicle access on the south side of Mosquito Bridge, additional parking on both sides of the river and the existing bridge maintained as pedestrian walkway. If only seasonal access can be provided, Mr. Hilbert coordinating with scheduled seasonal recreational flow releases. If vehicle access is restricted, parking should be made available above the gates.

Response: See responses under no. 3 and 5 above.

8. Mathew Phillips

Mr. Phillips submitted emails on July 23, 2015 and December 23, 2015 stating support for bridge Alternative 1, high level bridge. The commenter stated the Slab Creek section of the South Fork of the American River possesses high quality rapids and is in high demand with expert whitewater enthusiasts. Mr. Phillips expressed that river access for recreational purposes is important and should be considered with high regard at Mosquito Bridge. A vehicle for emergency purposes should also be considered along with adequate parking.

Response: See responses under 3 and 5 above.

9. Thomas Stuart

The commenter submitted an email on January 1, 2016 stating that the maintenance costs associated with keeping the old bridge should be borne by the County and not by Mosquito residents. Mr. Stuart suggested looking toward the rafting industry for ways to fund the upkeep of the old bridge and stated the area will become a patrolling issue for the Sheriff and Fire Department with the influx of people who may come for recreational purposes.

Response: The Mosquito Bridge Replacement Project is funded by the Federal Highway Bridge Program, which does not provide funding for maintenance or preservation of the old bridge. El Dorado County agrees keeping Mosquito Road open would be challenging to monitor and patrol by the Sheriff's Department due to the difficulty to access and turn around.

10. Chris Tulley

On December 29, 2015 Mr. Tulley submitted an email in support of providing river access and maintaining the existing bridge. The commenter discussed the regional role and importance of whitewater recreation and expressed support for providing year round river access, additional parking on the south side of the river, maintaining the existing bridge for pedestrian use. The commenter stated

if only seasonal vehicle access or no vehicle access is provided, that parking and turnouts should be provided on both sides above the gates.

Response: See responses under no. 3 and 5 above.

11. Jeff Wasielewski

On December 20, 2015, Mr. Wasielewski submitted an email expressing interest in retaining access to the Slab Creek run on the SFAR and encouraged efforts to preserve and improve boater access on the south side of the existing Mosquito Bridge. The commenter also suggested using the annual payment from SMUD to the County to fund public access facilities.

Response: See responses under no. 3 and 5 above.

COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION
http://www.edcgov.us/DOT/

PLACERVILLE OFFICES:
MAIN OFFICE:
2850 Fairlane Court, Placerville, CA 95667
(530) 621-5900 / (530) 626-0387 Fax

MAINTENANCE:
2441 Headington Road, Placerville, CA 95667
(530) 642-4909 / (530) 642-0508 Fax

LAKE TAHOE OFFICES:
ENGINEERING:
924 B Emerald Bay Road, South Lake Tahoe, CA 96150
(530) 573-7900 / (530) 541-7049 Fax

MAINTENANCE:
1121 Shakori Drive, South Lake Tahoe, CA 96150
(530) 573-3180 / (530) 577-8402 Fax

DATE: December 8, 2015

TO: Interested Agencies and Individuals

FROM: El Dorado County Community Development Agency, Transportation Division

RE: Invitation to Comment: Mosquito Bridge Replacement Project – Controlled River Access

El Dorado County received federal funds to replace the existing Mosquito Bridge located 6 miles north of U.S. Highway 50, along Mosquito Road at the South Fork of the American River. The bridge does not meet current standards such as load requirements and bridge width. Currently, the bridge requires extensive annual maintenance resulting in long term road closures. Structurally, the bridge is rated near the bottom of all state bridges with a sufficiency rating (SR) of 12.5 out of 100. Bridges with a SR of < 50 are eligible for replacement under the FHWA Highway Bridge Program (HBP). The HBP will not fund non-vehicular use. Therefore, the existing bridge may or may not be removed, depending upon whether or not a source of funding can be found to finance the ongoing, high cost of maintenance necessary to keep it open, even for pedestrian use. If such funding cannot be found, the existing bridge will be removed as required by the HBP.

Mosquito Road is a rural narrow roadway that meanders through mountainous terrain and switchbacks into the steep South Fork American River canyon that narrows to a single lane near the bridge on both roadway approaches. These approaches to the bridge include five tight hairpin turns—one on the south canyon face (Placerville side), and four on the north canyon face (Mosquito/Swansboro side). The 9 foot wide bridge is restricted to only small vehicles; larger vehicles, such as those of first responders, and trucks are physically unable to access the bridge.

Due to reasons cited above, the County is considering a more direct crossing by raising the bridge profile approximately 400 feet, leaving the Mosquito Road approaches to the existing bridge no longer necessary to cross the canyon. The portion of Mosquito Road that leads to the existing bridge may or may not be abandoned, depending upon the interest in keeping it open on a limited basis or closed altogether. One option is to restrict this portion of the road to foot traffic, emergency and utility vehicles only. In this instance, however, minimal maintenance to the road would still be needed.

As a potential user/stakeholder to the old road on both sides of the river, the County is requesting your feedback as to preferences and your level of willingness to contribute to a share of the road maintenance.

Existing access to and from the river near the existing Mosquito Bridge is also the subject of a feasibility study the County will conduct as part of the proposed bridge replacement project pursuant to CA Streets & Highway Code 991.

Please submit your comments to me no later than December 31, 2015 using the contact information below. Thank you for your interest in the Mosquito Bridge Replacement Project. If you have any questions, please do not hesitate to contact me. Please be aware that you will have additional opportunity to comment on the project as a whole when the CEQA document is distributed to the public.

Janet Postlewait, Principal Planner
El Dorado County Community Development Agency
Transportation Division
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5993 / FAX (530) 626-0387
janet.postlewait@edcgov.us

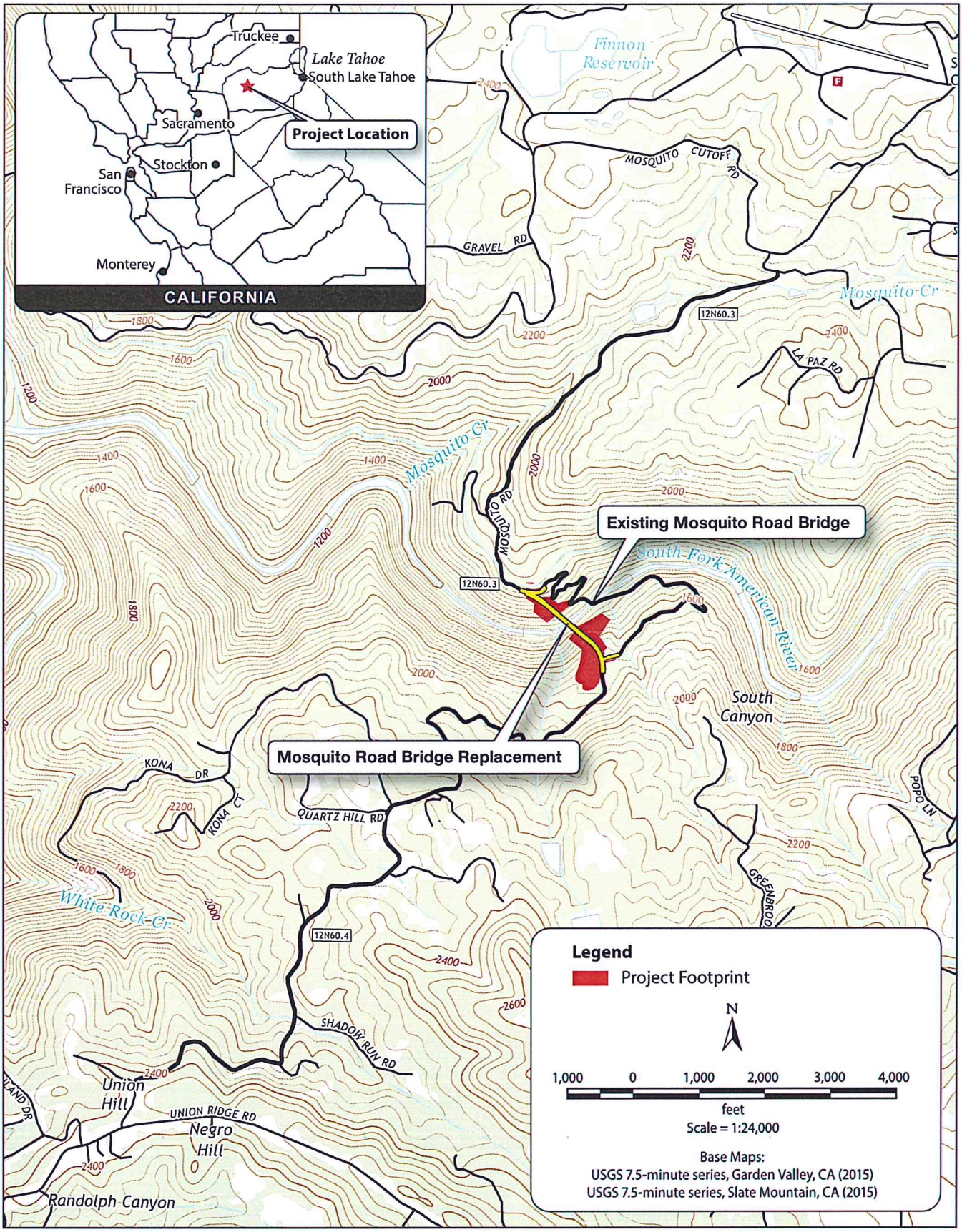


Figure 1
Location Map

Attachment B

Mosquito Road Bridge – Three-dimensional Images

Mosquito Road Bridge – Three-dimensional Images

The exhibits below are "still frame" images extracted from a three dimensional visual rendering video of the Mosquito Bridge Replacement Project. The video was presented at public meetings held on July 15, 2015 and October 26, 2016 in Swansboro Country, as well as at a Board of Supervisors meeting held on April 28, 2015. As shown, because only limited views of the new bridge would be possible, there would not be a significant change in the visual character of the area.

Exhibit A (above) depicts the proposed Project above the existing Mosquito Road Bridge as it would appear from an aerial view upstream of the existing bridge, looking downstream. **Exhibit B** (below) depicts the proposed Project above the existing Mosquito Road Bridge as it would appear from an aerial view downstream of the proposed Project, looking upstream.

Exhibit C (above) depicts the proposed Project as it would appear from the view of motorists traveling southbound on Mosquito Road (Swansboro side toward Placerville) approaching the new bridge.
Exhibit D (below) depicts the proposed Project as it would appear from the view of motorists traveling northbound (Placerville side toward Swansboro) approaching the new bridge.

Attachment C

Comment Letter O-4 Appendixes A and B

APPENDIX A
PUBLIC ENGAGEMENT DOCUMENTATION
EL DORADO COUNTY
MOSQUITO ROAD BRIDGE REPLACEMENT PROJECT

MOSQUITO ROAD BRIDGE PROJECT
PUBLIC WORKSHOP
Saturday, January 26, 2013
2:00 to 3:30 p.m.
Mosquito Fire Protection District Station 75
8801 Rock Creek Road, Placerville

COMMENTS & QUESTIONS SUMMARY

Following is a summary of the comments and questions regarding the Mosquito Road Bridge Project that were voiced by residents of the Mosquito and Swansboro communities who attended the public workshop on January 26, 2013.

In favor of 2-lane replacement bridge:

- Improve safety for all motorists (residents as well as visitors)
- Emergency response time will be greatly improved – could be reduced to 20-25 minutes for sheriff as well as fire/ambulance; now takes 45 minutes for ambulance to Marshall via Rock Creek Rd.
- Will improve emergency route in case of evacuation

Concerns regarding 2-lane replacement bridge:

- Traffic volumes will increase
- Will bring more people
- Crime will increase w/better access
- Will change rural character of the community

Option for 1-lane replacement bridge:

- Make it look “cute” like existing bridge

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

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

Preservation of Rural Character of the Community

- Current bridge limits visitors/usage; Concern that improving bridge will encourage future growth, negative impacts on rural character.

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

Existing roads need SAFTEY improvements (not covered by the HBP funding)

- Roads are narrow with switchbacks/hairpin turns
- Recent fatal accident site on turn above bridge has no protection (no guardrail or reflectors)
- Obtain other funding to fix existing roads

Emergency response is big concern, but only way to fix is with larger bridges.

QUESTIONS & ANSWERS

EXISTING BRIDGE CONDITIONS

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

Does the bridge really need to be replaced?
Answer: The sufficiency rating justifies the option to replace the existing bridge. However, this will be analyzed in the updated study and alternatives will be presented for public input.

FUNDING

Will current 100% funding remain in place?
Answer: The 100% funding was originally a two-year pilot program started in 2010 to get projects into the program that did not have the local matching funds. If this project continues under existing HBP, 100 percent funding is locked in. If the project is discontinued, then resumed at a later date, 100 percent funding might not be available.

How much will HBP cover for the road?
Answer: Normally, up to 400 feet as needed to conform/transition to existing roadway alignment on each side of the bridge; however, longer approaches may be eligible for funding subject to justification and FHWA approval.

EXISTING ROADS

Will existing road stay the same?
Answer: The HBP funding will cover the cost to reconstruct the bridge in its ultimate location along with reasonable approaches to conform to the adjacent roadway. The remaining portions of the road will remain as is and will be maintained as part of the County's ongoing roadway maintenance.

Won't some of the problems be fixed with some of the alternatives?
Answer: Depending upon the alternative selected, some existing roadway deficiencies will be eliminated

What is traffic projection for 2020?
Answer:

When will Rock Creek Road be fixed where slide was?
Answer: Slide is being monitored and K-rail will be removed once the hillside stabilizes - potentially by Summer 2013.

EMERGENCY VEHICLE ACCESS / RESPONSE TIME

Would higher profile bridge alternatives improve emergency vehicle response times?
Answer: Potentially yes, depending upon alternative selected and fire service operations.

Will a new bridge accommodate emergency vehicle uses?
Answer: Yes, if the bridge is replaced, the new structure will accommodate emergency vehicles.

PEDESTRIAN ACCESS

Will a new bridge accommodate pedestrian access/foot traffic?
Answer: This is a design level decision that will be evaluated in the alternative selection process. Pedestrian access can be provided if determined to be a community priority.

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.

TRUCK ACCESS

Will a new bridge make Mosquito Road a truck route?
Answer: Mosquito Road will not be designated as a truck route; however, it will be available to any legally loaded vehicle.

ROAD CLOSURES / ALTERNATE ACCESS ROUTES

If Mosquito Bridge is closed during construction, what are the alternative routes?
Answer: Rock Creek Road would be the primary detour route with Mosquito Road / Sand Mountain Blvd as a secondary route. (Additional road maintenance would be required.)

RECREATIONAL USE

Will access to the river be provided?
Answer: This will be evaluated in the planning process and will be considered if a community priority.

RIGHT-OF-WAY ACQUISITION

Will private property be needed for the project?
Answer: Right-of-way will likely need to be acquired for the project. A formal process to evaluate, value and compensate property owners will be followed. Property owners have constitutionally afforded rights which will be provided for in this process.

STUDY / UPDATE SCHEDULE

Will updated study look at new/different alternatives from the 1993 study?
Answer: Potentially yes, if better alternatives can be identified.

Does Options 3 or 4 accommodate school buses?
Answer: Potentially yes, dependent upon the school district bus route determination.

Can an alternative matching the current design and location of the existing bridge be considered?
Answer: Yes, provided it can be made to meet current safety standards.

What is the project schedule?
Answer: A tentative project schedule is provided in the Project Fact Sheet . See project website: http://www.edcgov.us/MosquitoBridge/

CONSULTANT / CONTRACTOR SELECTION

How will the consultant be selected? Will they be familiar with the area and particular community needs?
Answer: The consultant is being selected based upon their qualifications specific to this project in a formalize process. The selected consultant will be very familiar with the project site and surrounding area. Their scope of work will include collecting and prioritizing community needs and their work will be fully supervised by County staff.

Can an accelerated design/build process be utilized for this project?
Answer: Most likely not; however, delivering the project in a timely manner is a priority and schedules for each item of work will be provided to deliver the project as quickly as possible.

QUANTIFICATION OF PUBLIC OPINION ON ALTERNATIVES

How will public opinion on the alternatives be quantified?
Answer: When alternatives are developed, a survey of the community preferences will be conducted and results included in the finalized study.

Will these comments be posted online? The comments received at public workshops will be summarized and posted on the project website: http://www.edcgov.us/MosquitoBridge/

Mosquito Road Bridge Replacement Project

Public Workshop #2

November 15, 2014 1:30pm – 3:30pm

Mosquito Fire Protection District

Q&A Session Log

The following questions were recorded during the meeting:

1. When will it be constructed?
    - A: Approximately beginning 2020.
2. How will you determine the alternatives?
    - A: Currently the County and the design consultant team are undertaking geological, environmental and other technical studies to understand and evaluate the site constraints and opportunities within the project area. In addition, the County is undertaking a comprehensive public engagement process to collaborate with and receive input from the community at key milestones during this process. Based upon the technical analysis and public input, the project team will develop several alternatives, evaluate and eliminate alternatives based upon the technical analyses and public input. Ultimately, one recommended preferred alternative will be presented to the County Board of Supervisors who will make a final decision to advance to final design and then construction.
3. Will the line of sight of the road change?
    - A: It depends on the alternative selected. Low level alternatives will largely maintain the view shed of the existing roadway and canyon. Mid and upper level alignments will alter the view shed, but will still provide views of the canyon.
4. Will you announce which alternatives will continue to be studied at the public meetings?
    - A: Yes. I. Additionally, alternatives considered for rejection will be presented to the public with reasons for the proposed rejection to gather further input from the public. In this way, the public will be involved throughout the process and will better understand how the final three alternatives studied in the environmental document are determined, and ultimately how the preferred alternative is chosen..
5. How can you sign up for information if you don't have a computer?
   A: Please provide your contact information, such as name and mailing address, and request the information desired to Janet Postlewait at 2850 Fairlane Court Placerville, CA 95667.
6. What does it take to make a project fundable?
    - A: The project must adhere to the Highway Bridge Program (HBP) requirements. HBP is a federal program administered by the Federal Highway Administration (FHWA), who has delegated authority of the HBP to Caltrans in California. The HBP has strict

guidelines for bridge replacement projects and for what the FHWA considers participating project components. Typical factors that are considered include current and future traffic volumes, traffic accident history, current roadway and bridge standards, a maximum of 400 feet of roadway approach on each end of the bridge, and maintaining traffic circulation during construction which can influence the alignment and location of the replacement bridge. Sometimes, justification can be made for components not normally acceptable for federal funds, such as longer roadway approaches. This project is very unique in its characteristic of difficult access to and from the bridge and may result in non-typical features, such as longer roadway approaches, longer bridge, etc., being funded by the HBP.

7. Will the alternative need Caltrans approval?
    - A: Yes. Due to the federal funding source, and FHWA's delegation of authority to Caltrans to administer the HBP, Caltrans approval of the alternative is necessary. This is not to say that Caltrans will be involved in the development of the alternatives. The County and its design consultant will develop the alternatives based on the project's criteria, which involves public input, and will present the alternatives to Caltrans to obtain their input regarding alternative's fundability. Assuming multiple alternatives are deemed fundable by Caltrans, then the process for alternatives selection will only involve engineering studies and public input.
8. Is funding approved through construction?
    - A: Yes. Funding is made up of HBP funds and Toll Credits which will not require any local funds for an alternative deemed fundable by Caltrans.
9. Which of the bridges will be funded?
    - A: Many bridge types are fundable. The County and its design consultants will present various types of bridges to Caltrans for their input.
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 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.

Mosquito Road Bridge Replacement Project

Public Workshop #2

November 15, 2014 1:30pm – 3:30pm

Mosquito Fire Protection District

Hence, the reason for segregating the planning study task of the existing routes future from new bridge, but yet considering impacts and connectivity of the existing route during the planning process.

- o

11. Do you seek Board of Supervisors approval before or after Caltrans's approval?
    - o A: Caltrans will be involved throughout the development of this project which means the County will obtain Caltrans' input on the alternatives to avoid moving forward with alternatives that Caltrans will not support from a funding standpoint. The Supervisors will ultimately decide on an alternative to be designed and constructed that Caltrans has already deemed fundable.
12. Is Caltrans the ultimate authority?
    - o A: Caltrans and FHWA are responsible for determining which alternatives are fundable. Caltrans is not responsible for the development of alternatives.
13. Will Caltrans attend the public meetings?
    - o A: The County has invited and will continue to ask Caltrans to attend public meetings. Caltrans has hundreds of bridge replacement projects and cannot attend all public meetings. The County will also meet with Caltrans separately to keep Caltrans abreast of the development of the alternatives.
14. During the evaluation process at what time will the public be able to look at them?
    - o A: The County will gather and respond to input from the public throughout the development of the alternatives. The County and the project team will meet with the community at key milestones. Currently the County has three additional community meetings planned to discuss and collaborate with the community on the narrowing of alternatives.
15. Please make sure that the bridge is constructed by an American construction firm with American materials.
    - o A: FHWA requires that the selection of the California licensed contractor is based on the lowest responsible bid and that American steel materials are used.
16. Will information on the slide areas be available on the web?
    - o A: Yes.
17. Will right of way acquisition be transparent?
    - o A: As the alternatives are developed, the County and project team will coordinate and negotiate with each affected property owner for the possible necessary right of way. As alternatives develop, potential right of way limits will be shown on exhibits and plans.

Mosquito Road Bridge Replacement Project
Public Workshop #2
November 15, 2014 1:30pm – 3:30pm
Mosquito Fire Protection District

18. Are the alternatives numbered by priority?
    - A: No. At this time alternative numbers are simply established by passing west to east for sequential numbering.
19. Is it a two lane bridge?
    - A: The proposed new bridge will be two lanes wide with standard shoulders.
20. Will there be a divider in between lanes?
    - A: No.
21. How high will the bridge be?
    - A: This depends on the alternative selected.
22. How wide will the bridge lanes be?
    - A: The proposed bridge will consist of two 12-foot wide lanes with 5-foot shoulders on each side for a total of a 34-feet width bridge
23. Will trailers be allowed?
    - A: Yes. The new bridge project limits are required to be designed to accommodate all types of vehicles, including large trucks, trucks with trailers, and all emergency vehicles.
24. What criterion comes first? Guard rails or speed limit?
    - A: Speed limit. The speed limit determines the necessity and type of guardrails.
25. Is there consideration of a link from a new bridge approach to possible new and/or reformed roads in the future?
    - A: This is a bridge replacement project. Future roadway projects are separate from this project. See Q&A #10.
26. Will the alternative closest to original bridge be able to hold trailers, etc.?
    - A: Yes. The new bridge and any reconstructed roadway approach will be designed and constructed to accommodate various vehicle/trailer combinations. But remaining switch backs (hairpin turns) will continue to limit access to any new lower level bridge as they currently limit access.
27. Are you going to maintain this new bridge if it is subject to graffiti?
    - A: The new bridge can be designed to discourage graffiti such as using graffiti resistant materials and finishes.
28. Are lower level alternatives discounted due to lack of access and approach for safety considerations?
    - A: Yes. Safe access and access for construction are criterion that all alternatives are being measured by.

Mosquito Road Bridge Replacement Project

Public Workshop #2

November 15, 2014 1:30pm – 3:30pm

Mosquito Fire Protection District

29. Can Caltrans be asked to drive road for context?
    - A: Yes. The County has provided Caltrans staff with a site visit of the bridge site more than once.
30. Where will funding come for repairs to current roads?
    - A: Repairs to existing roadways is subject to available local maintenance funds. Each need for repair is assessed based on other such needs within the county and prioritized based on limited funds. This is an ongoing process that does not end.
31. How will alternative routes be considered during construction?
    - A: Given the 23 mile detour, detouring is a criterion that each alternative is being measured by. Some alternatives will require a longer duration for detouring than others. Each alternative will likely require some level of detouring regardless. But the development of each alternative is taking this into consideration so as to minimize detouring to the extent practicable.

DATE: July 24, 2015

TO: El Dorado County Community Development Agency, Transportation Division

ATTN: Janet Postlewait, 2850 Fairlane Court, Placerville, CA 95667

FROM: Violet Jakab PE 26879; 6556 Yankee John Ct, Placerville CA 95667

vjakab79@gmail.com; 530-622-6048

RE: Mosquito Road Bridge CEQA Notice of Preparation of EIR-Comments

Dear Ms. Postlewait,

My name is Violet Jakab and I reside in Swansboro. I am also member of American Whitewater and have been and am a whitewater boater since 1994. I actually 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 extensively used every time there is adequate release from Slab Creek Dam.

Being a Civil Engineer, and resident of Swansboro, I am very aware that the existing bridge is structurally deficient and functionally obsolete access to the Mosquito/Swansboro communities. As a whitewater boater and avid hiker I know that the bridge at Mosquito Road is a a vital and very rare **PUBLIC access point to the South Fork of the American River between Slab Creek Dam and Chili Bar Reservoir**.

Comments on the NOP Scoping & Alternatives for Final Study are as follows:

1. Since the evaluation criteria under Safety and Operations included Recreation and River Access, each of the alternatives (low level, mid level and high level) for the Final Study and Draft EIR must include a detailed description and analysis of the river access including improvements, environmental impacts and right of way needs if applicable.

2. Under criteria for Safety and Operations Bridge Washout from dam-break was a screening criterion. The potential effect of dam break and subsequent flooding on the access improvements must also be addressed.

3. Construction traffic handling was one of the screening criteria. Off-site detour. Onsite detour and Traffic Maintenance during construction must be addressed. We live up here, have emergency needs and want and need to access the river during construction.

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.

I appreciate this opportunity to comment on the project and look forward to the review of the Final Study and Draft EIR.

Theresa L. Simsiman <theresa@americanwhitewater.org>

NOP of EIR Mosquito Road Bridge Comments

Janet Postlewait <janet.postlewait@edcgov.us> Mon, Jul 27, 2015 at 2:54 PM
To: "Theresa L. Simsiman" <theresa@americanwhitewater.org>

Thank you, Theresa! Your comment will be considered during the preparation of the EIR. Feel free to contact us with any questions you may have.

Janet Postlewait
Principal Planner

El Dorado County Community Development Agency
Transportation Division
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5993 / FAX (530) 626-0387
janet.postlewait@edcgov.us

On Mon, Jul 27, 2015 at 1:10 PM, Theresa L. Simsiman <theresa@americanwhitewater.org> wrote:

> Hi Janet,
>
> Please accept the attached as our comments regarding the scope and information we would like addressed in the EIR for the Mosquito Road Bridge Replacement Project.
>
> Feel free to contact me with any questions.
>
> Thanks for your time!
>
> Theresa L. Simsiman
> California Stewardship Assistant
> American Whitewater
> 916-835-1460

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

July 27, 2015

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

Dear Ms. Postlewait,

American Whitewater appreciates having the opportunity to provide comment on the Notice of Preparation of an Environmental Impact Report for the Mosquito Road Bridge Project. As was detailed in our letter to your office dated November 18, 2014 - a significant percentage of our members that reside in and travel to California enjoy the many recreational opportunities provided by the South Fork American (SFA) River. One specific SFA reach is Slab Creek which runs under the current Mosquito Road Bridge.

Our letter outlined Slab Creek would have regular recreational flows provided by the Sacramento Municipal Utility District (SMUD) as mandated by Hydropower FERC Project #2101 License conditions from the California State Water Resource Control Board (SWRCB), United States Forest Service (USFS) and the Bureau of Land Management (BLM).[1] As such we advocate for continued public access to this resource at Mosquito Road Bridge and provide the following comments regarding the scope and content of the information to be included in the EIR.

Consider recreational access scoping and information for all alternatives - Alt 1 (High Level), Alt 6 (Mid-Level) and Alt 8 (Low Level) - that help the county comply with California Streets and Highway Code 991.

Again refer to our letter to your office dated November 18, 2014 which suggested components to help comply with California Streets and Highway Code 991 including:

- Define and implement a scoping process for a River Access Feasibility study
- Determine potential recreational access points

[1] FERC Order Issuing New License for the Upper American River Hydroelectric Project #2101 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. Recreation Streamflows Page 91 and Condition 50. Recreation Streamflows Page 208

- Establish and describe right of ways for recreational access
- Identify potential funding sources for recreational access
- Make a formal and transparent determination for recreational access

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.

Consider river passage & river access during constructions for all three bridge alternatives.

Again, American Whitewater requests that the County consider and fully vet options to insure river navigability and access on the South Fork American River at Mosquito Road Bridge during construction.

Sincerely,

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

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

Att: American Whitewater Comments
November 18, 2014

MOSQUITO ROAD BRIDGE PROJECT
PUBLIC WORKSHOP
Saturday, January 26, 2013
2:00 to 3:30 p.m.

Mosquito Fire Protection District Station 75
8801 Rock Creek Road, Placerville

Hosted by
El Dorado County Community Development Agency
Transportation Division

WORKSHOP AGENDA

2:00 – 2:30 p.m. Open House

2:30 – 3:00 p.m. Presentation

3:00 – 3:30 p.m. Q & A

1. **Welcome & Introduction** – Anne Novotny
2. **Bridge Facts / Current Conditions** – Matt Smeltzer
3. **Highway Bridge Program Funding** – Matt Smeltzer
4. **Study Update / 1993 Study Alternatives** – Adam Bane
5. **Bridge Design Examples** – Matt Smeltzer
6. **Project Delivery Process / Schedule** – Anne Novotny
7. **Next Steps for Public Input** – Anne Novotny
8. **Open Question & Discussion Period**

MOSQUITO ROAD BRIDGE REPLACEMENT PROJECT

PUBLIC WORKSHOP

Saturday, November 15, 2014

1:30 to 3:30 p.m.

Mosquito Fire Protection District Station 75

8801 Rock Creek Road, Placerville

Presentation and Workshop Topics

- **Project Recap to Date**
- **Process and Schedule**
- **Alternative Overview**
- **Screening Criteria and Analysis**
- **Aesthetic Themes Overview**
- **Next Steps**
- **Q & A**

Look for updates and FAQ's on the Mosquito Bridge website http://www.edcgov.us/MosquitoBridge/

Hosted by the

El Dorado County Transportation Division

This is Public Workshop No. 2 for the
Mosquito Road over South Fork American River
Bridge Replacement Project.

For more information, contact Janet Postlewait
janet.postlewait@edcgov.us or (530) 621-5900

COMMUNITY DEVELOPMENT AGENCY

TRANSPORTATION DIVISION

http://www.edcgov.us/DOT/

PLACERVILLE OFFICES:
MAIN OFFICE:
2850 Fairlane Court, Placerville, CA 95667
(530) 621-5900 / (530) 626-0387 Fax

MAINTENANCE:
2441 Headington Road, Placerville, CA 95667
(530) 642-4909 / (530) 642-0508 Fax

LAKE TAHOE OFFICES:
ENGINEERING:
924 B Emerald Bay Road, South Lake Tahoe, CA 96150
(530) 573-7900 / (530) 541-7049 Fax

MAINTENANCE:
1121 Shakori Drive, South Lake Tahoe, CA 96150
(530) 573-3180 / (530) 577-8402 Fax

DATE: **December 8, 2015**

TO: **Interested Agencies and Individuals**

FROM: **El Dorado County Community Development Agency, Transportation Division**

RE: **Invitation to Comment: Mosquito Bridge Replacement Project – Controlled River Access**

El Dorado County received federal funds to replace the existing Mosquito Bridge located 6 miles north of U.S. Highway 50, along Mosquito Road at the South Fork of the American River. The bridge does not meet current standards such as load requirements and bridge width. Currently, the bridge requires extensive annual maintenance resulting in long term road closures. Structurally, the bridge is rated near the bottom of all state bridges with a sufficiency rating (SR) of 12.5 out of 100. Bridges with a SR of < 50 are eligible for replacement under the FHWA Highway Bridge Program (HBP). The HBP will not fund non-vehicular use. Therefore, the existing bridge may or may not be removed, depending upon whether or not a source of funding can be found to finance the ongoing, high cost of maintenance necessary to keep it open, even for pedestrian use. If such funding cannot be found, the existing bridge will be removed as required by the HBP.

Mosquito Road is a rural narrow roadway that meanders through mountainous terrain and switchbacks into the steep South Fork American River canyon that narrows to a single lane near the bridge on both roadway approaches. These approaches to the bridge include five tight hairpin turns—one on the south canyon face (Placerville side), and four on the north canyon face (Mosquito/Swansboro side). The 9 foot wide bridge is restricted to only small vehicles; larger vehicles, such as those of first responders, and trucks are physically unable to access the bridge.

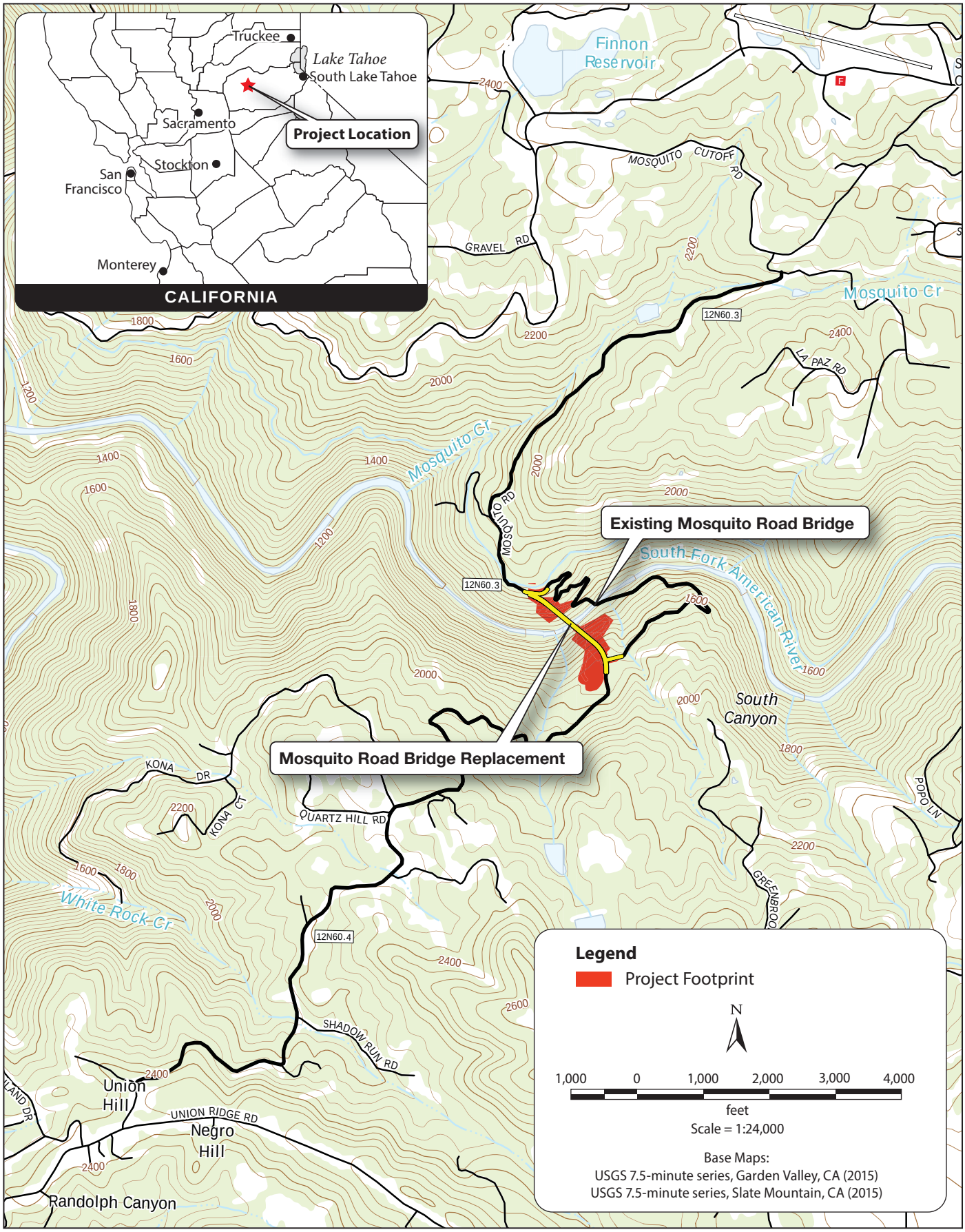
Due to reasons cited above, the County is considering a more direct crossing by raising the bridge profile approximately 400 feet, leaving the Mosquito Road approaches to the existing bridge no longer necessary to cross the canyon. The portion of Mosquito Road that leads to the existing bridge may or may not be abandoned, depending upon the interest in keeping it open on a limited basis or closed altogether. One option is to restrict this portion of the road to foot traffic, emergency and utility vehicles only. In this instance, however, minimal maintenance to the road would still be needed.

As a potential user/stakeholder to the old road on both sides of the river, the County is requesting your feedback as to preferences and your level of willingness to contribute to a share of the road maintenance.

Existing access to and from the river near the existing Mosquito Bridge is also the subject of a feasibility study the County will conduct as part of the proposed bridge replacement project pursuant to CA Streets & Highway Code 991.

Please submit your comments to me no later than December 31, 2015 using the contact information below. Thank you for your interest in the Mosquito Bridge Replacement Project. If you have any questions, please do not hesitate to contact me. Please be aware that you will have additional opportunity to comment on the project as a whole when the CEQA document is distributed to the public.

Janet Postlewait, Principal Planner
El Dorado County Community Development Agency
Transportation Division
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5993 / FAX (530) 626-0387
janet.postlewait@edcgov.us



00496.14 015 (11-5-2015)

Figure 1
Location Map

AMERICAN WHITEWATER

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

December 31, 2015

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

RE: Invitation to Comment - Mosquito Bridge Replacement Project - Controlled River Access

Dear Ms. Postlewait,

In response to the invitation to comment on the Mosquito Bridge Replacement Project, American Whitewater is glad to note El Dorado County Community Development Agency, Transportation Division compliance to California Streets and Highway Code 991 and provides the following response to assist in the scoping process for river access at this location.

As outlined in our previous comments, the current Federal Energy Regulatory Commission (FERC) license order for Sacramento Municipal Utility District's (SMUD) Upper American Hydroelectric River Project (UARP) issued on July 23, 2014 will provide recreational flows on the South Fork American River below Slab Creek for the next 50 years. These flows are mandated by conditions issued by the California State Water Resource Control Board (SWRCB), the United States Forest Service (USFS) and supported by the Bureau of Land Management (BLM).[1] Mosquito Road Bridge currently provides crucial recreational access to the river and is 1 of 2 public river access points on the SFA below Slab Creek. It currently serves as the historic take-out for boaters who desire a shorter run and for boaters without the skill set to run the Class V rapid

[1] FERC Order Issuing New License for the Upper American River Hydroelectric Project #2101 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. Recreation Streamflows Page 91 and Condition 50. Recreation Streamflows Page 208

downstream known as Motherlode Falls.[2] Thus, consistent with a BLM request as part of their right of way agreement for Mosquito Road Bridge, American Whitewater would like to see public river access included in all bridge alternatives provided for the Mosquito Bridge Replacement Project.

Preferred Scenario

Based on current conditions at Mosquito Road Bridge American Whitewater suggests the following preferred river access scenario:

- Provide year around access to the river, as is the current setup at Mosquito Road Bridge.
- Maintain the old Mosquito Road Bridge as a pedestrian walkway and as a bicycle route across the river.
- Provide year around vehicle access to the river on the South Placerville side where the public currently parks for river access.
- Explore the possibility for additional parking spaces adjacent to the river and at the first hairpin turn on the South Placerville side.
- Improve pedestrian access down to the river at the current Mosquito Road Bridge

Alternative Scenario

Recognizing resource constraints mentioned in the Transportation Division invitation to comment, American Whitewater suggests the following alternatives while maintaining year around river access:

- Seasonal vehicle access to Mosquito Road on the South Placerville side that coincides with SMUD's scheduled recreational releases for SFA Slab Creek, which would be available between March to May, or the month of October.
- Provide turnout and parking on both sides of the new bridge to allow for pedestrian river access via Mosquito Road.

Funding

In terms of funding for road maintenance at the Mosquito Road river access, American Whitewater notes that El Dorado County entered into a Cooperation Agreement with SMUD that provides an annual amount of $590,000. These annual payments are to be "utilized by the County for purposes of road maintenance, watershed management, and

[2] http://www.americanwhitewater.org/content/River/detail/id/147/

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."[3] Since SFA below Slab Creek is well within the boundaries of the UARP it stands to reason that some of these funds could be utilized for maintaining river access at Mosquito Road.

Conclusion

American Whitewater commends El Dorado County Community Development Agency, Transportation Division for the work done thus far on the Mosquito Road Bridge Project. We look forward to the next steps in the public process with the release of the Environmental Impact Report and the selection of a preferred bridge alternative.

Sincerely,

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

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

Att: American Whitewater Comments July 27, 2015
American Whitewater Comments November 18, 2014

[3] Filing of El Dorado – SMUD Cooperation Agreement with FERC for the Upper American River Hydroelectric Project #2101 available on the Commission's website from the eLibrary feature at http://www.ferc.gov/docs-filing/elibrary.asp Accession number 20051205-0233 - Page 8 Section 4.4 Use of Payment Funds

Theresa L. Simsiman <theresa@americanwhitewater.org>

Draft Feasibility Study - Public Access to the SFAR at Mosquito Bridge Road

Donna Keeler <donna.keeler@edcgov.us> Fri, Jul 29, 2016 at 8:19 AM
To: grebsnig@gmail.com, chris.tulley@gmail.com, darrickhilbert@yahoo.com, riverlass@sbcglobal.net, theresa@americanwhitewater.org, wasiel@att.net, skatermatt76@yahoo.com, IowaHill@smud.org, David.Hanson@smud.org, Mark.Swisher@smud.org, Darold Perry <Darold.Perry@smud.org>, dave@americanwhitewater.org, fyref07@yahoo.com
Cc: Bard Lower <bard.lower@edcgov.us>, Matthew Smeltzer <matt.smeltzer@edcgov.us>, Jon Balzer <jon.balzer@edcgov.us>

Dear Interested Parties,

On August 16, 2016 the El Dorado County Transportation Division is giving a presentation to the County Board of Supervisors on the *Draft Feasibility Study for Public Access to the South Fork of the American River at Mosquito Bridge Road*. The Draft Study is available for viewing at: http://www.edcgov.us/MosquitoBridge/.

The presentation will take place in the Planning Commission Hearing Room at 2850 Fairlane Court in Placerville, California. The meeting agenda and details will be posted on the County's website **one week prior** to the meeting: https://eldorado.legistar.com/Calendar.aspx

Please feel free to email me if you have any questions. Comments and questions can also be posted on the County's website.

Kind regards,

Donna

--
Donna Keeler
Senior Planner
County of El Dorado
Community Development Agency
Transportation Division
2850 Fairlane Court
Placerville, CA 95667
(530) 621-3829 / Fax (530) 626-0387
donna.keeler@edcgov.us

Theresa L. Simsiman <theresa@americanwhitewater.org>

Mosquito Road Bridge Replacement Study Update

Anne Novotny <anne.novotny@edcgov.us> Tue, Jan 29, 2013 at 11:52 AM
To: Theresa Simsiman <theresa@americanwhitewater.org>
Cc: Dave Steindorf <dave@americanwhitewater.org>

Hi Theresa,

Thank you for coming to the public workshop this past Saturday and for your information about your organization. We were thrilled at the standing room only turnout out on a foggy afternoon. The presentation and handouts, as well as the 1993 Study, will be posted on the County website later this week at: http://www.edcgov.us/Government/DOT/Mosquito_Bridge_Study.aspx

I will add your email address (and Dave's) to the email notification list for project updates.

Thank you for your interest in participating in the community process to update the Mosquito Road Bridge Replacement Study.

Regards,

Anne Novotny
(530) 621-5931
anne.novotny@edcgov.us
Senior Planner
County of El Dorado
Community Development Agency
Transportation Division

On Mon, Jan 28, 2013 at 10:58 AM, Theresa Simsiman <theresa@americanwhitewater.org> wrote:

> Hi Anne,
>
> Just wanted to take the opportunity to thank you for providing the informative workshop last Saturday. Given the size of the meeting I did not get a chance to introduce myself. I am a regional coordinator with American Whitewater and signatory to the Upper American River Project (UARP) Relicensing Settlement Agreement with SMUD.
>
> American Whitewater is a 501(c)(3) national non-profit organization that works to protect and restore America's whitewater resources and enhance the public's ability to enjoy them safely. Our membership base here in California has considered "Slab Creek" on the South Fork of the American River one of the premier Class V whitewater runs in the area and the pending relicense of SMUD's Upper American River Project will gaurantee scheduled whitewater releases during the spring season. As such river access at Mosquito Road Bridge remains an ongoing interest.
>
> American Whitewater plans to take an active part in this community process to update the replacement study - I would appreciate it if you could add the following email addresses to your public contact list regarding Mosquito Road Bridge.
>
> theresa@americanwhitewater.org - myself
> dave@americanwhitewater.org - Dave Steindorf - American Whitewater - California Stewardship Coordinator

> Again thanks for your time!
>
> Theresa Simsiman
> American Whitewater
> California Regional Coordinator
> 916-835-1460

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If you receive this e-mail in error please contact the sender by return e-mail and delete the material from your system.
Thank you.

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

November 24, 2014

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

Dear Ms. Postlewait,

American Whitewater appreciates having the opportunity to provide comment on the El Dorado County Mosquito Road Bridge Replacement Project, which proposes to replace Mosquito Bridge at the South Fork of the American River. Keeping with Objective 9.1.4 of El Dorado County's General plan to "conserve and promote the waterways of El Dorado County, particularly the South Fork American River, as recreational and economic assets" - construction of a new bridge at this location will provide opportunity to improve public river access for public recreation.

American Whitewater is a national non-profit 501(c)(3) river conservation organization founded in 1954 with a mission to conserve and restore America's whitewater resources and to enhance opportunities to enjoy them safely. With over 5,800 members and 100 locally based affiliate clubs, American Whitewater represents the conservation interests of thousands of whitewater enthusiasts across the nation. A significant percentage of our members reside in and travel to California for its whitewater resources, and enjoy recreating on a section of the South Fork American River known as Slab Creek. As a result, American Whitewater has a direct interest in the outcome of the proposal to construct a new bridge at Mosquito Road, with particular interest in river access.

South Fork American River Slab Creek Use & Available Recreational Flows

The South Fork American River between Slab Creek Dam and White Rock Powerhouse offers a unique 7.5 mile continuous Class IV to V whitewater experience for advanced boaters through a scenic river canyon. 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.[1] Currently, boaters park in one of a limited number of spaces on the south side of Mosquito Bridge or up the road on the south during recreational flow days.

To date, boaters have had infrequent opportunity to run Slab Creek, occurring only when Sacramento Municipal Utility District (SMUD) spilled water over Slab Creek Dam. The last recreational flow on this reach took place during the last wet water year in 2011. However, beginning in 2015, there will be many more opportunities for boaters to enjoy Slab Creek. The new license order issued by the Federal Energy Regulatory Commission (FERC) on July 23, 2014 for SMUD's Upper American Hydroelectric River Project provides for regular opportunities to boat Slab Creek for the next 50 years.

Under the FERC License, California State Water Resources Control Board (SWRCB) Water Quality Certificate Condition 4 and U.S. Forest Service (USFS) Condition 50 filed pursuant to section 4(e) of the Federal Power Act specifies required recreational streamflows. For the first 15 years of the license, SMUD will provide for seven scheduled whitewater recreational flow releases below Slab Creek Dam in below normal, above normal & wet water year types between March 1st and May 31st. After 15 years, recreational releases could be made in all water year types during the spring, ranging from 6-12 days between March 1 and May 31, and up to six days in October. In the long term, the total number of possible scheduled recreational flow days will be eighteen days, depending on water year type.[2]

Comments Mosquito Road Bridge Project

A. Compliance with California Streets and Highway Code 991

Section 991 of the California Streets and Highway Code states:

> "*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."*

Section 84.5 sets a similar parameter for public river access for any bridge on a state highway:

> "*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*

---

1 http://www.americanwhitewater.org/content/River/detail/id/147/

2 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 Page 91 & Condition 50 Page 208.

of providing a means of public access to the navigable river for public recreational purposes."

Recently, American Whitewater worked collaboratively with Caltrans Representatives from District 3 to ensure recreation and river access were incorporated into the Highway 49 South Fork American River Bridge Project and outlined the following components to Caltrans to help them comply with this code. We recommend that El Dorado County consider the following steps as well.

Defining and implementing a scoping process

1. The specific issues associated with a River Access Feasibility study should be determined as part of a formal public scoping process regarding any bridge construction or bridge repair projects.
2. Notify appropriate interested stakeholders, including local watershed groups, recreational fishing, boating, and hunting groups, and state and national river conservation organizations such as American Rivers and American Whitewater, as parties to initial Caltrans project scoping.
3. Identify and describe the waterway and the recreational interest in the waterway being affected. This information can be supplemented from the American Whitewater National River Database, or from other online guidebooks such as Dreamflows (these resources are suggestions, and by no means an exhaustive list of the resources, that Caltrans should consider).
4. Through the pubic scoping process it should be determined if there is a need and potential to improve river access.

Determining potential access points

1. Determine all existing access points utilized by the public to access the affected river segment, whether established or informal.
2. If access in the bridge right of way is deemed infeasible or of lesser quality than a nearby improvement or development, explore the potential to establish a new public access site outside of the direct project right of way. Determine the land ownership of these potential access sites and engage landowners or agencies to determine if they are willing to explore improving river access.

Establishing and describing right of ways

1. When acquiring right of ways necessary for construction, Caltrans should, whenever possible, include public access as part of the right of way agreements.
2. The Feasibility Study should evaluate existing easements and determine to what extent they allow public access.
3. Clear and obvious signage should be in place to inform the public of the right of way boundary and where the public is legally allowed to access the river along the bridge.

Identifying Potential Funding Sources

1. The study should identify potential funding sources. Some sources for consideration include partnership with nonprofits, California Department of Boating and Waterways, California Department of Parks and Recreation (Recreational Trails Program), and the California Natural Resources Agency (California River Parkways and EEMP).

Making the final determination

1. Establish a formal and transparent decision-making framework to determine the feasibility of providing public access.
2. If deemed feasible, that determination should mandate the planning and implementation necessary to provide the identified public access.

While recreation and river access is considered within the evaluation criteria for the Mosquito Road Bridge, we encourage the County to prepare a report regarding river access as part of the project to comply with California Streets and Highway Code. Significant cost savings associated with the development of public waterway access could be achieved if it is incorporated into the initial construction project plans. An example of a feasibility report that followed the above basic components can be found in Appendix D of Caltrans' Initial Study for the South Fork American River Bridge Project, available at:

http://www.dot.ca.gov/dist3/departments/envinternet/southforkamericanriver/southforkamericanriver.htm.

B. For High Level Bridge Alternatives Consider Using the Old Road and Historic Bridge For Recreation and River Access

Although the old road and bridge will be handled in a separate project by El Dorado County Parks, American Whitewater believes the existing road and historic bridge at Mosquito Road can provide a viable river access option that can be incorporated into any of the high level bridge alternatives.

C. Provide River Passage & River Access During Construction

American Whitewater recommends that the County fully vet options to ensure river navigability and access on the South Fork American River during construction.

Conclusion

American Whitewater applauds the transparent and public process that El Dorado County has taken to present the progress of the Mosquito Road Bridge Project. We recognize the importance of the new bridge in providing much-needed improvements for community travel, emergency vehicle travel and enhancing public safety by building the bridge to current safety standards.

Concurrently, replacing this bridge also provides the opportunity to improve public access to the South Fork American River. We hope to work collaboratively with El Dorado County to ensure compliance with California Streets and Highway Code 991, brainstorm viable river access options and ensure navigability and access to the river during construction. To that end, please feel free to contact us with any questions or follow-up.

Sincerely,

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

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

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

Theresa L. Simsiman <theresa@americanwhitewater.org>

Fwd: Mosquito Road Bridge comments

Bowes, Stephen <stephen_bowes@nps.gov> Wed, Dec 17, 2014 at 1:35 PM
To: Dave Steindorf <dave@americanwhitewater.org>, Theresa Simsiman <theresa@americanwhitewater.org>

Hey guys,

Here are my Mosquito Road Bridge comments.

Also, we should have another Rec Group call for Don Pedro. I really want to make sure Steve and Marty get one-on-ones when Lee comes back in January. What dates after Jan 1st work for you?

Stephen M. Bowes
Hydropower Assistance Program
National Park Service
333 Bush Street, Suite 500
San Francisco, CA 94104
Phone: 415-623-2321
Fax: 415-623-2387

---------- Forwarded message ----------
From: **Bowes, Stephen** <stephen_bowes@nps.gov>
Date: Wed, Dec 17, 2014 at 1:32 PM
Subject: Mosquito Road Bridge comments
To: mosquitobridge@edcgov.us

I am submitting these comments on behalf of the National Park Service.

Stephen M. Bowes
Hydropower Assistance Program
National Park Service
333 Bush Street, Suite 500
San Francisco, CA 94104
Phone: 415-623-2321
Fax: 415-623-2387

Mosquito Road Bridge Comments - NPS.docx
126K

United States Department of the Interior

NATIONAL PARK SERVICE
Pacific West Region
333 Bush Street
San Francisco, CA 94104

December 15, 2014

Re: Mosquito Road Bridge

El Dorado County
Transportation Division
Attn: Bridge Project Coordinator
2850 Fairlane Court
Placerville, CA 95667

Dear Ms. Postlewait,

As a participant in the Upper American River Project (FERC #2299) the National Park Service a grateful for the opportunity to comment on the El Dorado County Mosquito Road Bridge Replacement Project. We feel that this would be a good opportunity to improve public river access for public recreation.

The South Fork American River between Slab Creek Dam and White Rock Powerhouse is a popular 7.5 mile Class IV-V whitewater run. The less advanced boaters who want to avoid the Class V rapids typically take out at the Mosquito Road Bridge. One of the biggest problems currently is that there are only a few places to park on the south end of the bridge and up the road a little way

In the past there have been only limited recreational flow days when the Sacramento Municipal Utility District (SMUD) spilled water over Slab Creek Dam. This is about to change in 2015 since the new license order issued by the Federal Energy Regulatory Commission (FERC) on July 23, 2014 for SMUD's Upper American Hydroelectric River Project (UARP) requires regular recreational boating flows over the next 50 years. This means that for the first time in fifteen years SMUD will release water for seven recreational boating flows below Slab Creek Dam in below normal, above normal & wet water year types between March 1st and May 31st. Beginning in 2015 recreational boating flows can be made in all water year types during the spring, ranging from 6-12 days between March 1 and May 31, and up to 6 days in October.

The National Park Service appreciates this opportunity to comment and would like to point out that our comments are being made keeping in mind California Streets and Highway Code 991. In our role on the Upper American River Project (FERC #2299), would like to make the following recommendations for the scoping process and project implementation:

- In the pubic scoping process the need and extent of improving the existing boating access should be determined.

- The study should identify and describe current and future recreation in this reach.

- Identify and engage all appropriate stakeholders. This includes American Rivers, American Whitewater, local outfitters, local watershed groups, fishing groups, hunting groups, and state and national river conservation/recreation organizations.

- The Feasibility Study should consider the current easements and how they allow for public access. Appropriate signage should be included in this project to keep the public aware of the right of way boundary and where they can legally park and access the river.

- Existing access points that are currently used by the public to access the river should be determine, both informal and established. If access in the bridge right of way is deemed infeasible or of lesser quality than a nearby improvement or development, we would encourage the county to consider creating an alternative adequate access site nearby.

- Identify potential funding sources so that the County doesn't have to assume the entire burden of improving this recreational resource. There are provisions under the UARP Settlement Agreement that could be applied to capital improvements associated with providing recreational access at the bridge site. Additional sources of funding are: California Department of Parks and Recreation (Recreational Trails Program), California Natural Resources Agency (California River Parkways and EEMP), and the California Department of Boating and Waterways.

The National Park Service would like to thank El Dorado County for giving us this opportunity to comment on the Mosquito Road Bridge Project. The new bridge is certainly important for residents and visitors and we hope that you will take a serious look at improving this white water take-out site for the enjoyment and safety of all boaters who enjoy the rivers of El Dorado County.

If you have any further questions, please contact me at (415) 623-2321.

Sincerely,

_____

Hydropower Assistance Program
National Park Service
333 Bush Street
San Francisco, CA 94104
415.623.2321

Theresa L. Simsiman <theresa@americanwhitewater.org>

Mosquito Bridge: Climbing @ Bridge in 2 Guide Books

Theresa L. Simsiman <theresa@americanwhitewater.org> Mon, Nov 28, 2016 at 7:36 AM
To: Theresa Simsiman <theresa@americanwhitewater.org>

---------- Forwarded message ----------
From: **Ronald Vardanega** <drvard@pacbell.net>
Date: Mon, Aug 15, 2016 at 10:15 PM
Subject: Re: Mosquito Bridge
To: Theresa Simsiman <theresa@americanwhitewater.org>
Cc: John Simpkin <johnmsimpkin3@gmail.com>, Charlie Downs <cdowns@archnexus.com>, Katie Goodwin <katie@accessfund.org>

Here is a statement from me:

8/15/2016

To the El Dorado County Board of Supervisors,

Regarding the Swinging Bridge on Mosquito Road. I congratulate the progress made in the planning for a new bridge thus far.

I would like to respectfully suggest that the Historic Swinging
Bridge be left in place and parking be made available at the closer points.

I started developing rock climbing routes on the crag that forms the north abutment of the Swinging Bridge in 1977 with a small group of locals. The year I graduated from El Dorado High School. **These climbs were first described in a guide book published by Bob Branscomb in the early eighties and then in the Cosumnes River Guide (2003) by Will Cottrell.** Will coined the name Mosquito Coast for the area we just called Swinging bridge.

The climbs are steep cracks on high grade granite and which make a great training area for climbers preparing for the steep cracks of Yosemite. Several difficult climbs are found here so climbers come to test their strength and technique. To be fair Mosquito Coast/Swinging Bridge sees few climbers, but periodically locals make regular visits.

From a climbers perspective as long as there is parking, we can get to the climbing by walking down the road to the bridge.

As a native Californian I would also plead that Swinging Bridge is a piece of history that deserves consideration for preservation. I have heard a rumor that it might be the 2nd oldest bridge in California.

As a resident of the town of Placeville I would like to point out that access for emergency vehicles to one more bridge is an asset in this age of catastrophic wild fires not a liability.

This is a special place for me and many of my friends, as a climbing area and a great place to take a dip in the cool waters on a hot day. Because currently there is too much traffic on this old narrow road, I think moving traffic onto a new bridge is overdue and could help make the Swinging Bridge a great recreational destination as long as access and parking were preserved.

Sincerely,

Ron Vardanega

APPENDIX B
RELEVANT DOCUMENTATION
EL DORADO COUNTY
MOSQUITO ROAD BRIDGE REPLACEMENT PROJECT

Whitewater Boating Update

- 2016 provisional use levels

- Slab Creek reach downstream take-out

SMUD

2016 Slab Creek Summary

Release Date	Groups	Boats	Boaters	Kayak %	Raft %
4/23/2016	9	38	40	97%	3%
4/24/2016	7	30	39	73%	27%
4/30/2016	9	21	31	81%	19%
5/1/2016	9	29	53	72%	28%
5/14/2016	8	30	34	90%	10%
5/15/2016	3	8	13	75%	25%
Season Total	45	156	210	82%	17%
Daily Average	7.5	26	35	n/a	n/a

SMUD

2016 Slab Creek Summary (cont.)

- Commercial Boaters
  - 16% of Groups, 43% of Boaters, and 25% of Boats
  - Average 6 Boats/Group, 15 Boaters/Group, and 2.5 Boaters/Boat
- Wait time at Put-in
  - 89% of groups experienced no wait time
  - Wait times did not exceed 5 minutes
- Group Use Patterns
  - Slab Dam PI 100%
  - Mosquito Bridge TO 49%
  - Rock Creek Powerhouse TO 51%
- Feedback Discussion

SMUD

EL DORADO COUNTY

DRAFT FEASIBILITY STUDY

PUBLIC ACCESS TO THE SOUTH FORK OF THE AMERICAN RIVER AT MOSQUITO ROAD BRIDGE

Prepared by the El Dorado County Community Development Administration, Transportation Division

July, 2016

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I. Introduction

This study examines the feasibility of providing public access to the South Fork of the American River (SFAR) in El Dorado County, California, at the existing Mosquito Road Bridge in conformance with California Streets and Highways Code 991 and 84.5, due to the proposed construction of a new bridge across a navigable river.

California Streets and Highway Code 991 states that "*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 states: "*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 recreational purposes".*

II. Project Purpose

The El Dorado County Community Development Agency, Transportation Division (Transportation), received federal funds to replace the existing Mosquito Bridge located in a steep canyon of the SFAR, 6 miles north of U.S. Highway 50, and 2.3 miles south of the communities of Mosquito and Swansboro along Mosquito Road (See Exhibits A and B). The purpose of the Mosquito Road Bridge Project (Project) is to replace the existing Mosquito Road Bridge over the SFAR with a functional bridge that meets current design and safety standards.

The following technical studies for this project are underway and projected to be completed by the summer of 2016:

- Geotechnical Report
- Foundation Report
- Natural Environment Study
- Archaeological Survey Report
- Historical Resources Evaluation Report
- Cultural Area of Potential Effects
- Community Impact Assessment
- Visual Impact Assessment
- Noise Study Report
- Air Quality Conformity Analysis and Report
- Wetland Delineation Report

III. Project Background and Need

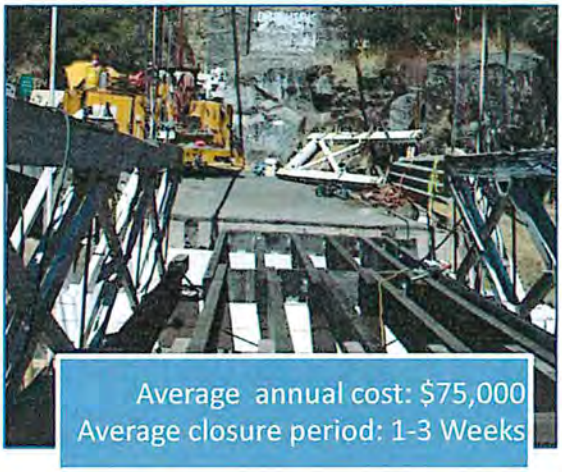
The original Mosquito Road Bridge, known as the "swinging bridge,'" was built in 1876 linking the communities of Mosquito and Swansboro to Placerville on Mosquito Road; originally a wagon trail. In 1939, the bridge was largely reconstructed while maintaining the 1876 foundations.

Mosquito Road is a narrow roadway that meanders through mountainous terrain and switchbacks in the steep SFAR Canyon. At the bottom of the canyon Mosquito Bridge spans the SFAR in a northwest-southeast direction, serving an average daily traffic (ADT) volume in 2015 of approximately 1,256 vehicles per day. The only other access roadway is Rock Creek Road to the north, with an ADT of approximately 220 vehicles. Due to the conditions of the existing bridge and bridge approaches, emergency and larger commercial vehicles and trucks are unable to cross the bridge. While Mosquito Road provides direct access to Placerville, Rock Creek Road provides a longer route via State Routes 193 and 49 (Exhibit E-2). Rock Creek Road can better accommodate varied types of vehicles, including first responders, but under high demands, such as during the 2014 King Fire, the windy narrow roadway with sharp turns is overtasked and traffic flow breaks down.

Caltrans and the Federal Highway Association (FHWA) Highway Bridge Program (HBP) have rated the Mosquito Bridge structurally deficient and functionally obsolete with a sufficiency rating (SR) of 12.5 out of a possible 100. Those bridges appearing on the list with a sufficiency rating of less than 50 are eligible for replacement or rehabilitation due to their poor condition and the fact that such structures do not meet current design and safety standards. Roadway approaches to Mosquito Road Bridge are also sub-standard due to a narrow, steep roadway, five tight hairpin turns—one on the south canyon face (Placerville side), and four on the north canyon face (Mosquito/Swansboro side).

In current times, the bridge requires extensive maintenance resulting in a road/bridge closure of one to three weeks per year at an average annual cost of approximately $75,000. The existing span across the river is a one-lane, 9-foot-wide, 160-foot long limited-capacity timber suspension bridge. The deck system and railing all consist of timber (See Photos 1-4 in Exhibit G). Those elements are supported on timber stringers that are attached at each end to vertical steel rods hanging from the main suspension cables. The existing bridge is posted to limit vehicle loads to 5 tons, along with vehicle size and dimensions. Trailers and large trucks are not permitted. Sharp, nearly 90-degree-angled turns onto the bridge and speeds across the bridge are generally less than 10 miles per hour (mph) due to the bridge's narrow width.

Annual Mosquito Bridge Repairs

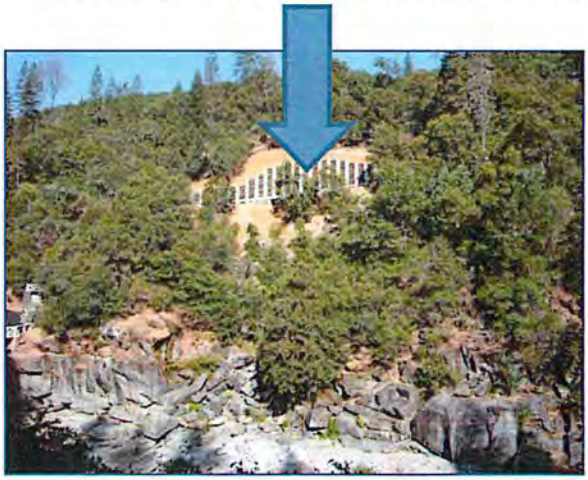


Average annual cost: $75,000
Average closure period: 1-3 Weeks

IV. Physical Environment

The general topography at the existing Mosquito Bridge site is characterized by moderate slopes changing to very steep slopes in the densely vegetated, steep canyon area. (See Photos 1-4 in Exhibit G and the topographical map in Exhibit E-2). The river is heavily bounded by bedrock in the banks and channels and large boulders and sharp rocks on the slopes.

Due to the physical characteristics of the site, Mosquito Bridge is in an area with a history of landslides and sudden slope failures. The Draft Field Exploration Map in Exhibit I identifies the "slope instability" zones in the project area. Past landslides have closed Mosquito Road for protracted periods of time and have required the construction of repairs such as solder pile walls and rock netting, to reopen the roadway. Most recently, a severe slide in 2006 led the County to declare an emergency and close Mosquito Road. With assistance from FEMA, the road was reopened in 2007 after completing a $3,000,000 repair project. (See photos below).



Soldier Pile Wall Constructed in 2007

V. Mosquito Bridge Replacement Project Description

Various alternatives were examined for the bridge replacement project to determine the most direct route over the river with the least environmental impact. The preferred alternative found to satisfy all the goals and objectives of the project is a new bridge with a vertical profile approximately 400 feet over the river (Exhibit C). This preferred alternative is on the most direct alignment across the river with very little skew, resulting in a main bridge length ranging from approximately 1,150 to 1,250 feet. It is anticipated that the new bridge over the SFAR would be a three-span, cast-in-place pre-stressed concrete box girder-type bridge with a maximum span of approximately 550 feet.

To comply with American Association of State Highway and Transportation Officials (AASHTO) and El Dorado County standards, the lane widths for the new roadway segments and on the new bridge would be 12 feet. Due to the steep mountainous terrain and to maintain consistency with the existing roadway leading to and from the site, the roadway shoulder would generally include a 4-foot paved area plus a 1-foot graded area. A 5-foot paved shoulder would be provided on the bridge next to a concrete barrier and railing. With these features the new bridge would be approximately 37.5 feet wide (34 feet clear width).

The Project involves an approximately 2,000-foot realignment of the roadway. The departure from the existing roadway on the south involves approximately 575 feet of roadway approach to the nearly 1,200-foot-long bridge, then a 300-foot northerly roadway approach where the alignment converges back to the existing roadway. The proposed Project would eliminate substandard roadway approaches that currently restrict vehicle access to the bridge—the one switch-back turn on the Placerville side of the canyon and the four severe switch-back turns on the Mosquito/Swansboro side of the canyon. A detailed discussion of the proposed Project and the description of Alternatives will be provided in the Environmental document upon issuance.

Existing Bridge: The existing Mosquito Bridge is proposed to be removed after traffic is shifted onto the new bridge. The Highway Bridge Program does not fund a transfer use, and once the new bridge is in operation, the old bridge comes off the County bridge list. Any future effort by the County or other agency to keep the old bridge for pedestrian use would be handled as a separate project apart from the HPB funding.

Upon removing the existing bridge, the suspension span components would be disassembled without impacting the river. The concrete supporting towers, short steel frames, and other bridge substructure would remain in place as a reminder of the old bridge location. Barricades would be installed at the end of the old roadway on both sides of the river. Mosquito Road will remain; however the roadway segments on each side of the river are proposed to be controlled by gates located below existing driveway encroachments. The gates will be closed to public vehicle access once the new bridge is open for use.

VI. Existing Public Access to Navigable River in Project Area

Mosquito Road Bridge is located within an approximately 10 river mile Class IV-V navigable section of the SFAR known as the "Slab Creek Run" that extends from Slab Creek Reservoir to Chili Bar Reservoir. In this section, the river follows a deep forested canyon that is usually not "boatable" due to flow controls; managed by the Sacramento Municipal Water Utility District (SMUD) at the Slab Creek Reservoir approximately 3.6 miles above the Project site. Flows are released through the Slab Creek Powerhouse into the SFAR to meet the minimum flow requirements prescribed under the Federal Energy Regulatory Commission (FERC) license: http://www.waterboards.ca.gov/waterrights/water_issues/programs/water_quality_cert/docs/uppramrvr/uarp_ferc_license.pdf[1]

Under a new FERC licensing agreement issued July 23, 2014, SMUD is required to provide recreational flow releases, ranging from 850 cubic feet per second (cfs) to 1,500 cfs for six days in no less than three events in the period beginning March 1 and ending May31.[2] Such releases accommodate expert Class IV-V whitewater boating on the Slab Creek Run. Due to drought conditions and environmental protections measures, the number of releases each year may vary depending upon snowpack conditions, water temperature, results of monitoring programs and other factors impacting river use, habitat and fish and wildlife protection.

SMUD currently provides informal river access at the "put-in" location of Slab Creek Run 3.2 river miles above Mosquito Road Bridge. Under the new licensing agreement, SMUD proposes to develop a recreation plan for upgrading and expanding existing recreation facilities, including upgrading the existing access facility at Slab Creek Reservoir and reviewing options to enhance or build boating "take-out" facilities below Mosquito Bridge.[3] According to SMUD sources, the White House Powerhouse is no longer a viable boating take-out location due to vehicle access issues. An alternative site at the Rock Creek Powerhouse on property owned by the Bureau of Land Management is under review (Exhibit F).

The American Whitewater Association (AW) is a non-profit organization that serves as an advocacy group for whitewater recreation. On its website, AW states "*Mosquito Bridge is an alternate take out allows boating the steepest few miles (of Slab Creek Run) while avoiding Motherlode Falls and the easier water below. Unfortunately there are only 3 to 5 spaces at the bridge…..*" http://www.americanwhitewater.org/content/River/detail/id/147/.

While Slab Creek Run is known in the recreational boating community as an expert Class IV-V whitewater run (during recreational releases), Mosquito Bridge is not an official boating take-out site or authorized by El Dorado County for public river access. As such, there are no public parking facilities or formal trails that lead to the river's edge. In general the site is not conducive

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[1] U.S. Federal Energy Regulatory Commission, 148 FERC, 62,070, *Order Issuing New License, Sacramento Municipal Utility District, Project no. 2101-084, Page 86, July 23, 2014.*

[2] Ibid, page 89.

[3] Ibid, pages 59-60.

to supporting public access facilities due to steep vertically aligned slopes, rocky and dangerous terrain and geographical constraints. Additionally, as mentioned in the AW website, parking is extremely limited due to Mosquito Road narrowing to one lane at the bridge approaches.

During the re-licensing process, SMUD examined the Mosquito Road Bridge site for potential boating access and determined it to be an infeasible boating take-out location. SMUD concluded there are too many site constraints prohibiting the development of suitable vehicle parking or boater access from the river without extensive construction, excavation, environmental impact and cost. In an email dated December 15, 2015 to El Dorado County, SMUD stated it does not intend to develop the Mosquito Road Bridge site for recreational boating or other purposes, nor does the agency have plans to assume operations and maintenance responsibility for either the bridge or the adjoining road approaches to the existing bridge.

On December 8, 2015 Transportation reached out to stakeholders soliciting comments on the issue of river access within the vicinity of Mosquito Bridge Replacement Project. The invitation provided a project description and stated a river access feasibility study would be prepared as part of the proposed bridge replacement pursuant to CA Streets & Highway Code 991. Upon evaluating the written comments received, the Transportation prepared responses in conjunction with preparation of this Feasibility Study, provided in Attachment A.

VII. Alternatives Considered

The County has considered the following alternatives on the feasibility of providing access to the SFAR from the existing Mosquito Bridge site for recreational purposes in accordance with California Streets and Highway Code 991 and 84.5:

A. Public river access at the existing Mosquito Road Bridge site on the Placerville (south) side of the SFAR.
B. Access at the existing Mosquito Road Bridge site on the Mosquito (north) side of the SFAR.

Issues and potential impacts under Alternatives A and B include but are not limited to:

a. El Dorado County owns a prescriptive easement for Mosquito Road, but does not own the property, or have rights to the areas outside of the paved roadway edges.
b. El Dorado County does not own the land adjacent to the river, or have rights to the river, and as such it does not have the authority to grant access.
c. There is no adequate location to provide parking at either approach to the bridge on Mosquito Road.
d. El Dorado County would need to acquire private land or expand the existing prescriptive easement on Mosquito Road to provide parking at or near the bridge.

The closest feasible location is on the south side of the SFAR, approximately ½ mile from the bridge.

e. Due to the steep, rocky slopes between Mosquito Road and the SFAR, constructing pedestrian access would be extremely difficult, dangerous and costly to build.
f. Potential environmental impacts, protection of riparian habitats and best management practices will need to be considered and comply with local, state and federal regulations where applicable.
g. Construction of a river access facility would require extensive maintenance and on-going costly repairs.
h. River access facilities would likely be within the Dam Failure Inundation Zone of the Chili Bar and Slab Creek Dams.
i. Construction of a path, stairway or any other associated facility would require review and permits from various agencies, including the Bureau of Land Management, U.S. Army Corps of Engineers, U.S Fish and Wildlife, California Department of Fish and Wildlife, El Dorado County and others.

VIII. Preliminary Cost Estimates and Potential Funding Sources

The bridge replacement is funded through the Highway Bridge Program (HBP) and does not include funding for public access or the preservation and maintenance of the existing bridge. Therefore, detailed costs estimates were not prepared for the installation of a public facility at the existing Mosquito Road Bridge site. Based on the cost of the soldier pile wall constructed in 2007 on Mosquito Road, it can be assumed that construction of river access and parking/turn around facilities would entail a multimillion dollar project. The lack of buildable area would require cutting into the existing (unstable) slopes to develop facilities.

The project scope for providing access would vary based on negotiations with property owners and permitting agencies to determine the project location, access route, mitigation measures and accompanying facilities such as parking. Other considerations include the history of slides, risk factors and liability. Due to funding constraints under the Mosquito Bridge Project, future public access and maintenance efforts would be considered as separate projects and require separate funding sources. With limited funds for parks and recreation projects, the County would look to outside resources to fund a project, such as the California Department of Boating and Waterways Program.

IX. Coordination with Other Agencies

As previously mentioned, coordination with various agencies would be required to obtain the necessary permits to construct formal public access facilities. Such agencies may include, but not be limited to, the following:

• California Regional Water Quality Control Board

- United States Army Corp of Engineers
- California Department of Fish and Wildlife
- Bureau of Land Management
- US Fish and Wildlife
- Forest Service

X. Conclusion and Findings

The combination of land acquisition, topographical limitations, dangerous conditions, environmental impacts, funding constraints and constructions costs make the existing bridge site impractical for new public river access facilities. SMUD reached a similar conclusion when it examined the site as a potential take-out location to meet its license agreement. Any further discussions on the matter should include strong consideration of the physical limitations and geologic sensitivity of the site, along with the variations in high water mark levels and the lack of room for parking and safe turn-around areas.

Once traffic is shifted to the new bridge, the bridge approaches can be maintained by the County for limited restricted use for emergency vehicle access, utilities and maintenance. The estimated cost for maintaining both bridge approaches is approximately $8,000 per year. Pedestrian access will not be restricted from above the gates. However, the County cannot authorize parking on private property.

As a result of the study and conclusions, the El Dorado County Transportation Division makes the following findings:

1. Due to physical constraints, potential environmental impacts, cost, safety, and other reasons cited in the Feasibility Study, it is not feasible or practical to construct additional public river access facilities as part of the Mosquito Bridge Replacement Project at the existing Mosquito Bridge.
2. River boating access facilities on the Slab Creek Run are already being developed by SMUD. Conditions under the new UARP licensing agreement require SMUD to develop a whitewater boating recreation plan for the SFAR below Slab Creek Dam which includes the provision of public recreational boating access and parking at Slab Creek Reservoir and at or near the White Rock Powerhouse. http://www.waterboards.ca.gov/waterrights/water_issues/programs/water_quality_cert/docs/uppramrvr/uarp_ferc_license.pdf
3. For safety reasons, once traffic is shifted to the new bridge, vehicular access on the bridge approaches (below the gates) should be restricted to maintenance, fire protection and other service and emergency vehicles.
4. Once the new bridge is constructed, it will be feasible for pedestrians and boaters to continue using Mosquito Road.

EXHIBIT A

VICINITY MAP
EL DORADO COUNTY

PROJECT LOCATION

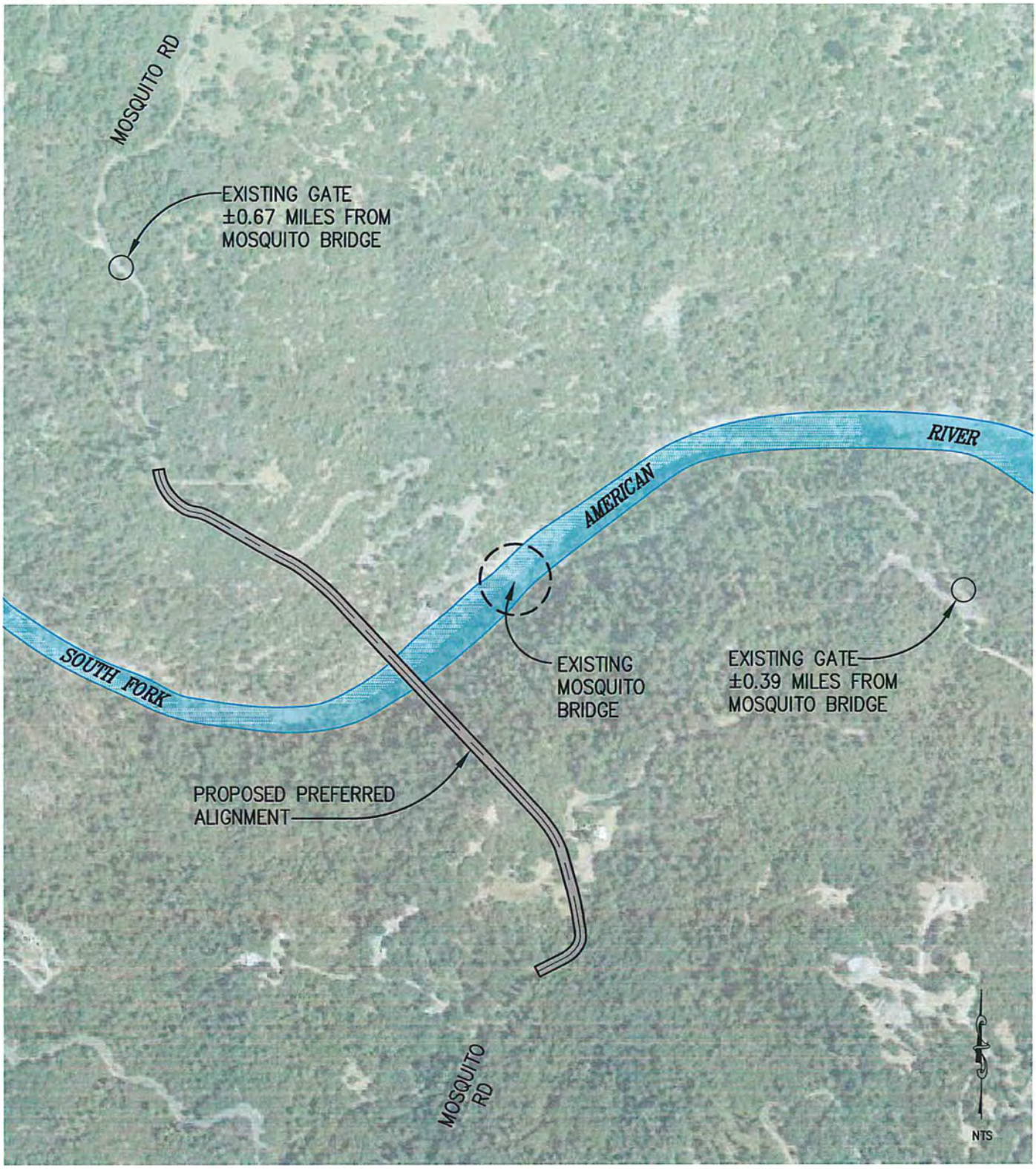
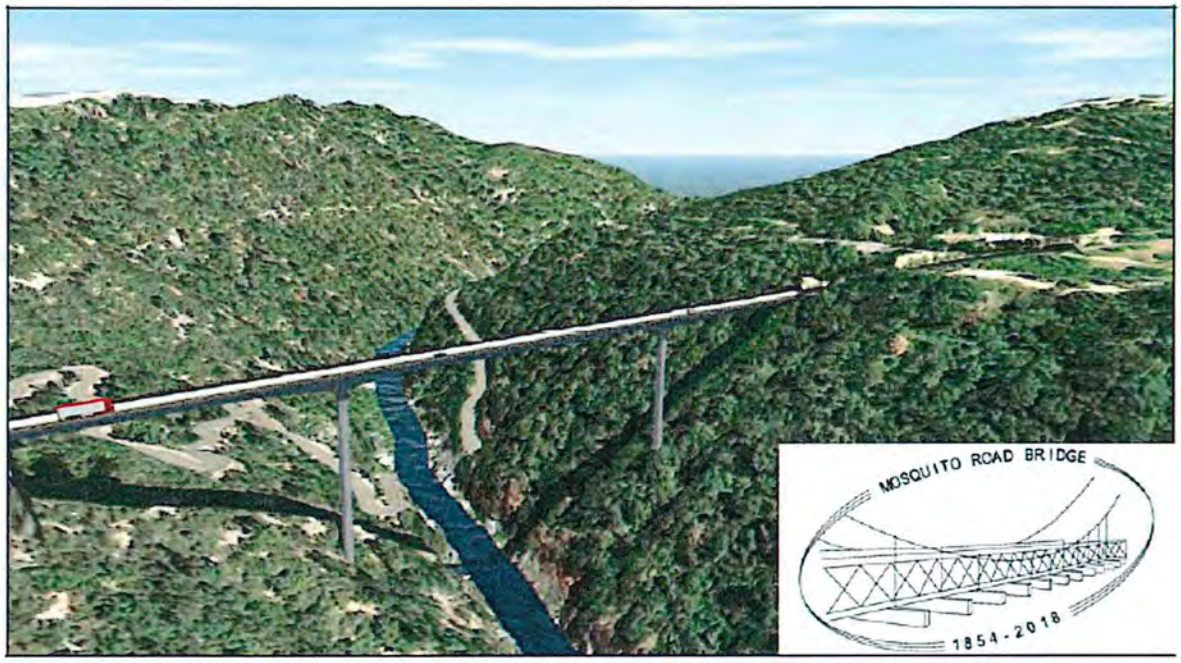
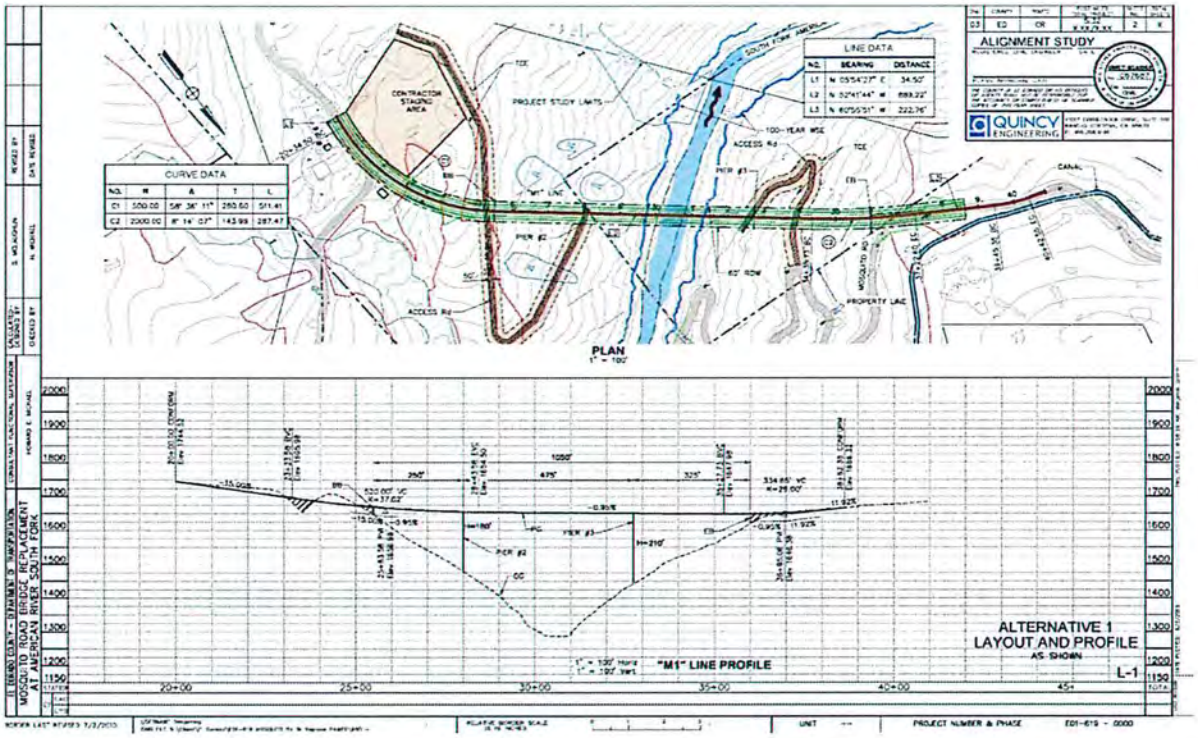


EXHIBIT B

Exhibit C: Mosquito Bridge Replacement – Preferred Alignment





MOSQUITO BRIDGE RIVER ACCESS CONDITIONS AND SURROUNDING OWNERSHIP

EXHIBIT D

EXHIBIT E-1

SLAB CREEK RUN - EXISTING RIVER ACCESS

EXHIBIT E-2 : SLAB CREEK RUN TOPOGRAPHY AND ROAD MAP

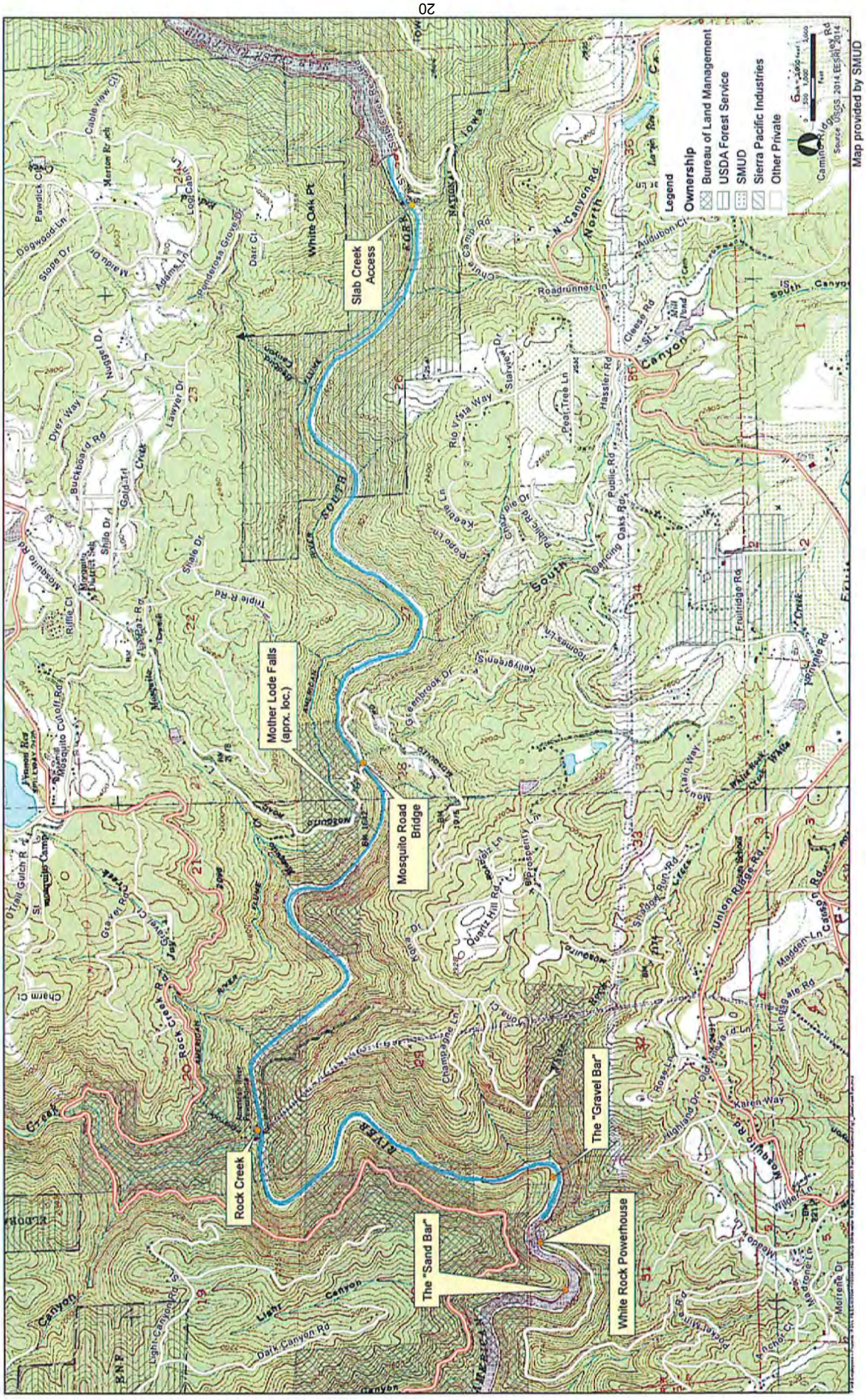


Exhibit E-2

EXHIBIT F

SLAB CREEK RUN - PROPOSED RIVER ACCESS

Exhibit G1- G4: Photos

Photo 1: Mosquito Bridge South Entry - Looking North

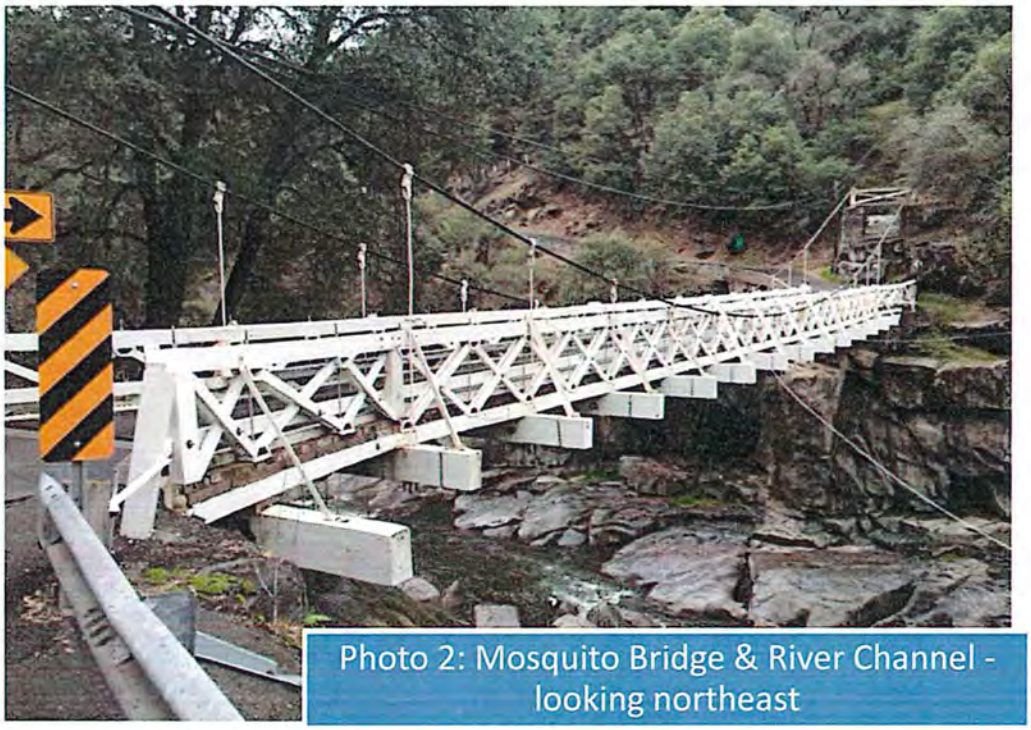


Photo 2: Mosquito Bridge & River Channel - looking northeast

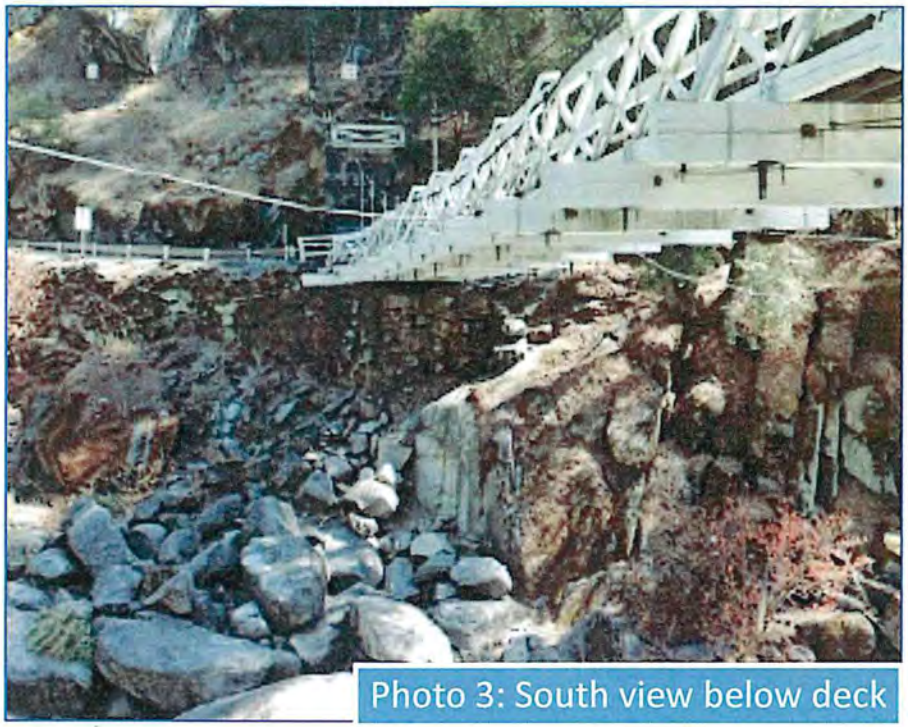


Photo 3: South view below deck

Left: View toward south (Placerville) side of the river channel. Scheduled releases bring water levels significantly higher than shown. To take-out, boaters portage by climbing up the bedrock

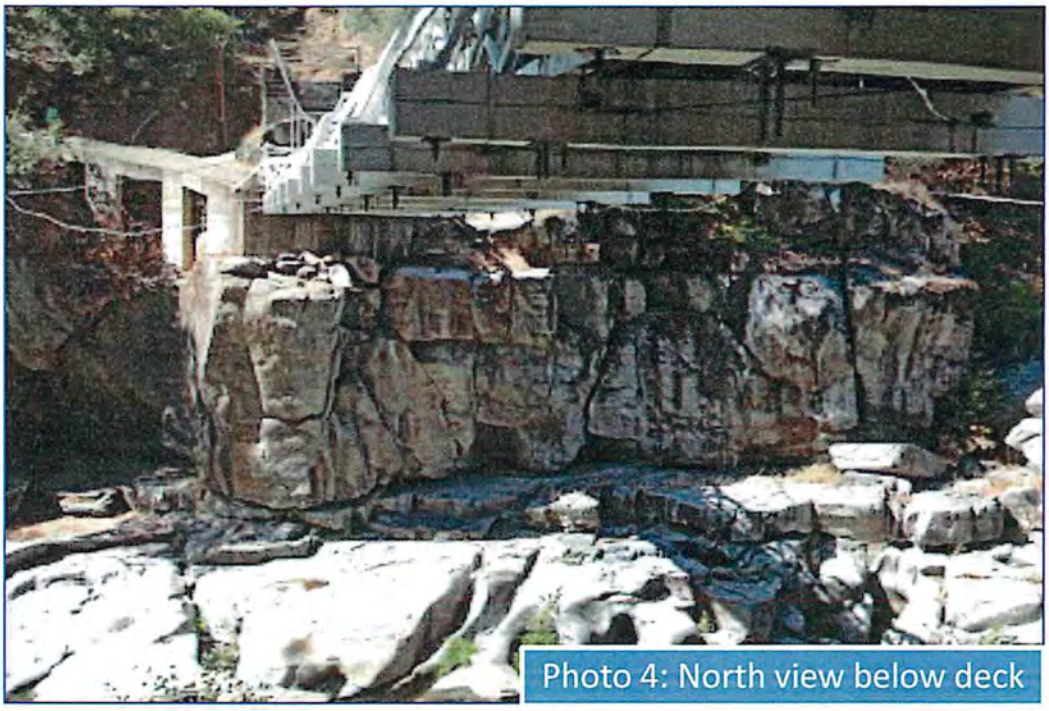


Photo 4: North view below deck

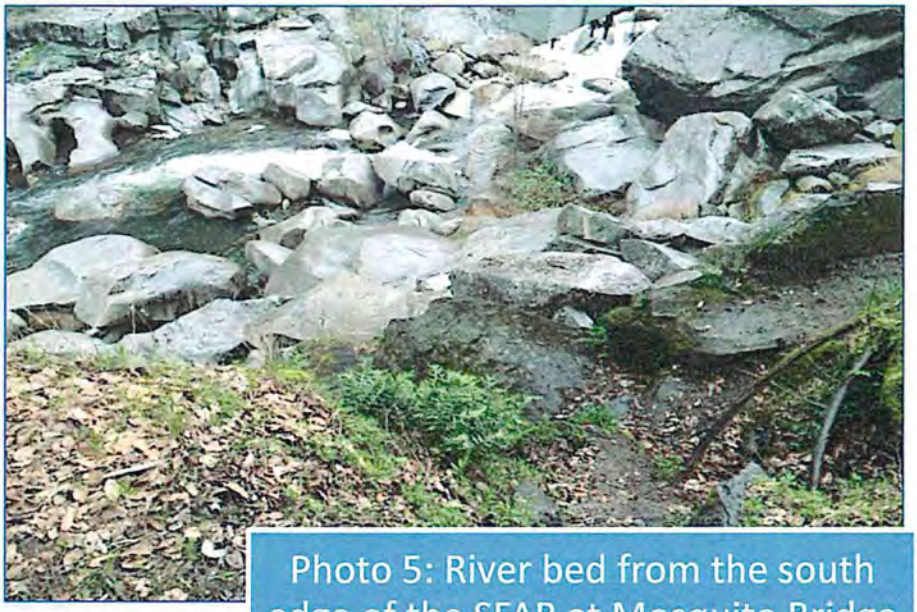


Photo 5: River bed from the south edge of the SFAR at Mosquito Bridge

Left: Evidence of pathways on the southwest side of the bridge entrance. Pathways are extremely steep and dangerous; not suitable for public pedestrian access.

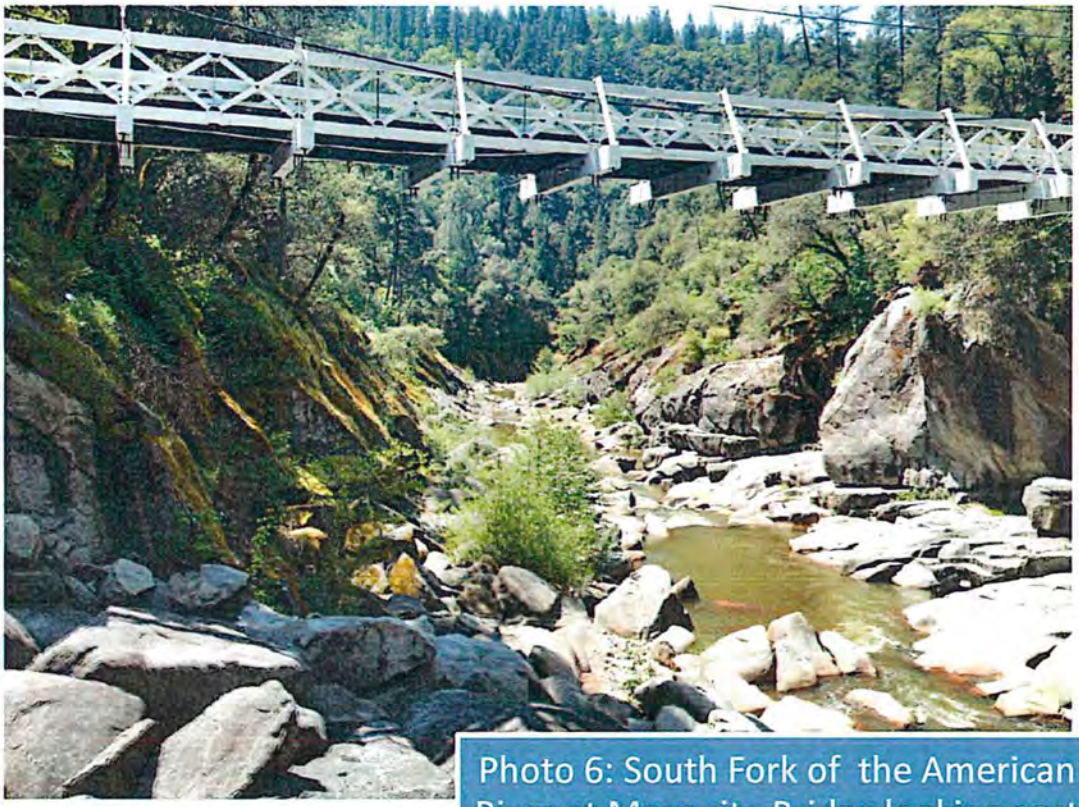


Photo 6: South Fork of the American River at Mosquito Bridge looking east

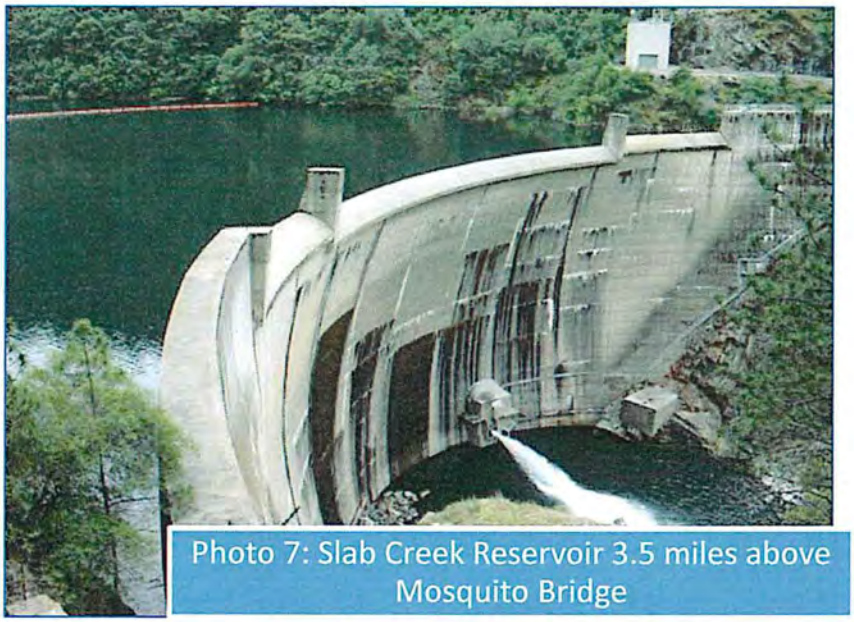


Photo 7: Slab Creek Reservoir 3.5 miles above Mosquito Bridge

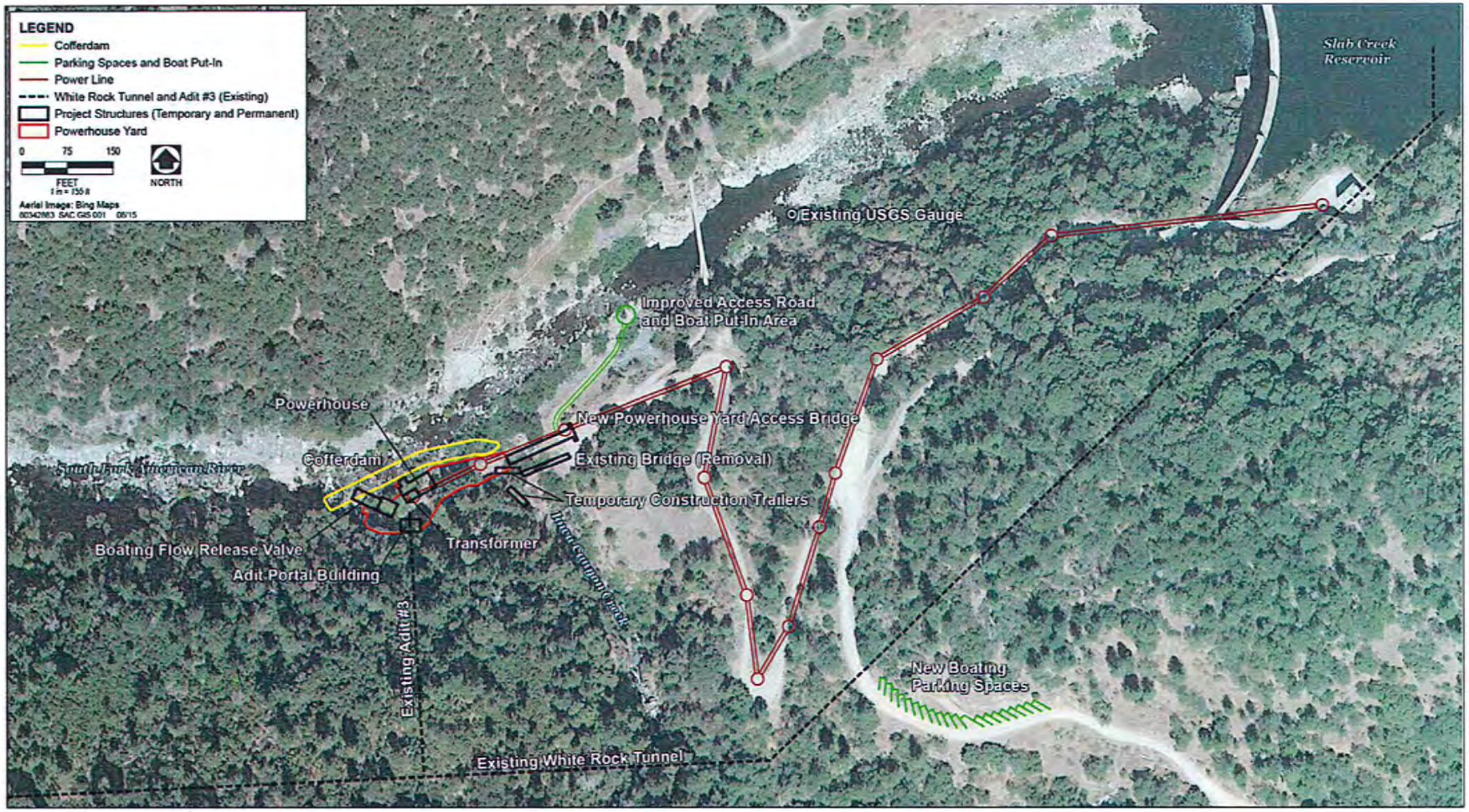
Left: Slab Creek Reservoir (approximately 17,000 acre feet). According to SMUD past spills at Slab Creek Reservoir have been uncontrolled. Pending drought conditions, a new licensing agreement requires limited controlled releases for recreational uses starting in the spring of 2016.

Photo 8: South Fork of the American River during storm conditions

SMUD

EXHIBIT H: BOAT ACCESS AT SLAB CREEK RESERVOIR

New Slab Creek Powerhouse and Boating Flow Release Valve Project
September 2015



Source: AECOM 2015

Figure provided by SMUD

EXHIBIT H

Exhibit I: Slope Stability Map

El Dorado County Transportation Division

Public Access to the South Fork of the American River at Mosquito Road Bridge Public Outreach and Response to Comments

Introduction

On December 8, 2015 the El Dorado County Transportation Division reached out to stakeholders soliciting comments on the issue of river access within the vicinity of Mosquito Bridge Replacement Project. (See Attachment B – Memorandum). The invitation provided a project description and stated a river access feasibility study would be prepared as part of the proposed bridge replacement pursuant to CA Streets & Highway Code 991. Upon evaluating the written comments received, the El Dorado County Transportation Division prepared the following responses in conjunction with preparation of the feasibility study to be presented to the County Board of Supervisors in August, 2016.

List of Commenters

A list of public agencies, organizations and individuals who provided comments on river access for the Mosquito Bridge Replacement Project is presented below along with a brief summary of these comments followed by responses.

Commenter
Public Agencies
US Department of the Interior, National Park Service
Private Organizations and Non-Profits
Sacramento Municipal Utility District
American Whitewater
Private Individuals
Mark Divittorio
Brian Ginsberg
Janet Hayes
Darrick Hilbert
Matthew Phillips
Thomas Stuart
Chris Tulley
Jeff Wasielewski

Comment Summary and Responses to Comments

Public Agencies

1. U.S. Department of Interior, National Park Service.

On December 15, 2014 National Park Service submitted a letter stated that, as a participant of the Upper American River Project, the section between Slab Creek Dam and White Rock Powerhouse is a

popular 7.5 mile Class IV-V whitewater run and there are few take-out options for boaters. With increased recreational flow days, there will likely be more boaters. The commenter referenced California Streets and Highway Code 991 and provided recommendations for the scoping process and implementation.

Response: A River Access Feasibility Study was prepared in conformance with California Streets and Highway Code 991. The study addressed recommendations in the comment letter including identifying existing boating access and current and future recreation within the Slab Creek reach/run. The study determined access within the bridge right of way is infeasible within the existing geographic constraints of the project area. The construction of parking and river access facilities would be considered a separate project due to funding limitations under the Federal Bridge Program and would require extensive excavation leading to unavoidable environmental impacts and costs.

Private Organizations and Non-Profits

2. Sacramento Municipal Water Utility District

The Sacramento Municipal Water Utility District (SMUD) submitted a comment letter on December 15, 2015, stating that SMUD does not intend to develop the Mosquito Bridge site for recreational boating or other purposes, and has no plans or desire to assume operations and maintenance responsibility for either the bridge or the adjoining road approaches to the existing bridge.

Response: Comments noted.

3. American Whitewater

American Whitewater (AW) submitted three comment letters dated November 18, 2014, July 27, 2015 and December 31, 2015. The latter was in direct response to the 12-09-15 invitation for comments on controlled river access. As an advocate of whitewater recreation, AW stated it would like to see public river access included in all bridge design alternatives for the Mosquito Bridge Replacement Project. AW described the new licensing and recreational release requirements and noted requirements for complying with California Streets and Highway Code 991. The commenter also stated AW is working with Caltrans on river access for the Highway 49 bridge replacement and suggested the County follow the same components when preparing a River Access Feasibility Study.

AW stated it does not support removing the existing Mosquito Bridge; citing such action would be inconsistent with screening criteria for preserving the community character. Options for river access during construction were requested to be considered. Under preferred scenarios AW suggested the following: (1) providing year round access to the river; (2) maintaining the existing bridge for pedestrian access; (3) providing year round vehicle access on the south side of the river; (4) exploring the possibility of additional parking at two locations; and (3) improving pedestrian access to the river from the bridge. Alternative scenarios were also suggested if year round access could not be provided.

On the issue of funding, AW noted an existing Cooperation Agreement between SMUD and El Dorado County that provides $590,000 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. AW suggested since SFAR below Slab Creek is well within the boundaries of the UARP it stands to reason that some of these funds could be utilized for maintaining river access at Mosquito Road.

Response: El Dorado County supports and provides for outdoor recreation facilities, including facilities that serve recreational boating. The County is also aware of the current FERC re-licensing agreement and the provision for recreational flows on the South Fork of the American River that will increase opportunities for boating the Slab Creek Reach.

Pursuant to Streets and Highway Code 991 and 84.5, a report on the feasibility of providing public access to the river for recreational purposes was prepared. After careful examination the report concluded that the existing Mosquito Bridge site is an infeasible formal take-out without incurring tremendous cost and environmental impact. Developing parking and public access facilities would require extensive right of way acquisition, and construction excavation which could potentially harm the riverine ecosystem and further destabilize steep and unstable slopes. The study points out that there are projects planned by SMUD to improve river access at the Slab Creek and White House or Rock Creek facilities.

El Dorado County proposes to remove the existing Mosquito Bridge from the County's inventory list when traffic is shifted to the new bridge. Efforts to preserve/maintain the existing bridge and provide public access would be treated as a separate project due to funding limitations within the Federal Bridge Program. Other entities and organizations are not precluded from submitting a proposal to take over the ownership, maintenance and liability of the existing bridge. The suggestion by AW and others to use funds from the Cooperation Agreement between SMUD and County for purposes of road maintenance, watershed management and other activities for preserving the existing bridge would have consequences to existing usage of funds and is the responsibility of the Board of Supervisors and SMUD decision makers. Mosquito Road is proposed to remain with restricted vehicle access and pedestrians will continue to be able to walk to/from the river.

Private Individuals

4. Mark Divittorio

The commenter submitted an email on December 30, 2015 with a request to improve conditions at the Mosquito Bridge take out.

Response: Comment noted. See responses under no. 3 above.

5. Brian Ginsberg

Mr. Ginsberg submitted an email on December 17, 2015 requesting considerations for parking and river access at the existing bridge site, with a preference for year round access. The commenter discussed the importance of the site for boaters/kayakers to have the option to take out at Mosquito Bridge to avoid Motherlode Falls below. The letter states future recreational releases will draw large crowds of paddlers which could potentially create parking issues and unsafe conditions if adequate parking is not provided.

Response: El Dorado County is aware some boaters / kayakers opt to take out at Mosquito Bridge to avoid Mother Lode Falls. Mosquito Road is proposed to remain with restricted vehicle access and pedestrians will continue to be able to walk to/from the river at their own risk.

6. Janet Hayes

Ms. Hayes submitted an email on December 20, 2015 stating support for retaining the Mosquito Road Bridge and providing year round vehicle access to the river, along with additional parking. Alternatively, the commenter suggested providing vehicle access in correlation with scheduled recreational flow releases with adequate turnouts and parking. Ms. Hayes also recommended using the annual funding from SMUD for maintenance of Ice House road could potentially be used for preserving the old bridge and providing river access facilities.

Response: See responses under no. 3 and 5 above.

7. Darrick Hilbert

The commenter submitted an email on December 21, 2015 stating he would like to see year round vehicle access on the south side of Mosquito Bridge, additional parking on both sides of the river and the existing bridge maintained as pedestrian walkway. If only seasonal access can be provided, Mr. Hilbert coordinating with scheduled seasonal recreational flow releases. If vehicle access is restricted, parking should be made available above the gates.

Response: See responses under no. 3 and 5 above.

8. Mathew Phillips

Mr. Phillips submitted emails on July 23, 2015 and December 23, 2015 stating support for bridge Alternative 1, high level bridge. The commenter stated the Slab Creek section of the South Fork of the American River possesses high quality rapids and is in high demand with expert whitewater enthusiasts. Mr. Phillips expressed that river access for recreational purposes is important and should be considered with high regard at Mosquito Bridge. A vehicle for emergency purposes should also be considered along with adequate parking.

Response: See responses under 3 and 5 above.

9. Thomas Stuart

The commenter submitted an email on January 1, 2016 stating that the maintenance costs associated with keeping the old bridge should be borne by the County and not by Mosquito residents. Mr. Stuart suggested looking toward the rafting industry for ways to fund the upkeep of the old bridge and stated the area will become a patrolling issue for the Sheriff and Fire Department with the influx of people who may come for recreational purposes.

Response: The Mosquito Bridge Replacement Project is funded by the Federal Highway Bridge Program, which does not provide funding for maintenance or preservation of the old bridge. El Dorado County agrees keeping Mosquito Road open would be challenging to monitor and patrol by the Sheriff's Department due to the difficulty to access and turn around.

10. Chris Tulley

On December 29, 2015 Mr. Tulley submitted an email in support of providing river access and maintaining the existing bridge. The commenter discussed the regional role and importance of whitewater recreation and expressed support for providing year round river access, additional parking on the south side of the river, maintaining the existing bridge for pedestrian use. The commenter stated

if only seasonal vehicle access or no vehicle access is provided, that parking and turnouts should be provided on both sides above the gates.

Response: See responses under no. 3 and 5 above.

11. Jeff Wasielewski

On December 20, 2015, Mr. Wasielewski submitted an email expressing interest in retaining access to the Slab Creek run on the SFAR and encouraged efforts to preserve and improve boater access on the south side of the existing Mosquito Bridge. The commenter also suggested using the annual payment from SMUD to the County to fund public access facilities.

Response: See responses under no. 3 and 5 above.

COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION
http://www.edcgov.us/DOT/

PLACERVILLE OFFICES:
MAIN OFFICE:
2850 Fairlane Court, Placerville, CA 95667
(530) 621-5900 / (530) 626-0387 Fax

MAINTENANCE:
2441 Headington Road, Placerville, CA 95667
(530) 642-4909 / (530) 642-0508 Fax

LAKE TAHOE OFFICES:
ENGINEERING:
924 B Emerald Bay Road, South Lake Tahoe, CA 96150
(530) 573-7900 / (530) 541-7049 Fax

MAINTENANCE:
1121 Shakori Drive, South Lake Tahoe, CA 96150
(530) 573-3180 / (530) 577-8402 Fax

DATE: December 8, 2015

TO: Interested Agencies and Individuals

FROM: El Dorado County Community Development Agency, Transportation Division

RE: Invitation to Comment: Mosquito Bridge Replacement Project – Controlled River Access

El Dorado County received federal funds to replace the existing Mosquito Bridge located 6 miles north of U.S. Highway 50, along Mosquito Road at the South Fork of the American River. The bridge does not meet current standards such as load requirements and bridge width. Currently, the bridge requires extensive annual maintenance resulting in long term road closures. Structurally, the bridge is rated near the bottom of all state bridges with a sufficiency rating (SR) of 12.5 out of 100. Bridges with a SR of < 50 are eligible for replacement under the FHWA Highway Bridge Program (HBP). The HBP will not fund non-vehicular use. Therefore, the existing bridge may or may not be removed, depending upon whether or not a source of funding can be found to finance the ongoing, high cost of maintenance necessary to keep it open, even for pedestrian use. If such funding cannot be found, the existing bridge will be removed as required by the HBP.

Mosquito Road is a rural narrow roadway that meanders through mountainous terrain and switchbacks into the steep South Fork American River canyon that narrows to a single lane near the bridge on both roadway approaches. These approaches to the bridge include five tight hairpin turns—one on the south canyon face (Placerville side), and four on the north canyon face (Mosquito/Swansboro side). The 9 foot wide bridge is restricted to only small vehicles; larger vehicles, such as those of first responders, and trucks are physically unable to access the bridge.

Due to reasons cited above, the County is considering a more direct crossing by raising the bridge profile approximately 400 feet, leaving the Mosquito Road approaches to the existing bridge no longer necessary to cross the canyon. The portion of Mosquito Road that leads to the existing bridge may or may not be abandoned, depending upon the interest in keeping it open on a limited basis or closed altogether. One option is to restrict this portion of the road to foot traffic, emergency and utility vehicles only. In this instance, however, minimal maintenance to the road would still be needed.

As a potential user/stakeholder to the old road on both sides of the river, the County is requesting your feedback as to preferences and your level of willingness to contribute to a share of the road maintenance.

Existing access to and from the river near the existing Mosquito Bridge is also the subject of a feasibility study the County will conduct as part of the proposed bridge replacement project pursuant to CA Streets & Highway Code 991.

Please submit your comments to me no later than December 31, 2015 using the contact information below. Thank you for your interest in the Mosquito Bridge Replacement Project. If you have any questions, please do not hesitate to contact me. Please be aware that you will have additional opportunity to comment on the project as a whole when the CEQA document is distributed to the public.

Janet Postlewait, Principal Planner
El Dorado County Community Development Agency
Transportation Division
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5993 / FAX (530) 626-0387
janet.postlewait@edcgov.us

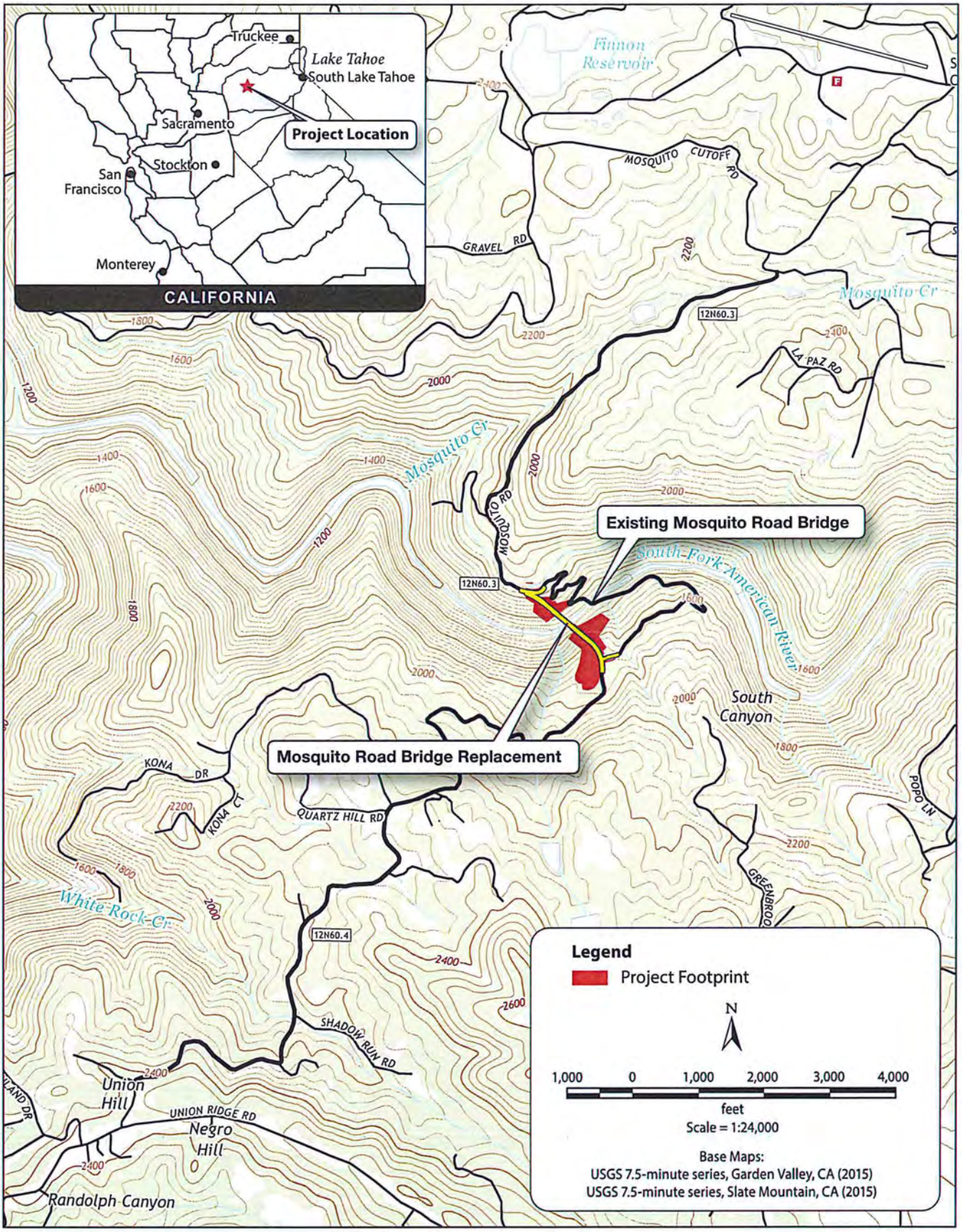


Figure 1
Location Map

South Fork American River Bridge Project

Initial Study with a Proposed Mitigated Negative Declaration

El Dorado County on State Route 49,

South Fork American River near the Towns of Coloma and Lotus

03-ED-49-23.66/24.42

03-0F310

EFIS#: 0300000078

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

October 2014

Caltrans

General Information about This Document

What is in this document:

The California Department of Transportation (Caltrans) as lead agency for California Environmental Quality Act (CEQA) has prepared this Initial Study (IS), which examines the potential environmental impacts of the alternatives being considered for the proposed project located in El Dorado County, California. The document explains why the project is being proposed, what alternatives are considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document.
- We would like to hear what you think. There are three alternatives proposed for this project, please consider your preferred alternative given all of the benefits and effects. If you wish to leave any comments about the proposed project, please send your written comments to Caltrans by the deadline stated below.
- Additional copies of this document and related technical studies are available for review at the Caltrans District 03 Office, at 703 B Street, Marysville, CA 95901, and at the El Dorado County library at 345 Fair Lane, Placerville, CA 95667. This document may be downloaded at the following website: *http://www.dot.ca.gov/dist3/departments/envinternet/envdoc.htm*
- Send comments via postal mail to:
  Caltrans, Office of Environmental Management
  Attention: Maggie Ritter
  703 B Street, Marysville, CA 95901
- Send comments via email to:
  maggie.ritter@dot.ca.gov.
- Be sure to send comments by the deadline: **November 21, 2014**

What happens next:

After comments are received from the public and reviewing agencies, Caltrans may: (1) give environmental approval to the proposed project, (2) do additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is obtained, Caltrans could design and construct all or part of the project.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Maggie Ritter, Environmental Planning, 703 B Street, Marysville CA; (530)741-4535 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or 711

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

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

INITIAL STUDY with Proposed Mitigated Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

October 17, 2014

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

PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

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

Determination

This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a MND for this project. This does not mean that Caltrans' decision regarding the project is final. This MND is subject to change based on comments received by interested agencies and the public.

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

- The proposed project would have no effect on the following: farmland and timberland resources, air quality, noise, geology and soils, growth, coastal zone, environmental justice, wild and scenic rivers, hazards or hazardous materials, mineral resources, paleontology, population and housing, utilities and service systems.

- In addition, the proposed project would have less than significant effects to aesthetics, cultural resources, public services, land use and planning, recreation, hydraulics and water quality, and transportation/traffic.

With the following mitigation measures incorporated, the proposed project would have less than significant effects to biological resources, including riparian vegetation habitat.

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

_____ _____

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

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Project Vicinity Map

INDEX OF PLANS

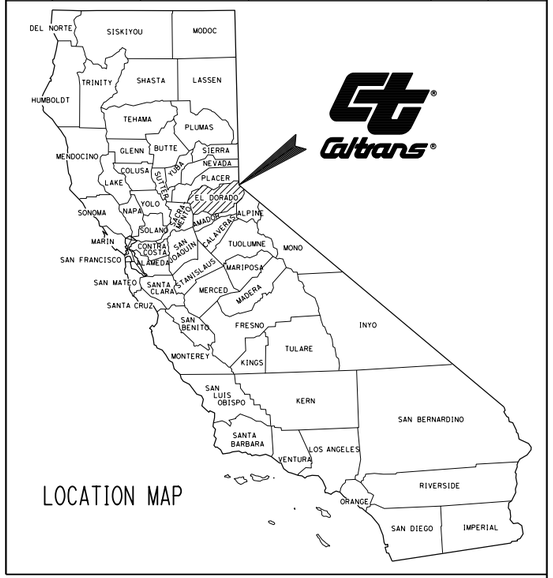
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	ED	49			

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

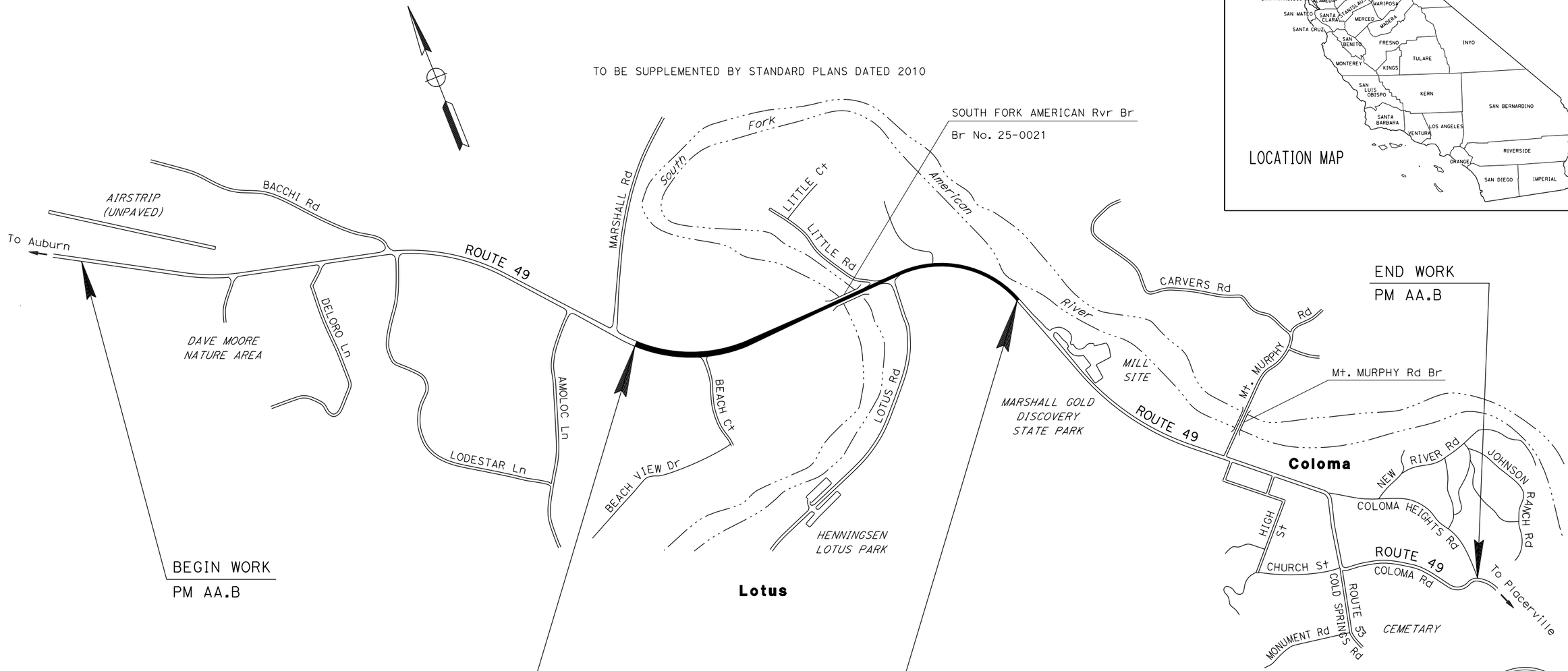
PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY



LOCATION MAP

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010



PROJECT ENGINEER — DATE
REGISTERED CIVIL ENGINEER

REGISTERED PROFESSIONAL ENGINEER
JUSTIN A. UNCK
No. 65889
Exp. 12/31/15
CIVIL
STATE OF CALIFORNIA

PRELIMINARY DESIGN

PLANS APPROVAL DATE

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CONTRACT No.	00-000004
PROJECT ID	0000000000

PROJECT MANAGER

DESIGN ENGINEER

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

NO SCALE

LAST REVISION

Alternative 2: Seismic Retrofit with Widening

LEGEND:

- PROPOSED TCE
- PROPOSED R/W ACQUISITION
- OVER-ESTIMATED CUT
- OVER-ESTIMATED FILL
- EXISTING RIGHT OF WAY

ABBREVIATIONS:

TCE TEMPORARY CONSTRUCTION EASEMENT
CP OBTAIN COUNTY PERMIT

NOTES: Design features may not align with aerial due to old imagery and how the photo references into the drafting file.

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

PRELIMINARY PLAN

REGISTERED CIVIL ENGINEER DATE

6/12/14

PLANS APPROVAL DATE

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JUSTIN A. UNCK
No. C65889
Exp. 12/31/15
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ALT 2: SEISMIC RETROFIT WITH WIDENING

03-ED-49 EA 0F3100

PRELIMINARY MAPPING

SCALE: 1" = 50'

SHEET-1

43

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PROJECT NUMBER & PHASE 00000000001

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

PRELIMINARY PLAN

REGISTERED CIVIL ENGINEER — DATE

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LEGEND:

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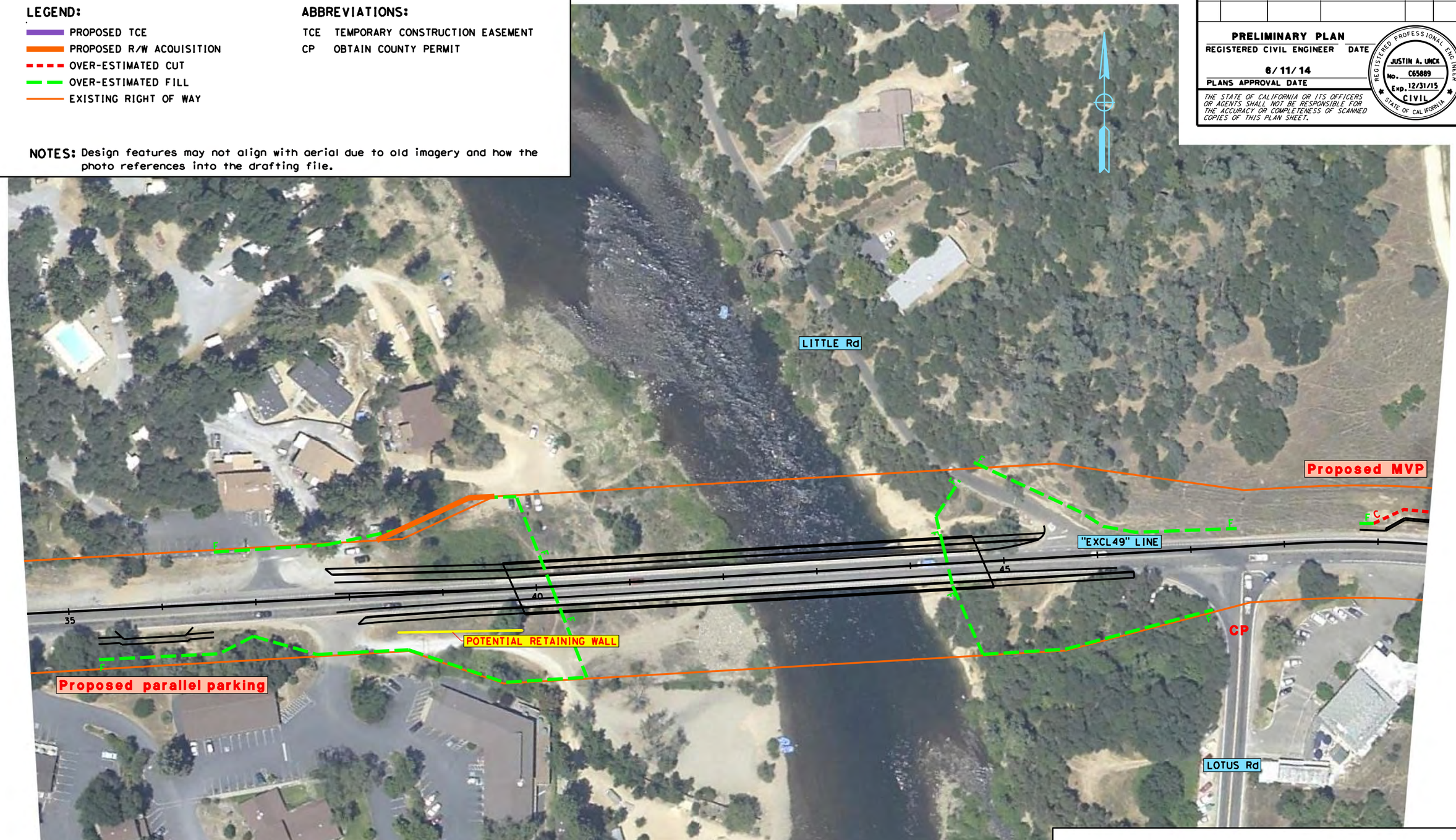

ALT 2: SEISMIC RETROFIT WITH WIDENING

03-ED-49 EA 0F3100

PRELIMINARY MAPPING

SCALE: 1" = 50'

SHEET - 2

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LEGEND:

- PROPOSED TCE
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- OVER-ESTIMATED FILL
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ABBREVIATIONS:

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CP	OBTAIN COUNTY PERMIT

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

PRELIMINARY PLAN

REGISTERED CIVIL ENGINEER — DATE

6/11/14

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ALT 2: SEISMIC RETROFIT WITH WIDENING

03-ED-49 EA 0F3100

PRELIMINARY MAPPING

SCALE: 1" = 50'

SHEET-3

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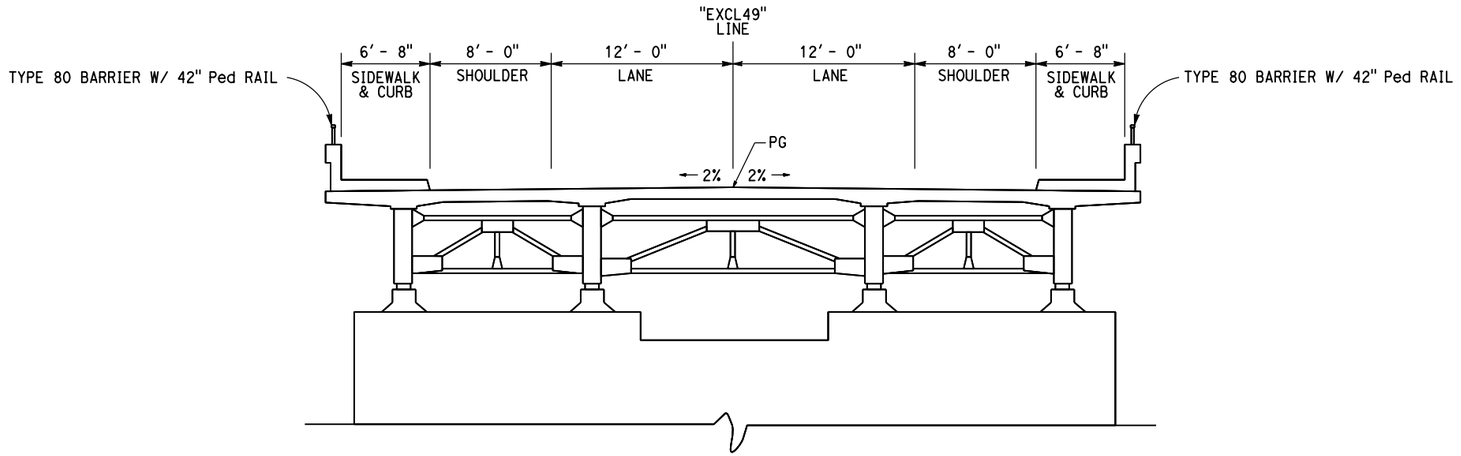

Sta 39+76 TO 44+78

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

PRELIMINARY ONLY

REGISTERED CIVIL ENGINEER DATE

7/22/14

PLANS APPROVAL DATE

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Alt 2: Seismic Retrofit with Widening

BRIDGE TYPICAL SECTION

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Alternative 3A: New Bridge on New Alignment

LEGEND:

- PROPOSED TCE
- PROPOSED R/W ACQUISITION
- OVER-ESTIMATED CUT
- OVER-ESTIMATED FILL
- EXISTING RIGHT OF WAY

ABBREVIATIONS:

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CP OBTAIN COUNTY PERMIT

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

PRELIMINARY PLAN

REGISTERED CIVIL ENGINEER DATE

7/22/14
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
JUSTIN A. UNCK
No. C65889
Exp. 12/31/15
CIVIL
STATE OF CALIFORNIA

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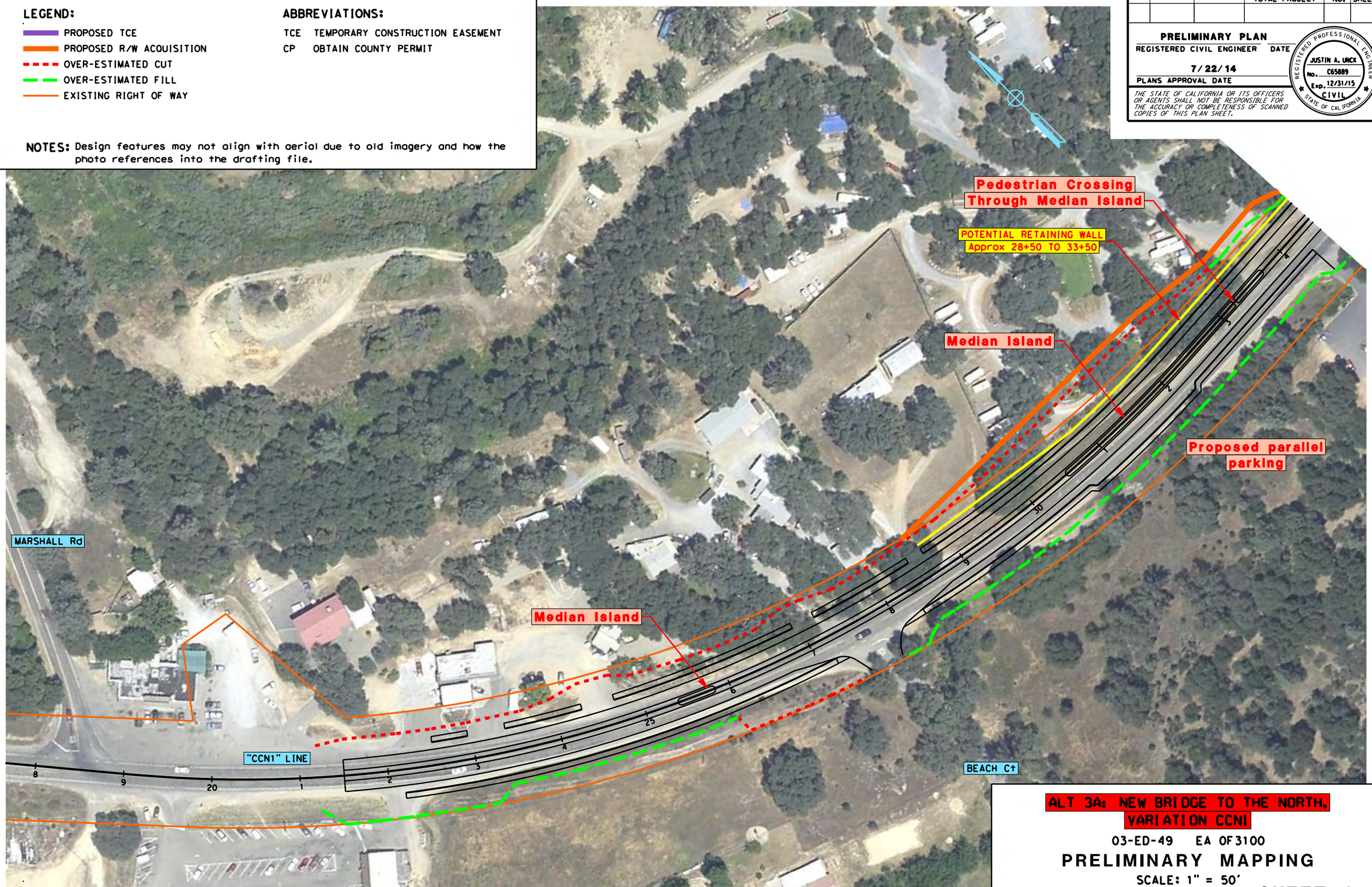

ALT 3A: NEW BRIDGE TO THE NORTH, VARIATION CCN1

03-ED-49 EA 0F3100

PRELIMINARY MAPPING

SCALE: 1" = 50'

SHEET-1

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CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LEGEND:

- PROPOSED TCE
- PROPOSED R/W ACQUISITION
- OVER-ESTIMATED CUT
- OVER-ESTIMATED FILL
- EXISTING RIGHT OF WAY

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

PRELIMINARY PLAN

REGISTERED CIVIL ENGINEER — DATE

7/8/14

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — JUSTIN A. UNCK — No. C65889 — Exp. 12/31/15 — CIVIL — STATE OF CALIFORNIA

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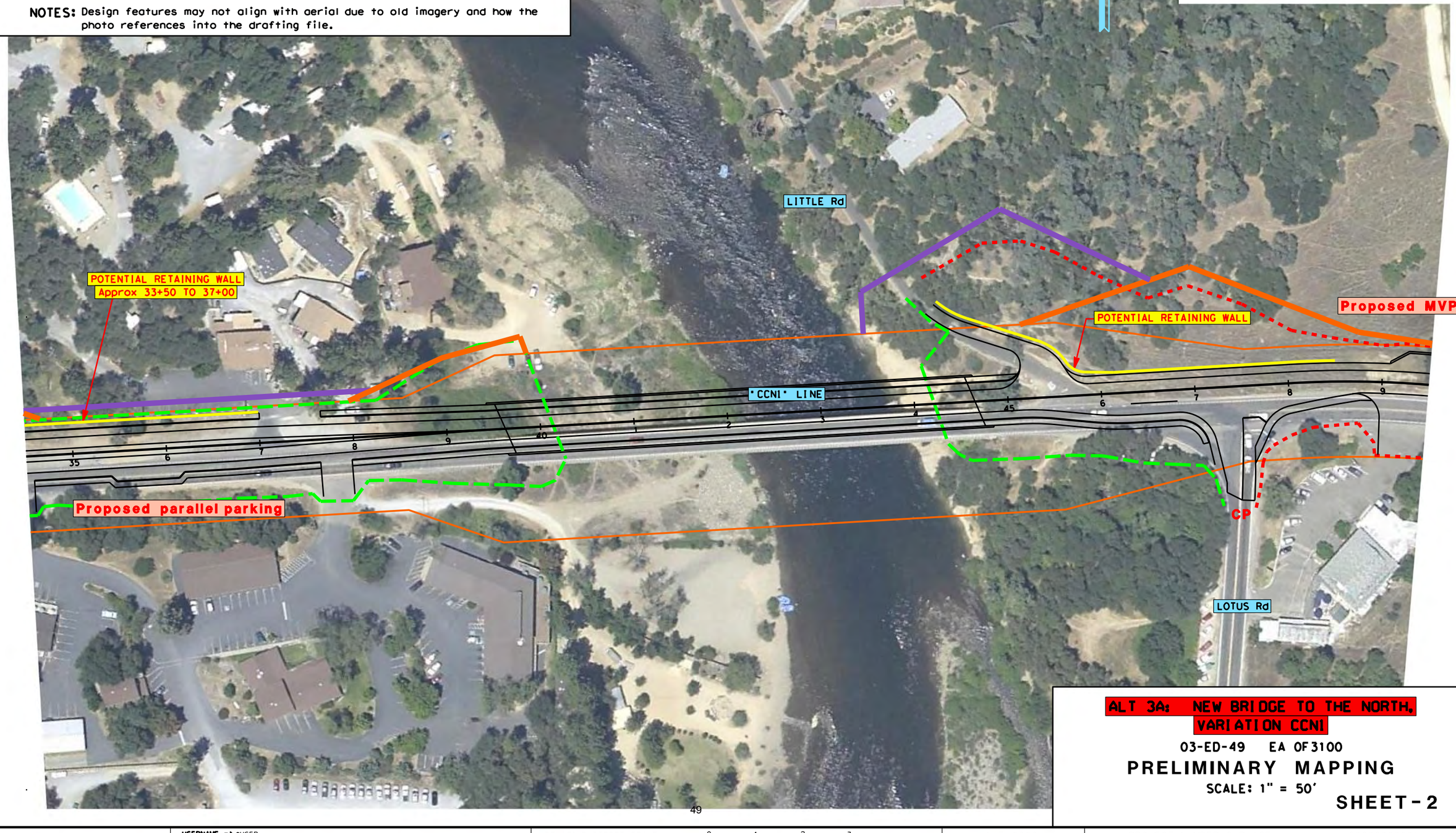

ALT 3A: NEW BRIDGE TO THE NORTH, VARIATION CCN1

03-ED-49 EA 0F3100

PRELIMINARY MAPPING

SCALE: 1" = 50'

SHEET - 2

REVISED BY | DATE REVISED

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FUNCTIONAL SUPERVISOR

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

PRELIMINARY PLAN

REGISTERED CIVIL ENGINEER — DATE

JUSTIN A. UNCK
No. C65889
Exp. 12/31/15
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

6/12/14
PLANS APPROVAL DATE

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LEGEND:

- PROPOSED TCE
- PROPOSED R/W ACQUISITION
- OVER-ESTIMATED CUT
- OVER-ESTIMATED FILL
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ABBREVIATIONS:

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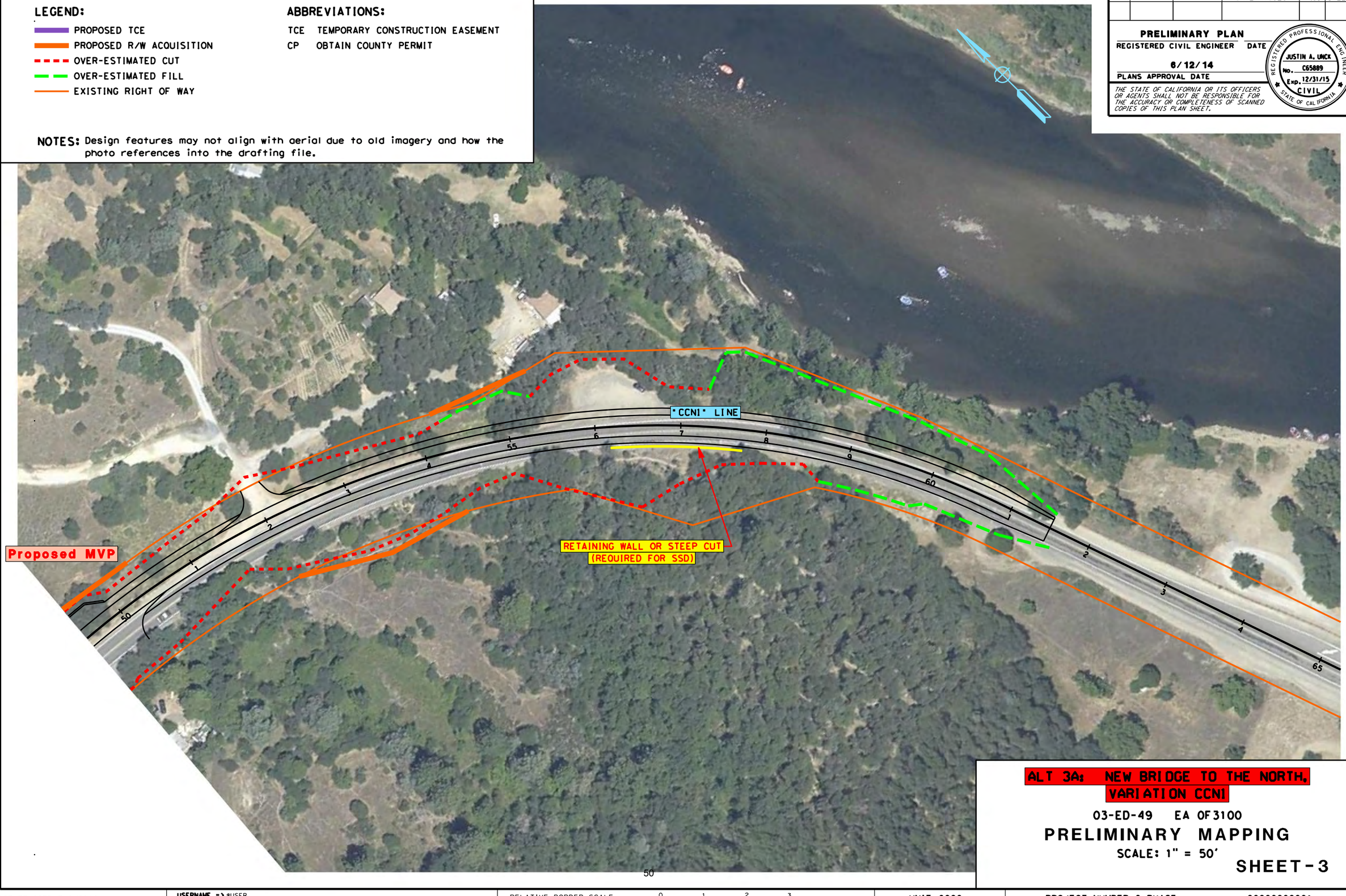

ALT 3A: NEW BRIDGE TO THE NORTH, VARIATION CCN1

03-ED-49 EA 0F3100

PRELIMINARY MAPPING

SCALE: 1" = 50'

SHEET-3

REVISED BY | DATE REVISED

CALCULATED-
DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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UNIT 0000

PROJECT NUMBER & PHASE 00000000001

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

PRELIMINARY ONLY

REGISTERED CIVIL ENGINEER DATE

7/22/14

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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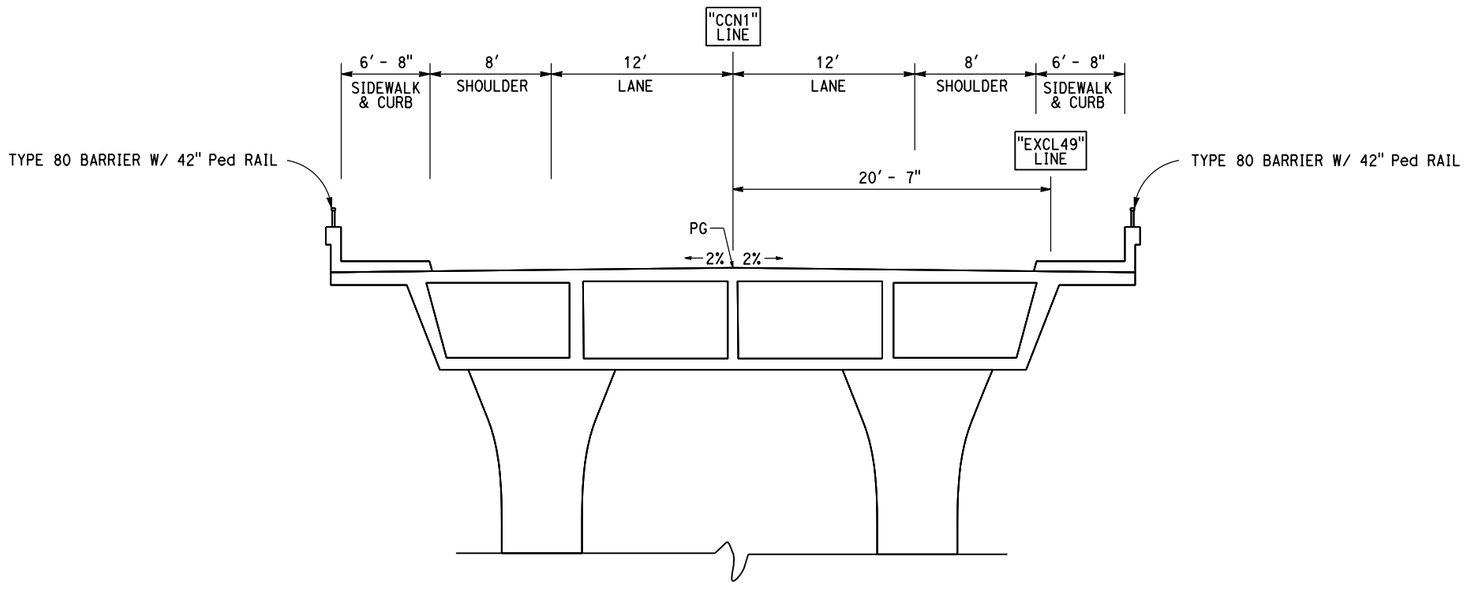
NOTES:
1. NO SCALE



Sta 39+63 TO 44+65

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

BRIDGE TYPICAL SECTION

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

USERNAME =>s137431 | RELATIVE BORDER SCALE 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 0000000000 | LAST REVISION | DATE PLOTTED =>22-JUL-2014

Alternative 3B: New Bridge on Existing Alignment

LEGEND:

- PROPOSED TCE
- PROPOSED R/W ACQUISITION
- OVER-ESTIMATED CUT
- OVER-ESTIMATED FILL
- EXISTING RIGHT OF WAY

ABBREVIATIONS:

TCE	TEMPORARY CONSTRUCTION EASEMENT
CP	OBTAIN COUNTY PERMIT

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

PRELIMINARY PLAN

REGISTERED CIVIL ENGINEER DATE

6/13/14

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
JUSTIN A. UNCK
No. C65889
Exp. 12/31/15
CIVIL
STATE OF CALIFORNIA

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ALT 3B: NEW BRIDGE ON THE EXISTING ALIGNMENT, VARIATION TSS1

03-ED-49 EA 0F3100

PRELIMINARY MAPPING

SCALE: 1" = 50'

SHEET-1

53

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY	DATE REVISED

LAST REVISION DATE PLOTTED => $DATE
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BORDER LAST REVISED 7/2/2010

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 00000000001

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

PRELIMINARY PLAN

REGISTERED CIVIL ENGINEER — DATE

7/8/14

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — JUSTIN A. UNCK — No. C65889 — Exp. 12/31/15 — CIVIL — STATE OF CALIFORNIA

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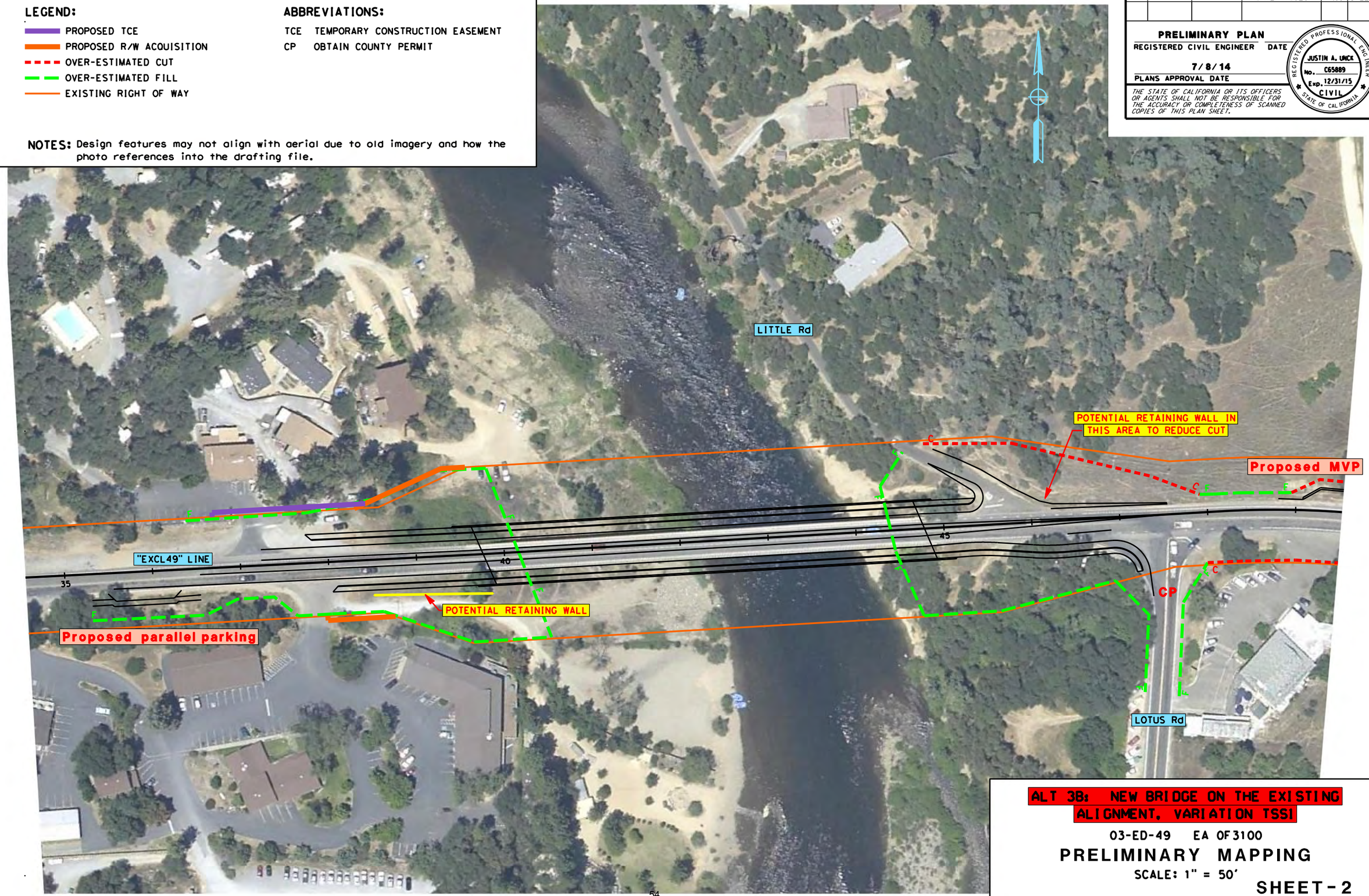
LEGEND:

- PROPOSED TCE
- PROPOSED R/W ACQUISITION
- OVER-ESTIMATED CUT
- OVER-ESTIMATED FILL
- EXISTING RIGHT OF WAY

ABBREVIATIONS:

TCE TEMPORARY CONSTRUCTION EASEMENT
CP OBTAIN COUNTY PERMIT

NOTES: Design features may not align with aerial due to old imagery and how the photo references into the drafting file.



ALT 3B: NEW BRIDGE ON THE EXISTING ALIGNMENT, VARIATION TSS1

03-ED-49 EA 0F3100

PRELIMINARY MAPPING

SCALE: 1" = 50'

SHEET - 2

REVISED BY | DATE REVISED
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

PRELIMINARY PLAN

REGISTERED CIVIL ENGINEER — DATE

6/12/14

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
JUSTIN A. UNCK
No. C65889
Exp. 12/31/15
CIVIL
STATE OF CALIFORNIA

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LEGEND:

- PROPOSED TCE
- PROPOSED R/W ACQUISITION
- OVER-ESTIMATED CUT
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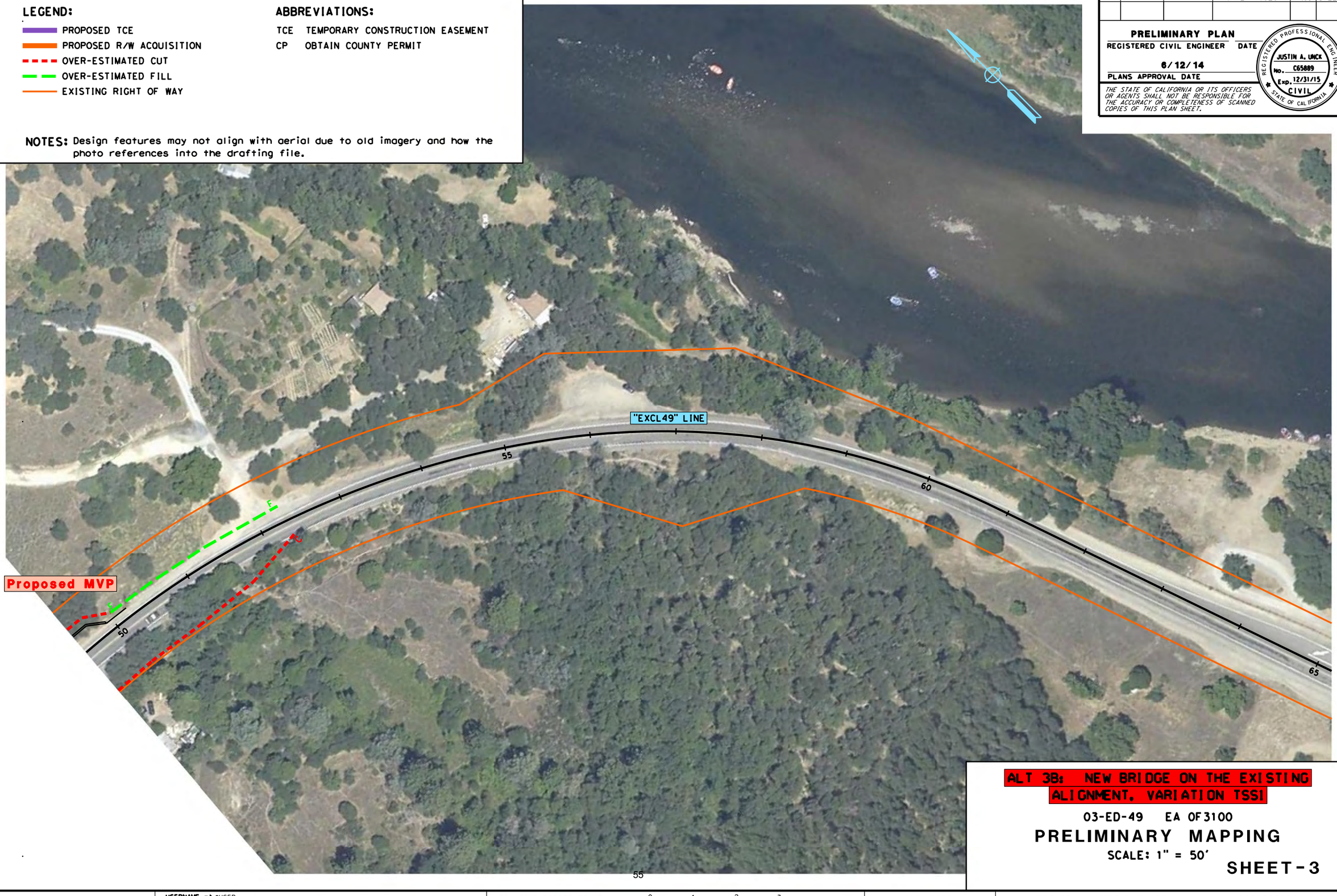

ALT 3B: NEW BRIDGE ON THE EXISTING ALIGNMENT, VARIATION TSS1

03-ED-49 EA 0F3100

PRELIMINARY MAPPING

SCALE: 1" = 50'

SHEET-3

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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

PRELIMINARY ONLY

REGISTERED CIVIL ENGINEER DATE

7/22/14

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

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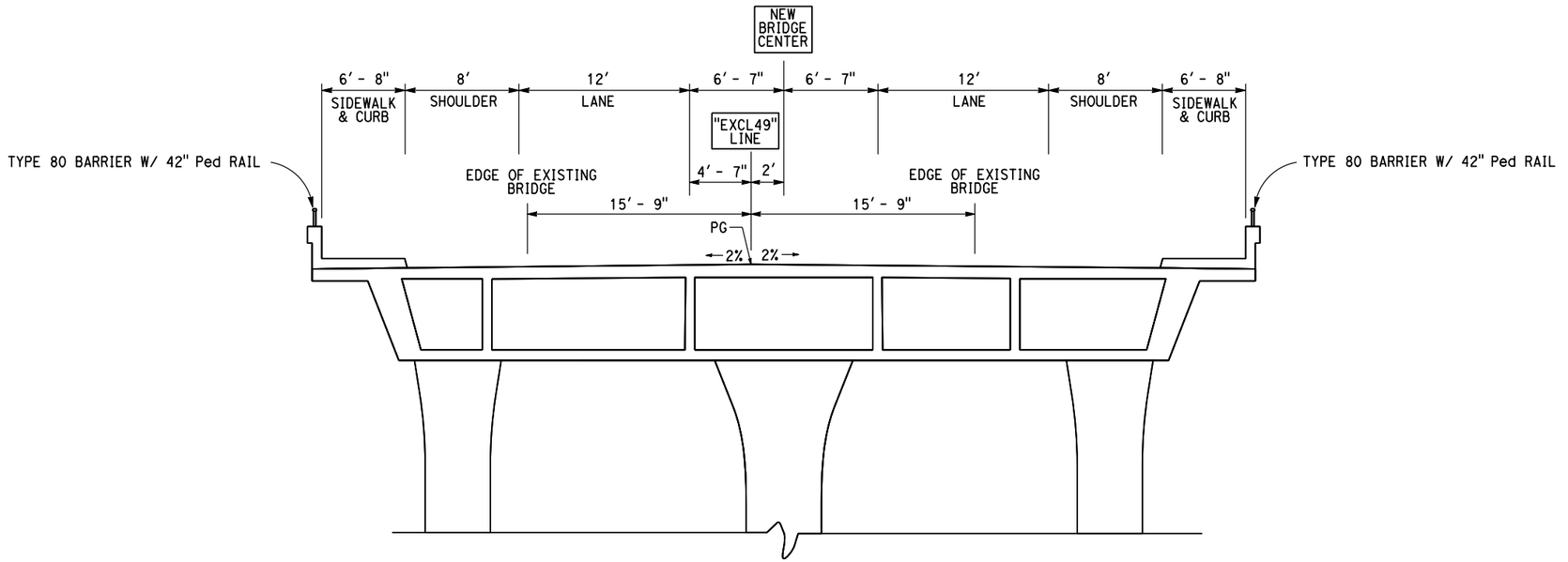
NOTES:
1. NO SCALE



Sta 39+76 TO 44+78

Alt 3b: New Bridge on the Existing Alignment, Variation TSS1

BRIDGE TYPICAL SECTION

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

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Chapter 1 Proposed Project

Introduction

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

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

Purpose and Need

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

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

Project Description

Caltrans proposes to rehabilitate or replace the South Fork American River Bridge on SR 49 at post mile 24 in El Dorado County, within the communities of Coloma and Lotus. The viable alternatives considered for the project are the Seismic Retrofit with Widening (Alt. 2), New Bridge to the North (Alt. 3A), and New Bridge on the Existing Alignment (Alt. 3B). The new or rehabilitated bridge will be upgraded to

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

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

Alternatives

PROJECT ALTERNATIVES

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

Common Design Features of the Build Alternatives

The viable build alternatives will each contain at least two 12 foot lanes with an 8 foot shoulder and 6 foot sidewalks on both sides, built to current standards and Americans with Disabilities Act (ADA) compliant. Though no detours will be

incorporated into the project, traffic control measures will be needed, including one way, reversing traffic control at various times during construction. Each of the alternatives requires differing amounts of one way, reversing traffic control. All alternatives will incorporate visual aesthetics to the bridge rail, bridge design, and retaining walls. Each viable alternative is expected to take two to three construction seasons to complete, this estimate accounts for completing some work during off season periods.

Viable Project Alternatives

Alternative 2: Seismic Retrofit with Widening

Alternative 2 would seismically retrofit the existing bridge, and widen it to allow for standard lanes (12'), shoulders (8'), sidewalks (6'), and see-through bridge rails. Work on the bridge approaches would include widening and work needed to blend and connect the widened bridge and sidewalk to the existing roadway and foot paths. A retaining wall may be needed in order to maintain bridge maintenance and pedestrian access to the river if a steep slope is not incorporated. No additional right of way (R/W) is needed for this alternative.

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

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

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

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

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

During construction Alternative 3A would provide one-way reversible traffic control to public traffic at all times and two lanes will remain open when construction operations are not actively in progress.

Alternative 3B: New Bridge on the Existing Alignment

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

During construction, Alternative 3B would provide one-way reversible traffic control to public traffic at all times and two lanes will remain open when construction operations are not actively in progress.

No-Build (No-Action) Alternative

The no-build alternative would leave the existing bridge in its current condition. This would not address the seismic deficiencies of the bridge and it would not address the

lack of pedestrian and bicycle facilities on the bridge. The no-build alternative does not meet the purpose and need of the project.

COMPARISON OF ALTERNATIVES

During the public review period, all comments will be considered; Caltrans will compare and weigh the benefits and impacts of the alternatives then select a preferred alternative. A final determination of the project's effect on the environment will be made with the selection of the preferred alternative.

ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

The following alternatives were considered and rejected:

Alternative 1: Seismic Retrofit

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

Alternative 3: New Bridge

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

Alternative 3: New Bridge, Variations NW1 and SW1

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

Alternative 3: New Bridge, Variation CS1

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

Alternative 3: New Bridge, Variation TSN1

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

Alternative 4: Seismic Retrofit with Attached Pathways

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

Alternative 5: Seismic Retrofit with Adjacent Pedestrian/Bicycle Bridge

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

Permits and Approvals Needed

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Human Environment

LAND USE

Existing and Future Land Use

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

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

CONSISTENCY WITH STATE, REGIONAL, AND LOCAL PLANS AND PROGRAMS

ENVIRONMENTAL CONSEQUENCES

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

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

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

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

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

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

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

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

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

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

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

Henningsen-Lotus Park Conceptual Master Plan, June 2014

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

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

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

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

Complete Streets – Integrating the Transportation System, DD-64R1:

Complete Streets is defined as a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility. It is to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of complete streets.

When all alternatives are compared, Alternatives 2 (Widen and Retrofit) and 3B (Replace Bridge to the South) would not fully support Complete Streets: Integrating

the Transportation System, Deputy Directive 64 R1(DD-64-R1). Alternative 2 would provide a widened and retrofitted bridge with pedestrian and bicycle accommodation only on the bridge structure. Alternative 3B would provide a new bridge structure with bicycle and pedestrian accommodations however, those would only be on the bridge structure and not continue down the highway through the community.

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

Avoidance, Minimization, and Mitigation Measures

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

- Maintain access to river – the legal right to cross State property for river access currently exists, and will be maintained after the project is constructed. The existing maintenance access road, also used by the public to access the river at the southwest corner of the bridge, is proposed to be paved to improve access for maintenance vehicles.

- Paved parking area (adjacent to SR49) – A total of 10 new parallel parking spaces are proposed on the south side of SR 49, west of the bridge. Additionally, a maintenance vehicle pullout is planned for the north side of SR 49, east of the bridge. When not in use by Caltrans maintenance crews, the public will be able to use it for parking.

- Informal parking – The existing informal parking on Lotus Road across from the Sierra Nevada House restaurant will not be changed as part of this project. Additionally, the project specifications will include a condition that the contractor cannot use the area for construction purposes (staging, storage, etc.). This parking area is outside of the project limits.

- Demarcate right of way lines – Signs will be posted to identify the limits of state right of way. This will help prevent trespassing onto private property and will provide guidance to river users accessing the area around bridge.

PARKS AND RECREATION

Affected Environment

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

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

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

Environmental Consequences

The proposed project does not directly affect parks and recreation areas near the project vicinity. During construction, temporary impacts to all motorists could occur due to one-way reversible traffic control at the bridge site. This might include minor delays in getting across the bridge on SR 49. However, impacts during construction are temporary and at least one lane should be open for traffic at all times. Business and general operations should be able to continue during construction and after completion of the project.

On the west side of the S. F. American River Bridge, both north and south of the river are commercial rafting outfitters. They contain picnic tables, camping, and river put-ins and take-outs. There are other rafting operations upstream and downstream of the bridge as well. The rafting outfitter operations should not affected by the project. During construction of the bridge, operations of rafting outfitters, the community park, and the state park should remain the same.

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

Avoidance, Minimization, and Mitigation Measures

Ensure the following is adhered to avoid potential impacts:

- During construction, a boat passage opening large enough to allow a boat or raft (or more than one raft) to pass, will be maintained in the water channel to allow for rafting and boating activity.

- During construction, the bridge will have one-way reversible traffic control so vehicles will be able to cross the bridge. Bicycles and pedestrians will be allowed to cross as well. No closures are anticipated.

- *See Traffic and Transportation / Pedestrians and Bicycles Section for more details.*

Community Impacts

COMMUNITY CHARACTER AND COHESION

Regulatory Setting

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

Under the California Environmental Quality Act (CEQA), an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

Affected Environment

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

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

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

Environmental Consequences

Project Alternatives 2, 3A and 3B will have minimal, but temporary effects on the community cohesion of the area. During construction, temporary impacts could occur due to one-way reversible traffic control at the bridge site and may cause minor delays in getting across the South Fork American River Bridge. However, impacts during construction are temporary and a least one lane of traffic should be open at all times. Additionally, the cohesive quality of both towns should improve with the addition of the new or rehabilitated bridge. The addition of sidewalks and a shoulder for bicycling, where there was none before (east of the bridge in particular), will provide opportunities to cross the bridge into the adjacent town safely and in all modes of travel, encouraging cohesiveness.

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

Avoidance, Minimization, and/or Mitigation Measures

Ensure the following is adhered to avoid potential impacts:

- During construction, a boat passage opening large enough to allow a boat or raft (or more than one raft) to pass, will be maintained in the water channel to allow for rafting and boating activity.

- During construction, the bridge will have one-way reversible traffic control so vehicles will be able to cross the bridge. Bicycles and pedestrians will be allowed to cross as well. No closures are anticipated.

- *See Traffic and Transportation / Pedestrians and Bicycles Section for more details.*

Relocation and Real Property Acquisitions

Regulatory Setting

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

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

Affected Environment

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

Environmental Consequences

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

For Alternative 3A, New Bridge to the North, project work would require R/W acquisition. This alternative would include continuous sidewalks from the Sierra Nevada House restaurant, across the bridge and then continuing up to Marshall Drive. Under this alternative, an existing series of left turn lanes would be replaced with a continuous, two way left turn lane west of the bridge. Retaining walls would be needed if certain R/W acquisitions or steep slopes are not incorporated into the project. The Lotus Road intersection, as well as driveways and Little Road, would need to be reconstructed to meet current design standards.

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

Lotus Road intersection may be completed. Minor right of way acquisition would be needed for this alternative.

Avoidance, Minimization, and/or Mitigation Measures

Because the proposed project will not require any property relocation, measures to avoid property relocation is a part of the project design. The project will require R/W property acquisition for all three alternatives. The Caltrans R/W staff will work with property owners for acquisition in the next phase of the project.

TRAFFIC AND TRANSPORTATION / PEDESTRIAN AND BICYCLE

Regulatory Setting

Caltrans' as assigned by the Federal Highway Association (FHWA), directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

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

Affected Environment

Access, Circulation, and Parking

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

opportunities available because of the area's unique environment relationship with the river.

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

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

- People park at a paid lot at the State Park where they launch their river crafts, then float downstream and get out at the South Fork American River Bridge project area, then walk along SR 49 carrying their rafts to their cars parked at the State Park.

- People park at a paid lot at the State Park, launch their crafts, then go past the bridge and get out at the HLP, then they must walk their rafts along Lotus Road and then onto SR 49 to get to their vehicles at the State Park.

- People park at the South Fork American River Bridge project area at an informal pullout on the southeast side, launch their crafts, then go down to HLP and take the crafts out, then walk their crafts back up to the bridge near where their car is parked. Or they could float further downstream to another paid take-out spot, past HLP.

- People park on the west side of the bridge where the Coloma/Lotus retail, restaurant, coffee shop, post office, and commercial area is, then launch their crafts on the west side of the bank at the South Fork American River Bridge project area, then raft downstream towards HLP and take out there (or take out elsewhere downstream). They then carry their rafts back up Lotus Road to SR 49 and cross the bridge project area and back up to their car in the commercial center.

- People informally park at the northeast corner of the South Fork American River Bridge project area at the entrance to Little Road, occasionally blocking the road, then launch into the river, walking back up Lotus Road and then the highway.

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

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

Environmental Consequences

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

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

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

Avoidance, Minimization, and/or Mitigation Measures

Measures to minimize impacts during construction include:

- One-way reversible traffic control in accordance with Standard Plan sheet T13 may be allowed at all times.

- The maximum length of any lane closure shall be limited to 0.8 mile.

- A minimum of one paved traffic lane not less than 11 feet wide shall be open for use by public traffic at all times, and two lanes shall remain open when construction operations are not actively in progress.

- A minimum of 4 foot shoulder shall remain open at all times for pedestrian and bicycle use.

- The use of K-rail is recommended to separate the work zone from the public traffic.

- Work behind k-rail may be performed at any time.

- Consider using a temporary traffic signal to control traffic when the bridge is reduced to one lane open.

- Advance flaggers may be needed in areas where there is inadequate approaching sight.

- When bridge rail is removed, K-rail shall be secured in place prior to allowing traffic on the bridge.

- No lane closures, shoulder closures, or other traffic restrictions will be allowed on Special Days, designated legal holidays and the day preceding designated legal holidays; and when construction operations are not actively in progress.

- Access to driveways and cross streets must be maintained during construction, in accordance with traffic control standard plans or traffic handling provided in the contract plans.

- Pedestrian access must be maintained during construction, with at least one sidewalk open on one side of the roadway at all times. Additional signs will be required to detour pedestrians when sidewalks are closed for contract work.

- Bicycle traffic must be maintained during construction. Additional signs and striping will be required to direct bicycle traffic when bikeways are closed for contract work.

- Portable changeable message signs will be required in direction of traffic during construction for each lane, shoulder, and bridge closure.

- Work at this location may require the assistance of COZEEP, but probably not a full time presence.

- If there is a change in the scope of the project or the order of work (schedule), please advise the TMP unit, as this may affect the TMP estimate.

- Lane closure charts will have to be developed prior to P&E.

VISUAL/AESTHETICS

Regulatory Setting

The National Environmental Policy Act of 1969 as amended (NEPA) establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings (42 United States Code [USC] 4331[b][2]). To further emphasize this point, the Federal Highway Administration (FHWA) in its implementation of NEPA (23 USC 109[h]) directs that final decisions on projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

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

Affected Environment

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

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

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

There are two types of viewer groups for highway projects: highway neighbors and highway users. Each viewer group has their own particular level of viewer exposure and viewer sensitivity, resulting in distinct and predictable visual concerns for each group, which help to foresee their responses to visual change. Highway neighbors can see views of the road and bridge are from people who live within close proximity to the site and people who are visiting that area or using the river for recreational purposes. Most of these viewers are folks living within the residential, commercial/business, and recreational sites that are within close proximity to the bridge. Highway users are people who have views from the road. The users of this road consist of local and recreational traffic, tourists, commuters and business owners, and pedestrians and bicyclists as well. The observations from the bridge consist of views of the South Fork American River and its surrounding landscape of deciduous and riparian trees. The views from the road as one approaches the bridge from the west side is heavily vegetated on both sides of the corridor and has a commercial/business strip along the corridor prior to approaching the bridge. Traveling from the east appears less developed as one travels from Marshal Gold Discovery State Park. Both sides of the bridge have dense vegetation in the areas that have not been developed. The scenery is pleasant.

Environmental Consequences

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

No Build

The No-Build alternative would have no impact.

Alternative 2

Alternative 2 would seismically retrofit the existing bridge structure, widen for standard size lanes and shoulders, and provide for sidewalks and concrete barriers. These changes would be noticeable. The approaches to the bridge would be widened

to match the bridge deck and to the existing roadway and footpaths. The profile of the retrofitted bridge would be wider; therefore would be noticeable of its new changes. The overall look of the corridor on both sides of the bridge would not impact the visual integrity of the community and its surrounding area.

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

Alternative 3A

Alternative 3A would construct a new bridge, requiring the roadway's alignment to shift to the north and be built one half at a time (also called half-width construction). The new bridge would be wider than the current bridge. Sidewalks would be provided on both sides of the bridge and due to the shift to the north the roadway will also shift in order to connect with the new bridge. The roadway would tie back into the existing roadway near the Marshall Road intersection and the eastern section would match up with the roadway at Marshall Gold Discovery State Park. This proposed alternative would construct continual sidewalks on both sides of the road west of the new bridge and a short segment to the east. An existing series of left turn pockets and median islands would be replaced and altered in accordance with Traffic Operations recommendations. This alternative would have the most noteworthy changes in the visual setting of the area. The installation of sidewalks and moving the centerline of the roadway to the north would alter the look of the community. The shift in the roadway would require removing trees and vegetation. These changes along the roadway would change the look of the community, but these improvements would provide an upgrade in American Disability Act (ADA) standards and create a more modern look to the community. During the design phase of the project consideration should be given to context sensitive solutions for introducing the necessary ADA standards.

Alternative 3A would have the largest visual impact due to the shift in the roadways alignment and installation of sidewalks. This alternative would require a larger amount of ground disturbance and tree removal. The installation of curbs and sidewalks would alter the look of the community, with a look more urban in character.

Alternative 3B

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

All Build Alternatives

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

Temporary Construction Impacts

All of the alternatives except for the no build will have temporary visual impacts caused by construction. The construction of the bridge will be visually obvious as false work is built in order to accomplish the bridge construction. There will also be staging areas on the south sides of the bridge. Other inconveniences will include dust from the project and trucks hauling materials. The duration of construction, however will be temporary.

Cumulative Visual Impacts

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

Avoidance, Minimization, and Mitigation Measures

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

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

- All areas disturbed due to all construction activities, including staging locations and access roads shall be restored to its pre-construction condition upon completion of the project. This can be accomplished by loosening and re-contouring the area's soil before applying erosion control (such as hydro-seed with a native seed mix and erosion control blankets).

- Minimize the removal of and avoid where feasible established trees and vegetation. Where it is possible to save and preserve existing trees (of significant size and maturity), care and caution should be implemented during the construction phase. Environmental Sensitive Area (ESA) fencing shall be installed to demarcate areas where vegetation is being preserved and root systems of trees shall be protected.

- All disturbed areas during each construction season shall utilize BMPs which will include temporary erosion control at the end of each construction season.

- Aesthetic treatments used on this project should consider using similar features and colors that will be consistent with the current project being built at the Marshall Gold Discovery State Historic Park. These elements consist of

colored stamped concrete. This work should be completed under the direction of the District's Landscape Architect unit.

- The retaining wall(s), if constructed, shall incorporate designing and aesthetic features into the walls, this will be determined during the design phase; additionally, the wall shall be colored or painted with earthen hues to blend with the natural surrounding environment. This will help reduce glare as well.

- The new bridge alternative should consider a "see through" railing constructed as part of the bridge's deck. This will allow the traveling public to view the river and surrounding landscape.

- Trees and shrubs removed as part of a riparian zone will be replaced as part of the required mitigation *(see Biology Section)*. The biologist shall mitigate to ensure the placement of the replanted trees and shrubs for riparian habitat. This will also meet the recommendation for minimizing visual impacts.

CULTURAL RESOURCES

Regulatory Setting

The term "cultural resources" as used in this document refers to all "built environment" resources (structures, bridges, railroads, water conveyance systems, etc.), culturally important resources, and archaeological resources (both prehistoric and historic), regardless of significance. Laws and regulations dealing with cultural resources include:

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

to Caltrans. The FHWA's responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Program (23 United States Code [USC] 327).

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

Affected Environment

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

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

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

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public

Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), which will then notify the Most Likely Descendent (MLD). At this time, the person who discovers any remains will contact Caltrans District 03 Environmental staff so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

Environmental Consequences

Alternatives 2, 3A, and 3B are not likely to impact the cultural resources in the area. Most all of the identified cultural resources within the vicinity of the bridge are outside of the project impact area. Any remains of the 1800's diversion tunnel is most likely out of reach of the new bridge's footprint and construction area.

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

Avoidance, Minimization, and Mitigation Measures

It is the Caltrans policy to avoid cultural resources whenever feasible. Further investigation of the resources located within the APE may be necessary if they cannot be avoided by the proposed project. Additional archeological surveys will be necessary if project limits are expanded to include areas outside the current APE limits. In the event that buried archeological materials are encountered during construction, Stipulation XV will be followed. Post Review Discoveries, Section B.1.-3 in the January 2004 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA).*

Physical Environment

HYDROLOGY AND FLOODPLAIN

Regulatory Setting

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

To comply, the following must be analyzed:

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

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

Affected Environment

A Floodplain Hydraulic Study was completed for this project in March 2014. Federal Emergency Management Agency (FEMA) maps dated September 6, 2008 indicated that the flood zone within the project area is Zone A. Zone A is defined as "No base flood elevations determined." Typically the 100-year base flood surface elevation needs to be determined in order to evaluate the impacts of the proposed alternatives; however, a USGS publication, Floods in Northern California, January 1997, identified the 1997 flood event and its associated discharge as the "flood of record". This discharge (90,000 cubic feet per second) was incorporated into the HEC-RAS modeling and then used to identify potential impacts of the various alternatives for this project.

Environmental Consequences

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

Avoidance, Minimization, and Mitigation Measures

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

- The proposed bridge should have the same number of piers (or less) as the existing bridge. In other words, obstructions to flow in terms of area facing flows should not be greater than the existing bridge.

- The waterway area using either the 100-year event or the "flood of record" water surface elevation as a maximum elevation under the bridge should not be reduced below existing available waterway area.

WATER QUALITY AND STORMWATER RUNOFF

Regulatory Setting

Federal Requirements: Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source[1] unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act (CWA). Congress has amended the act several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. The following are important CWA sections:

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.

- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request (see below).

- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCB) administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).

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

- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the U.S. Army Corps of Engineers (USACE).

The goal of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters."

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

Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of the USACE's Standard permits. There are two types of Standard permits: Individual permits and Letters of Permission. For Standard permits, the USACE decision to approve is based on compliance with U.S. Environmental Protection Agency's Section 404 (b)(1) Guidelines (U.S. EPA Code of Federal Regulations [CFR] 40 Part 230), and whether the permit approval is in the public interest. The Section 404(b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences. According to the Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent[2] standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause "significant degradation" to waters of the U.S. In addition, every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4. A discussion of the LEDPA determination, if any, for the document is included in the Wetlands and Other Waters section.

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

State Requirements: Porter-Cologne Water Quality Control Act

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

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and regulating discharges to ensure compliance with the water quality standards. Details about water quality standards in a project area are included in the applicable RWQCB Basin Plan. In California, Regional Boards designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect these uses. As a result, the water quality standards developed for particular water segments are based on the designated use and vary depending on that use. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (NPDES permits or WDRs), the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

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

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

  Municipal Separate Storm Sewer Systems (MS4)

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

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

  1. Caltrans must comply with the requirements of the Construction General Permit (see below);

  2. Caltrans must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and

  3. Caltrans storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs), to the Maximum Extent Practicable, and other measures as the SWRCB determines to be necessary to meet the water quality standards.

  To comply with the permit, Caltrans developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP assigns responsibilities within Caltrans for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The SWMP describes the minimum procedures and practices Caltrans uses to reduce pollutants in storm water and non-storm water discharges.

It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of Best Management Practices (BMPs). The proposed project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff.

Construction General Permit

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

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

Section 401 Permitting

Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water of the United States must obtain a 401 Certification, which certifies that the project will be in compliance with state

water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by the USACE. The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before the USACE issues a 404 permit.

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

Affected Environment

Receiving Waters and Total Maximum Daily Load:

A Water Quality Assessment (WQA) was completed in October 2013 by qualified Caltrans National Pollutant Discharge Elimination System (NPDES) staff and involved (in part) the use of Caltrans' Water Quality Planning Tool (WQPT) and the State Water Resources Control Board Impaired Water Bodies Map to identify receiving waters close to the project area and to evaluate potential receiving water risk due to proposed construction operations. Using these tools, the receiving water nearest to the project is the South Fork of the American River (below Slab Creek Reservoir to Folsom Lake), located within Hydrologic Sub-Area (HSA) No. 514.32. The South Fork of the American River to Folsom Lake is a 303(d) listed limited segment water body and has Total Maximum Daily Load (TMDL) for the pollutant Mercury. However, this TMDL is not anticipated to be approved by the EPA until 2021, and the source for the pollutant is identified as being from resource extraction and not a pollutant that Caltrans is responsible for addressing.

Beneficial Uses:

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

Municipal Separate Storm Sewer System Phase I or II Permit:

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

Drinking Water Reservoirs:

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

High Risk Receiving Watershed:

High Risk Receiving Watersheds are either listed (303(d)) as being impaired for sediment/siltation or turbidity, or have an EPA approved sediment related TMDL, or have existing beneficial uses of SPAWN, MIG, and COLD (according to the most recent Regional Board Basin Plan). Using the WQPT, the proposed project does not appear to be within the boundaries that designate a "High Risk Receiving Watershed" area.

Environmental Consequences

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

Avoidance, Minimization, and/or Mitigation Measures

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

1. If the temporary storage of equipment and material on State property is permitted by the Engineer, all soil disturbance created within the contract limits or at the Contractor's secured area(s), shall be accounted for in the total disturbed soil area (DSA) estimate.

2. Caltrans' Storm Water Management Plan (SWMP), Project Planning and Design Guide (PPDG) Section 4, and Evaluation Documentation Form (EDF) provide detailed guidance in determining if a specific project requires the consideration of permanent Treatment BMPs. Line Item BMPs may be required during the Plans Specifications and Estimate (PS&E) phase of the project.

3. The project shall adhere to the conditions of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) MS4 Permit (Permit), CAS No. 000003 Order No. 2012-0011-DWQ. As necessary, consult with your NPDES coordinator for additional Permit requirements and guidance.

4. Adherence to the compliance requirements of the NPDES General Permit CAS No. 000002 (Order No. 2010-0014-DWQ) for General Construction Activities is required if the DSA is equal to or greater than 1.0 acre. If the total DSA is less than 1.0 acre, a Caltrans approved Water Pollution Control Plan (WPCP) will be required, which specifies the level of temporary pollution control measures for the project.

5. Adherence to the following is recommended to prevent receiving water pollution as a result of construction activities and/or operations from this project:

    a. Follow all applicable guidelines and requirements in the 2010 Caltrans Standard Specifications (2010 CSS), Section 13, regarding water pollution control and general specifications for preventing, controlling, and abating water pollution in streams, waterways, and other bodies of water.

    b. Consideration should be given to 2010 CSS, Section 13-4 (Job Site Management), to control potential sources of water pollution before it encounters any storm water system or watercourse. It requires the Contractor to control material pollution, manage waste, and non-storm water at the construction site.

    c. The Contractor prepared WPCP or SWPPP (whichever is applicable for the project) shall incorporate appropriate Temporary Construction Site BMPs to implement effective handling, storage, use and disposal practices during construction activities.

d. Shoulder backing areas should be stabilized by Temporary Construction Site BMPs, or rolled and compacted in place, by the end of each day and prior to the onset of any precipitation.

e. Existing drainage facilities should be identified and protected by the application of appropriate Construction Site BMPs.

f. Attention should be given to 2010 CSS, Section 13-4.03D(3), Concrete Waste, when pipe lining operations involve annular space grouting.

g. Attention should be given to 2010 CSS, Section 13-4.01B, Submittals, before dewatering operations commence.

6. Refer to the State Water Resources Control Board, Water Quality Permit Order No. 2003-0003-DWQ, for specific requirements relating to low threat discharges to land, where and when applicable, for proposed dewatering operations. A waiver by the Central Valley Regional Water Quality Control Board (Regional Board) can be utilized if the following conditions are met for low threat discharges to land (Anne Olson, 10/24/12):

    1) Waiver (No Report of Waste Discharge (RWD) / No fee): no known existing groundwater pollution; less than three weeks duration; and less than 10,000 gpd.

    2) Waiver (RWD, fee, and Notice of Applicability (NOA) required): no known existing groundwater pollution; less than three weeks duration; and up to 100,000 gpd (we want to make sure that they have enough land committed and good BMPs to contain the water).

    3) Low Threat General Waste Discharge Requirements (RWD, fee and NOA required): almost everything else.

7. Refer to the Regional Board Permit General Order No. R5-2008-0081, for specific requirements relating to low threat discharges to surface water, where and when applicable, and for proposed dewatering operations. Discharges covered by this General Order, are either 4 months less in duration, or have an average dry weather flow of less than 0.25 million gallons per day.

8. Batch plants and/or rock crushing activities within Caltrans R/W will require the preparation of an Air Space Lease Agreement prior to mobilization. The Lessee

shall obtain an Industrial Strom Water General Permit Order 97-03-DWQ (General Industrial Permit) from the State Water Resource Control Board (SWRCB). The Lessee shall submit a copy of the Notice of Intent (NOI) to comply with the terms of the General Industrial Permit, a copy of the receipt letter with the Waste Discharge Identification (WDID) Number from the SWRCB, an approved Storm Water Pollution Prevention Plan (SWPPP), and a monitoring plan when filing for a Caltrans Encroachment Permit. The Lessee shall submit any amendments to the SWPPP, copies of any sampling/monitoring results, a copy of the annual report, and any reporting requirements covered by the General Industrial Permit. Batch plant or rock crushing activities outside of Caltrans ROW will require additional coordination.

9. Caltrans NPDES Staff may participate in early project design consultation with the Regional Board if the project entails one or more acres of DSA.

Biological Environment

NATURAL COMMUNITIES

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

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

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

Affected Environment

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

Valley Oak Woodland –

Oak woodlands are a protected natural community that occurs near the BSA. In accordance with Senate Concurrence No. 17, oak woodland is defined as a five-acre circular area containing five or more oak trees per acre. The oak species protected under this resolution include Blue, Engelman, Valley, and Coast Live Oak. There are Valley Oak woodlands surrounding the project area and the proposed highway widening may have direct and indirect impacts to oak woodlands, in general. Valley oak woodland habitat type does not occur within the existing or proposed bridge footprint. The type and area of impacts varies among the three viable project alternatives.

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

Valley Foothill Riparian –

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

In the project BSA, this habitat type is located along the banks of the river and on the gravel bar that covers most of the proposed bridge footprint. The tree canopy layer consists of cottonwood (Populus spp.), California sycamore, and valley oak. Subcanopy trees include white alder (Alnus rhombifolia), box-elder (Acer negundo),

foothill pine (Pinus sabiniana), interior live oak, and Oregon ash (Fraxinus latifolia). Typical understory shrub layer plants include poison-oak, California wild grape, wild rose (Eriogonum elongatum), California coffeeberry, button bush (Cephalanthus occidentialis), Himalayan blackberry and willows (Salix spp.). The herbaceous layer consists of sedges (Carex spp.), rushes (Juncus spp.), miner's lettuce (Claytonia perfoliata), Douglas' sagewort (Artemisia douglasiana), poison-hemlock (Conium maculatum), and hoary nettle (Urtica dioica ssp.). This habitat type provides food, water, migration and dispersal corridors, and escape, nesting, and thermal cover for an abundance of wildlife.

Environmental Consequences

Valley Oak Woodland –

All three alternatives could indirectly and directly impact this habitat type.

The cut and fill areas proposed to widen the highway in Alternative 3A would require removal of approximately 35 oak trees throughout the BSA. In Alternatives 2 and 3B tree removal associated with the bridge construction may result in the removal of approximately 15 oak trees throughout the BSA. Once a preferred alternative is chosen, additional surveys will be conducted to determine the species, diameter, and more approximate number of oak trees that will be impacted by the project.

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

Valley Foothill Riparian –

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

> Alt 2: Potential permanent riparian habitat impacts are approximately 0.04 acres and approximately 20 linear feet (LF).
>
> Alt 3A: Potential permanent riparian habitat impacts are approximately 0.04 acres and approximately 25 LF.
>
> Alt 3B: Potential permanent riparian habitat impacts are approximately 0.05 acres and approximately 39 LF.

Alternatives 2, 3A, and 3B each have the potential to temporarily impact approximately 0.5 acres and approximately 150 LF of riparian habitat.

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

Avoidance, Minimization, and/or Mitigation Measures

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

Measures that will be implemented to avoid or minimize impacts to the natural communities of the project area include ESA fencing, biological monitoring, and pre-construction biological surveys.

Compensatory Mitigation

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

WETLANDS AND OTHER WATERS

Regulatory Setting

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

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (USACE) with oversight by the United States Environmental Protection Agency (U.S. EPA).

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

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

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

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board (SWRCB), the Regional Water Quality Control Boards (RWQCB), and the California Department of Fish and Wildlife (CDFW). In certain circumstances, the Coastal Commission (or Bay Conservation and Development

Commission or Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

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

Affected Environment

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

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

just as important to the people that use it for recreation and the multitude of other human need and uses.

There are no wetlands within the BSA.

Environmental Consequences

The project will have minor impacts to waters. Most impacts are due to dewatering to create a workspace separate from the live channel.

It is anticipated that Alternatives 3A and 3B will have temporary impacts to waters because activities during construction needed to remove the existing piers, such as dewatering, gaining access to the existing piers, and removing the piers is required. If fill is required during demolition of existing bridge, that area will be quantified and mitigated for. The piers on the new bridge design are not proposed to be located in the flowing waters of the river.

No-Build: No permanent or temporary impacts to waters

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

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

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

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

Avoidance, Minimization, and/or Mitigation Measures

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

PLANT SPECIES

Regulatory Setting

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

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

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

Affected Environment

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

Environmental Consequences

Because there were no special status plants found within the BSA and due to lack of habitat, there are no environmental consequences to special status plants for the No-Build or any of the build alternatives.

Avoidance, Minimization, and/or Mitigation Measures

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

ANIMAL SPECIES

Regulatory Setting

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

Federal laws and regulations relevant to wildlife include the following:

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

State laws and regulations relevant to wildlife include the following:

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

- Sections 4150 and 4152 of the California Fish and Game Code

Affected Environment

A Natural Environment Study (NES) was completed in August 2014 by qualified Caltrans biology staff. Animals are considered to be of special concern based on (1) federal, State, or local laws regulating their development; (2) limited distribution; and/or (3) the habitat requirements of special-status animals occurring on site. There were no special status animals found within the BSA; however, there is a slight potential that the following species, foothill yellow-legged frog, California red-legged frog, and western pond turtle, may pass through the riparian and riverine habitats within the project area during construction. The California red-legged frog is a federally listed threatened species and state species of concern and will be discussed in the "Threatened and Endangered" Section. This section will also focus on the Migratory Bird Treaty Act (MBTA) and touch on roosting bats.

Foothill yellow-legged frog –

The foothill yellow-legged frog is a federal candidate for listing and a state species of special concern. The species requires slow moving water in streams and rivers with rocky substrate and open sunny banks in forests, chaparral, and woodlands. The nearest known occurrence for this species is approximately 1.5 miles away. Due to the recreation uses in the BSA, the patchy riparian habitat is only marginally suitable for the frog and it is not likely that the species will be present. There were no foothill yellow-legged frogs found during amphibian surveys in the BSA.

Western pond turtle –

Western pond turtle is a state species of concern. The species is thoroughly aquatic and found in ponds, lakes, rivers, streams, creeks, marshes, and irrigation ditches that have an abundance of vegetation and either a rocky or muddy bottom. During reptile surveys there were no turtles observed in the BSA and due to the extensive disturbance in the area, none are expected to occupy the area. To further protect any individuals that may be moving through the project limits, this species will be surveyed for, during pre-construction surveys.

Migratory Birds –

Cliff swallows *(Petrochelidon pyrrhonota)* were observed nesting on the bridge during bird surveys. There were no birds observed nesting in the trees and vegetation

within the BSA. After the preferred alternative is chosen, additional surveys will be conducted on trees and vegetation proposed for removal. Because conditions can change from year to year, pre-construction surveys will be conducted.

Roosting Bats –

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

Environmental Consequences

Foothill yellow-legged frog –

The proposed project would have temporary and permanent impacts to marginally suitable riparian habitat that may be used as dispersal habitat by foothill yellow-legged frog. However, the project will not result in direct and indirect impacts to the species. The proposed project will not result in cumulative impact to the continued existence of the foothill legged frog or its habitat.

Western pond turtle –

The in-water activities of the proposed project may directly or indirectly impact turtles in the unlikely event that they inhabit the flowing water within the BSA.

The No-Build alternative would have no impact on the species.

Alternative 2 is expected to have the most impact as it would result in direct construction (via widening of the piers) in the live channel and will have permanent removal of riverine habitat.

Alternatives 3A and 3B may temporarily displace individuals during dewatering activities for the removal of the old structure out of the active channel. The removal of the structure out of the live channel for these two alternatives could be considered of a net gain of riverine habitat.

The proposed project will not result in cumulative impacts to the continued existence of the Western pond turtle or its habitat.

Migratory Birds –

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

In addition to loss of nesting habitat on the bridge, migratory birds may be affected due to vegetation removal. Alternative 2 and 3B propose work that would result in permanent impacts to vegetation and trees surrounding the bridge. Alternative 3A may have permanent impacts to a number of trees alongside the highway as well as vegetation and trees surrounding the bridge. There were no other migratory birds seen using the project area during field surveys; therefore, the proposed project is not expected to result in an effect to migratory birds due to removal of vegetation. The proposed project will not result in cumulative impacts to the continued existence of migratory and non-game birds, their occupied nests or habitats.

Roosting Bats –

All alternatives have potential to impact bat species roosting on the bridge as a result of the proposed widening and bridge replacement. The proposed project will not result in cumulative impacts to the continued existence of any bat species or their habitats.

Avoidance, Minimization, and/or Mitigation Measures

Foothill yellow-legged frog –

- Preconstruction amphibian surveys will be completed by a qualified biologist in accordance with the CDFW survey methods for the species.
- After preconstruction surveys are complete, riparian vegetation will be removed by clear and grub method through the work area, which will remove all potential dispersal habitat for the frog during construction.
- A qualified biologist will be monitoring the BSA as needed throughout construction.

- No compensatory mitigation is required.

Western pond turtle –

Preconstruction surveys for reptiles will be conducted by a qualified biologist and, in accordance with CDFW survey methods for the species, a qualified biologist will be monitoring the BSA as needed throughout construction. During dewatering activities the work will be designated and conducted in a manner that reduces the potential for impacting the turtles.

Migratory Birds –

To avoid impacts to migratory birds nesting on the bridge, the nests shall be removed outside of the nesting period that is from September 1 to March 31.

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

Roosting Bats –

Exclusion measures will be required for roosting bats. The time of installation of the exclusion method chosen will depend on the schedule of construction work and roosting habits of each species known to roost on the South Fork American River Bridge. A qualified biologist will be monitoring the BSA as needed throughout construction. Caltrans will review opportunities for including roosting habitat on the new or upgraded facility.

THREATENED AND ENDANGERED SPECIES

Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. This act and later

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

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Wildlife (CDFW) is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by the CDFW. For species listed under both the FESA and CESA requiring a Biological Opinion under Section 7 of the FESA, the CDFW may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

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

such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

Affected Environment

A Natural Environment Study (NES) was completed in August 2014 by qualified Caltrans biology staff.

California red-legged Frog –

The California red-legged frog is a federally listed threatened species and state species of special concern. The species requires a variety of habitat with aquatic breeding (i.e. pools within streams and creeks and ponds, embedded within a matrix of riparian and upland dispersal habitat). Due to recreation uses in the BSA, the riparian habitat is very disturbed and patchy due to informal trails and human activity and is only marginally suitable for the frog, so it is not likely that the species will be present. During field surveys there were no California red-legged frogs observed in the BSA. Based on a site assessment and habitat evaluation, it was determined that the river is not considered suitable breeding habitat for California red-legged frog because of the swiftness of the flow, the presence of substrate with which the frog is not generally associated, and the lack of in-stream vegetation.

Caltrans is preparing a biological assessment in order to submit to the USFWS requesting concurrence that the project may affect but is not likely to affect California red-legged frog.

Environmental Consequences

California red-legged frog –

There is the potential for permanent and temporary impacts to historic and marginally suitable dispersal habitat. There are no known populations in the vicinity of the BSA. The nearest known sighting is over 8 miles away and is not hydraulically connected to the project area. This project will not result in cumulative impacts to the continued existence of the California red-legged frog, its habitat or designated critical habitat.

FESA determination is anticipated in a Letter of Concurrence for a may affect, but not likely to adversely affect the California legged frog or its habitat based on the rationale that the frog is not likely to be present in the BSA. There is no designated critical habitat located in or near the BSA.

Avoidance, Minimization, and/or Mitigation Measures

California red-legged frog –

- Although unlikely to be present, preconstruction amphibian surveys will be completed by a qualified biologist and in accordance with USFWS survey methods for the species.

- After pre-construction surveys are complete, riparian vegetation will be removed by clear and grub method throughout the work area, which will remove all potential dispersal habitat for the frog during construction.

- A qualified biologist will be monitoring the BSA as needed throughout construction.

INVASIVE SPECIES

Regulatory Setting

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

Affected Environment

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

Environmental Consequences

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

Avoidance, Minimization, and/or Mitigation Measures

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

CLIMATE CHANGE

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

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

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

Regulatory Setting

State

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

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

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

Federal

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

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

Project Analysis

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

Caltrans and its parent agency, the California State Transportation Agency (CalSTA), have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, the Department has created and is implementing the Climate Action Program at Caltrans that was published in December 2006.[4]

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

Construction Emissions

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

[3] This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).
[4] Caltrans Climate Action Program is located at the following web address: http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf

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

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

CEQA Conclusion

Although construction emissions are unavoidable and are expected to be minimal, the proposed project will not increase highway capacity and is not expected to result in additional operational CO_2 emissions. However, it is Caltrans determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a determination regarding significance of the project's direct impact and its contribution on the cumulative scale to climate change. However, Caltrans is firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the following section.

Climate Change Strategies

There are typically two terms used when discussing the impacts of climate change. "Greenhouse Gas Mitigation" is a term for reducing GHG emissions in order to reduce or "mitigate" the impacts of climate change. "Adaptation," refers to the effort of planning for and adapting to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels)5.

Greenhouse Gas Reduction Measures

AB 32 Compliance

Caltrans continues to be actively involved on the Governor's Climate Action Team as ARB works to implement Executive Orders S-3-05 and S-01-07 and help achieve the

[5] http://climatechange.transportation.org/ghg_mitigation/

targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year.

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

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

Adaptation Strategies

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

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

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

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

List of Preparers

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

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

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

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

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

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

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

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

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

Appendices List

Appendix A – CEQA Checklist

Appendix B – Title IV Policy Statement

Appendix C – Avoidance, Minimization and/or Mitigation Summary

Appendix D – Feasibility Study

Appendix A – CEQA Checklist

CEQA Environmental Checklist

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This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
"Impact Findings" are determined by the July 2014 Visual Impact Assessment (VIA).				
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

"No Impact" finding is determined by the project's scope and location setting.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

"No impact" finding is determined by the September 2013 Air Quality Analysis.

IV. BIOLOGICAL RESOURCES: Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

"Impact findings" are determined by the July 2014 Natural Environment Study (NES), project location, and setting.

V. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

"Impact Findings" are determined by the August 2014 HPSR/ASR Cultural Study.

VI. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

"No Impact" findings are determined by project scope, location setting, and conversations with the engineer.

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

"Impact Findings" are determined by project location and setting. One-way traffic control will be implemented during construction. To address some hazardous waste materials, the following measures will be applied:

- **SSP 7-1.02K(6)(j)(iii), lead compliance plan**
- **SSP 14-11.07, yellow stripe and pavement markings removal**
- **SSP 15-1.03B, residue w/lead from paint and thermoplastic.**
- **SSP 14-11.08, disturbance of existing paint systems on bridges**
- **SSP 14-11.05, naturally occurring asbestos**
- **SSP 14-11.09, treated wood waste**

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒

"Impact Findings" are determined by the March 2014 Floodplain Hydraulic Study and October 2013 Water Quality Assessment and project's scope and location setting.

X. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community?	☐	☐	☐	☒
b)Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

"No Impact" findings are determined by project scope and location setting. One-way traffic control will be implemented.

XI. MINERAL RESOURCES: Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
"No Impact" findings are determined by project scope, location setting, and conversations with the engineer.				
XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
"Impact Findings" are determined by September 2013 Noise Study, project scope, and location setting. Some pile driving and general construction noise may occur but it is temporary, as it will only occur during construction.				
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
"No Impact" findings are determined by scope and location.				
XIV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
"Impact findings" are determined by scope and location. One-way reversible traffic control will be implemented during construction.				
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

"Impact Findings" are determined by June 2014 Traffic Management Plan, project scope, and location setting. One-way traffic control will be implemented during construction.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Appendix B – Title IV Policy Statement

DEPARTMENT OF TRANSPORTATION
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March 2013

NON-DISCRIMINATION POLICY STATEMENT

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

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

MALCOLM DOUGHERTY
Director

Appendix C – Avoidance, Minimization and/or Mitigation Summary

Land Use

Avoidance, Minimization, and Mitigation Measures

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

- Maintain access to river – the legal right to cross State property for river access currently exists, and will be maintained after the project is constructed. The existing maintenance access road, also used by the public to access the river at the southwest corner of the bridge, is proposed to be paved to improve access for maintenance vehicles.

- Paved parking area (adjacent to SR49) – A total of 10 new parallel parking spaces are proposed on the south side of SR 49, west of the bridge. Additionally, a maintenance vehicle pullout is planned for the north side of SR 49, east of the bridge. When not in use by Caltrans maintenance crews, the public will be able to use it for parking.

- Informal parking – The existing informal parking on Lotus Road across from the Sierra Nevada House restaurant will not be changed as part of this project. Additionally, the project specifications will include a condition that the contractor cannot use the area for construction purposes (staging, storage, etc.). This parking area is outside of the project limits.

- Demarcate right of way lines – Signs will be posted to identify the limits of state right of way. This will help prevent trespassing onto private property and will provide guidance to river users accessing the area around bridge.

Parks and Recreation

Avoidance, Minimization, and Mitigation Measures

Ensure the following is adhered to avoid potential impacts:

- During construction, a boat passage opening large enough to allow a boat or raft (or more than one raft at a time) to pass, will be maintained in the water channel to allow for rafting and boating activity.

- During construction, the bridge will have one-way reversible traffic control so vehicles will be able to cross the bridge. Bicycles and pedestrians will be allowed to cross as well. No closures are anticipated.

- *See Traffic and Transportation / Pedestrians and Bicycles Section for more details.*

Community Impacts

Avoidance, Minimization, and/or Mitigation Measures

Ensure the following is adhered to avoid potential impacts:

- During construction, a boat passage opening large enough to allow a boat or raft (or more than one raft at a time) to pass, will be maintained in the water channel to allow for rafting and boating activity.

- During construction, the bridge will have one-way reversible traffic control so vehicles will be able to cross the bridge. Bicycles and pedestrians will be allowed to cross as well. No closures are anticipated.

- *See Traffic and Transportation / Pedestrians and Bicycles Section for more details.*

Relocation

Avoidance, Minimization, and/or Mitigation Measures

Because the project will not require any property relocation, measures to avoid property relocation is met as part of the project. The project will require R/W property acquisition for all three alternatives. The Caltrans R/W department will work with property owners for acquisition in the next phase of the project.

Traffic and Transportation/Pedestrian and Bicycle Facilities

Avoidance, Minimization, and/or Mitigation Measures

Measures to minimize impacts during construction include:

- One-way reversible traffic control in accordance with Standard Plan sheet T13 may be allowed at all times.

- The maximum length of any lane closure shall be limited to 0.8 mile.

- A minimum of one paved traffic lane not less than 11 feet wide shall be open for use by public traffic at all times, and two lanes shall remain open when construction operations are not actively in progress.

- A minimum of 4 foot shoulder shall remain open at all times for pedestrian and bicycle use.

- The use of K-rail is recommended to separate the work zone from the public traffic.
- Work behind k-rail may be performed at any time.
- Consider using a temporary traffic signal to control traffic when the bridge is reduced to one lane open.
- Advance flaggers may be needed in areas where there is inadequate approaching sight.
- When bridge rail is removed, K-rail shall be secured in place prior to allowing traffic on the bridge.
- No lane closures, shoulder closures, or other traffic restrictions will be allowed on Special Days, designated legal holidays and the day preceding designated legal holidays; and when construction operations are not actively in progress.
- Access to driveways and cross streets must be maintained during construction, in accordance with traffic control standard plans or traffic handling provided in the contract plans.
- Pedestrian access must be maintained during construction, with at least one sidewalk open on one side of the roadway at all times. Additional signs will be required to detour pedestrians when sidewalks are closed for contract work.
- Bicycle traffic must be maintained during construction. Additional signs and striping will be required to direct bicycle traffic when bikeways are closed for contract work.
- Portable changeable message signs will be required in direction of traffic during construction for each lane, shoulder, and bridge closure.
- Work at this location may require the assistance of COZEEP, but probably not a full time presence.
- If there is a change in the scope of the project or the order of work (schedule), please advise the TMP unit, as this may affect the TMP estimate.
- Lane closure charts will have to be developed prior to P&E.

Visual/Aesthetics

Avoidance, Minimization, and Mitigation Measures

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

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

- All areas disturbed due to all construction activities, including staging locations and access roads shall be restored to its pre-construction condition upon completion of the project. This can be accomplished by loosening and re-contouring the area's soil before applying erosion control (such as hydro-seed with a native seed mix and erosion control blankets).

- Minimize the removal of and avoid where feasible established trees and vegetation. Where it is possible to save and preserve existing trees (of significant size and maturity), care and caution should be implemented during the construction phase. Environmental Sensitive Area (ESA) fencing shall be installed to demarcate areas where vegetation is being preserved and root systems of trees shall be protected.

- All disturbed areas during each construction season shall utilize BMPs which will include temporary erosion control at the end of each construction season.

- Aesthetic treatments used on this project should consider using similar features and colors that will be consistent with the current project being built at the Marshall Gold Discovery State Historic Park. These elements consist of colored stamped concrete. This work should be completed under the direction of the District's Landscape Architect unit.

- The retaining wall(s), if constructed, shall incorporate designing and aesthetic features into the walls, this will be determined during the design phase; additionally, the wall shall be colored or painted with earthen hues to blend with the natural surrounding environment. This will help reduce glare as well.

- The new bridge alternative should consider a "see through" railing constructed as part of the bridge's deck. This will allow the traveling public to view the river and surrounding landscape.

- Trees and shrubs removed as part of a riparian zone will be replaced as part of the required mitigation *(see Biology Section).* The biologist shall mitigate to ensure that the placement of the replanted trees and shrubs for riparian habitat. This will also meet the recommendation for minimizing visual impacts.

Cultural Resources

Avoidance, Minimization, and Mitigation Measures

It is the department's policy to avoid cultural resources whenever feasible. Further investigation of the resources located within the APE may be necessary if they cannot be avoided by the proposed project. Additional archeological surveys will be necessary if project limits are expanded to include areas outside the current APE limits. In the event that buried archeological materials are encountered during construction, Stipulation XV will be followed. Post Review Discoveries, Section B.1.-3 in the January 2004 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA).*

Hydrology and Floodplain

Avoidance, Minimization, and Mitigation Measures

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

- The proposed bridge should have the same number of piers (or less) as the existing bridge. In other words, obstructions to flow in terms of area facing flows should not be greater than the existing.

- The waterway area using either the 100-year event or the "flood of record" water surface elevation as a maximum elevation under the bridge should not be reduced below existing available waterway area.

Water Quality and Stormwater Runoff

Avoidance, Minimization, and/or Mitigation Measures

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

1) If the temporary storage of equipment and material on State property is permitted by the Engineer, all soil disturbance created within the contract limits or at the Contractor's secured area(s), shall be accounted for in the total disturbed soil area (DSA) estimate.

2) Caltrans' Storm Water Management Plan (SWMP), Project Planning and Design Guide (PPDG) Section 4, and Evaluation Documentation Form (EDF) provide detailed guidance in determining if a specific project requires the consideration of permanent Treatment BMPs. Line Item BMPs may be required during the Plans Specifications and Estimate (PS&E) phase of the project.

3) The project shall adhere to the conditions of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) MS4 Permit (Permit), CAS No. 000003 Order No. 2012-0011-DWQ. As necessary, consult with your NPDES coordinator for additional Permit requirements and guidance.

4) Adherence to the compliance requirements of the NPDES General Permit CAS No. 000002 (Order No. 2010-0014-DWQ) for General Construction Activities is required if the DSA is equal to or greater than 1.0 acre. If the total DSA is less than 1.0 acre, a Caltrans approved Water Pollution Control Plan (WPCP) will be required, which specifies the level of temporary pollution control measures for the project.

5) Adherence to the following is recommended to prevent receiving water pollution as a result of construction activities and/or operations from this project:

    a. Follow all applicable guidelines and requirements in the 2010 Caltrans Standard Specifications (2010 CSS), Section 13, regarding water pollution control and general specifications for preventing, controlling, and abating water pollution in streams, waterways, and other bodies of water.

    b. Consideration should be given to 2010 CSS, Section 13-4 (Job Site Management), to control potential sources of water pollution before it encounters any storm water system or watercourse. It requires the Contractor to control material pollution, manage waste, and non-storm water at the construction site.

    c. The Contractor prepared WPCP or SWPPP (whichever is applicable for the project) shall incorporate appropriate Temporary Construction Site BMPs to implement effective handling, storage, use and disposal practices during construction activities.

d. Shoulder backing areas should be stabilized by Temporary Construction Site BMPs, or rolled and compacted in place, by the end of each day and prior to the onset of any precipitation.

e. Existing drainage facilities should be identified and protected by the application of appropriate Construction Site BMPs.

f. Attention should be given to 2010 CSS, Section 13-4.03D(3), Concrete Waste, when pipe lining operations involve annular space grouting.

g. Attention should be given to 2010 CSS, Section 13-4.01B, Submittals, before dewatering operations commence.

6) Refer to the State Water Resources Control Board, Water Quality Permit Order No. 2003-0003-DWQ, for specific requirements relating to low threat discharges to land, where and when applicable, for proposed dewatering operations. A waiver by the Central Valley Regional Water Quality Control Board (Regional Board) can be utilized if the following conditions are met for low threat discharges to land (Anne Olson, 10/24/12):

   1) Waiver (No Report of Waste Discharge (RWD) / No fee): no known existing groundwater pollution; less than three weeks duration; and less than 10,000 gpd.

   2) Waiver (RWD, fee, and Notice of Applicability (NOA) required): no known existing groundwater pollution; less than three weeks duration; and up to 100,000 gpd (we want to make sure that they have enough land committed and good BMPs to contain the water).

   3) Low Threat General Waste Discharge Requirements (RWD, fee and NOA required): almost everything else.

7) Refer to the Regional Board Permit General Order No. R5-2008-0081, for specific requirements relating to low threat discharges to surface water, where and when applicable, and for proposed dewatering operations. Discharges covered by this General Order, are either 4 months less in duration, or have an average dry weather flow of less than 0.25 million gallons per day.

8) Batch plants and/or rock crushing activities within Caltrans right-of-way (ROW) will require the preparation of an Air Space Lease Agreement prior to mobilization. The Lesee shall obtain an Industrial Strom Water General Permit Order 97-03-DWQ (General Industrial Permit) from the State Water Resource Control Board (SWRCB). The Lessee

shall submit a copy of the Notice of Intent (NOI) to comply with the terms of the General Industrial Permit, a copy of the receipt letter with the Waste Discharge Identification (WDID) Number from the SWRCB, an approved Storm Water Pollution Prevention Plan (SWPPP), and a monitoring plan when filing for a Caltrans Encroachment Permit. The Lessee shall submit any amendments to the SWPPP, copies of any sampling/monitoring results, a copy of the annual report, and any reporting requirements covered by the General Industrial Permit. Batch plant or rock crushing activities outside of Caltrans ROW will require additional coordination.

9) Caltrans NPDES Office Staff may participate in early project design consultation with the Regional Board if the project entails one or more acres of DSA.

BIOLOGICAL ENVIRONMENT

Natural Communities

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

Measures that will be implemented to avoid or minimize impacts to the natural communities of the project area include ESA fencing, biological monitoring, and pre-construction biological surveys.

Compensatory Mitigation

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

Wetlands and Other Waters of the U.S.

Avoidance, Minimization, and/or Mitigation Measures

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

Plant Species

Avoidance, Minimization, and/or Mitigation Measures

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

Animal Species

Avoidance, Minimization, and/or Mitigation Measures

Foothill yellow-legged frog –

- Preconstruction amphibian surveys will be completed by a qualified biologist in accordance with the CDFW survey methods for the species.
- After preconstruction surveys are complete, riparian vegetation will be removed by clear and grub method through the work area, which will remove all potential dispersal habitat for the frog during construction.
- A qualified biologist will be monitoring the BSA as needed throughout construction.
- No compensatory mitigation is required.

Western pond turtle –

Preconstruction surveys for reptiles will be conducted by a qualified biologist and in accordance with CDFW survey methods for the species a qualified biologist will be monitoring the BSA as needed throughout construction. During dewatering activates the work will be designated and conducted in a manner that reduces the potential for impacting the turtles.

Migratory Birds –

To avoid impacts to migratory birds nesting on the bridge, the nests shall be removed outside of the nesting period that is from September 1 to March 31.

If construction activities occur during the nesting season for migratory birds, February through August 31, a qualified biologist will survey the project area no more than one week prior to start of construction and prior to vegetation and tree removal. Caltrans may implement preconstruction avoidance measures, like exclusion methods, to prevent birds from nesting on the bridge. When evidence of migratory birds and their occupied nests is discovered and may be

adversely affected by construction or vegetation and tree removal, the contractor will be directed to immediately stop work and notify the Resident Engineer and the Environmental Construction Liaison.

Roosting Bats –

Exclusion measures will be required for roosting bats. The time of installation of the exclusion method chosen will depend on the schedule of construction work and roosting habits of each species known to roost on the South Fork American River Bridge. A qualified biologist will be monitoring the BSA as needed throughout construction. Caltrans will review opportunities for including roosting habitat on the new or upgraded facility.

Threatened and Endangered Species

Avoidance, Minimization, and/or Mitigation Measures

California red-legged frog –

- Although unlikely to be present, preconstruction amphibian surveys will be completed by a qualified biologist and in accordance with USFWS survey methods for the species.
- After pre-construction surveys are complete, riparian vegetation will be removed by clear and grub method throughout the work area, which will remove all potential dispersal habitat from the frog during construction.
- A qualified biologist will be monitoring the BSA as needed throughout construction.

Invasive Species

Avoidance, Minimization, and/or Mitigation Measures

In compliance with the Executive Order on Invasive Species, EO 13112, and guidance from the Federal Highway Administration (FHWA), the landscaping and erosion control included in the project will not use species listed as invasive. In areas of particular sensitivity, extra precautions will be taken if invasive species are found in or next to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.

Greenhouse Gas Reduction Measures

AB 32 Compliance

Caltrans continues to be actively involved on the Governor's Climate Action Team as ARB works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year.

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

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

Appendix D – Feasibility Study

Report on Feasibility of Providing Access to Navigable Rivers

Introduction

Since two of the three viable alternatives involve a new structure over navigable waters, studies relating to river access were completed. Issues considered included extent of public use for recreational purposes, other access options, environmental impacts, right of way issues, construction and maintenance costs, and pedestrian accessibility. A discussion of these topics and a summary of proposals is contained in this section, while a listing of all options considered and a corresponding map is included as an attachment.

Public Input

A strong interest in developing river access had been noted in earlier phases of project development, so the project development team opted to make contact with interested parties regarding a possible meeting on the topic. A meeting was held on August 29, 2013 and was attended by Caltrans personnel, county personnel, a Chamber of Commerce representative, and two members of the American Whitewater recreational group. The purpose of the meeting was to gather information about current river access for recreational users. Comments regarding river access were also received following a public meeting held for the project on May 14, 2013.

Identified Issues of Public Concern

From meetings held and comments received about the project and river access, the following topics of concern were identified:

a) Narrow existing bridge restricts access
b) Retention of existing access on all corners of the bridge
c) Improvement of adjacent trail system
d) Parking
e) Restrooms and trash cans

All identified topics of concern were considered in the study, and study conclusions can be viewed in the attachments.

Background

a) Extent of Public Use for Recreational Purposes
The Lotus-Coloma area is very heavily utilized for recreational purposes including camping, river based activities, concerts and festivals, visits to the Marshall Gold Discovery State Historic Park, tourism/sightseeing and other outdoor activities. According to one source, the South Fork American River in the vicinity of the project is the most heavily rafted segment of river in the state. As such, the local community and water based recreational organizations have been very interested in river access issues and this project in general. Information

gathered suggests that the peak visitation months run from mid-June to mid-August.

b) Other Access Options
A total of 18 river access options were identified in the vicinity of the project (within 2 ½ miles). These include both government and private facilities, some being fee based, and others at no cost. A summary is provided here, with further details and a map provided in the appendix.

7 private river rafting outfitters
4 private camping facilities
2 government facilities (fee based)
3 government facilities (no cost)
2 parking areas

Future improvements to river access were also identified during studies. These include potential development of the Bureau of Land Management parcel just south of the U.S. Post Office near the bridge, potential construction of a park and ride facility near the corner of Lotus Road and Route 49, and the loosening of day use restrictions on private campgrounds and other businesses.

c) Right of Way Issues
Route 49 in the vicinity of the project is a conventional highway without access control restrictions. The right of way at the bridge is 200' on each side of the existing centerline (400' width total), and will not be reduced due to this project. The lack of access control means the public has the legal right to enter and cross the state right of way to access the river.

Conclusions

The project team determined that legal river access is currently afforded to the public through the State right of way that bounds the existing bridge, and extensive river access opportunities, both government and private owned, exist in the vicinity. However, given that the river in the project vicinity is a heavily used recreational destination, it is prudent to make reasonable upgrades to enhance the existing river access.

After gathering and analyzing available information, meeting with interested parties, conducting several internal focus meetings, and consulting with executive staff, it is proposed to make the access improvements identified below. These improvements can be made with minimal cost and environmental impacts, and require no additional right of way. It is proposed to include these access and access related improvements, even if a rehabilitation alternative is selected:

- Wider sidewalks and shoulders on bridge – The inclusion of standard sidewalks and shoulders on the new or rehabilitated structure will enhance river access by allowing pedestrian users to easily cross the structure.

- Maintain access to river – Route 49 in the project vicinity is not an access controlled facility. The legal right to cross State property for river access currently exists, and will be maintained at the conclusion of this project. An existing maintenance access road at the southwest corner of the bridge is proposed to be paved to improve access for maintenance, and in doing so, will provide improved access for recreational river users.
- Paved parking area (near highway) – A total of 10 parallel parking spaces are proposed to be constructed on the south side of Route 49 on the west side of the bridge. Their location is dictated by design standards for sight distance. Additionally, a maintenance vehicle pullout is planned for the north side of Route 49 on the east side of the bridge. When not in use by maintenance forces, the public can use it for parking.
- Informal parking – The existing informal parking on Lotus Road across from Sierra House will not be changed as part of this project. Additionally, the project specifications will include a condition that the contractor cannot use the area for construction purposes (staging, storage, etc.).
- Demarcate right of way lines – Signs will be posted to identify the limits of state right of way. This will help prevent trespassing onto private property by providing guidance to river users accessing the area around the bridge.

Constructing the access improvements identified above would have the following impacts:

- Environmental Impacts
  Impacts associated with river access improvement are expected to be minimal since recreational river access already exists around all four corners of the existing bridge, and the improvements proposed do not have significant impacts. For further information, refer to the attached environmental document.

- Construction and Maintenance Costs
  Wider shoulders and sidewalks are included in the project to meet current design standards, so no additional cost is associated with them in regards to improving river access. Similarly, paving the maintenance road is included in the project, so no additional cost is associated with it as well, and maintaining the current access control status (no restrictions to access) has no cost.

  The additional initial cost for paved parking spots is minor and includes additional asphalt concrete, base material, striping, signing and drainage work, and ongoing maintenance costs should be minor.

  Maintaining the current informal parking across from Sierra House has no construction or maintenance costs.

  Signs marking the right of way will have minimal initial costs, and likely to have low maintenance costs (vandalism excepted).

- Pedestrian Accessibility
  This project will improve accessibility to the river for the general public. This is a result of the improvements identified above, and due to the removal of vegetation from bridge abutments fills. Inclusion of a developed ADA compliant trail into the river floodplain was considered, but not deemed practical or warranted given there are no developed facilities in the floodplain. If a public boat ramp was being included in the project (see next section), providing an ADA compliant trail would have been warranted.

Public Boat Ramps

Consultations were made with the following State and Federal agencies regarding providing an access ramp (constructed by Caltrans) to a public boat launching area adjacent to State right of way (constructed by others). None of the agencies indicated they had any plans to construct a public boat launching area at this time.

a. United States
   - Army Corps of Engineers
   - Fish and Wildlife Service
   - Department of the Interior Bureau of Reclamation
   - National Marine Fisheries Service
   - Forest Service
   - Department of the Interior Bureau of Land Management

b. California
   - Department of Fish and Wildlife
   - State Lands Commission
   - Department of Parks and Recreation
   - Division of Boating and Waterways

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

PRELIMINARY PLAN

REGISTERED CIVIL ENGINEER DATE

5/15/14

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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

ALL VIABLE ALTERNATIVES INCLUDE:
6' - 8" SIDEWALKS/CURBS
8' SHOULDERS
12' LANES
ON THE PROPOSED BRIDGE.

ACCESS IMPROVEMENTS STUDY MAP

SOUTH FORK AMERICAN RIVER BRIDGE PROJECT

EXISTING RIGHT OF WAY (APPROXIMATE)

NOTE: THIS PHOTOGRAPH DOES NOT SHOW HIGHWAY IMPROVEMENTS COMPLETED IN 2006.

NO SCALE

REFER TO ATTACHED LIST FOR DETAILED INFORMATION ON EACH ITEM:

1. WIDER SIDEWALKS AND SHOULDERS ON BRIDGE
2. ACCESS TO THE RIVER
3. IMPROVE LOCAL TRAIL SYSTEM
4. UNPAVED PARKING AREA (IN THE RIVERBED)
5. PAVED PARKING AREA (NEAR HIGHWAY)
6. SEASONAL PARKING (CLEAR OF HIGH FLOWS)
7. PUBLIC RESTROOMS
8. TRASH CANS (LOCATIONS NOT SHOWN)
9. INFORMAL PARKING
10. INFORMAL PARKING
11. N/A
12. REST STOP (NOT SHOWN)
13. PARK AND RIDE LOT
14. DEMARCATE R/W LINES (NOT SHOWN)

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED => $DATE | TIME PLOTTED => $TIME

BORDER LAST REVISED 7/2/2010 | USERNAME => $USER | DGN FILE => $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

CURRENT PROPOSALS BASED ON ACCESS IMPROVEMENTS STUDY

Updated 5/15/14

See other tab for information on all options considered.

No. (from Studies tab)	Item	Proposal	Additional Information
1	WIDER SIDEWALKS AND SHOULDERS ON BRIDGE	Construct standard sidewalks and shoulders on the bridge and road.	Standard sidewalks and shoulders will be included in the project. The specific locations are dependant on the alternative being considered. Generally speaking, standard shoulders will be included in the whole project. Standard sidewalks will be included on the bridge and bridge approaches, and along any reconstructed/widened roadway west of the bridge.
2 (A)	ACCESS TO RIVER	Maintain existing level of "freedom" to access the river from all corners of the bridge.	At the project conclusion, there will be the same level of access at all corners of the bridge as there was prior to the project. This includes the right for the public to legally cross the State right of way and no installation of fencing to prevent such access.
2 (B)	ACCESS TO RIVER	Pave the existing maintence road on the southwest corner of the bridge.*	Place HMA on the existing gravel road to provide a stable surface for maintenance vehicles, and in doing so, also provide a benefit for people accessing the river on the southwest corner.
5 (A)	PAVED PARKING AREA (NEAR HIGHWAY)	Provide parallel parking spaces on the south side of Route 49 west of the bridge.	A total of 10 parallel parking spaces will be provided along Route 49. Parking was placed as close to the river as possible while still meeting design standards such as shoulder width, sight distance, etc.
5 (B)	PAVED PARKING AREA (NEAR HIGHWAY)	Construct a maintenance vehicle pullout on the north side of Route 49 just east of Lotus Road.*	Construct an MVP for use by maintenance vehicles, and in doing so, also provide a parking opportunity for people accessing the river.
10	INFORMAL PARKING	Keep the informal parking area on Lotus Road (across from Sierra Nevada House).	The project will not permanently affect the informal parking area, and the project specifications can include a clause that prevents the contractor from staging/occupying the area during construction.
14	DEMARCATE R/W LINES	Provide signs along the State R/W line near the river.	Signs will be placed along the R/W line to identify limits of public property.

* These improvements included for maintenance purposes provide side benefits for river access.

SUMMARY OF STUDIES FOR ACCESS IMPROVEMENTS STUDY

Updated 5/14/14

Information contained here provided by Environmental, and was originally obtained from the public (individuals and organized groups) and external agencies, and then considered by the PDT group.

No.	Item	Description	Request/Comment Source	Status	Apparent Relavance to Access Issue	Notes
1	WIDER SIDEWALKS AND SHOULDERS ON BRIDGE	Put sidewalks (ped/bike access) across the bridge.	30 + comments locals/public	Include	Moderate	New bridge includes standard width sidewalks and shoulders.
2	ACCESS TO RIVER	Access down to the river: either ADA compliant or not; but a trail down to the river, keeping the existing public use.	(information not provided)	Include (Partial)	Significant	Providing a designated path may be complicated due to ADA requirements, which may or may not apply in the riverbed. Maintenance needs for upkeep of a formal path that is routinely submerged is unknown. The public currently accesses the river informally at all "corners" of the bridge. Informal access, equal to existing access, will be restored after project completion (ie, there are no restrictions on the public crossing over State R/W in this area to reach the river). Approximate existing pathways shown on provided mapping. It's not clear at this time where the most appropriate location would be to place a formal pathway(s).
3	IMPROVE LOCAL TRAIL SYSTEM	Connect the walking trail from Hennington-Lotus Park to Marshall Gold Discovery Sate Park.	4 comments in HLP concept plan, CT public workshop, and focus meeting with locals	Rejected	Moderate	Information on the existing County trail system is not available at this time. A guess on pathway routing through State right of way is shown on attached mapping. Providing a designated path may be complicated due to ADA requirements, which may or may not apply in the riverbed. Maintenance needs for upkeep of a formal path that is routinely submerged is unknown. The comments weren't clear on whether we should do additional work outside our right of way to construct the pathway, or work would be limited to spanning across our right of way (line to line) to connect to existing (or planned) County pathway.
4	UNPAVED PARKING AREA (IN THE RIVERBED)	Provide a *gravel* parking lot in the gravel area at the SW side of the bridge (riverbed). Place boulders to block cars from going down to shore.	public/locals	Rejected	Moderate	Providing a designated parking area may be complicated due to ADA requirements, which may or may not apply in the riverbed. Maintenance needs for upkeep of a formal parking that is routinely submerged is unknown. In times past, this area was open to vehicle access, but was eventually closed off. It is our understanding that problems with garbage and maintenance of the area prompted closure. There are reports of vehicles accidentally going into the river as well.
5	PAVED PARKING AREA (NEAR HIGHWAY)	Provide a *hardscaped* ADA-compliant parking (parking infastructure) area for public access down to river.	public/locals	Inlcude	Moderate	Depending on the alternative selected, area could be available to create paved parking adjacent to Route 49 westerly of the new bridge. Even though 8' shoulders are planned for this project, sight distance and bike lane issues will generally preclude on street parking. Other issues include: increased maintenance by CT forces and difficulty meeting ADA requirements (handicapped spaces, design standards, etc.)
6	SEASONAL PARKING AREA (CLEAR OF HIGH FLOWS)	Provide a *seasonal* parking area on SW side of bridge in summer season to stay out of high flows during the winter.	public/locals	Rejected	Moderate	This item ties in with Item 4 above. A County employee noted that kayakers like to use the river in the winter, so he suggested having parking that would not be subject to closure except during abnormally large river flows. Same issues as Item 4 above. Definition of "high flows" would be needed for further studies.
7	PUBLIC RESTROOMS	Provide bathrooms.	public/locals: this went with the idea of "parking infastructure"	Rejected	Minimal	Limited consideration of this item. It is outside the scope of the project, as well as our interpretation of State laws regarding providing "access" to rivers. A possible location is shown the mapping, though R/W would need to be obtained to place at this location.
8	TRASH CANS	Provide trashcans.	public/locals: local business owner and community member volunteered to maintain the trashcans	Rejected	Minimal	Placing trash cans (presumably affixed to a post) is feasible. An agreement could be made with a local "entity" to maintain them, with a penalty of permanent removal if maintenance becomes an issue (ie, CT Maintenance is having to clean/empty them due to a lack of upkeep by responsible entity). This item is outside the scope of the project, as well as our interpretation of State laws regarding providing "access" to rivers.
9	INFORMAL PARKING	Keep informal parking area on SE side of bridge; most local folks will park there when accessing river from ARB.	public/locals	Rejected	Moderate	Inclusion of sidewalk on the southeast corner of the bridge, combined with roadway widening as part of this project, eliminates reasonable parking value of this area. Some usage may be retained under the seismic retrofit and widening alternative. Replacement parking is being considered; see Item 5 above.
10*	INFORMAL PARKING	Keep the informal parking area on Lotus Road (across from Sierra Nevada House) as it is a popular area to park.	public/locals	Include	Moderate	There are no project plans at this time that affect the noted area; it is out of the planned limits of construction. The contractor might find it a desirable location to stage work, but it could be specified in the contract that it cannot be used by the contractor for any reason. This restriction could be limited to peak river use seasons in order to make work easier for contractor if they were to find that area desirable to use.
11	REQUEST FOR DETAILED STUDIES AND MULTIPLE PROJECT PROPOSALS	Request a stand alone feasibility study for river access "with access alternatives".	American White Water Association: blog and letter to CT	Rejected	Varies, depending on Item	Feasiblity of providing access is being considered as part of the project development process. However, a separate report is not being prepared; conclusions of studies will be contained in the project approval document (Project Report).
12	REST STOP	A rest stop.	(detailed information not provided)	Rejected	Minimal	Limited consideration of this item. It is outside the scope of the project, as well as our interpretation of State laws regarding providing "access" to rivers.
13	PARK AND RIDE	Construct a park and ride facility near the bridge replacement project.	River Access PDT Group	Rejected	Moderate	The PM made contact with County regarding this issue. Any PNR facility would be planned and constructed by another agency (not Caltrans). Along Lotus Road, south of Rte 49, and adjacent to the river, there could potentially be a good park and ride location which would also serve as parking for persons accessing the river.
14	DEMARCATE R/W LINES	Provide signage indicating location of State right of way.	River Access PDT Group	Include	Significant	The public may not be aware of property line locations, and as a result, may be hesitant to access the river for fear of trespassing. Posting signage would alleviate this issue.

* Environmental suggested removing this item from this list since they will address it in the Environmental document.

Attachment D

Form Comment Letters

LETTER I-1

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 Postelwait,

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-1-1

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-1-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-1-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-1-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-1-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-1-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-1-7
- 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-1-8

Sincerely,

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

LETTER I-2

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Aaron Terrazas <aaront@everyactioncustom.com> Tue, Nov 29, 2016 at 9:26 PM
Reply-To: aaront@aaronmatthew.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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-2-1

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-2-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-2-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-2-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-2-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-2-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-2-7
- 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-2-8

Sincerely,

Sincerely,
Aaron Terrazas
3347 Knollridge Dr
El Dorado Hills, CA 95762-4459

LETTER I-3

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Albert Romvari <alromvari@everyactioncustom.com> Mon, Nov 28, 2016 at 3:16 PM
Reply-To: alromvari@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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-3-1

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-3-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-3-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-3-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-3-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-3-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-3-7
- 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-3-8

Sincerely,

Sincerely,
Albert Romvari
5091 Pedro Hill Rd
Pilot Hill, CA 95664-9610

LETTER I-4

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Alice Butler <alicevirginiabutler@everyactioncustom.com> Tue, Nov 29, 2016 at 5:32 AM
Reply-To: alicevirginiabutler@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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-4-1

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-4-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-4-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-4-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-4-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-4-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-4-7
- 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-4-8

Sincerely,

Sincerely,
Alice Butler
385 Coloma Heights Rd
Coloma, CA 95613

LETTER I-5

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Ally Bugliari <bugliari.a@everyactioncustom.com> Tue, Nov 22, 2016 at 9:27 AM
Reply-To: bugliari.a@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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-5-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-5-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-5-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-5-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-5-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-5-7
- 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-5-8

Sincerely,

Sincerely,
Ally Bugliari
62 B Church St
Lebanon, NH 03766-1640

LETTER I-6

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Amy Weiss <kayakeramy@everyactioncustom.com> Mon, Nov 28, 2016 at 7:55 PM
Reply-To: kayakeramy@aol.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- 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-6-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-6-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-6-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-6-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-6-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-6-7
- 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-6-8

Sincerely,

Sincerely,
Amy Weiss
3518 Altamont Way
Redwood City, CA 94062-3106

LETTER I-7

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Andrew Frishman <auseklis@everyactioncustom.com> Mon, Nov 21, 2016 at 5:21 PM
Reply-To: auseklis@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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-7-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-7-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-7-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-7-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-7-7
- 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-7-8

Sincerely,

Sincerely,
Andrew Frishman
1 Deep Springs Ranch Rd
Big Pine, CA 93513

LETTER I-8

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Andrew Hegelein <iam1huff@everyactioncustom.com> Tue, Nov 29, 2016 at 10:00 PM
Reply-To: iam1huff@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-8-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-8-3
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- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-8-5
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-8-7
- 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-8-8

Thank you.

Sincerely,
Andrew Hegelein
2839 Royal Palm Way
Carmichael, CA 95608-4550

LETTER I-9

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Andrew Madden <andrewmadden91@everyactioncustom.com> Tue, Nov 29, 2016 at 9:52 PM
Reply-To: andrewmadden91@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-9-7
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Sincerely,

Sincerely,
Andrew Madden
4926 Mountain View Dr
Lotus, CA 95651-9705

LETTER I-10

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Andriena-Marie Barendt <andibarendt@everyactioncustom.com> Mon, Nov 21, 2016 at 7:34 PM
Reply-To: andibarendt@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-10-7
- 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-10-8

Sincerely,

Sincerely,
Andriena-Marie Barendt
8210 W 16th Pl
Lakewood, CO 80214-5938

LETTER I-11

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Angie Bonanno <bonannoangelica@everyactioncustom.com> Tue, Nov 29, 2016 at 1:29 PM
Reply-To: bonannoangelica@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-11-3
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-11-7
- 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-11-8

Sincerely,

Sincerely,
Angie Bonanno
INDIAN CREEK Rd
Placerville, CA 95667

LETTER I-12

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Anna Lackey <annalackey@everyactioncustom.com> Wed, Nov 30, 2016 at 7:37 PM
Reply-To: annalackey@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-12-3
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-12-7
- 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-12-8

Sincerely,

Sincerely,
Anna Lackey
2224 Jefferson Ave
Berkeley, CA 94703-1618

LETTER I-13

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Anna Wagner <anna_wags@everyactioncustom.com> Wed, Nov 30, 2016 at 2:21 PM
Reply-To: anna_wags@sbcglobal.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-13-7
- 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-13-8

Sincerely,

Sincerely,
Anna Wagner
2504 Busselton Pl
El Dorado Hills, CA 95762-5358

LETTER I-14

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Annie Burkhart <annieburkhart@everyactioncustom.com> Mon, Nov 28, 2016 at 9:03 PM
Reply-To: annieburkhart@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-14-1

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-14-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-14-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-14-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-14-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-14-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-14-7
- 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-14-8

Sincerely,

Sincerely,
Annie Burkhart
1063 Woodridge Rd
Placerville, CA 95667-9682

LETTER I-15

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Anthony Loro <bobo@everyactioncustom.com> Mon, Nov 28, 2016 at 6:03 PM
Reply-To: bobo@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-15-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-15-3
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- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-15-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-15-7
- 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-15-8

Sincerely,

Sincerely,
Anthony Loro
18221 Nubian Way
Nevada City, CA 95959-9247

LETTER I-16

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Asa Shoemaker <acecoursedesign@everyactioncustom.com> Wed, Nov 30, 2016 at 9:55 AM
Reply-To: acecoursedesign@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-16-2
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- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-16-5
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-16-7
- 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-16-8

Sincerely,

Sincerely,
Asa Shoemaker
3425 Patterson Way
El Dorado Hills, CA 95762-4420

LETTER I-17

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Austen Lorenz <austenlorenz@everyactioncustom.com> Mon, Nov 21, 2016 at 11:12 PM
Reply-To: austenlorenz@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-17-7
- 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-17-8

Sincerely,

Sincerely,
Austen Lorenz
1133 Pine Vista Ln
Meadow Vista, CA 95722-9611

LETTER I-18

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Barbara Housand <holrider2@everyactioncustom.com> Wed, Nov 30, 2016 at 8:59 AM
Reply-To: holrider2@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-18-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-18-3
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-18-7
- 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-18-8

Sincerely,

Sincerely,
Barbara Housand
396 Coloma Heights Rd
Coloma, CA 95613

LETTER I-19

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Barry Kruse <zipkruse@everyactioncustom.com> Tue, Nov 22, 2016 at 7:59 AM
Reply-To: zipkruse@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- 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-19-8

Sincerely,

Sincerely,
Barry Kruse
3714 Clover Valley Rd
Rocklin, CA 95677-1504

LETTER I-20

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Ben Gravitz <bgravitz@everyactioncustom.com> Sun, Nov 27, 2016 at 9:28 AM
Reply-To: bgravitz@sbcglobal.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-20-7
- 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-20-8

Sincerely,

Sincerely,
Ben Gravitz
447 Pimentel Way
Sacramento, CA 95831-4549

LETTER I-21

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Ben Stiegler <benstiegler.cal@everyactioncustom.com> Mon, Nov 21, 2016 at 6:33 PM
Reply-To: benstiegler.cal@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-21-2
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-21-7
- 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-21-8

Thank you for listening, We are up there every year - family and scout troop - and access is important for all visitors.
Sincerely,

Sincerely,
Ben Stiegler
311 Mandalay Rd
Oakland, CA 94618-2227

LETTER I-22

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Ben York <benyorkovich@everyactioncustom.com> Wed, Nov 23, 2016 at 11:18 AM
Reply-To: benyorkovich@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- 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-22-8

Sincerely,

Sincerely,
Ben York
15036 Lost Ln
Grass Valley, CA 95949-9477

LETTER I-23

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Ben Zupo <benzupo@everyactioncustom.com> Wed, Nov 30, 2016 at 11:12 PM
Reply-To: benzupo@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Ben Zupo
4300 Alazan Rd
Placerville, CA 95667-8941

LETTER I-24

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Bill McDonald <william.r.mcdonald@everyactioncustom.com> Wed, Nov 30, 2016 at 1:55 PM
Reply-To: william.r.mcdonald@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-24-1

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-24-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-24-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-24-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-24-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-24-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-24-7
- 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-24-8

Sincerely,

Sincerely,
Bill McDonald
7406 Heidi Ct
Fair Oaks, CA 95628-6818

LETTER I-25

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Billie McCallon <billiemccallon7@everyactioncustom.com> Mon, Nov 28, 2016 at 5:56 PM
Reply-To: billiemccallon7@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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- 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-25-2
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-25-7
- 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-25-8

Sincerely,

Sincerely,
Billie McCallon
215 Lakeshore Dr
Waxahachie, TX 75165-6803

LETTER I-26

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Boomer Janoska <mikejanoska@everyactioncustom.com> Wed, Nov 30, 2016 at 10:47 AM
Reply-To: mikejanoska@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-26-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-26-3
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- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-26-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-26-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-26-7
- 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-26-8

Sincerely,

Sincerely,
Boomer Janoska
5661 Starkes Grade Rd
Pollock Pines, CA 95726-9563

LETTER I-27

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Brad Brewer <bradlwybrewer@everyactioncustom.com> Mon, Nov 28, 2016 at 11:43 PM
Reply-To: bradlwybrewer@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- 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-27-8

Sincerely,

Sincerely,
Brad Brewer
16410 Old State Hwy
Grass Valley, CA 95949-9168

LETTER I-28

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Brad Cole <cole_mtb@everyactioncustom.com> Wed, Nov 30, 2016 at 11:46 AM
Reply-To: cole_mtb@rocketmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Brad Cole
2595 Meadow Ln Unit 1
Cameron Park, CA 95682-7733

LETTER I-29

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Brian Hapgood <happygravitypirate@everyactioncustom.com> Wed, Nov 30, 2016 at 8:13 AM
Reply-To: happygravitypirate@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Brian Hapgood
3920 LOG CAMP Rd
Garden Valley, CA 95633

LETTER I-30

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Brittani Farquharson <britt.farquharson@everyactioncustom.com> Tue, Nov 29, 2016 at 9:54 PM
Reply-To: britt.farquharson@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Brittani Farquharson
4926 Mountain View Dr
Lotus, CA 95651-9705

LETTER I-31

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Bruno Pitton <brunopitton@everyactioncustom.com> Tue, Nov 22, 2016 at 7:52 PM
Reply-To: brunopitton@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Bruno Pitton
623 Snapdragon St
Winters, CA 95694-1680

LETTER I-32

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Bryant Burkhardt <bryant@everyactioncustom.com> Mon, Nov 28, 2016 at 1:13 PM
Reply-To: bryant@bbkayaking.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Bryant Burkhardt
PO Box 1011
Fort Bragg, CA 95437-1011

LETTER I-33

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Bryce Lewis <brycelewis100@everyactioncustom.com> Tue, Nov 29, 2016 at 3:13 PM
Reply-To: brycelewis100@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Bryce Lewis
1065 Caragh St
Roseville, CA 95747-6080

LETTER I-34

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jared Noceti <jarednoceti@everyactioncustom.com> Wed, Nov 30, 2016 at 1:44 PM
Reply-To: jarednoceti@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-34-1

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-34-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-34-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-34-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-34-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-34-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-34-7
- 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-34-8

Sincerely,

Sincerely,
Jared Noceti
4913 Forest Creek Way
Granite Bay, CA 95746-6487

LETTER I-35

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Camden Bos <cambos1990@everyactioncustom.com> Tue, Nov 29, 2016 at 1:23 PM
Reply-To: cambos1990@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-35-1

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- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-35-5
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-35-7
- 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-35-8

Sincerely,

Sincerely,
Camden Bos
2823 F St
Sacramento, CA 95816-3717

LETTER I-36

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Charlie Heieck <cheieck@everyactioncustom.com> Tue, Nov 22, 2016 at 8:01 PM
Reply-To: cheieck@comcast.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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-36-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-36-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-36-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-36-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-36-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-36-7
- 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-36-8

Sincerely,

Sincerely,
Charlie Heieck
2227 Amherst Way
El Dorado Hills, CA 95762-5950

LETTER I-37

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Chester Brown <mrcdbrown3@everyactioncustom.com> Wed, Nov 23, 2016 at 8:30 AM
Reply-To: mrcdbrown3@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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-37-1

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-37-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-37-3
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- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-37-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-37-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-37-7
- 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-37-8

Sincerely,

Sincerely,
Chester Brown
7245 State Highway 49
Lotus, CA 95651-9703

LETTER I-38

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

chris tulley <chris.tulley@everyactioncustom.com> Mon, Nov 28, 2016 at 10:01 AM
Reply-To: chris.tulley@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

As a paddler who has used Mosquito Bridge many times for river access and as a general recreational stakeholder living in the area, 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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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-38-1

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-38-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-38-3
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-38-7
- 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-38-8

Sincerely,

Sincerely,
chris tulley
111 Shelley Ct
Folsom, CA 95630-4803

LETTER I-39

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Christopher Madden <pearcemadden@everyactioncustom.com> Tue, Nov 29, 2016 at 9:53 PM
Reply-To: pearcemadden@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-39-7
- 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-39-8

Sincerely,

Sincerely,
Christopher Madden
4926 Mountain View Dr
Lotus, CA 95651-9705

LETTER I-40

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Colin Carr-Hall <carrhall.c@everyactioncustom.com> Tue, Nov 29, 2016 at 2:07 PM
Reply-To: carrhall.c@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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- 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-40-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-40-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-40-4
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-40-7
- 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-40-8

Sincerely,

Sincerely,
Colin Carr-Hall
3020 Courtside Dr
Roseville, CA 95661-7918

LETTER I-41

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

conor weatherford <boonestyel@everyactioncustom.com> Wed, Nov 30, 2016 at 2:51 PM
Reply-To: boonestyel@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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-41-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-41-3
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-41-7
- 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-41-8

Sincerely,

Sincerely,
conor weatherford
2700 Temple Dr
Davis, CA 95618-1531

LETTER I-42

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Dale Roberts <worldcycle@everyactioncustom.com> Tue, Nov 22, 2016 at 12:37 PM
Reply-To: worldcycle@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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-42-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-42-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-42-4
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-42-7
- 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-42-8

Sincerely,

Sincerely,
Dale Roberts
684 Bonnie Ct
Stateline, NV 89449

LETTER I-43

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Dan Kanner <dsloppywater@everyactioncustom.com> Mon, Nov 28, 2016 at 3:19 PM
Reply-To: dsloppywater@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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 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-43-2
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-43-7
- 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-43-8

Sincerely,

Sincerely,
Dan Kanner
4987 Little Rd
Coloma, CA 95613

LETTER I-44

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Dan Sadowski <dansadowski@everyactioncustom.com> Mon, Nov 28, 2016 at 1:07 PM
Reply-To: dansadowski@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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-44-1

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-44-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-44-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-44-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-44-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-44-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-44-7
- 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-44-8

Sincerely,

Sincerely,
Dan Sadowski
505 Riddle Ct
Modesto, CA 95356-1751

LETTER I-45

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Dana Stayrook Hobbs <danarene22@everyactioncustom.com> Wed, Nov 23, 2016 at 9:34 AM
Reply-To: danarene22@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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-45-1

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-45-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-45-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-45-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-45-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-45-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-45-7
- 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-45-8

Sincerely,

Sincerely,
Dana Stayrook Hobbs
18258 Wildflower Dr
Penn Valley, CA 95946-9545

LETTER I-47

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Darrick Hilbert <darrickhilbert@everyactioncustom.com> Tue, Nov 22, 2016 at 8:46 AM
Reply-To: darrickhilbert@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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.

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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-47-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-47-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-47-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-47-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-47-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-47-7
- 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-47-8

Sincerely,

Sincerely,
Darrick Hilbert
5061 Cocoa Palm Way
Fair Oaks, CA 95628-5146

LETTER I-48

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Dave Bringhurst <davebringhurst@everyactioncustom.com> Tue, Nov 22, 2016 at 12:11 PM
Reply-To: davebringhurst@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-48-1

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-48-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-48-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-48-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-48-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-48-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-48-7
- 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-48-8

Sincerely,

Sincerely,
Dave Bringhurst
1928 Hidden Valley Dr
Santa Rosa, CA 95404-2525

LETTER I-49

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Dave Cherne <dchernework@everyactioncustom.com> Mon, Nov 28, 2016 at 12:10 PM
Reply-To: dchernework@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

As a recreational bicyclist, 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 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-49-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-49-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-49-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-49-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-49-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-49-7
- 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-49-8

Sincerely,

Sincerely,
Dave Cherne
10908 Sycamore Dr
Cupertino, CA 95014-6560

LETTER I-50

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

David DeRose <djderose@everyactioncustom.com> Wed, Nov 23, 2016 at 9:17 AM
Reply-To: djderose@astound.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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- 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-50-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-50-3
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-50-7
- 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-50-8

Sincerely,

Sincerely,
David DeRose
3500 Tupelo Dr
Walnut Creek, CA 94598-2741

LETTER I-51

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

David Farkas <dave.farkas@everyactioncustom.com> Tue, Nov 29, 2016 at 1:54 PM
Reply-To: dave.farkas@firstdescents.org
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-51-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-51-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-51-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-51-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-51-7
- 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-51-8

Sincerely,

Sincerely,
David Farkas
770 Waterfall Ln
Durango, CO 81301-3738

LETTER I-52

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

David Garcia <690sm07@everyactioncustom.com> Wed, Nov 30, 2016 at 2:38 PM
Reply-To: 690sm07@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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-52-3
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-52-7
- 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-52-8

Sincerely,

Sincerely,
David Garcia
7585 Morningside Dr
Granite Bay, CA 95746-8158

LETTER I-53

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

David Kashuba <djk762@everyactioncustom.com> Tue, Nov 29, 2016 at 7:48 AM
Reply-To: djk762@sbcglobal.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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 mitigation for identified significant impacts to recreation in the area. I-53-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-53-7
- 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-53-8

Sincerely,

Sincerely,
David Kashuba
20192 Alder Rd
Monte Rio, CA 95462-9786

LETTER I-54

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

David Knight <deknight@everyactioncustom.com> Tue, Nov 29, 2016 at 5:35 AM
Reply-To: deknight@hardynet.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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-54-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-54-3
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- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-54-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-54-7
- 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-54-8

Sincerely,

Sincerely,
David Knight
275 Meadow Ln
Lost City, WV 26810-8412

LETTER I-55

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

David Lewis <zonkerlewis@everyactioncustom.com> Tue, Nov 29, 2016 at 9:45 AM
Reply-To: zonkerlewis@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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-55-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-55-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-55-4
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-55-7
- 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-55-8

Sincerely,

Sincerely,
David Lewis
2232 Benton Loop
Roseville, CA 95747-8809

LETTER I-56

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

David Maurier <dmaurier@everyactioncustom.com> Mon, Nov 28, 2016 at 1:13 PM
Reply-To: dmaurier@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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.

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Sincerely,

Sincerely,
David Maurier
308 Magnolia St
Winston Salem, NC 27103-3545

LETTER I-57

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

David Pesavento <DavidP@everyactioncustom.com> Sat, Nov 26, 2016 at 5:55 PM
Reply-To: DavidP@djpdrafting.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
David Pesavento
7766 Firestone Way
Antelope, CA 95843-4698

LETTER I-58

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

David Vomund <dvomund@everyactioncustom.com> Tue, Nov 22, 2016 at 8:08 PM
Reply-To: dvomund@sbcglobal.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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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Sincerely,

Sincerely,
David Vomund
939 Dorcey Dr # 6253
Incline Village, NV 89451-8503

LETTER I-59

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Dawn King <dawn_king@everyactioncustom.com> Tue, Nov 29, 2016 at 2:04 PM
Reply-To: dawn_king@comcast.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- 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-59-8

Sincerely,

Sincerely,
Dawn King
6200 El Camino Dr
Pollock Pines, CA 95726-9716

LETTER I-60

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Diane Brasuell <dianebrasuell7@everyactioncustom.com> Mon, Nov 28, 2016 at 4:44 PM
Reply-To: dianebrasuell7@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Diane Brasuell
3905 S Lake Blvd
Knoxville, TN 37920-6171

LETTER I-61

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Don Barch <donbarch@everyactioncustom.com> Wed, Nov 30, 2016 at 7:19 PM
Reply-To: donbarch@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Don Barch
7223 Maple Ave
Sebastopol, CA 95472-4321

LETTER I-63

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Doug Schrock <dschrock@everyactioncustom.com> Tue, Nov 22, 2016 at 4:04 PM
Reply-To: dschrock@kpcu.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Doug Schrock
375 Treehaven Ln
Kenwood, CA 95452-9042

LETTER I-64

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Dylan Nichols <fallingwater.nichols@everyactioncustom.com> Wed, Nov 30, 2016 at 2:09 PM
Reply-To: fallingwater.nichols@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Dylan Nichols
5820 Heavens Gate
Lotus, CA 95651

LETTER I-65

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Edward Cavin <cavinta@everyactioncustom.com> Wed, Nov 30, 2016 at 8:08 PM
Reply-To: cavinta@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Edward Cavin
6725 Gods Way
Lotus, CA 95651-9718

LETTER I-66

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Edward Roseboom <eroseboom@everyactioncustom.com> Wed, Nov 30, 2016 at 4:25 PM
Reply-To: eroseboom@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- 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-66-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-66-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-66-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-66-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-66-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-66-7
- 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-66-8

Sincerely,

Sincerely,
Edward Roseboom
725 Loma Verde Ave # E
Palo Alto, CA 94303-4100

LETTER I-67

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Elizabeth Carr <lizschuler@everyactioncustom.com> Thu, Dec 1, 2016 at 4:54 PM
Reply-To: lizschuler@sbcglobal.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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-67-1

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Sincerely,

Sincerely,
Elizabeth Carr
7030 State Highway 193
Georgetown, CA 95634-9601

LETTER I-68

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

eric wright <ewright@everyactioncustom.com> Mon, Nov 28, 2016 at 6:46 PM
Reply-To: ewright@fcusd.org
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
eric wright
3427 Oxford Rd
Cameron Park, CA 95682-8221

LETTER I-69

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Ethan Boswell <e.boswell.94@everyactioncustom.com> Mon, Nov 28, 2016 at 3:46 PM
Reply-To: e.boswell.94@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Ethan Boswell
6944 N Armour St
Portland, OR 97203-6116

LETTER I-70

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

eva clerici <shmeva.c@everyactioncustom.com> Wed, Nov 30, 2016 at 4:13 PM
Reply-To: shmeva.c@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
eva clerici
2385 Rising Hill Rd
Placerville, CA 95667-3825

LETTER I-71

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Evan Smith <smithlifeinwater@everyactioncustom.com> Wed, Nov 30, 2016 at 5:36 AM
Reply-To: smithlifeinwater@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,
Evan Smith
8992 Quiet Canyon Rd
Placerville, CA 95667-9624

LETTER I-72

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Fred Parson <parson22@everyactioncustom.com> Wed, Nov 23, 2016 at 10:07 AM
Reply-To: parson22@juno.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-72-7
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Sincerely,

Sincerely,
Fred Parson
1064 Eagle Ln
South Lake Tahoe, CA 96150-5559

LETTER I-73

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Fredrick Wagner <andywagner00@everyactioncustom.com> Wed, Nov 30, 2016 at 2:09 PM
Reply-To: andywagner00@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Fredrick Wagner
2868 Rascommon Way
Sacramento, CA 95827-1127

LETTER I-74

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Gail Myers <gailmyers621@everyactioncustom.com> Tue, Nov 22, 2016 at 10:34 AM
Reply-To: gailmyers621@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Gail Myers
3218 Chablis Ct
Pleasanton, CA 94566-6905

LETTER I-75

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

gerald meral <jerrymeral@everyactioncustom.com> Wed, Nov 23, 2016 at 8:58 PM
Reply-To: jerrymeral@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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 am supportive of the project, however, I am concerned that the DEIR ignores recreational interests in the area.

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Sincerely,

Sincerely,
gerald meral
410 Via De La Vis
Inverness, CA 94937

LETTER I-76

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Gina Tassinari <ginatassianri22@everyactioncustom.com> Wed, Nov 30, 2016 at 4:20 PM
Reply-To: ginatassianri22@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-76-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-76-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-76-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-76-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-76-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-76-7
- 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-76-8

Sincerely,

Sincerely,
Gina Tassinari
PO Box 812
Lotus, CA 95651-0812

LETTER I-77

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Glen Brasel <gbrasel09@everyactioncustom.com> Fri, Nov 25, 2016 at 3:44 PM
Reply-To: gbrasel09@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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-77-1

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-77-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-77-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-77-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-77-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-77-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-77-7
- 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-77-8

Sincerely,

Sincerely,
Glen Brasel
8216 Mulrany Way
Antelope, CA 95843-5302

LETTER I-78

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Greg Dickson <greg85.dickson@everyactioncustom.com> Wed, Nov 30, 2016 at 8:05 PM
Reply-To: greg85.dickson@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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-78-1

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-78-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-78-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-78-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-78-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-78-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-78-7
- 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-78-8

Sincerely,

Sincerely,
Greg Dickson
5424 Filbert St
Paradise, CA 95969-5743

LETTER I-79

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Greg Didriksen <greg.didriksen@everyactioncustom.com> Mon, Nov 21, 2016 at 5:02 PM
Reply-To: greg.didriksen@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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-79-1

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-79-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-79-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-79-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-79-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-79-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-79-7
- 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-79-8

Sincerely,

Sincerely,
Greg Didriksen
5421 Jaybird Ln
Lotus, CA 95651

LETTER I-80

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Greg Fales <gregfales@everyactioncustom.com> Tue, Nov 29, 2016 at 1:08 PM
Reply-To: gregfales@comcast.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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-80-1

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-80-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-80-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-80-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-80-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-80-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-80-7
- 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-80-8

Sincerely,

Sincerely,
Greg Fales
8263 Foxfire Dr
Orangevale, CA 95662-3825

LETTER I-81

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Greg Schuster <grgryschstr@everyactioncustom.com> Sun, Nov 27, 2016 at 8:45 PM
Reply-To: grgryschstr@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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-81-1

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-81-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-81-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-81-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-81-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-81-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-81-7
- 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-81-8

Sincerely,

Sincerely,
Greg Schuster
393 Corbett Ave
San Francisco, CA 94114-1886

LETTER I-82

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Gretchen Dunbar <gretchen_dunbar@everyactioncustom.com> Tue, Nov 29, 2016 at 5:48 PM
Reply-To: gretchen_dunbar@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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-82-1

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-82-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-82-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-82-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-82-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-82-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-82-7
- 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-82-8

Sincerely,

Sincerely,
Gretchen Dunbar
1408 Akashic Dr
Placerville, CA 95667-9379

LETTER I-83

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Gwenn Bezard <Gbezard@everyactioncustom.com> Mon, Nov 28, 2016 at 9:35 PM
Reply-To: Gbezard@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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-83-1

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-83-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-83-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-83-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-83-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-83-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-83-7
- 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-83-8

Sincerely,

Sincerely,
Gwenn Bezard
716 Birchwood Ct
San Rafael, CA 94903-3160

LETTER I-84

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Heather Shakespeare <riosueno@everyactioncustom.com> Wed, Nov 30, 2016 at 5:35 PM
Reply-To: riosueno@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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-84-1

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-84-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-84-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-84-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-84-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-84-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-84-7
- 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-84-8

Sincerely,

Sincerely,
Heather Shakespeare
PO Box 675
Lotus, CA 95651-0675

LETTER I-85

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Hilde Schweitzer <hilde@everyactioncustom.com> Mon, Nov 28, 2016 at 12:58 PM
Reply-To: hilde@amriver.us
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

As a recreational stakeholder who uses the Mosquito Bridge for access to the river, 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 fails to fully acknowledge the impact on 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.

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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-85-1

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-85-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-85-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-85-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-85-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-85-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-85-7
- 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-85-8

Sincerely,

Sincerely,
Hilde Schweitzer
PO Box 852
Lotus, CA 95651-0852

LETTER I-86

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Ian Janoska <ianrjanoska@everyactioncustom.com> Tue, Nov 29, 2016 at 10:08 AM
Reply-To: ianrjanoska@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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.

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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-86-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-86-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-86-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-86-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-86-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-86-7
- 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-86-8

Sincerely,

Sincerely,
Ian Janoska
5661 Starkes Grade Rd
Pollock Pines, CA 95726-9563

LETTER I-87

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Ida Crawford <idacrawford@everyactioncustom.com> Thu, Dec 1, 2016 at 8:20 PM
Reply-To: idacrawford@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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-87-1

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-87-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-87-3
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Sincerely,

Sincerely,
Ida Crawford
1314 Sunset Ave
Chico, CA 95926-2650

LETTER I-88

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Ida Crawford <idacrawford@everyactioncustom.com> Mon, Nov 21, 2016 at 7:19 PM
Reply-To: idacrawford@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Ida Crawford
1314 Sunset Ave
Chico, CA 95926-2650

LETTER I-89

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

ingrid kambe <ingrid-list@everyactioncustom.com> Mon, Nov 21, 2016 at 10:05 PM
Reply-To: ingrid-list@kambe.org
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
ingrid kambe
1565 Naglee Ave
San Jose, CA 95126-2012

LETTER I-90

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Isaac Chilton <inc123g@everyactioncustom.com> Tue, Nov 29, 2016 at 8:54 PM
Reply-To: inc123g@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Isaac Chilton
560 La Cresta Dr
Georgetown, CA 95634-9753

LETTER I-91

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jackie House <jackiehouse01@everyactioncustom.com> Mon, Nov 28, 2016 at 9:40 PM
Reply-To: jackiehouse01@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Jackie House
220 Hidden Creek Dr
Auburn, CA 95603-4661

LETTER I-92

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Darrick Hilbert <darrickhilbert@everyactioncustom.com> Mon, Nov 28, 2016 at 6:19 PM
Reply-To: darrickhilbert@juno.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Darrick Hilbert
5061 Cocoa Palm Way
Fair Oaks, CA 95628-5146

LETTER I-93

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

James Barger <kbarger56@everyactioncustom.com> Wed, Nov 30, 2016 at 10:19 PM
Reply-To: kbarger56@att.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
James Barger
127 Hopfield Dr
Folsom, CA 95630-8066

LETTER I-95

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

James Pavlichek <jimbitojr@everyactioncustom.com> Tue, Nov 29, 2016 at 10:35 PM
Reply-To: jimbitojr@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
James Pavlichek
3345 Chesapeake Bay Ave
Davis, CA 95616-2607

LETTER I-96

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

James Subido <nospam@everyactioncustom.com> Wed, Nov 30, 2016 at 12:53 PM
Reply-To: nospam@subido.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
James Subido
6121 Cameo Dr
Rocklin, CA 95677-4704

LETTER I-97

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

James Wood <aquaticmind@everyactioncustom.com> Wed, Nov 23, 2016 at 11:56 AM
Reply-To: aquaticmind@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
James Wood
165 Sylvan Rd
Athens, GA 30606-2735

LETTER I-98

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Janelle Thomas <janellekatinathomas@everyactioncustom.com> Tue, Nov 22, 2016 at 2:25 PM
Reply-To: janellekatinathomas@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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-98-1

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-98-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-98-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-98-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-98-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-98-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-98-7
- 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-98-8

Sincerely,

Sincerely,
Janelle Thomas
3050 Susileen Dr
Reno, NV 89509-3854

LETTER I-99

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

JANICE CURTIN <redbudjanice@everyactioncustom.com> Mon, Nov 28, 2016 at 6:28 PM
Reply-To: redbudjanice@mac.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
JANICE CURTIN
3161 Gilmore St
Placerville, CA 95667-5501

LETTER I-100

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jared Jeppson <jeppson.jared@everyactioncustom.com> Tue, Nov 29, 2016 at 11:20 AM
Reply-To: jeppson.jared@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- 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-100-8

Sincerely,

Sincerely,
Jared Jeppson
2117 Quebec Ct
Modesto, CA 95356-0721

LETTER I-101

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

jeffrey muss <jamuss@everyactioncustom.com> Tue, Nov 22, 2016 at 11:54 AM
Reply-To: jamuss@surewest.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
jeffrey muss
4975 F St
Sacramento, CA 95819-3110

LETTER I-102

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jeff Landauer <jeff_landauer@everyactioncustom.com> Tue, Nov 29, 2016 at 12:31 PM
Reply-To: jeff_landauer@msn.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- 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-102-8

Sincerely,

Sincerely,
Jeff Landauer
8316 Tuliptree Way
Antelope, CA 95843-3736

LETTER I-103

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jeff Smith <classicjb18@everyactioncustom.com> Wed, Nov 30, 2016 at 9:44 PM
Reply-To: classicjb18@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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Sincerely,

Sincerely,
Jeff Smith
861 LOTUS Rd
Lotus, CA 95651

LETTER I-104

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jeff Trauba <jeff@everyactioncustom.com> Mon, Nov 28, 2016 at 7:27 PM
Reply-To: jeff@trauba.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Jeff Trauba
816 Walnut Ave
Santa Cruz, CA 95060-3439

LETTER I-105

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jeffrey Wheeler <jwheel83@everyactioncustom.com> Wed, Nov 30, 2016 at 5:57 PM
Reply-To: jwheel83@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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Sincerely,

Sincerely,
Jeffrey Wheeler
8362 Foxfire Dr
Orangevale, CA 95662-3847

LETTER I-106

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

jennifer calvin <jen@everyactioncustom.com> Wed, Nov 30, 2016 at 9:27 PM
Reply-To: jen@river-rat.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
jennifer calvin
5480 Petersen Ln
Lotus, CA 95651-9715

LETTER I-107

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jennifer Hirsh <jhirshline@everyactioncustom.com> Mon, Nov 28, 2016 at 4:34 PM
Reply-To: jhirshline@aol.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Jennifer Hirsh
11833 Brookdale Ln
Studio City, CA 91604-4204

LETTER I-108

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jennifer Kardos <jen94401@everyactioncustom.com> Mon, Nov 21, 2016 at 4:14 PM
Reply-To: jen94401@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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 Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century. I-108-1

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-108-2
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- 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-108-8

Sincerely,

Sincerely,
Jennifer Kardos
33 Lindbergh St
San Mateo, CA 94401-2014

LETTER I-109

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jeremiah Copper <jeremiah@everyactioncustom.com> Wed, Nov 30, 2016 at 3:18 PM
Reply-To: jeremiah@raftcalifornia.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Jeremiah Copper
2385 Rising Hill Rd
Placerville, CA 95667-3825

LETTER I-110

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jessa Rego <jessa.rego@everyactioncustom.com> Mon, Nov 21, 2016 at 4:37 PM
Reply-To: jessa.rego@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Jessa Rego
2307 57TH St
Sacramento, CA 95817

LETTER I-111

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jessa Wilber <jessamarie2003@everyactioncustom.com> Wed, Nov 30, 2016 at 8:47 PM
Reply-To: jessamarie2003@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Jessa Wilber
PO Box 1785
Shingle Springs, CA 95682-1785

LETTER I-112

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jesse Moore <jessraham@everyactioncustom.com> Tue, Nov 22, 2016 at 12:09 PM
Reply-To: jessraham@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Jesse Moore
5630 Elvas Ave
Sacramento, CA 95819-3309

LETTER I-113

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jim Addington <jraddin77@everyactioncustom.com> Tue, Nov 29, 2016 at 9:11 AM
Reply-To: jraddin77@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Jim Addington
415 Flood Rd
Auburn, CA 95603-4012

LETTER I-114

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Zak Lieby <zak95006@everyactioncustom.com> Wed, Nov 30, 2016 at 7:51 PM
Reply-To: zak95006@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Zak Lieby
127 S Main St
Cloverdale, CA 95425-3724

LETTER I-115

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Zosia Zawacki <ZOSIAZ@everyactioncustom.com> Wed, Nov 30, 2016 at 1:12 PM
Reply-To: ZOSIAZ@mac.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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Sincerely,

Sincerely,
Zosia Zawacki
710 W Poplar Ave
San Mateo, CA 94402-1138

LETTER I-116

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Zach Nichols <zacharymnichols@everyactioncustom.com> Mon, Nov 28, 2016 at 8:19 AM
Reply-To: zacharymnichols@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Zach Nichols
107 Dupont Cir
Greenville, NC 27858-6412

LETTER I-117

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

John Boone <calboone@everyactioncustom.com> Thu, Dec 1, 2016 at 10:05 AM
Reply-To: calboone@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
John Boone
4317 Sequoia Dr
Oakley, CA 94561-2250

LETTER I-118

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

John Malick <johnmalick@everyactioncustom.com> Thu, Dec 1, 2016 at 5:12 AM
Reply-To: johnmalick@sbcglobal.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-118-1

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-118-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-118-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-118-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-118-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-118-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-118-7
- 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-118-8

Sincerely,

Sincerely,
John Malick
4341 Blanchard Rd
Placerville, CA 95667-8667

LETTER I-119

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

John Rogie <jdrogie@everyactioncustom.com> Wed, Nov 30, 2016 at 1:04 PM
Reply-To: jdrogie@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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-119-1

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- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-119-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-119-7
- 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-119-8

Sincerely,

Sincerely,
John Rogie
5283 Granite Creek Rd
Lotus, CA 95651

LETTER I-120

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jon Brommeland <yakrjon@everyactioncustom.com> Wed, Nov 23, 2016 at 11:34 AM
Reply-To: yakrjon@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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 mitigation for identified significant impacts to recreation in the area. I-120-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-120-7
- 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-120-8

Sincerely,

Sincerely,
Jon Brommeland
1874 Sweetwater Ct
Cool, CA 95614-2220

LETTER I-121

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jonas Minton <jminton@everyactioncustom.com> Wed, Nov 30, 2016 at 3:55 PM
Reply-To: jminton@pcl.org
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-121-7
- 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-121-8

Sincerely,

Sincerely,
Jonas Minton
570 River Rd
Coloma, CA 95613

LETTER I-122

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Joni Vincelette <jonivincelette1@everyactioncustom.com> Mon, Nov 21, 2016 at 8:54 PM
Reply-To: jonivincelette1@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- 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-122-8

Sincerely,

Sincerely,
Joni Vincelette
2613 Baker Rd
Placerville, CA 95667-3305

LETTER I-123

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Jose Burgos <ajoseburgos@everyactioncustom.com> Thu, Dec 1, 2016 at 11:44 AM
Reply-To: ajoseburgos@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Jose Burgos
5240 Aksarben Way
Garden Valley, CA 95633-9702

LETTER I-124

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Joseph Espenshade <jrespenshade@everyactioncustom.com> Thu, Dec 1, 2016 at 11:52 AM
Reply-To: jrespenshade@icloud.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-124-7
- 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-124-8

Sincerely,

Sincerely,
Joseph Espenshade
5159 Garden Valley Rd
Garden Valley, CA 95633-9261

LETTER I-125

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Joseph Myers <josephmyers64@everyactioncustom.com> Wed, Nov 30, 2016 at 11:46 AM
Reply-To: josephmyers64@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-125-7
- 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-125-8

Sincerely,

Sincerely,
Joseph Myers
6948 Franklin Blvd
Sacramento, CA 95823-1812

LETTER I-126

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Judi McCallum <judimac75@everyactioncustom.com> Tue, Nov 22, 2016 at 1:53 PM
Reply-To: judimac75@att.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Judi McCallum
4245 Glory Hole Rd
Camino, CA 95709-9529

LETTER I-127

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Justin Smith <justinsmith91@everyactioncustom.com> Wed, Nov 30, 2016 at 5:35 AM
Reply-To: justinsmith91@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Justin Smith
701 Oakdale St
Folsom, CA 95630-2448

LETTER I-128

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Justin Smith <j3smith@everyactioncustom.com> Mon, Nov 21, 2016 at 5:55 PM
Reply-To: j3smith@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-128-1

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-128-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-128-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-128-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-128-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-128-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-128-7
- 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-128-8

Sincerely,

Sincerely,
Justin Smith
815 Breeze Pl
Redwood City, CA 94062-3017

LETTER I-129

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Kareela Collins <Kareela_collins@everyactioncustom.com> Mon, Nov 28, 2016 at 11:54 PM
Reply-To: Kareela_collins@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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-129-1

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- 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-129-2
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- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-129-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-129-7
- 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-129-8

Sincerely,

Sincerely,
Kareela Collins
PO Box 992
Twin Bridges, CA 95735-0992

LETTER I-130

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Karen Cross <karencrossfire@everyactioncustom.com> Wed, Nov 30, 2016 at 10:09 PM
Reply-To: karencrossfire@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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-130-1

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-130-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-130-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-130-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-130-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-130-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-130-7
- 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-130-8

Sincerely,

Sincerely,
Karen Cross
4376 Harness Tract Rd
Camino, CA 95709-9755

LETTER I-131

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Karen Mulvany <kmulany@everyactioncustom.com> Thu, Dec 1, 2016 at 1:04 PM
Reply-To: kmulany@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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, provided that the replacement bridge plan does not destroy, prohibit, reduce or otherwise improperly compromise recreational access.

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-131-1

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-131-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-131-3
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-131-7
- 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-131-8

Sincerely,

Sincerely,
Karen Mulvany
7000 MILESTONE Way Box 768
Lotus, CA 95651

LETTER I-132

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Kathleen Lindsen <kathleen.lindsen@everyactioncustom.com> Wed, Nov 30, 2016 at 6:01 PM
Reply-To: kathleen.lindsen@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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-132-1

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-132-2
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- 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-132-8

Sincerely,

Sincerely,
Kathleen Lindsen
4434 Volcanoville Rd
Georgetown, CA 95634-9500

LETTER I-133

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Kathryn Dennis <kdennis@everyactioncustom.com> Mon, Nov 28, 2016 at 1:39 PM
Reply-To: kdennis@mm.st
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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-133-1

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Sincerely,

Sincerely,
Kathryn Dennis
1600 W Copper Ridge Dr
Tucson, AZ 85737-6773

LETTER I-134

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Kathryn Goursolle <kgoursolle@everyactioncustom.com> Mon, Nov 28, 2016 at 5:28 PM
Reply-To: kgoursolle@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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Sincerely,

Sincerely,
Kathryn Goursolle
2909 Fountainhead Dr
San Ramon, CA 94583-1741

LETTER I-135

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Kathy Cervantez <kathyam10@everyactioncustom.com> Tue, Nov 29, 2016 at 7:53 PM
Reply-To: kathyam10@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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-135-1

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- 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-135-8

Sincerely,

Sincerely,
Kathy Cervantez
7672 Lakeshore Dr
Granite Bay, CA 95746-6965

LETTER I-136

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Keirith Snyder <kasnyder10@everyactioncustom.com> Mon, Nov 28, 2016 at 2:11 PM
Reply-To: kasnyder10@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-136-7
- 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-136-8

Sincerely,

Sincerely,
Keirith Snyder
865 W 11th St
Reno, NV 89503-2827

LETTER I-137

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Keith Wright <keithj002@everyactioncustom.com> Sat, Nov 26, 2016 at 1:02 PM
Reply-To: keithj002@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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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- 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-137-8

Sincerely,

Sincerely,
Keith Wright
123 Park St
San Francisco, CA 94110-5835

LETTER I-138

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Kelly Vaughn <vagavaughn@everyactioncustom.com> Tue, Nov 22, 2016 at 7:58 PM
Reply-To: vagavaughn@att.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-138-1

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-138-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-138-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-138-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-138-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-138-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-138-7
- 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-138-8

Sincerely,

Sincerely,
Kelly Vaughn
5361 Brentford Way
El Dorado Hills, CA 95762-9533

LETTER I-139

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Kenneth Pack <jackxsquat@everyactioncustom.com> Wed, Nov 30, 2016 at 1:48 PM
Reply-To: jackxsquat@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Kenneth Pack
5635 San Diego St
El Cerrito, CA 94530-3855

LETTER I-140

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Kevin Branstetter <kevinbran@everyactioncustom.com> Thu, Dec 1, 2016 at 4:14 AM
Reply-To: kevinbran@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Kevin Branstetter
7310 Amoloc Ln
Lotus, CA 95651-9756

LETTER I-141

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

kim treadaway <kimtreadaway@everyactioncustom.com> Wed, Nov 30, 2016 at 8:35 PM
Reply-To: kimtreadaway@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
kim treadaway
4938 Pony Express Trl
Camino, CA 95709-9617

LETTER I-142

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Kyle Feldmann <kyledfeldmann@everyactioncustom.com> Thu, Dec 1, 2016 at 12:37 PM
Reply-To: kyledfeldmann@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Kyle Feldmann
5549 Carlos Ave
Richmond, CA 94804-4833

LETTER I-143

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Leonardo Franchi <lfranchi@everyactioncustom.com> Tue, Nov 29, 2016 at 1:51 PM
Reply-To: lfranchi@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Leonardo Franchi
3520 18th St Apt 4
San Francisco, CA 94110-1639

LETTER I-144

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Lesley Vardanega <lesleyv@everyactioncustom.com> Mon, Nov 28, 2016 at 5:08 PM
Reply-To: lesleyv@sbcglobal.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Lesley Vardanega
901 Hidden Way
Placerville, CA 95667-6529

LETTER I-145

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

William Scheel <wscheel1@everyactioncustom.com> Tue, Nov 29, 2016 at 4:25 PM
Reply-To: wscheel1@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
William Scheel
57 Cadillac Dr Apt 11
Sacramento, CA 95825-5446

LETTER I-146

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

William Lesch <wlesch@everyactioncustom.com> Mon, Nov 28, 2016 at 3:19 PM
Reply-To: wlesch@cox.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
William Lesch
426 S Otero Ave
Tucson, AZ 85701-2235

LETTER I-147

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Leslie Iorillo <lesliei@everyactioncustom.com> Tue, Nov 29, 2016 at 7:34 AM
Reply-To: lesliei@mac.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Leslie Iorillo
2200 Beach St
San Francisco, CA 94123-1435

LETTER I-148

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Neil Nikirk <nnikirk62@everyactioncustom.com> Thu, Dec 1, 2016 at 7:44 AM
Reply-To: nnikirk62@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-148-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-148-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-148-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-148-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-148-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-148-7
- 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-148-8

Sincerely,

Sincerely,
Neil Nikirk
6967 Park Blvd
Joshua Tree, CA 92252-2609

LETTER I-149

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Nicole Childs <nchilds@everyactioncustom.com> Wed, Nov 30, 2016 at 5:05 PM
Reply-To: nchilds@stanford.edu
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Nicole Childs
44 Olmsted Rd
Palo Alto, CA 94305-7527

LETTER I-150

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Noel Robinson <noelerobinson@everyactioncustom.com> Mon, Nov 28, 2016 at 8:31 PM
Reply-To: noelerobinson@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Noel Robinson
5625 Lodestar Ln
Lotus, CA 95651

LETTER I-151

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Pat Munsch <apesmunsch@everyactioncustom.com> Tue, Nov 22, 2016 at 7:04 PM
Reply-To: apesmunsch@juno.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Pat Munsch
PO Box 397
Sebastopol, CA 95473-0397

LETTER I-152

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Patricia Stow <ps.rivergirl@everyactioncustom.com> Tue, Nov 29, 2016 at 9:49 PM
Reply-To: ps.rivergirl@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Patricia Stow
4926 Mountain View Dr
Lotus, CA 95651-9705

LETTER I-153

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Patrick Perkins <dbz6052@everyactioncustom.com> Tue, Nov 22, 2016 at 7:04 PM
Reply-To: dbz6052@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Patrick Perkins
807 Crested Dr
Suisun City, CA 94585-2173

LETTER I-154

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Paul Lombardi <paullom@everyactioncustom.com> Wed, Nov 30, 2016 at 3:39 PM
Reply-To: paullom@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Paul Lombardi
1633 Francisco Dr
El Dorado Hills, CA 95762-3520

LETTER I-155

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Peter Anderson-Sprecher <psprecher@everyactioncustom.com> Wed, Nov 30, 2016 at 12:58 PM
Reply-To: psprecher@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Peter Anderson-Sprecher
15 Annie Laurie St
Mountain View, CA 94043-2101

LETTER I-156

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Phil Boudreau <pcboudreau@everyactioncustom.com> Wed, Nov 30, 2016 at 7:34 AM
Reply-To: pcboudreau@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Phil Boudreau
608 55th St
Sacramento, CA 95819-3305

LETTER I-157

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Phil Smith <crackonoons@everyactioncustom.com> Thu, Dec 1, 2016 at 7:05 AM
Reply-To: crackonoons@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Phil Smith
632 Armsmere Pl
El Dorado Hills, CA 95762-7684

LETTER I-158

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Polly Laporte <pollylaporte@everyactioncustom.com> Tue, Nov 29, 2016 at 9:26 AM
Reply-To: pollylaporte@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-158-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-158-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-158-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-158-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-158-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-158-7
- 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-158-8

Sincerely,

Sincerely,
Polly Laporte
109 Waterglen Cir
Sacramento, CA 95826-1735

LETTER I-159

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Reg Lake <reglake@everyactioncustom.com> Mon, Nov 28, 2016 at 5:06 PM
Reply-To: reglake@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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-159-1

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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-159-7
- 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-159-8

Sincerely,

Sincerely,
Reg Lake
3757 Sinclair Dr
Ferndale, WA 98248-9524

LETTER I-160

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Rita Gould <joenrita@everyactioncustom.com> Tue, Nov 22, 2016 at 11:45 AM
Reply-To: joenrita@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

I am new to the area and was looking forward to all the wonderful places there are to explore as a whitewater kayaker. 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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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-160-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-160-3
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-160-7
- 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-160-8

Sincerely,
Rita Gould
130 Mackinaw Rd # 5398
Tahoe City, CA 96145

LETTER I-161

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Robert Branscomb <bbks@everyactioncustom.com> Tue, Nov 29, 2016 at 7:26 AM
Reply-To: bbks@centurylink.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-161-7
- 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-161-8

Sincerely,

Sincerely,
Robert Branscomb
445 Middle Fork Ln
Lander, WY 82520-4003

LETTER I-162

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Robert Dalton <rsdalton104@everyactioncustom.com> Wed, Nov 30, 2016 at 6:30 PM
Reply-To: rsdalton104@earthlink.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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-162-2
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-162-7
- 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-162-8

Sincerely,

Sincerely,
Robert Dalton
3102 Garden Cir
Cameron Park, CA 95682-8535

LETTER I-163

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Roger Martin <whiskeycowboy09@everyactioncustom.com> Thu, Dec 1, 2016 at 2:19 AM
Reply-To: whiskeycowboy09@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-163-7
- 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-163-8

Sincerely,

Sincerely,
Roger Martin
775 Crosswind Dr
Sacramento, CA 95838-2254

LETTER I-164

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Ron Shevock <ron_shevock@everyactioncustom.com> Tue, Nov 29, 2016 at 12:37 PM
Reply-To: ron_shevock@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-164-7
- 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-164-8

Sincerely,

Sincerely,
Ron Shevock
803 Morningside Dr
Folsom, CA 95630-6146

LETTER I-165

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Ron Vardanega <drvard@everyactioncustom.com> Mon, Nov 28, 2016 at 6:12 PM
Reply-To: drvard@pacbell.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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Sincerely,

Sincerely,
Ron Vardanega
901 Hidden Way
Placerville, CA 95667-6529

LETTER I-166

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Ronald Mastalski <riverdebris@everyactioncustom.com> Tue, Nov 22, 2016 at 8:37 AM
Reply-To: riverdebris@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

I am an avid user of scenic outdoor environments such as the area currently served by the Mosquito Road Bridge. 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 and seeks to impose limitations that would reduce and restrict access to this beautiful 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.

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- 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-166-8

Sincerely,

Sincerely,
Ronald Mastalski
844 Sullivan Ave
Concord, CA 94518-2125

LETTER I- 167

Janet Postlewait <janet.postlewait@edcgov.us>

(no subject)

1 message

russ@superclipresc ue.com <russ@superclipresc ue.com> Wed, Nov 30, 2016 at 1:14 PM
To: janet.postlewait@edcgov.us

Dear Ms. 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 I-167-1

> 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.

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- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-167-6

- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-167-7

- Based on the impact to Bureau of Land Management (BLM) property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-167-8

Russell Barrett
Superclip Rescue Tools
2064 Imelda Court
Redding Ca 96001
530-229-9055
russ@superclipresc ue.com

LETTER I-168

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Rusty Sage <rustysage@everyactioncustom.com> Mon, Nov 28, 2016 at 10:51 PM
Reply-To: rustysage@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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-168-2
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-168-7
- 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-168-8

Sincerely,

Sincerely,
Rusty Sage
PO Box 601
Coloma, CA 95613-0601

LETTER I-169

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Samuel Bernstein <sam.eliot.bernstein@everyactioncustom.com> Mon, Nov 21, 2016 at 5:19 PM
Reply-To: sam.eliot.bernstein@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Samuel Bernstein
156 Turner Hill Rd
Antrim, NH 03440-3716

LETTER I-170

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Sara Heuston <mtbchick23@everyactioncustom.com> Tue, Nov 29, 2016 at 12:56 PM
Reply-To: mtbchick23@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- 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-170-8

Sincerely,

Sincerely,
Sara Heuston
4534 Marble Way
Carmichael, CA 95608-1821

LETTER I-171

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Sara Powis <saraclarechoy@everyactioncustom.com> Wed, Nov 30, 2016 at 7:39 PM
Reply-To: saraclarechoy@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Sara Powis
3761 High St Apt 3
Oakland, CA 94619-2124

LETTER I-172

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Sarah Canfield <canfield.sarah@everyactioncustom.com> Wed, Nov 30, 2016 at 6:53 PM
Reply-To: canfield.sarah@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- 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-172-8

Yah that.

Sincerely,

Sincerely,
Sarah Canfield
441 Coloma Heights Rd
Coloma, CA 95613

LETTER I-173

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Saul Gleser <saulgleser@everyactioncustom.com> Mon, Nov 28, 2016 at 8:25 PM
Reply-To: saulgleser@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Saul Gleser
17 Tribute Ct
Newport Beach, CA 92663-2360

LETTER I-174

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Scott Amundson <scott.amundson@everyactioncustom.com> Mon, Nov 21, 2016 at 5:39 PM
Reply-To: scott.amundson@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Scott Amundson
3366 Kiwanis St
Oakland, CA 94602-4006

LETTER I-175

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Scott Campbell <jamesscottcampbell@everyactioncustom.com> Tue, Nov 29, 2016 at 10:43 PM
Reply-To: jamesscottcampbell@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Scott Campbell
1959 Wesley Dr
Folsom, CA 95630-6113

LETTER I-176

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito bridge project

1 message

scott hayward <hayward.s@att.net> Wed, Nov 30, 2016 at 4:56 PM
To: janet.postlewait@edcgov.us

Dear Ms. 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.

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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-176-1

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- Based on the impact to Bureau of Land Management (BLM) property and recreational interests a corresponding National Environmental Policy Act Environmental Impact Statement should be considered. I-176-8

Sincerely, S. Hayward

LETTER I-177

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Scott Perry <Sdperry93@everyactioncustom.com> Wed, Nov 30, 2016 at 2:01 PM
Reply-To: Sdperry93@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Scott Perry
1829 Miekle Ave
Woodland, CA 95776-5410

LETTER I-178

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Scott Vail <vail.s@everyactioncustom.com> Wed, Nov 30, 2016 at 9:09 PM
Reply-To: vail.s@sbcglobal.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- 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-178-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-178-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-178-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-178-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-178-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-178-7
- 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-178-8

Sincerely,

Sincerely,
Scott Vail
240 Judy Dr
Placerville, CA 95667-3325

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Leif Anderson <famousleif@everyactioncustom.com> Mon, Nov 21, 2016 at 6:28 PM
Reply-To: famousleif@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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. 1-179-1

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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. 1-179-7
- 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. 1-179-8

Sincerely,

Sincerely,
Leif Anderson
591 N Whitewater Park Blvd
Boise, ID 83702-5695

LETTER I-180

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Lindsey Jones <lindseykayjones88@everyactioncustom.com> Thu, Dec 1, 2016 at 8:34 AM
Reply-To: lindseykayjones88@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-180-7
- 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-180-8

Sincerely,

Sincerely,
Lindsey Jones
2385 Rising Hill Rd
Placerville, CA 95667-3825

LETTER I-181

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Louis Norris <louisnorris3@everyactioncustom.com> Tue, Nov 29, 2016 at 1:37 PM
Reply-To: louisnorris3@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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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- 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-181-7 I-181-8

Sincerely,

Sincerely,
Louis Norris
10418 Donner Pass Rd
Truckee, CA 96161-0429

LETTER 1-82

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Lucas Healy <lucasbhealy@everyactioncustom.com> Wed, Nov 30, 2016 at 2:43 PM
Reply-To: lucasbhealy@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-182-2
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-182-7
- 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-182-8

Sincerely,

Sincerely,
Lucas Healy
3789 Carson Rd
Camino, CA 95709-9593

LETTER I-183

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Mallory Tanner <metann@everyactioncustom.com> Thu, Dec 1, 2016 at 11:46 AM
Reply-To: metann@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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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- 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-183-8

Sincerely,

Sincerely,
Mallory Tanner
5240 Aksarben Way
Garden Valley, CA 95633-9702

LETTER I-184

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Marcus RhodenHill <marhoden@everyactioncustom.com> Wed, Nov 30, 2016 at 5:58 PM
Reply-To: marhoden@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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.

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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-184-7
- 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-184-8

Sincerely,

Sincerely,
Marcus RhodenHill
436 Estrelita Dr
Vista, CA 92084-7832

LETTER I-185

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Marek Robinson <mareksrobinson@everyactioncustom.com> Wed, Nov 30, 2016 at 3:01 PM
Reply-To: mareksrobinson@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- 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-185-8

Sincerely,

Sincerely,
Marek Robinson
PO Box 124
Coloma, CA 95613-0124

LETTER I-186

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Marilyn Freedberg <marjfree@everyactioncustom.com> Tue, Nov 22, 2016 at 11:03 AM
Reply-To: marjfree@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Objective 9.3.2: Natural Resources: Protect and preserve those resources that attract tourism. I-186-1

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.

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Sincerely,

Sincerely,
Marilyn Freedberg
5228 Glide Dr
Davis, CA 95618-4423

LETTER I-187

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Mark Noyes <kin2all@everyactioncustom.com> Mon, Nov 28, 2016 at 9:13 PM
Reply-To: kin2all@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Mark Noyes
2549 14th St
Sacramento, CA 95818-2242

LETTER I-188

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Mark Piasente <mep56@everyactioncustom.com> Sun, Nov 27, 2016 at 2:52 PM
Reply-To: mep56@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-188-1

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-188-2 I-188-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-188-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-188-5
- 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. I-188-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-188-7
- 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-188-8

Sincerely,

Sincerely,
Mark Piasente
2422 Topside Dr
Auburn, CA 95603-9455

LETTER I-189

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Mark Rauscher <rauschermd@everyactioncustom.com> Wed, Nov 23, 2016 at 10:21 PM
Reply-To: rauschermd@aol.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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-189-1

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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- 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-189-8

Sincerely,

Sincerely,
Mark Rauscher
15325 La Arboleda Way
Morgan Hill, CA 95037-7700

LETTER I-190

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Martha Herzog <mcherzog1@everyactioncustom.com> Tue, Nov 22, 2016 at 11:06 AM
Reply-To: mcherzog1@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Martha Herzog
5632 3rd Ave NW
Seattle, WA 98107-2702

LETTER I-191

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Martin Beebee <martinbeebee@everyactioncustom.com> Tue, Nov 29, 2016 at 7:11 AM
Reply-To: martinbeebee@outlook.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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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Sincerely,

Sincerely,
Martin Beebee
3417 Hilton Way
Shingle Springs, CA 95682-8707

LETTER I-192

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Mary DeRiemer <mary@everyactioncustom.com> Wed, Nov 30, 2016 at 4:00 PM
Reply-To: mary@adventurekayaking.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Mary DeRiemer
5535 Lodestar Ln
Lotus, CA 95651

LETTER I-193

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

MaryAnn Clark <shopmaryann@everyactioncustom.com> Thu, Dec 1, 2016 at 7:23 AM
Reply-To: shopmaryann@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
MaryAnn Clark
500 Koru St
South Lake Tahoe, CA 96150-5389

LETTER I-194

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Matt Clements <speedy2358@everyactioncustom.com> Wed, Nov 30, 2016 at 1:07 PM
Reply-To: speedy2358@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Matt Clements
2020 Cowell Blvd
Davis, CA 95618-6327

LETTER I-195

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Matthew Gowans <mlgdorado@everyactioncustom.com> Wed, Nov 30, 2016 at 6:16 PM
Reply-To: mlgdorado@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Matthew Gowans
2105 Sheffield Dr
El Dorado Hills, CA 95762-5955

LETTER I-196

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Maury Hull <mlhull@everyactioncustom.com> Wed, Nov 30, 2016 at 1:43 PM
Reply-To: mlhull@ucdavis.edu
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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I-196-1

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Sincerely,

Sincerely,
Maury Hull
8559 Country Club Ln
Auburn, CA 95602-9250

LETTER I-197

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Maxwell Horikawa <maxify0535@everyactioncustom.com> Thu, Dec 1, 2016 at 6:49 AM
Reply-To: maxify0535@att.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Maxwell Horikawa
375 Manciano Way
Reno, NV 89521-4285

LETTER I-198

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Michael Bean <mike@everyactioncustom.com> Thu, Dec 1, 2016 at 7:34 AM
Reply-To: mike@rivervilla.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- 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-198-8

Sincerely,

Sincerely,
Michael Bean
1310 Scott Rd
Coloma, CA 95613

LETTER I-199

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Michael Bell <wheresmikebell@everyactioncustom.com> Mon, Nov 28, 2016 at 5:29 PM
Reply-To: wheresmikebell@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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-199-1

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-199-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-199-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-199-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-199-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-199-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-199-7
- 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-199-8

Sincerely,

Sincerely,
Michael Bell
1109 Hillcrest Ave
Roseville, CA 95678-4044

LETTER I-200

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

michael stewart <f29.michael@everyactioncustom.com> Wed, Nov 30, 2016 at 10:32 PM
Reply-To: f29.michael@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-200-1

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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- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-200-3
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- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-200-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-200-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-200-7
- 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-200-8

Sincerely,

Sincerely,
michael stewart
3035 Chapman St Apt 6
Oakland, CA 94601-2858

LETTER I-201

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Michael Thompson <zeke_sf@everyactioncustom.com> Wed, Nov 30, 2016 at 12:01 PM
Reply-To: zeke_sf@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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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- 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-201-2 I-201-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-201-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-201-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-201-6
- 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. I-201-7
- 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-201-8

Sincerely,

Sincerely,
Michael Thompson
1704 Devonshire Rd
Sacramento, CA 95864-1503

LETTER I-202

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Michelle Lemley <Mmlemley@everyactioncustom.com> Tue, Nov 22, 2016 at 4:09 PM
Reply-To: Mmlemley@aol.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-202-1

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-202-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-202-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-202-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-202-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-202-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-202-7
- 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-202-8

Sincerely,

Sincerely,
Michelle Lemley
9178 Riverwood Dr
Placerville, CA 95667-9619

 LETTER I-203

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Mike Elam <mike_elam7@everyactioncustom.com> Wed, Nov 30, 2016 at 3:32 PM
Reply-To: mike_elam7@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-203-1

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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- 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-203-2 I-203-3
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-203-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-203-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area.
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-203-7
- 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-203-8

Sincerely,

Sincerely,
Mike Elam
420 Tamarack Ln
Tahoe City, CA 96145

LETTER I-204

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Mike Elam <mikeelam7@everyactioncustom.com> Tue, Nov 22, 2016 at 1:22 PM
Reply-To: mikeelam7@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-204-7
- 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-204-8

Sincerely,

Sincerely,
Mike Elam
420 Tamarack Ln
Tahoe City, CA 96145

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Mike Fentress <mikefen10@everyactioncustom.com> Mon, Nov 28, 2016 at 6:43 PM
Reply-To: mikefen10@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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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- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-205-3 I-205-4
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-205-5
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-205-6
- 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. I-205-7
- 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-205-8

Sincerely,

Sincerely,
Mike Fentress
1090 Scott Rd
Lotus, CA 95651

LETTER I 206

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Mike Ward <mikeward71@everyactioncustom.com> Mon, Nov 28, 2016 at 3:23 PM
Reply-To: mikeward71@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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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- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-206-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-206-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-206-7
- 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-206-8

Sincerely,

Sincerely,
Mike Ward
28 Bates Blvd
Orinda, CA 94563-2804

LETTER I-207

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Monique Wilber <watergeographer@everyactioncustom.com> Wed, Nov 30, 2016 at 8:15 PM
Reply-To: watergeographer@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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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- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-207-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-207-7
- 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-207-8

Sincerely,

Sincerely,
Monique Wilber
PO Box 1785
Shingle Springs, CA 95682-1785

LETTER I-208

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

NANCY ROSAS <rosasnancy@everyactioncustom.com> Wed, Nov 30, 2016 at 12:42 PM
Reply-To: rosasnancy@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-208-1

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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- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-208-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-208-4
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-208-7
- 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-208-8

Sincerely,

Sincerely,
NANCY ROSAS
1828 W Avenue K10
Lancaster, CA 93534-6299

LETTER I-209

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Nathan Powell <Wookiewantsacookie@everyactioncustom.com> Wed, Nov 30, 2016 at 11:49 AM
Reply-To: Wookiewantsacookie@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-209-1

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-209-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-209-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-209-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-209-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-209-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-209-7
- 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-209-8

Sincerely,

Sincerely,
Nathan Powell
4462 Old Dairy Dr
Antelope, CA 95843-5033

LETTER I-210

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Shannamar Dewey <shannamar@everyactioncustom.com> Mon, Nov 28, 2016 at 2:04 PM
Reply-To: shannamar@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-210-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-210-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-210-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-210-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-210-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-210-7
- 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-210-8

Sincerely,

Sincerely,
Shannamar Dewey
40077 Pierce Dr
Three Rivers, CA 93271-9640

LETTER I-211

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Shannon Osborn <shannonosborn@everyactioncustom.com> Wed, Nov 30, 2016 at 3:40 PM
Reply-To: shannonosborn@sbcglobal.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-211-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-211-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-211-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-211-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-211-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-211-7
- 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-211-8

Sincerely,

Sincerely,
Shannon Osborn
204 W Olympia Dr
Grass Valley, CA 95945-5170

LETTER I-212

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Shannon Sage <shannonforster@everyactioncustom.com> Mon, Nov 28, 2016 at 2:50 PM
Reply-To: shannonforster@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-212-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-212-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-212-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-212-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-212-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-212-7
- 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-212-8

Sincerely,

Sincerely,
Shannon Sage
579 River Rd
Coloma, CA 95613

LETTER I-213

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Shawn Graham <shawngraham73@everyactioncustom.com> Mon, Nov 28, 2016 at 3:05 PM
Reply-To: shawngraham73@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Shawn Graham
2182 Arroyo Ct Apt 1
Pleasanton, CA 94588-8126

LETTER I-214

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Stacey Moore <moorestacey99@everyactioncustom.com> Wed, Nov 30, 2016 at 11:47 AM
Reply-To: moorestacey99@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Stacey Moore
5124 Roemer Ln
Sacramento, CA 95820-3033

LETTER I-216

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Stephanie Viselli <wwkayakfamily@everyactioncustom.com> Mon, Nov 28, 2016 at 8:14 PM
Reply-To: wwkayakfamily@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Stephanie Viselli
5907 Rio Vista Ln
Carson City, NV 89701-9372

LETTER I-217

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Stephen Abraham <s.abraham88@everyactioncustom.com> Wed, Nov 23, 2016 at 7:14 PM
Reply-To: s.abraham88@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Stephen Abraham
2586 W San Jose Ave
Fresno, CA 93711-2732

LETTER I-218

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Stephen Chapel <schapel2@everyactioncustom.com> Thu, Nov 24, 2016 at 8:03 AM
Reply-To: schapel2@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Stephen Chapel
325 El Carmelo Ave
Palo Alto, CA 94306-2344

LETTER I-219

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Stephen Wood <stephen6336@everyactioncustom.com> Thu, Dec 1, 2016 at 6:34 PM
Reply-To: stephen6336@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Stephen Wood
6492 English Colony Way
Penryn, CA 95663-9504

LETTER I-220

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Steven Littlewood <register@everyactioncustom.com> Wed, Nov 30, 2016 at 8:04 PM
Reply-To: register@sclwood.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-220-1

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-220-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-220-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-220-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-220-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-220-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-220-7
- 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-220-8

In particular I ride in the Motherlode Centruy bike ride, and also kayak in the South fork.

Sincerely,

Sincerely,
Steven Littlewood
10042 Silver Meadow Way
Sacramento, CA 95829-8128

LETTER I-221

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Steve Walker <cloverco@everyactioncustom.com> Mon, Nov 28, 2016 at 4:29 PM
Reply-To: cloverco@me.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-221-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-221-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-221-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-221-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-221-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-221-7
- 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-221-8

Sincerely,

Sincerely,
Steve Walker
2370 Geary St
West Sacramento, CA 95691-5181

LETTER I-222

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Steven Neau <sneau001@everyactioncustom.com> Wed, Nov 30, 2016 at 11:13 AM
Reply-To: sneau001@pacbell.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-222-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-222-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-222-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-222-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-222-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-222-7
- 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-222-8

Sincerely,

Sincerely,
Steven Neau
1525 Sean Dr
Placerville, CA 95667-6038

LETTER I-223

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Stuart Bratton <stuart_bratton@everyactioncustom.com> Mon, Nov 28, 2016 at 10:59 PM
Reply-To: stuart_bratton@sbcglobal.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-223-7
- 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-223-8

Sincerely,

Sincerely,
Stuart Bratton
1681 Gallinger Ct
Folsom, CA 95630-6211

LETTER I-224

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Sue Ghilotti <sueg@everyactioncustom.com> Wed, Nov 30, 2016 at 1:32 PM
Reply-To: sueg@colfaxnet.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- 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-224-8

Sincerely,

Sincerely,
Sue Ghilotti
PO Box 803
Colfax, CA 95713-0803

LETTER I-225

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Suzanne Remien <suzaremi@everyactioncustom.com> Tue, Nov 29, 2016 at 6:37 AM
Reply-To: suzaremi@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-225-7
- 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-225-8

Sincerely,

Sincerely,
Suzanne Remien
21138 Almaden Rd
San Jose, CA 95120-4302

LETTER I-226

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Suzanne Slivkoff <zzannster@everyactioncustom.com> Tue, Nov 22, 2016 at 12:30 PM
Reply-To: zzannster@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-226-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-226-4
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-226-7
- 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-226-8

Sincerely,

Sincerely,
Suzanne Slivkoff
235 Arroyo Grande Way
Los Gatos, CA 95032-7658

LETTER I-227

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Taylor Blevins <audiee26@everyactioncustom.com> Thu, Dec 1, 2016 at 12:04 PM
Reply-To: audiee26@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-227-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-227-4
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- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-227-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-227-7
- 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-227-8

Sincerely,

Sincerely,
Taylor Blevins
5159 Garden Valley Rd
Garden Valley, CA 95633-9261

LETTER I-228

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Taylor Carlin <taylor@everyactioncustom.com> Tue, Nov 29, 2016 at 8:11 PM
Reply-To: taylor@americanwhitewater.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-228-2
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-228-7
- 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-228-8

Sincerely,

Taylor Carlin

Sincerely,
Taylor Carlin
5981 New River Rd
Coloma, CA 95613

LETTER I-229

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Ted Bragdon <tedbragdon1@everyactioncustom.com> Tue, Nov 29, 2016 at 5:35 PM
Reply-To: tedbragdon1@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-229-7
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Sincerely,

Sincerely,
Ted Bragdon
6509 Granite Trl
Pollock Pines, CA 95726-9725

LETTER I-230

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Terry allen <tga8891@everyactioncustom.com> Mon, Nov 28, 2016 at 4:32 PM
Reply-To: tga8891@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-230-1

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-230-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-230-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-230-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-230-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-230-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-230-7
- 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-230-8

Sincerely,

Sincerely,
Terry allen
1280 Los Robles Rd
Placerville, CA 95667-9348

LETTER I-231

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Tessina Stephens <tessinast@everyactioncustom.com> Wed, Nov 30, 2016 at 4:16 PM
Reply-To: tessinast@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-231-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-231-3
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- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-231-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-231-7
- 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-231-8

Sincerely,

Sincerely,
Tessina Stephens
225 Union Ave Apt 152
Campbell, CA 95008-3586

LETTER I-232

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Thomas Moore <kwood4life@everyactioncustom.com> Wed, Nov 30, 2016 at 11:28 AM
Reply-To: kwood4life@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-232-7
- 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-232-8

Sincerely,

Sincerely,
Thomas Moore
5124 Roemer Ln
Sacramento, CA 95820-3033

LETTER I-233

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Tim Davis <t.davis@everyactioncustom.com> Mon, Nov 28, 2016 at 1:49 PM
Reply-To: t.davis@mac.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- 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-233-8

Sincerely,

Sincerely,
Tim Davis
423 Santa Ynez Way
Sacramento, CA 95816-3421

LETTER I-234

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Timmy Bauer <timiskewl_45@everyactioncustom.com> Tue, Nov 29, 2016 at 1:44 PM
Reply-To: timiskewl_45@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-234-3
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-234-7
- 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-234-8

Sincerely,

Sincerely,
Timmy Bauer
2396 Morrene Dr
Placerville, CA 95667-4816

LETTER I-235

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Timothy Hawkins-Brasch <thawkins67@everyactioncustom.com> Thu, Dec 1, 2016 at 8:33 AM
Reply-To: thawkins67@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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Sincerely,

Sincerely,
Timothy Hawkins-Brasch
2385 Rising Hill Rd
Placerville, CA 95667-3825

LETTER I-236

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Timothy Madden <tmadden@everyactioncustom.com> Tue, Nov 29, 2016 at 9:51 PM
Reply-To: tmadden@fnf.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-236-7
- 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-236-8

Sincerely,

Sincerely,
Timothy Madden
4926 Mountain View Dr
Lotus, CA 95651-9705

LETTER I-237

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Tina Ruse <mtrh8@everyactioncustom.com> Thu, Dec 1, 2016 at 7:21 AM
Reply-To: mtrh8@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-237-7
- 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-237-8

Sincerely,

Sincerely,
Tina Ruse
7259 Minuet Way
Citrus Heights, CA 95621-3738

LETTER I-238

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Todd Osterberg <todd@everyactioncustom.com> Tue, Nov 29, 2016 at 2:08 PM
Reply-To: todd@theosterbergs.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- 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-238-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-238-3
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-238-7
- 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-238-8

Sincerely,

Sincerely,
Todd Osterberg
1652 Woodhaven Cir
Roseville, CA 95747-4615

LETTER I-239

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Todd Richardson <send2todd@everyactioncustom.com> Tue, Nov 29, 2016 at 5:22 PM
Reply-To: send2todd@hotmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-239-7
- 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-239-8

Sincerely,

Sincerely,
Todd Richardson
105 Sierra Mesa Pl
Auburn, CA 95603-4060

LETTER I-240

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Tom werner <tom@everyactioncustom.com> Thu, Dec 1, 2016 at 2:26 PM
Reply-To: tom@30west.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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 Oetinger's book 75 Classic Rides Northern California: The Best Road Biking Routes and used during the Annual Motherlode Century. I-240-1

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-240-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-240-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-240-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-240-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-240-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-240-7
- 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-240-8

Sincerely,

Sincerely,
Tom werner
226 Keokuk St
Petaluma, CA 94952-2727

LETTER I-241

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Trevor Hagen <thagen87@everyactioncustom.com> Wed, Nov 30, 2016 at 7:08 PM
Reply-To: thagen87@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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-241-1

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-241-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-241-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-241-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-241-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-241-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-241-7
- 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-241-8

Sincerely,

Sincerely,
Trevor Hagen
3407 Covello Cir
Cameron Park, CA 95682-4067

LETTER I-242

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Tyler Jose <tjose_us@everyactioncustom.com> Wed, Nov 23, 2016 at 9:26 AM
Reply-To: tjose_us@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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.

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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-242-1

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-242-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-242-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-242-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-242-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-242-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-242-7
- 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-242-8

Sincerely,

Sincerely,
Tyler Jose
9750 Old Placerville Rd Apt 32
Sacramento, CA 95827-3351

LETTER I-243

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Valerie Wilson <vwilson26@everyactioncustom.com> Tue, Nov 22, 2016 at 8:42 PM
Reply-To: vwilson26@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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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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-243-1

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-243-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-243-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-243-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-243-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-243-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-243-7
- 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-243-8

Sincerely,

Sincerely,
Valerie Wilson
2607 Post St
San Francisco, CA 94115-3377

LETTER I-244

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Vincent Hoagland <vin.hoagland@everyactioncustom.com> Wed, Nov 23, 2016 at 1:08 PM
Reply-To: vin.hoagland@sonoma.edu
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-244-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-244-4
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- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-244-7
- 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-244-8

Sincerely,

Sincerely,
Vincent Hoagland
5251 Petaluma Hill Rd
Santa Rosa, CA 95404-9765

LETTER I-245

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Vladimir Kovalik <kylesongwriter@everyactioncustom.com> Mon, Nov 28, 2016 at 1:26 PM
Reply-To: kylesongwriter@gmail.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-245-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-245-7
- 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-245-8

Sincerely,

Sincerely,
Vladimir Kovalik
1701 S Marion St
Denver, CO 80210-3248

LETTER I-246

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

Wendy Wyels <wendysue1@everyactioncustom.com> Wed, Nov 23, 2016 at 4:24 PM
Reply-To: wendysue1@comcast.net
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-246-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-246-4
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- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-246-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-246-7
- 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-246-8

Sincerely,

Sincerely,
Wendy Wyels
4520 Monte Vista Dr
Camino, CA 95709-9310

LETTER I-247

Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge DEIR Comment

1 message

William French <flashfrenchrider@everyactioncustom.com> Mon, Nov 21, 2016 at 6:08 PM
Reply-To: flashfrenchrider@yahoo.com
To: janet.postlewait@edcgov.us

Dear Janet Postelwait,

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.

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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-247-2
- The DEIR should include the Mosquito Road Bridge Public Access Feasibility Study and subsequent written & verbal comments made to the Board of Supervisors. I-247-3
- The DEIR should ascertain and thoroughly evaluate all recreational interests in the Mosquito Road Bridge area. I-247-4
- Based on a thorough evaluation the DEIR should identify all significant impacts on recreation in the area. I-247-5
- The DEIR should include mitigation for identified significant impacts to recreation in the area. I-247-6
- El Dorado County should provide project alternatives in the DEIR that alleviate the significant impacts to recreational interests. I-247-7
- 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-247-8

Sincerely,

Sincerely,
William French
56 Gleneagles Dr
Durango, CO 81301-7148