

Appendix A

Notice of Preparation and Public Scoping Comments



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
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LAKE TAHOE OFFICES:

ENGINEERING:

924 B Emerald Bay Road, South Lake Tahoe, CA 96150
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MAINTENANCE:

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

**NOTICE OF PREPARATION
OF AN
ENVIRONMENTAL IMPACT REPORT
FOR THE
MT. MURPHY ROAD BRIDGE PROJECT**

DATE: January 21, 2015
TO: Interested Agencies and Individuals
FROM: El Dorado County Community Development Agency, Transportation Division

The El Dorado County Community Development Agency, Transportation Division (Transportation) is preparing an Environmental Impact Report (EIR) for the Mt. Murphy Road Bridge Project (Project). Transportation is soliciting the views of interested persons and agencies on the scope and content of the information to be included in the EIR. Agencies should comment with regard to the information that is relevant to the agencies' statutory responsibilities, as required by Section 15082 of the California Environmental Quality Act (CEQA) Guidelines. Transportation will also accept written comments regarding the scope and content from interested persons and organizations concerned with the Project, in accordance with the CEQA Guidelines Section 15083.

The scoping comment period begins January 21, 2015 and ends February 20, 2015. All written comments should be directed to: El Dorado County Community Development Agency, Transportation Division, Attention: Ms. Janet Postlewait, 2850 Fairlane Court, Placerville, CA 95667. **Individuals and organization/agency representatives are invited to provide written and oral comments at a scoping meeting that will be held on January 28, 2015 beginning at 5:30 p.m. to 7:30 p.m. at the Gold Trail Grange Hall, 319 State Highway 49, Coloma, CA. (Please park in the Sutter's Mill parking area northwest of the Grange).** Persons with disabilities that may require special accommodations at the scoping meeting should contact Janet Postlewait at the above address or by phone at 530.621.5900. This notice can also be found on the El Dorado County Transportation website at <http://www.edcgov.us/MtMurphyBridge/>.

PROJECT LOCATION: The Mt. Murphy Road Bridge is located in Coloma, California approximately 500 feet north of State Route 49, which connects Auburn and Placerville, CA.

BACKGROUND: The Project is currently programmed in the Federal Highway Administration (FHWA) Highway Bridge Program (HBP), administered by the State of California (State) through California Department of Transportation (Caltrans) under a Master Agreement with El Dorado County (County). The County's required match under the HBP program is being paid using Toll Bridge Credits, so there is no cost to the County for the bridge replacement scenario.

Mt. Murphy Road Bridge crosses the South Fork American River. The Project location is within the boundary of the Marshall Gold Discovery Park, a California State Park that was established to recognize the first discovery of gold in California. Mt. Murphy Road Bridge is one lane wide with no shoulders or sidewalks for safe passage of pedestrians and vehicles. The steel truss and wooden approach spans were constructed in 1915 and the approach spans were reconstructed in 1931. The existing structure is eligible for listing on the

National Register of Historic Places (NRHP). The bridge has been deemed Functionally Obsolete and Structurally Deficient based on a Caltrans inspection conducted on July 15, 2014.

PROJECT DESCRIPTION: The project includes evaluation of rehabilitation or replacement of the existing bridge and approach structures and must meet the Federal, State, and County safety and design standards.

ENVIRONMENTAL PROCESS AND PUBLIC INPUT: Following receipt of input during the Notice of Preparation (NOP) comment period, the County will prepare a Draft Environmental Impact Report that will describe the Project and the alternatives (including a no project alternatives as required by CEQA) and will identify the potential environmental effects and mitigation measures that may be necessary to minimize or avoid such effects. The Draft document will be made available for public review and input for a 45-day review period. The County will consider all comments received and will prepare a Final document which identifies any necessary changes to the Draft and provides responses to all comments on the Draft document. The County Board of Supervisors will consider certification of the Final document prior to approval of actions required for undertaking the Project.

Comments Mailed or Emailed

Bob & Amy Day
P O Box 316
4000 Twin Ridges Road
Coloma, CA 95613

Friday, February 20, 2015

SENT VIA ELECTRONIC MAIL - mtmurphybridge@edcgov.us &
janet.postlewait@edcgov.us

El Dorado County Transportation Division
Attn: Bridge Project Coordinator - Mt. Murphy Bridge Road Project
Ms. Janet Postlewait, et al
2850 Fairlane Court
Placerville, CA 95667

RE: Request For Public Comments

To Whom It May Concern:

We have reviewed the information that has been provided and attended public meetings. We have the following comments or questions regarding the construction of the replacement Mt. Murphy Bridge.

1. The project description is poorly written. Nowhere it is stated that the bridge will be constructed in a safe, cost effective and timely manner.
2. The project has failed to address resident concerns over Fire Department and Sheriff access for the residents on the East side during all phases of construction.
3. Does the old bridge have to be removed? What are all the relevant details with keeping or removing the old bridge?
4. How reliable are the yearly estimates for maintaining the old bridge? Who made those estimates? Will the person or group making the estimates be required to "stand behind them"?
5. Is there a reason to maintain the old bridge? The State Park closed a functioning town (Coloma) with their construction of the Gold Discovery State

Park. The current bridge is the last vestige of a once functioning town and therefore has no place or connection to anything now.

6. Irrespective of the Corridor Option (1, 2 or 3) chosen, the County has the responsibility to spend our tax dollars in a wise and prudent manner. The payment source for this project may in fact be Federal monies but is it our tax dollars (government does not make money). Please keep in mind that the Chinese are currently financing our deficit spending.

7. We need to keep in mind that any monies to keep and maintain the old bridge are coming from tax dollars - either county or State. We should keep in mind that nether entity is doing particularly well with their respective budgets.

8. What is the backup plan if the Federal dollars are not available (for whatever reason).

9. Irrespective of the Corridor Option (1, 2 or 3) chosen, the County needs to keep in mind that the East end of the bridge connects with 3 one lane roads (Mt. Murphy, Carvers Road & Bayne Road). All of these roads are in poor condition.

10. Irrespective of the Corridor Option (1, 2 or 3) chosen, the County should have a bridge designed that meets the minimum requirements - two lanes with bike & pedestrian lanes.

11. The campground appears to be violating it's Special Use Permit with the number of vehicles and buildings. Will you measure and count the traffic entering the facility in peak times (weekend and holidays).

12. The Campground facility has significant traffic on the bridge from end to end during peak periods. Can the bridge with a "0" engineering rating be safe for such use?

13. The Campground facility has traffic backed up on Mt. Murphy Road. How will you address this problem with the Corridor Option selected?

14. How much longer will the current bridge last in its current condition?

15. How much will the County have to spend to maintain the current bridge until the new bridge is built?

16. Will the Mt. Murphy Bridge be replaced at or near the same time as the Highway 49 Bridge is being replaced in Lotus? How can this be avoided?

17. How can the Mt Murphy bridge replacement project be accelerated to save money on maintaining the old bridge?

Our specific comments on the "Corridor n" options are as follows:

CORRIDOR 1:

The daily users of the bridge are offered no alternative during the course of construction.

The space that would be required for a two lane bridge, with a lane for pedestrians and bicyclist would encroach on the Grange Hall, the Gold Panning area and the campground on the East end of the bridge.

This alternative would by choice require the demolition of the old bridge and therefore take longer to construct.

CORRIDOR 2:

This option utilizes primarily State property owned by the State.
This option ties in with the existing 3 single lane roads.

The existence of the old section of Mt Murphy could be used to contain traffic entering the campground that is now backing up on the bridge.

This option most closely "mirrors" what is in place today while leaving the old bridge in place for access during the course of construction.

CORRIDOR 3:

This option is long and routes all the campground, Mt. Murphy Road, & Bayne Road traffic past the houses on Carvers Road.

For those on the East side of the river wanting to use services in the Gold Discovery Park, the walk is a very long one.

This would appear to be the most expensive alternative due to its length.

This alternative would require the upgrading of Carvers Road to a two lane road with functional shoulders.

Thank you for considering these comments and for addressing the questions presented.

Best Regards,

Bob & Amy Day

cc: Supervisor Michael Ranalli, District 4

Bob & Amy Day
P O Box 316
4000 Twin Ridges Road
Coloma, CA 95613

SENT VIA ELECTRONIC MAIL

Date: 20 February 2015

Subject: Mt. Murphy Road Bridge Project – Notice of Preparation

Ms. Janet Postlewait & et al,

El Dorado County Community Development Agency, Transportation Division (Transportation) has issued a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Mt. Murphy Road Bridge Project (Project). Transportation is seeking comments from agencies (to meet CEQA Section 15082) and will also accept written comments regarding the EIR scope and content from interested persons and organizations concerning the Project (to meet CEQA Section 15082).

Here are the “must–have” Project objectives from our perspective - A bridge design that is:

1. Structurally sound, ready to carry traffic over the next 100 years.
2. Aesthetically fitting, with an architectural design that fits with the Marshall Gold Discovery Park history and mission.
3. Built to accommodate, not exceed, year round pedestrian, bicycle and motor vehicle traffic.
4. Able to minimize impacts to residents and visitors during the Project construction period by having construction outside the May-September tourist season.
5. Emergency-ready, in recognition of the lack of alternative routes in the event of fire or other emergency.
6. Conforms to the Omnibus Trade and Competitiveness Act of 1988 – the legal and preferred system of measurement for all United States trade and commerce, SI.
7. Makes use of measured historic and expected river flood levels.

We also have two important questions:

- Transportation has said that they are accepting community comments however there has been community input during three or more public meetings over the past 2 or more years. Please let us know what you have already heard, such as summary of community comments, and how the previously provided, as well as current, community comments will be used to scope the Project.
- There are a number of other El Dorado County bridges that are also under review for the same type of rehabilitation or replacement. The Transportation website does not indicate how those projects are accommodating community input. In what ways have agency, organization and individual comments been used to design the other bridges?

Thank you for your consideration. As residents that depend upon the Mt. Murphy Bridge for access and beauty, we look forward to reviewing an EIR and bridge design that does Transportation and the community proud.

Best Regards,

Bob & Amy Day



Janet Postlewait <janet.postlewait@edcgov.us>

Mt. Murphy bridge

1 message

Adam Anderson <Adam@wealthguardadvisors.com> Thu, Feb 19, 2015 at 12:11 PM
To: "janet.postlewait@edcgov.us" <janet.postlewait@edcgov.us>

Hi Janet,

I'm due to close this week on the property at 6673 Carvers rd. in Coloma and I'm very interested in the outcome of the bridge project. I would like to be included in any information regarding the project.

Thank you,

Adam Anderson



(530)621-1111 (877)348-7535

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Janet Postlewait <janet.postlewait@edcgov.us>

RE: Mt. Murphy bridge

1 message

Adam Anderson <Adam@wealthguardadvisors.com>
To: Janet Postlewait <janet.postlewait@edcgov.us>

Fri, Feb 20, 2015 at 7:31 AM

Hi Janet,

Thank you again for getting back to me. I don't know if this will matter for what is due for tomorrow but I would like to voice that I am not opposed to the potential crossings at north beach and would like to see the original bridge retained for pedestrian crossing (although I know that is a separate issue).

Adam

From: Janet Postlewait [mailto:janet.postlewait@edcgov.us]
Sent: Thursday, February 19, 2015 4:17 PM
To: Adam Anderson
Subject: Re: Mt. Murphy bridge

Tomorrow is the last day to comment on the Notice of Preparation of the EIR (attached for your convenience) which is the environmental review process required under the California Environmental Quality Act. This is just one of many aspects of the project process that will take place that include public input. It might be worth your while to take a look at the various fact sheets, presentations and meeting summaries available on the County website.

Thanks!

Janet Postlewait

Principal Planner

EI 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 Thu, Feb 19, 2015 at 4:07 PM, Adam Anderson <Adam@wealthguardadvisors.com> wrote:

Hi Janet,

Thank you for getting back to me. I was told tomorrow was the last day for public comment, was that information incorrect?

Adam

From: Janet Postlewait [mailto:janet.postlewait@edcgov.us]**Sent:** Thursday, February 19, 2015 2:40 PM**To:** Adam Anderson**Subject:** Re: Mt. Murphy bridge

Hello Mr. Anderson,

Thank you for your interest. We have website just for this project that will provide information to date. We just held a public meeting on January 28, 2015, and we are currently in the process of proceeding with a more in depth analysis of the 3 alternatives - and from there, we will prepare the environmental document. Quite a bit of public input is still yet to come, so stay tuned. Feel free to contact me if you have any specific questions. The website address is: <http://www.edcgov.us/MtMurphyBridge/>

Sincerely,

Janet Postlewait

Principal Planner

EI 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 Thu, Feb 19, 2015 at 12:11 PM, Adam Anderson <Adam@wealthguardadvisors.com> wrote:


Hi Janet,

I'm due to close this week on the property at 6673 Carvers rd. in Coloma and I'm very interested in the outcome of the bridge project. I would like to be included in any information regarding the project.

Thank you,

Adam Anderson



(530)621-1111 (877)348-7535 Follow us on 

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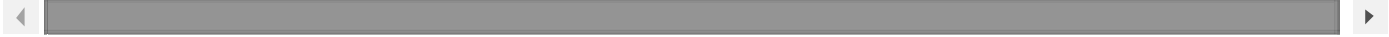
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Thank you.

MT. MURPHY ROAD BRIDGE PROJECT

PUBLIC SCOPING MEETING

JANUARY 28, 2015

PUBLIC COMMENT FORM

Date: 1/29/15

Name: Alice Butler

Telephone: 530-391-4240

Address: PO Box 574 Coloma, CA 95613

Email: alicevirginia.butler@gmail.com

Preferred contact method: Mail Email

Re: Environmental impact: I would like to see the bridge built as narrow as fits the required standards. No lights. If possible to have separate pedestrian /bike bridge (either existing bridge or new one built apart from new structure) to help keep bridge small profile.

Important to design it to look "old fashioned" to blend with historic community. Need to be able to see the river while driving across.

I like tearing down existing bridge & building a new one on corridor one as first choice.

Corridor 3 2nd Choice No Corridor 2

Please use this form to share your comments regarding the Mt. Murphy Road Bridge Project and place in the "COMMENTS" box at the reception table. You may also forward your written comments to [name, title, agency, address, telephone, fax, email].



Janet Postlewait <janet.postlewait@edcgov.us>

Comment on NOP: Mount Murphy Road Bridge Project (SCH 2015012056)

1 message

Calderaro, Angela@Wildlife

<Angela.Calderaro@wildlife.ca.gov>

To: "janet.postlewait@edcgov.us" <janet.postlewait@edcgov.us>

Cc: Wildlife R2 CEQA <R2CEQA@wildlife.ca.gov>

Mon, Feb 9, 2015 at 1:45 PM

Good afternoon Janet,

I have received and reviewed the Notice of Preparation for the Mount Murphy Road Bridge Project (SCH 2015012056). I have the following comments that may help to guide the environmental impact analysis when developing the CEQA document. Please let me know that you have received this email.

Scoping

The process the Department recommends for identifying and analyzing impacts to sensitive species and habitats begins with scoping, followed by surveys and mitigation development. Although the California Natural Diversity Database (CNDDDB) is one tool that may identify potential sensitive resources in the area, the dataset should not be regarded as complete for the elements or areas with the potential to be impacted. Other sources for identification of species and habitats near or adjacent to the project area should include, but may not be limited to, State and federal resource agency lists, California Wildlife Habitat Relationship (CWHR) System, California Native Plant Society (CNPS) Inventory, agency contacts, environmental documents for other projects in the vicinity, academics, and professional or scientific organizations. In addition, CNDDDB is not a comprehensive database. It is a positive detection database. Records in the database exist only where species were detected and reported. This means there is a bias in the database towards locations that have had more development pressures, and thus more survey work. Places that are empty or have limited information in the database often signify that little survey work has been done there. A nine United States Geologic Survey (USGS) 7.5-minute quadrangle search is traditionally used to determine what may occur in the region. If habitats for sensitive species were targeted based on a single quad search in one database, some species may not have been analyzed even though they may occur in the area and be adversely affected by the project. I have attached an excel spreadsheet which lists the CNDDDB occurrence records within a 5- and 10-mile radius, a BIOS-map, and a report showing the results of nine-quad search surrounding the project site (centered on the Coloma quad).

Special-status Wildlife Species

Please note that the status for tricolored blackbird (*Agelaius tricolor*) has recently changed. Tricolored blackbirds received emergency adoption to endangered status under California Endangered Species Act (CESA). Tricolored blackbirds breed in different substrates that provide protection from predators including freshwater wetlands, with tall dense vegetation including tule and cattail or dense vegetation with thorns like blackberry, thistle and rose, but may also breed in agricultural fields. They are a resident year-round and forage in grasslands and croplands. They generally breed from April to July.

Special Status Plant Species

If suitable habitat is present, the Department recommends protocol-level surveys if the project has the potential to impact sensitive plant communities, rare or listed plant species. The protocol can be found on our website here: http://www.dfg.ca.gov/wildlife/nongame/survey_monitor.html

Effective January 1, 2015, the Department can issue take permits for plants designated as rare by the Fish and Game Commission. The new regulations pertaining rare plants (§ 786.9. Take of Rare Plants.) can be found at: [https://govt.westlaw.com/calregs/Document/165E8F1907E6111E487EFAE6476CD7BB9?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=\(sc.Default\)](https://govt.westlaw.com/calregs/Document/165E8F1907E6111E487EFAE6476CD7BB9?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default))

Riparian

Since the project is located within the South Fork of the American River and may include the surrounding riparian habitat, the project will more than likely require a Streambed Alteration Agreement. Any person, State, local government agency, or public utility should consider and analyze whether implementation of the proposed project will result in reasonably foreseeable potentially significant impacts subject to regulation by the CDFW under Section 1600 et seq. of the Fish and Game Code. In general, such impacts result whenever a proposed project involves work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel, including ephemeral streams and watercourses. The CDFW recommends that a Notification of Lake or Streambed Alteration Agreement (LSAA) be submitted by the project applicant to the Department (pursuant to FGC §1602). This agreement would include measures to minimize and restore riparian habitat. As a responsible agency under CEQA, the Department must rely on the CEQA analysis for the proposed project when exercising our discretion after the lead agency to approve or carry out some facet of a project, such as the issuance of a LSAA. Therefore, the CEQA document should include specific, enforceable measures to be carried out onsite or within the same stream system that will avoid, minimize and/or mitigate for project impacts to the natural resources. <http://www.dfg.ca.gov/habcon/1600/>

Please let me know if you have any questions or concerns.

Kindly,

Angela Calderaro

Senior Environmental Scientist (Specialist)

Habitat Conservation Branch

California Department of Fish and Wildlife, North Central Region

1701 Nimbus Road, Rancho Cordova CA 95670

Office: 916-358-2920

Fax: 916-358-2912

Angela.Calderaro@wildlife.ca.gov

www.wildlife.ca.gov

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To report a violation please call 1-888-DFG-Caltip.

3 attachments



BIOSExport.xlsx

15K



BIOS-map2015-0209.pdf

610K



RAREFIND-20150209.pdf

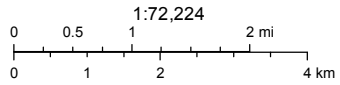
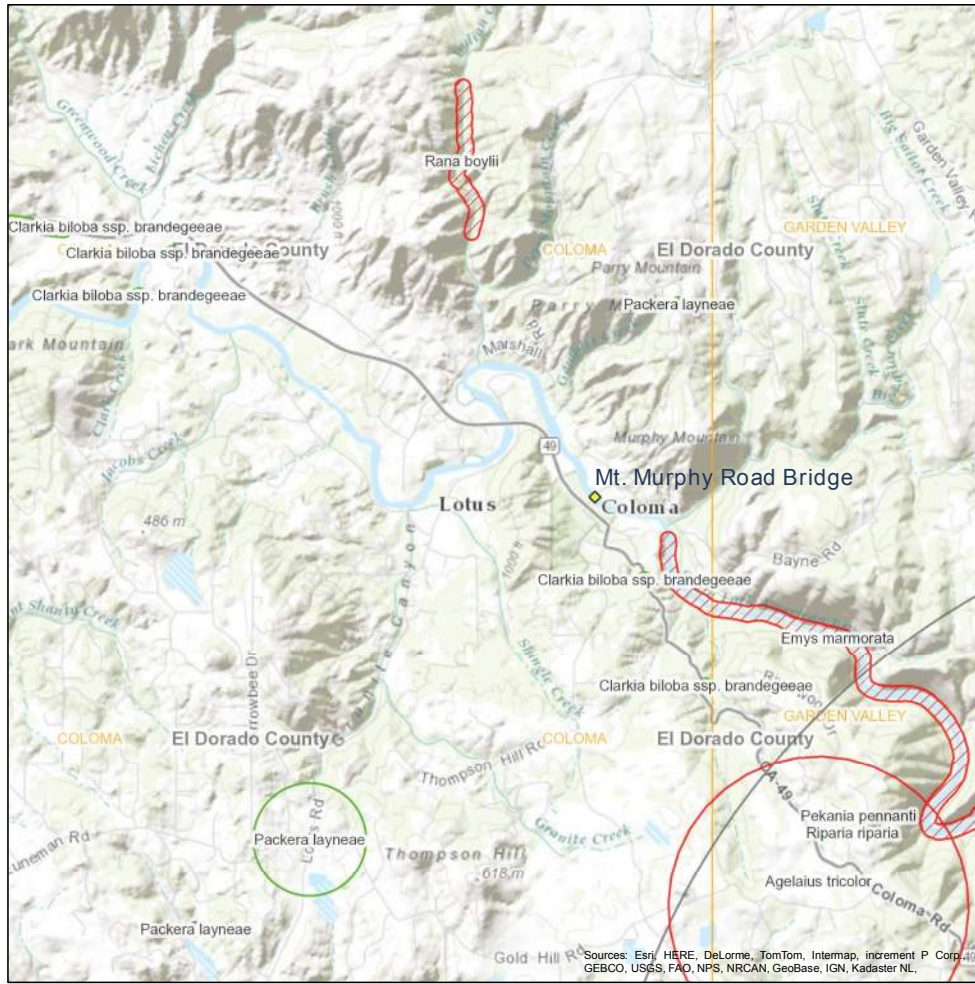
9K

SCIENTIFIC_NAME	COMMON_NAME	Federal_Status	State_Status
<i>Accipiter gentilis</i>	northern goshawk	None	None
<i>Agelaius tricolor</i>	tricolored blackbird	None	Endangered
<i>Allium jepsonii</i>	Jepson's onion	None	None
<i>Ammonitella yatesii</i>	tight coin (=Yates' snail)	None	None
<i>Andrena subapasta</i>	an andrenid bee	None	None
<i>Arctostaphylos nissenana</i>	Nissenan manzanita	None	None
<i>Ardea alba</i>	great egret	None	None
<i>Banksula californica</i>	Alabaster Cave harvestman	None	None
<i>Calystegia stebbinsii</i>	Stebbins' morning-glory	Endangered	Endangered
<i>Calystegia vanzuukiae</i>	Van Zuuk's morning-glory	None	None
<i>Ceanothus roderickii</i>	Pine Hill ceanothus	Endangered	Rare
<i>Chlorogalum grandiflorum</i>	Red Hills soaproot	None	None
<i>Clarkia biloba ssp. brandegeae</i>	Brandegee's clarkia	None	None
<i>Corynorhinus townsendii</i>	Townsend's big-eared bat	None	Candidate Threatened
<i>Cosumnoperla hypocrena</i>	Cosumnes stripetail	None	None
<i>Crocانthemum suffrutescens</i>	Bisbee Peak rush-rose	None	None
<i>Emys marmorata</i>	western pond turtle	None	None
<i>Fremontodendron decumbens</i>	Pine Hill flannelbush	Endangered	Rare
<i>Fritillaria eastwoodiae</i>	Butte County fritillary	None	None
<i>Galium californicum ssp. sierrae</i>	El Dorado bedstraw	Endangered	Rare
<i>Horkelia parryi</i>	Parry's horkelia	None	None
<i>Lasionycteris noctivagans</i>	silver-haired bat	None	None
<i>Myotis yumanensis</i>	Yuma myotis	None	None
<i>Packera layneae</i>	Layne's ragwort	Threatened	Rare
<i>Pekania pennanti</i>	fisher - West Coast DPS	Proposed Threatened	Candidate Threatened
<i>Phrynosoma blainvillii</i>	coast horned lizard	None	None
<i>Rana boylei</i>	foothill yellow-legged frog	None	None
<i>Rana draytonii</i>	California red-legged frog	Threatened	None
<i>Riparia riparia</i>	bank swallow	None	Threatened
<i>Viburnum ellipticum</i>	oval-leaved viburnum	None	None
<i>Wyethia reticulata</i>	El Dorado County mule ears	None	None

GLOBAL_R	STATE_RA	RARE_PLA	Other_Status
G5	S3		BLM_S; CDF_S; CDFW_SSC; IUCN_LC; USFS_S
G2G3	S1S2		BLM_S; CDFW_SSC; IUCN_EN; NABCI_RWL; USFWS_BCC
G1	S1	1B.2	BLM_S; USFS_S
G1	S1		IUCN_VU
G1G2	S1S2		
G1	S1	1B.2	BLM_S; USFS_S
G5	S4		CDF_S; IUCN_LC
GH	SH		
G1	S1	1B.1	SB_RSABG
G2Q	S2	1B.3	
G1	S1	1B.2	SB_RSABG
G3	S3	1B.2	BLM_S
G4G5T4	S4	4.2	BLM_S
G3G4	S2		BLM_S; CDFW_SSC; IUCN_LC; USFS_S; WBWG_H
G2	S2		
G2Q	S2	3.2	
G3G4	S3		BLM_S; CDFW_SSC; IUCN_VU; USFS_S
G1	S1	1B.2	SB_RSABG; SB_UCBBG
G3Q	S3	3.2	USFS_S
G5T1	S1	1B.2	SB_RSABG
G2	S2	1B.2	BLM_S; USFS_S
G5	S3S4		IUCN_LC; WBWG_M
G5	S4		BLM_S; IUCN_LC; WBWG_LM
G2	S2	1B.2	SB_RSABG
G5T2T3Q	S2S3		BLM_S; CDFW_SSC; USFS_S
G3G4	S3S4		BLM_S; CDFW_SSC; IUCN_LC
G3	S2S3		BLM_S; CDFW_SSC; IUCN_NT; USFS_S
G2G3	S2S3		CDFW_SSC; IUCN_VU
G5	S2		BLM_S; IUCN_LC
G5	S3	2B.3	
G2	S2	1B.2	BLM_S; SB_RSABG

Mt. Murphy Road Bridge Project

- Plant (80m)
- Plant (specific)
- Plant (non-specific)
- Plant (circular)
- Animal (80m)
- Animal (specific)
- Animal (non-specific)
- Animal (circular)
- Terrestrial Comm. (80m)
- Terrestrial Comm. (specific)
- Terrestrial Comm. (non-specific)
- Terrestrial Comm. (circular)
- Aquatic Comm. (80m)
- Aquatic Comm. (specific)
- Aquatic Comm. (non-specific)
- Aquatic Comm. (circular)
- Multiple (80m)
- Multiple (specific)
- Multiple (non-specific)
- Multiple (circular)



February 9, 2015

Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL.

Author: guest
 Printed from <http://bios.dfg.ca.gov>

California Department of Fish and Game
Natural Diversity Database
Selected Elements by Scientific Name - Landscape
Mt. Murphy Road Bridge (9-quad centered on Coloma)

Scientific Name	Common Name	Element Code	Federal Status	State Status	Global Rank	State Rank	CNPS	CDFG
1 Accipiter gentilis	northern goshawk	ABNKC12060			G5	S3		SC
2 Agelaius tricolor	tricolored blackbird	ABPBXB0020		Endangered	G2G3	S1S2		SC
3 Allium jepsonii	Jepson's onion	PMLIL022V0			G1	S1	1B.2	
4 Ammonitella yatesii	tight coin (=Yates' snail)	IMGASB0010			G1	S1		
5 Andrena blennospermatis	Blennosperma vernal pool andrenid bee	IHYM35030			G2	S2		
6 Andrena subapasta	an andrenid bee	IHYM35210			G1G2	S1S2		
7 Aquila chrysaetos	golden eagle	ABNKC22010			G5	S3		
8 Arctostaphylos nissenana	Nissenan manzanita	PDERI040V0			G1	S1	1B.2	
9 Ardea alba	great egret	ABNGA04040			G5	S4		
10 Ardea herodias	great blue heron	ABNGA04010			G5	S4		
11 Athene cunicularia	burrowing owl	ABNSB10010			G4	S3		SC
12 Balsamorhiza macrolepis	big-scale balsamroot	PDAST11061			G2	S2	1B.2	
13 Banksula californica	Alabaster Cave harvestman	ILARA14020			GH	SH		
14 Banksula galilei	Galile's cave harvestman	ILARA14040			G1	S1		
15 Branchinecta lynchi	vernal pool fairy shrimp	ICBRA03030	Threatened		G3	S2S3		
16 Calystegia stebbinsii	Stebbins' morning-glory	PDCON040H0	Endangered	Endangered	G1	S1	1B.1	
17 Calystegia vanzuukiae	Van Zuuk's morning-glory	PDCON040Q0			G2Q	S2	1B.3	
18 Ceanothus roderickii	Pine Hill ceanothus	PDRHA04190	Endangered	Rare	G1	S1	1B.2	
19 Central Valley Drainage Hardhead/Squawfish Stream	Central Valley Drainage Hardhead/Squawfish Stream	CARA2443CA			GNR	SNR		
20 Chlorogalum grandiflorum	Red Hills soaproot	PMLIL0G020			G3	S3	1B.2	
21 Clarkia biloba ssp. brandegeeeae	Brandegee's clarkia	PDONA05053			G4G5T4	S4	4.2	
22 Corynorhinus townsendii	Townsend's big-eared bat	AMACC08010		Candidate Threatened	G3G4	S2		SC
23 Cosumnoperla hypocrena	Cosumnes stripetail	IIPLE23020			G2	S2		
24 Crocanthemum suffrutescens	Bisbee Peak rush-rose	PDCIS020F0			G2Q	S2	3.2	
25 Desmocerus californicus dimorphus	valley elderberry longhorn beetle	IICOL48011	Threatened		G3T2	S2		
26 Elanus leucurus	white-tailed kite	ABNKC06010			G5	S3S4		
27 Emys marmorata	western pond turtle	ARAAD02030			G3G4	S3		SC
28 Fremontodendron decumbens	Pine Hill flannelbush	PDSTE03030	Endangered	Rare	G1	S1	1B.2	
29 Fritillaria eastwoodiae	Butte County fritillary	PMLILOV060			G3Q	S3	3.2	
30 Galium californicum ssp. sierrae	El Dorado bedstraw	PDRUB0N0E7	Endangered	Rare	G5T1	S1	1B.2	
31 Haliaeetus leucocephalus	bald eagle	ABNKC10010	Delisted	Endangered	G5	S2		

California Department of Fish and Game
 Natural Diversity Database
 Selected Elements by Scientific Name - Landscape
 Mt. Murphy Road Bridge (9-quad centered on Coloma)

Scientific Name	Common Name	Element Code	Federal Status	State Status	Global Rank	State Rank	CNPS	CDFG
32 <i>Horkelia parryi</i>	Parry's horkelia	PDROS0W0C0			G2	S2	1B.2	
33 <i>Hydrochara rickseckeri</i>	Ricksecker's water scavenger beetle	IICOL5V010			G2?	S2?		
34 <i>Lasionycteris noctivagans</i>	silver-haired bat	AMACC02010			G5	S3S4		
35 <i>Lathyrus sulphureus</i> var. <i>argillaceus</i>	dubious pea	PDFAB25101			G5T1T2	S1S2	3	
36 <i>Myotis yumanensis</i>	Yuma myotis	AMACC01020			G5	S4		
37 <i>Oncorhynchus mykiss irideus</i>	steelhead - Central Valley DPS	AFCHA0209K	Threatened		G5T2Q	S2		
38 <i>Packera layneae</i>	Layne's ragwort	PDAST8H1V0	Threatened	Rare	G2	S2	1B.2	
39 <i>Pekania pennanti</i>	fisher - West Coast DPS	AMAJF01021	Proposed Threatened	Candidate Threatened	G5T2T3Q	S2S3		SC
40 <i>Phrynosoma blainvillii</i>	coast horned lizard	ARACF12100			G3G4	S3S4		SC
41 <i>Rana boylei</i>	foothill yellow-legged frog	AAABH01050			G3	S2S3		SC
42 <i>Rana draytonii</i>	California red-legged frog	AAABH01022	Threatened		G2G3	S2S3		SC
43 <i>Riparia riparia</i>	bank swallow	ABPAU08010		Threatened	G5	S2		
44 <i>Sagittaria sanfordii</i>	Sanford's arrowhead	PMALI040Q0			G3	S3	1B.2	
45 <i>Viburnum ellipticum</i>	oval-leaved viburnum	PDCPR07080			G5	S3	2B.3	
46 <i>Wyethia reticulata</i>	El Dorado County mule ears	PDAST9X0D0			G2	S2	1B.2	



Fountain Tallman Museum

EL DORADO COUNTY HISTORICAL SOCIETY

524 Main Street
Placerville, CA 95667

Community Development Agency, Transportation Division
2850 Fair Lane Court
Placerville, CA 95667
Attn: Janet Postlewait

RECEIVED
DOT
2015 FEB 20 AM 11:24

February 17, 2015

Re: Response to Invitation to Comment

Mt. Murphy Bridge Upgrade

Dear Janet:

Thank you for the opportunity to comment on the cultural resource impact of your proposed project.

Our membership has reviewed the comments in your scoping letter and universally responded in favor of retaining the existing historical structure as a footbridge if a new bridge is to be built in another location. Additionally, it has been a long standing recommendation of the Historical Society that State Highway 49 be moved from the Park to the north side of the river to reduce traffic damage to the remaining historical structures in Coloma.

Douglas A. Walker
Resource Coordinator, EDCHS

dougawalker@gmail.com

Comments on NOP: Mt Murphy Bridge Project Coloma, Ca.
Hilde Schweitzer
Coloma, Ca.

I am a local landowner in Coloma residing on Scott Rd and respectfully submit the following comments and concerns I have regarding the Mt Murphy bridge replacement project:

Given that the NOP did not include a specific list of environmental impacts expected to be analyzed, my comments are general in nature.

Traffic counts for the last seven years on the current bridge have shown little change in terms of usage. The counts are 345-279-280-302-NC-284-357 in the 7 years from 2007 to 2013. Originally the County had projected future use counts of 1500 to justify a wider 2 lane bridge including pedestrian and bike lanes. Looking at the current parcel map and current zoning and possible build out for the north side of the river it does not appear that the traffic counts could grow very much past what they are now. The current bridge is 10.5' wide and projections for the project range from 46' to 48'. I would like to see an analysis on the justification or need for a bridge of this size for this application given both the current and future potential use. I would like to see designs studied that incorporate the ability to safely move traffic in an emergency, perhaps on a one lane bridge with oversize ped/bike lanes that can be converted to emergency lanes if necessary in emergency situations. Part of the reason there are no injury accidents on the bridge is that the bridge is so narrow that it forces cars to drive slowly, inherently protecting bike and pedestrians on the bridge to a large extent.

The Local Assistance Program Guidelines Chapter 6 Highway Bridge Replacement and Rehabilitation Program states:

“For roads functionally classified as **local streets and roads with ADTs less than 2,000**, AASHTO permits lane widths less than 3.6 m (12 ft) and shoulders less than 1.5 m (5 ft). **However, it is acceptable for local agencies to adopt 3.6 M (12 ft) lanes with 1.5 m (5ft) shoulders as minimums.** Please refer to AASHTO’s “A Policy on Geometric Design of Highways and Streets” for in depth discussion of appropriate geometric design.”

None of the designs submitted include the use of narrower lanes or shoulders. I request that designs of this type be included in the proposals to be studied. Just because it is “acceptable” to consider wider lanes and shoulders doesn't mean it is appropriate and context sensitive for this setting or this community.

The current bridge and it's alignment help to keep traffic use low and speeds down since for the most part the bridge is hidden from passing traffic on HW 49. For this reason I am in favor of keeping the replacement bridge on line with the current bridge and as narrow as possible to accommodate safe passage. Alternative 7 which is online involves a staged construction that allows traffic movement during construction. It also involves the least amount of property takes (the Grange driveway would potentially be moved into State Park land). It maintains current

traffic and pedestrian movement and does not encroach into new environmental and biological areas like proposals in other corridors would. If an alternative that used even narrower lanes were adopted there should also be no need to take any additional land for the project.

The current bridge feeds traffic onto narrow one lane roads with little space for turning around or parking on the north side. If the bridge is placed in a more visible corridor it will become an attractive nuisance, drawing people and traffic across it with nowhere to go. Much of the land on the north side is private and the potential for trespass could increase if the bridge draws more cars and people across.

Corridor 3's Alternative at the North Beach area of the Park includes a new intersection at HW49 which is very near a blind corner of HW 49 to the west. It would also require multiple parcel takes on the north side of the river as well as parcel takes from the State Park south of the river. It has great potential to disrupt the existing environment, habitat, and sense of community. There are regular sightings of Bald Eagle, Otter, Pond Turtle and other unique species in the section of the river directly adjacent to North Beach.

I am not in favor of 2 bridges in the corridor. This creates more maintenance and upkeep that may or may not be funded in the future and also causes more environmental and visual impact on the resource. I am in favor of a context sensitive bridge that visually matches the history of past bridges as much as possible. I would also like a historical display to be considered honoring the old bridge in some fashion—perhaps a display in the Park of a section or replica of the bridge. Please provide cost analysis on bridge maintenance and upkeep costs projected for the 20 year life of the project to show what it would cost to maintain the bridge as a ped/bike access bridge. Also please provide the demolition cost as part of the new project.

Issues that moving the bridge off current alignment may include:

Changes the character of the Park and community and disrupts the current community continuity.

Potential to create more traffic through the Park with residents accessing Post Office. (Currently they drive one half block in the Park to get mail)

Creates an attractive nuisance drawing cars and people across the bridge with nowhere to turn around, park, etc.

Disrupts existing species in the river corridor in the area. (Bald Eagles, Turtle, Otter, Beaver)

Potential to create more private property trespass on both sides of the river especially downstream of the bridge.

Creates a new area for law enforcement to address (graffiti, illegal activity)

Creates a different and potentially more intrusive view shed for the Park and surrounding homes.

Involves the most impact on the environment and habitat.

Changes vehicular, pedestrian, and bike circulation and movement that may create more noise.

Below are some pertinent statements taken from the Highway Bridge Replacement and Rehabilitation Program manual that have direct correlation to this project:

6.2.2.

BRIDGE REPLACEMENT

Bridges must be rated SD or FO with the $SR \leq 50$ to be eligible candidates for replacement. The Code of Federal Regulations (CFR) defines the replacement scope of work as follows: “23CFR650.403(1) Replacement. Total replacement of a structurally deficient or functionally obsolete bridge with a new facility constructed in the same general traffic corridor. A nominal amount of approach work, sufficient to connect the new facility to the existing roadway or to return the gradeline to an attainable touchdown point in accordance with good design practice is also eligible. The replacement structure must meet the current geometric, construction and structural standards **required for the types and volume of projected traffic on the facility over its design life.**”

Per AASHTO’s “A Policy on the Geometric Design of Highways and Streets,” 1994 edition, projected needs beyond 20 years are not practical. Therefore, **even though the design life of a new bridge may be 25 to 100 years, the HBRRP will only participate in the geometrics of bridge based on 20 year projected traffic needs.**

Further:

Local Assistance Program Guidelines Chapter 6 Highway Bridge Replacement and Rehabilitation Program

adopted transportation models that should be input to the geometric design of new or rehabilitation bridge projects.

Information on the *Highway Capacity Manual* can be found at the following web address:

trb.org/trb/

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Thank you for the opportunity to comment on the Project. Please add me to the notification list for any bridge communications and documents .

Hilde Schweitzer
PO Box 852

Lotus, Ca. 95651

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Hilde Schweitzer
PO Box 852

Lotus, Ca. 95651

Janet Postlewait
Eldorado County Department of Transportation

James Goodspeed
P.O. Box 587
Coloma, CA 95613
February 12, 2015

Dear Ms. Postlewait

This letter evaluates the three corridors proposed for the construction of the Mt. Murphy Road Bridge Project. It provides what I hope you will find valuable insight into the three corridors. I am a Registered Civil Engineer in California (C 20265) and the owner of the parcels located in the North East quadrant of the intersection of Mt. Murphy Road and Carvers Road in Coloma.

Corridor 1, the alignment of the existing Mt. Murphy Road Bridge;

Advantages

- 1) **Requires least real estate acquisition(State Parks and two private owners)**
- 2) **Requires least amount of paved surface**
- 3) **Intersects S.R. 49 at an elevation above 100 year flood level**
- 4) **Maintains current traffic patterns**
- 5) **Does not leave an "orphaned" bridge structure**

Disadvantages

- 1) **Does not separate pedestrian traffic from vehicle traffic**
- 2) **Does not solve large vehicle access problems at Coloma Resort Entrance**
- 3) **Requires alternative access during all phases of construction**
- 4) **Requires demolition of existing bridge**
- 5) **Impacts current Coloma Resort Entrance and State ADA parking lot**

Corridor 2, Previous Mill Site alignment;

Advantages

- 1) **Real estate acquisition limited to one owner, California State Park and Recreation Department**
- 2) **Makes possible separation of pedestrian and vehicle traffic, gold panning area can be accessed on existing bridge as a "foot "bridge.**
- 3) **Makes excellent solution to intersections w/Mt. Murphy and Bayne Roads**
- 4) **Solves large vehicle access problems at Coloma Resort Entrance**
- 5) **Does not require demolition of existing bridge**
- 6) **Requires only limited alternative access during construction**

Disadvantages

- 1) **Intersects S.R. 49 at location subject to seasonal flooding (4-6 feet) Relocation of this alignment to location of Chinese Stores solves this problem.**
- 2) **Requires expensive approach structures to clear Title 404 levees.**
- 3) **Leaves an "orphaned " foot bridge w/o an owner for maintenance**

Corridor 3, North Beach alignment;

Advantages

- 1) Takes local traffic out of Park
- 2) Solves large vehicle access problems at Coloma Resort Entrance
- 3) Makes possible separation of pedestrian and vehicle traffic
- 4) Requires only limited alternative access during construction
- 5) Does not require demolition of existing bridge

Disadvantages

- 1) Requires largest real estate acquisition effort (State Parks and three private owners)
- 2) Requires a second water crossing at Little Gambler Creek
- 3) Requires most paving/excavation
- 4) Intersects S.R. 49 at seasonally flooded area (3-4 feet)
- 5) Impacts State Parks 110k Irrigation Facility at North West quadrant, Mt. Murphy Road and Carvers Road intersection
- 6) Impacts private underground utility services at Mt. Murphy Road/ Carvers Road intersection
- 7) Leaves an "orphaned" bridge w/o an owner for maintenance

RECOMMENDATION

Adopt Corridor 2 with modest realignment to avoid flood zone and clear the gold panning area.

Thank you for your consideration

Sincerely

James Goodspeed (530) 621-3914



Janet Postlewait <janet.postlewait@edcgov.us>

RE: Mt Murphy Bridge Public Comment

1 message

Karen Mulvany <kmulvany@gmail.com>
To: Janet Postlewait <janet.postlewait@edcgov.us>
Cc: Jon Balzer <jon.balzer@edcgov.us>

Fri, Feb 20, 2015 at 12:07 PM

Thank you for accepting public comment again on the narrowed range of possible locations for the Mount Murphy Bridge.

I continue to support a bridge location that is as far away from the center of the park -- where pedestrian traffic is most heavily concentrated -- for safety reasons, and in hopes that a more walkable state park will one day be feasible.

According to county staff, the traffic traversing the Mount Murphy Bridge is evenly split from northbound 49 and southbound 49 directions. To divert the most vehicle traffic away from the heavily walked center of the park, I support the [Corridor 3 bridge location](#) that is downstream of the North Beach access area where pedestrian traffic is sparse. The safety element is now exacerbated by CalTrans' proposal to increase the speed limit on Highway 49 through Marshall Gold.

This bridge will be a modern structure. For asthetic reasons it makes sense to move it away from the historic park location.

If the bridge is in the Corridor 3 location, it would be feasible to provide left hand and right hand turn lanes on Hwy 49, which would decrease vehicle congestion in the area. Turn lanes are not feasible in the other corridor locations due to existng historic structures.

While I recognize that it is outside the scope of this project, I would favor keeping the existing Mount Murphy Bridge for pedestrian and bicycle only purposes, or if that is not feasible, replacing it with a pedestrian-and-bike-only bridge modeled after the 1899 bridge (see attached photo).

Thank you,
Karen Mulvany

From: Janet Postlewait [<mailto:janet.postlewait@edcgov.us>]
Sent: Thursday, November 6, 2014 11:27 AM
To: Karen Mulvany
Cc: Jon Balzer
Subject: Re: Mt Murphy Bridge Public Comment

Thank you for your comment, Karen, and for your interest in the Mt. Murphy Bridge project.

Keep an eye on the website - we will be scheduling the next public meeting in mid to late January where we will be presenting what has been done to date - refining the alternatives and summarizing the hard work accomplished by the Stakeholder's Advisory Committee and the engineers.

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 Thu, Nov 6, 2014 at 9:36 AM, Karen Mulvany <kmulvany@gmail.com> wrote:

I live in Lotus and regularly travel through the park.

I favor Alternatives 8, or 6, which place the bridge farthest away from park pedestrain traffic. In general, I favor diverting much vehicle traffic as possible as far away as possible from the area of Highway 49 within Marshall Gold that is most traversed by pedestrians.

Eventually I hope that Highway 49 could be diverted south within Marshall Gold to provide a more walkable and protected area for the vast majority of park visitors. Currently that is not a practical option given today's location of the Mount Murphy Bridge, which forces vehicle traffic directly into the heart of park area traversed by pedestrain visitors. With the relocation of the bridge far downstream, a diversion of Highway 49 away from the most heavily walked sectors of the park becomes a very viable option.

Thank you,
Karen Mulvany

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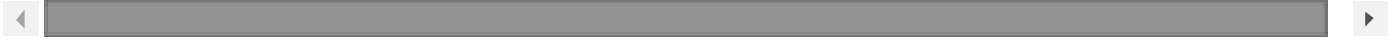
Thank you.

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the material from your system.
Thank you.



 **Old Mt Murphy Bridge_1899.pdf**
410K



Janet Postlewait <janet.postlewait@edcgov.us>

Mt. Murphy bridge

1 message

Lawrence Mancuso <mtmurphylarry@gmail.com>

Fri, Feb 20, 2015 at 9:40 AM

To: Janet Postlewait <janet.postlewait@edcgov.us>

February 20, 2015

Dear Ms. Janet Postlewait,

I've attended many meetings regarding the fate of Mt. Murphy bridge and have finally concluded that I am not sure that the old bridge should be saved. Who would be charged with the maintenance of the bridge? What is the liability to the community if the old bridge should come apart during a major river event and damage the new bridge? I don't believe that the site of the old bridge is wide enough to accommodate a two-lane bridge plus bike/pedestrian lane. I believe the best option would be the middle one which places a bridge between the new saw mill and the Grange. It allows for more distance between the activity of the RV's at the Coloma Resort and regular thru traffic.

I realize that the community is sensitive to the historic value of the bridge. My own family has been here since the 1920's and witnessed many changes to the area. However, I believe that everything has a limit to its lifespan and perhaps this is the case with the bridge.

Regards,

Lawrence and Sandra Mancuso
6401 Mt. Murphy Road
Garden Valley, CA 95633

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2015 FEB 11 AM 11:25

Mt. Murphy Road Bridge Project

Comments to be attached to the EIR

February 7, 2015

If "Corridor 3" is chosen, eastern alignment should be straight with Bayne Road. Bayne Road feeds by far more local residential traffic to the existing bridge than either Mt Murphy Road or Carvers Road. This would also make access to the Coloma Resort easier for RV's than the alignment shown on the map distributed at the January 21, 2015 scoping meeting. A four-way stop should be included.

Traffic counts on all affected feeder roads (Bayne, Carvers, and Mt Murphy) should be undertaken to aid in this decision.

Respectfully submitted by:

Marcia and Ray LeVitt

P. O. Box 405

Coloma Ca 95613

Email: marciaandray@earthlink.net

2/11/15

Let me begin by telling you a story of the 13th bridge in Paso Robles. Several years ago the powers that be in the city of Paso Robles decided it was old & obsolete & needed to be torn down before it fell down.

They blasted the old bridge once, she stood strong. Blasted her again, she still stood strong. After the third blast they gave up & dismantled her by hand. Then paid rent to have her stored for years before they sold her for scrap metal.

Leave historic bridges & buildings
Alone. If people feel they
need to walk across & Caltrans
feels they need another project,
build another bridge or perhaps
just a walking bridge further
down. (10 to 1 says if CA ever
gets a lot of rain the new one
will be the first to go.)

Sincerely,
Maryann Rosalene Woods



Bob & Rosalene Woods
6621 Providence Hill Rd., Garden Valley, CA 95633



Janet Postlewait <janet.postlewait@edcgov.us>

RE: Mt. Murphy Bridge Meeting

1 message

Melody Lane <melody.lane@reagan.com>

Sun, Feb 1, 2015 at 2:06 PM

To: Janet Postlewait <janet.postlewait@edcgov.us>, edc.cob@edcgov.us, bosfive@edcgov.us, bosone@edcgov.us, bosthree@edcgov.us, bostwo@edcgov.us, Ron Briggs <bosfour@edcgov.us>

Cc: Bard Lower <bard.lower@edcgov.us>, steve.pedretti@edcgov.us, Don Spear <don.spear@edcgov.us>, Pamela Knorr <pamela.knorr@edcgov.us>, matt.smeltzer@edcgov.us

Since CLNews has a penchant for censoring those whom they don't share views, this message is not being posted to CL News group. However I request this correspondence be added to the Mt. Murphy Bridge CIP & EIR comments.

As a member of the Mt. Murphy Bridge Stakeholders Advisory Committee I can personally attest that the CH2M Hill and EDC staff dog & pony show does NOT accurately reflect what transpired during the SAC meetings or public meetings. All meetings were audio recorded to ensure accuracy, but staff have failed thus far to make requested corrections on the EDC website.

This CIP has become a very controversial topic particularly as it affects CA Public Record Act requests (CPRAs) submitted to the BOS and to CA State Parks. Additionally there is **no community evacuation plan** nor has there been any dialog regarding safety during the SAC or public meetings as claimed by county staff. Safety issues have consistently been glossed over and given little more than a nod and a wink by government representatives.

It has become apparent that the costs associated with building a new bridge-to-nowhere will primarily benefit the Coloma Resort and the MGD Park, and to hell with concerns impacting residents on the north side of the river.

This project sets the standard and significantly affects **all** EDC bridge projects. Keep in mind 5 major arson fires within eight years have earned Mt. Murphy a reputation as a "hot-spot" for all types of illicit activity. Unless it is mitigated now, the increased traffic flow on the new bridge will surely worsen the situation in the future for local residents on the north side of the river.

For these reasons we've had multiple meetings with county counsel and staff. (See attached 1/27/15 BOS presentation.) Thankfully Mike Ranalli's admin Brenda has already scheduled a meeting for a group of us to discuss related issues.

The MGD Park has stated their preference as option #1 which is to situate the bridge at North Beach and to run along Carvers Road. The safety and traffic impacts to substandard Mt. Murphy, Carvers and Bayne Road residents must be considered before they build a "bridge to nowhere."

Option #2 (residents preference) will cross where the old mill was removed and intersecting somewhere around Carvers, Mt. Murphy and Bayne Roads. The problem is a turnout or round-about will be necessary for large RVs and emergency vehicles to mitigate the 3-way intersection. Necessary road improvements will obviously impact private properties adjacent to the Park.

Option #3 runs parallel and/or replaces the old bridge and intersects at the Coloma Resort. This option is problematic as it exacerbates frequent logjams of traffic at a site void of any type of traffic control. It primarily benefits the Park and the Coloma Resort.

All three options require road improvements to facilitate adequate emergency egress and increased traffic flow. DOT remains adamant that the county doesn't have the funds to properly maintain these one lane roads, let alone make the vitally necessary improvements.

Thanks to the former CAO Terri Daly and ACAO Kim Kerr, EDC is in deep fiscal doo-doo. Since money doesn't grow on trees, that means residents will likely be hit with increased taxes for the road improvements and preservation of the historic bridge as a bike/pedestrian thoroughfare to primarily benefit the Park and the Coloma Resort.

Last year the historic bridge was deemed "functionally obsolete and structurally deficient" with a **1 Sufficiency Rating**...*the worst in the state*. When a prominent structural engineer inspected the bridge last fall he indicated that if the bridge was truly rated as a **1 Sufficiency**, then safety standards would prohibit current pedestrian traffic primarily generated by the Park and the Coloma Resort.

Lo and behold, Matt Smeltzer revealed last Wednesday evening that the bridge has since been “re-evaluated” and now is rated at **13 Sufficiency**. Wow—that’s quite a jump! Public Records Act requests (CPRAs) have been submitted requesting the old and the new Cal-Trans Mt. Murphy Bridge Sufficiency Rating reports.

Like many other projects, data was falsified in order to qualify for the government grant funds necessary to replace these bridges. Despite the facts, the BOS (particularly Jack Sweeney and Ron Briggs) have given their blessing of approval on these CIP projects. Unless citizens regularly attend BOS meetings, you will never know the true political dynamics behind the Mt. Murphy Bridge CIP. If you can’t attend in person, view the BOS meetings on-line: <https://eldorado.legistar.com/Calendar.aspx>

Please feel free to share this information and submit your comments to Supervisor Ranalli and other representatives:

Dist. #1 – Ron Mikulaco bosone@edcgov.us

Dist. #2 – Shiva Frensdén bostwo@edcgov.us

Dist #3 – Chairman Brian Veerkamp bosthree@edcgov.us

Dist. #4 – Mike Ranalli bosfour@edcgov.us

Dist. #5 – Sue Novasel bosfive@edcgov.us

DOT – Janet Postlewait janet.postlewait@edcgov.us

mtmurphybridge@edcgov.us

Melody Lane

Founder – Compass2Truth

~ By identifying the people's sovereign will not with its latest but its oldest expression, the Framers succeeded in identifying the people's authority with the Constitution, not with the statutory law made by their representatives. ~

From: balesteri
Sent: Saturday, January 31, 2015 8:13 AM
Subject: Fw: [CLNews] Mt. Murphy Bridge Meeting

Well, it looks like we are down to 3 possibilities, my guess offhand is just N of the Grange hall and that's why they moved the mill down a few hundred yards but it could well be the new bridge at N. End of park. I do not see them destroying the old bridge without bringing the whole community around here down on them tearing it down...then it will be an eyesore unless they find funds to restore and maintain it even if just Pedestrian use.

The other possibility puts it near us and ties in with the replacement of the Highway 49 Bridge which they are going to do...that puts an interchange there and makes for more stop signs and raising hell with the people on Carver/Scott/Mt. Murphy roads too. They already said at a County Sup meeting they did not care about that side of the river because "there is nobody over there anyway".

In any case there is just enough money to build one bridge to their specifications and no matter what it will deeply impact the scenery around here and certain private properties which the County will step on-again.

There is sure to be more fireworks on this one.

Sent from Windows Mail

From: [hilde Schweitzer](#)
Sent: Friday, January 30, 2015 7:52 PM
To: toohighranch@gmail.com
Cc: clnews@googlegroups.com

Buzz,

A very brief summary and a link for comments:

The consultants have narrowed down possible site alternatives for the bridge to 3 corridors;

one is on alignment with the current bridge

another is slightly downstream of the Grange about where the old mill site replica used to be

the last is the furthest downstream below North Beach River access at the far end of the Park boundary and involves a new 2 lane road where Carver sits that joins into Bayne/Carver/Murphy.

The County has just released it's NOP for the project—notice of preparation --which starts the official public process and moves towards environmental analysis, etc.

I would strongly suggest that anyone with an opinion on the bridge and it's placement on the river to get involved now by writing comments and concerns you have as a response to the NOP. The link below gives all the information you need to make comments and tells you where to submit but it does have a short window of 30 days from posting so don't procrastinate too long.

Submitting comments should also get you on the contact list for further notices of meetings and documents as the project moves through both the CEQA and NEPA environmental processes.

If I remember correctly, the timeline is 5-6 years to work through the entire process.

This bridge impacts everyone in the community to some extent and I hope people take the time to let the County know what is important to them.

http://www.edcgov.us/uploadedFiles/Government/DOT/Bridge_Projects/MtMurphyBridge/Notice%20of%20Preparation%20of%20an%20Environmental%20Impact%20Report.pdf

hilde

hilde schweitzer

hilde@amriver.us

On Jan 29, 2015, at 11:03 PM, Buzz Chernoff <toohighranch@gmail.com> wrote:

Howdy All - can anyone provide a brief summary of the Mt. Murphy Bridge meeting for those of us who couldn't make it? Thanks . . . Buzz (off Mt. Murphy Rd.)

--



1-27-15 Sunshine Week CPRAs.docx

39K

February 15, 2015
Mt. Murphy Road Bridge NOP Comments

I am providing my comments below for this project:

1. The Alternatives Exhibit shows 3 possible corridors for the new bridge. I favor locating a new bridge only at the existing location. Corridors 2 and 3 – both downstream of the existing bridge – I feel would be unsightly and unfavorable. Placing the new bridge at the same location as the existing bridge would have the least impact on the community visually, environmentally and practically. Building the new bridge in place with the existing bridge has been proposed as an alternative, and I feel would have the least negative impacts. I feel the existing bridge is unsightly and certainly not historical.
2. ElDoCo's Five Year Traffic Summary 2009-2013 shows ADT's from 280-357 for Mt. Murphy Road. Projected ADT's were first about 1500, then reduced to about 800, if I recall correctly. Given there is a fairly limited amount of developable land north of the existing bridge, how does County justify such a large increase in ADT, even to the level of 800? This seems unsupportable.
3. A new bridge in either Corridor 2 or 3 would be unsightly. I recall some years ago that a proposed cell tower met its demise because it would be visible from the State Park. If that killed a proposed cell tower, then how can a bridge in Corridors 2 or 3 be justified?
4. A new bridge in Corridor 3 would have some very unfavorable impacts, including attracting vehicle and pedestrian traffic to an area not currently developed for public use. Once across the bridge, where do they go? This means trespassing, trash, graffiti, etc. Just look at the trash and graffiti that has found its way to the Highway 49 bridge in the last few years. It will put an unwanted burden on the residents of Carver Road and Scott Road.
5. Width of the new bridge should be minimal. The width of the existing bridge works just fine, in my opinion. Drivers travel very slowly across the bridge, and to my knowledge there has never been an accident. How will a wider new bridge possibly match this record? In no case do we need a monstrosity of a wide, ugly new bridge. Despite some comments we have heard about how the bridge must meet minimum federal regs to receive funding, a quick look shows this is not the case, specifically for ADT's less than 2000. In no case should we burden the federal taxpayer with paying for anymore than is absolutely necessary. It should also be noted that the 2013 ADT for Bassi Road is over 1000, and I understand just a 22 foot bridge is being considered. In addition, I believe Bassi Road is the only public road outlet for local residents in case of emergency.

Sincerely,
Mike Fentress
PO Box 852 Lotus, CA 95651

MT. MURPHY ROAD BRIDGE PROJECT

PUBLIC SCOPING MEETING

JANUARY 28, 2015

PUBLIC COMMENT FORM

Date: 2/7/15
Name: KAY OSBORN Telephone: 530 626 0543
Address: PO BOX 18 Email: LARKSPUR4K@HOTMAIL.COM
COLOMA CA 95613 Preferred contact method: Mail Email

- 1) I'M AGAINST CORRIDOR #1, AS I WOULD LIKE THE CURRENT BRIDGE USED FOR PEDESTRIANS. ALSO, AS AN ACTIVE MEMBER OF THE GRANGE, I DON'T WANT TO SEE ANY COMPROMISE TO THE PARKING LOT, OR BUILDING.
- 2) I SUPPORT CORRIDOR #2 - AS IT LIES BETWEEN THE GRANGE AND NEW MILL. ALSO, AS IT CROSSES THE RIVER ONTO STATE PARK PROPERTY, THERE IS NO IMPACT TO PRIVATE PROPERTY.
- 3) IT LOOKS LIKE #3 ENTAILS MORE CONSTRUCTION, I.E. EMBANKMENTS AND CHANGES IN CARRIERS RD.

Please use this form to share your comments regarding the Mt. Murphy Road Bridge Project and place in the "COMMENTS" box at the reception table. You may also forward your written comments to [name, title, agency, address, telephone, fax, email].

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2015 FEB 11 AM 11:33



RECEIVED
DOT



2015 FEB 23 AM 11:45

Central Valley Regional Water Quality Control Board

18 February 2015

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

CERTIFIED MAIL
7014 2120 0001 3978 0056

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, MT. MURPHY ROAD BRIDGE PROJECT, SCH# 2015012056, EL DORADO COUNTY

Pursuant to the State Clearinghouse's 26 January 2015 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 Mt. Murphy Road Bridge Project, located in El Dorado County.

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

Construction Storm Water General Permit

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

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

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

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

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

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

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

Industrial Storm Water General Permit

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

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

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

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

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

Clean Water Act Section 401 Permit – Water Quality Certification

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

Waste Discharge Requirements

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

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

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

Regulatory Compliance for Commercially Irrigated Agriculture

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

There are two options to comply:

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

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

Low or Limited Threat General NPDES Permit

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

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

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

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

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

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



Trevor Cleak
Environmental Scientist

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

Date: 19 February 2015

Subject: Mt. Murphy Road Bridge Project – Notice of Preparation – Comment Letter

Dear Ms. Janet Postlewait:

The El Dorado County Community Development Agency, Transportation Division (Transportation) has issued a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Mt. Murphy Road Bridge Project (Project). Transportation is seeking comments from agencies and will also accept written comments regarding the EIR scope and content from interested persons and organizations concerning the Project. Our comments and questions about the Project are:

What criteria and standards will be used to evaluate the bridge design? Which of the items below (1-7) will be used as Project success criteria?

1. Structurally sound, ready to carry traffic over the next 100 years.
2. Aesthetically fitting, with an architectural design that fits with the Marshall Gold Discovery Park history and mission.
3. Built to accommodate, not exceed, year round pedestrian, bicycle and motor vehicle traffic volumes.
4. Able to minimize impacts to residents and visitors during the Project construction period by having construction outside the May-September tourist season.
5. Emergency-ready, in recognition of the lack of alternative routes in the event of fire or other emergency.
6. Accommodates historic and expected future river flood levels.
7. Conforms to the Omnibus Trade and Competitiveness Act of 1988 – the legal and preferred system of measurement for all United States trade and commerce, SI.

What alternative routes and designs have been developed for the Mt. Murphy Bridge?

Which of these alternatives below will be evaluated in the EIR?

1. By the existing bridge, with and without the existing bridge remaining for non-motorized traffic?
2. North of the new State Park mill, with and without the existing bridge remaining for non-motorized traffic?
3. Northern end of State Park, with and without the existing bridge remaining for non-motorized traffic?
4. Alternatives south of the existing bridge, with and without the existing bridge remaining for non-motorized traffic?

We also have several additional questions on important issues:

- Transportation has said that they are accepting community comments (for the NOP). The (2-line) project description and other Project information provided on the NOP is relatively sparse. Why? There has been community input during three or more public meetings over the past several years. What has the County already heard? Will the EIR provide a summary or copies of NOP comments as an appendix?

- There are a number of other El Dorado County bridges that are also under review for the same type of rehabilitation or replacement. The Transportation website does not indicate how those projects are accommodating community input. In what ways have agency, organizations and individual comments been used to design the other bridges?

Thank you for your consideration. As residents that depend upon the Mt. Murphy Bridge for access and beauty, we look forward to reviewing an EIR and bridge design that does Transportation and the community proud.

Sincerely,

Scott and Deborah Kruse
P.O. Box 320
620 River Road
Coloma, CA 95613



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Bridge Comments and Questions

1 message

semonsens@sbcbglobal.net <semonsens@sbcbglobal.net>

Mon, Feb 2, 2015 at 8:08 AM

To: mosquitobridge@edcgov.us

Data from form "Mosquito Bridge Comments and Questions" was received on 2/2/2015 8:08:19 AM.

Feedback

Field	Value
Subject	Mosquito Bridge Comments and Questions
Full Name	Matt Semonsen
Email Address	semonsens@sbcbglobal.net
MailingAddress	
Phone	
Comment	Please keep the Mt Murphy bridge as far upstream as possible. Building a bridge so close to the hwy 49 bridge is a poor choice of location due to traffic and noise issues.

Email "Mosquito Bridge Comments and Questions" originally sent to mosquitobridge@edcgov.us from semonsens@sbcbglobal.net on 2/2/2015 8:08:19 AM.

NOTICE: This e-mail and any files transmitted with it may contain confidential information, and are intended solely for the use of the individual or entity to whom they are addressed. Any retransmission, dissemination or other use of the information by persons other than the intended recipient or entity is prohibited.

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.



Garden Valley, CA 95633

Attention: Ms. Janet Postlewait
2850 Fairlane Court
Placerville, CA 95667

It seems to me that the bridge is an icon to treasure and preserve. For one, it encourages guests and locals to park their vehicles and walk. This is a lovely valley for exploration, especially on foot. Besides the intrigue of seeing how many folks lived and worked, also how they transported themselves and their goods. Lets keep the Bridge INTACT.
Thanks,
Sarah Ramsay





Edmund G. Brown Jr.
Governor

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



Ken Alex
Director

Notice of Preparation

January 26, 2015

To: Reviewing Agencies
Re: Mt. Murphy Road Bridge Project
SCH# 2015012056

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Attached for your review and comment is the Notice of Preparation (NOP) for the Mt. Murphy Road Bridge Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

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

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2015012056
Project Title Mt. Murphy Road Bridge Project
Lead Agency El Dorado County

Type NOP Notice of Preparation
Description The project includes evaluation of rehabilitation or replacement of the existing bridge and approach structures and must meet the Federal, State, and County safety and design standards.

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
Cross Streets Mt. Murphy Road and SR 49
Lat / Long
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways Hwy 49
Airports
Railways
Waterways South Fork of the American River
Schools
Land Use Travel Way

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Boating and Waterways; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 2; Delta Stewardship Council; Delta Protection Commission; Office of Emergency Services, California; Native American Heritage Commission; State Lands Commission; Caltrans, Division of Transportation Planning; California Highway Patrol; Caltrans, District 3 S; Air Resources Board; Regional Water Quality Control Bd., Region 5 (Sacramento)

Date Received 01/26/2015 **Start of Review** 01/26/2015 **End of Review** 02/24/2015



COMMUNITY DEVELOPMENT AGENCY 2015012056

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

**NOTICE OF PREPARATION
OF AN
ENVIRONMENTAL IMPACT REPORT
FOR THE
MT. MURPHY ROAD BRIDGE PROJECT**



DATE: January 21, 2015
TO: Interested Agencies and Individuals
FROM: El Dorado County Community Development Agency, Transportation Division

The El Dorado County Community Development Agency, Transportation Division (Transportation) is preparing an Environmental Impact Report (EIR) for the Mt. Murphy Road Bridge Project. Transportation is soliciting the view of interested persons and agencies on the scope and content of the information to be included in the EIR. Agencies should comment with regard to the information that is relevant to the agencies' statutory responsibilities, as required by Section 15082 of the California Environmental Quality Act (CEQA) Guidelines. Transportation will also accept written comments regarding the scope and content from interested persons and organizations concerned with the project, in accordance with the CEQA Guidelines Section 15083.

The scoping comment period begins January 21, 2015 and ends February 20, 2015. All written comments should be directed to: El Dorado County Community Development Agency, Transportation Division, Attention: Ms. Janet Postlewait, 2850 Fairlane Court, Placerville, CA 95667. **Individuals and organization/agency representatives are invited to provide written and oral comments at a scoping meeting that will be held on January 28, 2015 beginning at 5:30 to 7:30 p.m. at the Gold Trail Grange Hall, 319 State Highway 49, Coloma, CA. (Please park in the Sutter's Mill parking area northwest of the Grange).** Persons with disabilities that may require special accommodations at the scoping meeting should contact Janet Postlewait at the above address, or by phone at 530.621.5900. This notice can also be found on the El Dorado County Transportation website at <http://www.edcgov.us/MtMurphyBridge/>.

PROJECT LOCATION: The Mt. Murphy Road Bridge is located in Coloma, California approximately 500 feet north of State Route 49, which connects Auburn, CA and Placerville, CA (See Attachment A).

BACKGROUND: The Mt. Murphy Road Bridge Project (Project) is currently programmed in the Federal Highway Administration (FHWA) Highway Bridge Program (HBP), administered by the State of California (State) through California Department of Transportation (Caltrans) under a Master Agreement with El Dorado County (County). The County's required match under the HBP program is being paid using Toll Bridge Credits, so there is no cost to the County for the bridge replacement scenario.

Mt. Murphy Road Bridge crosses the South Fork American River. The project location is within the boundary of the Marshall Gold Discovery Park, a California State Park that was established to recognize the first discovery of gold in California. Mt. Murphy Road Bridge is one lane wide with no shoulders or sidewalks for safe passage of pedestrians and vehicles. The steel truss and wooden approach spans were constructed in 1915 and the approach spans were reconstructed in 1931. The existing structure is eligible for listing on the

NOP Distribution List

Resources Agency

Resources Agency
Nadell Gayou

Dept. of Boating & Waterways
Nicole Wong

California Coastal Commission
Elizabeth A. Fuchs

Colorado River Board
Lisa Johansen

Dept. of Conservation
Elizabeth Carpenter

California Energy Commission
Eric Knight

Cal Fire
Dan Foster

Central Valley Flood Protection Board
James Herota

Office of Historic Preservation
Ron Parsons

Dept of Parks & Recreation
Environmental Stewardship Section

California Department of Resources, Recycling & Recovery
Sue O'Leary

S.F. Bay Conservation & Dev't. Comm.
Steve McAdam

Dept. of Water Resources
Resources Agency
Nadell Gayou

Fish and Game

Depart. of Fish & Wildlife
Scott Flint
Environmental Services Division

Fish & Wildlife Region 1
Donald Koch

CMAA

Fish & Wildlife Region 1E
Laurie Harnsberger

Fish & Wildlife Region 2
Jeff Drongesen

Fish & Wildlife Region 3
Charles Armor

Fish & Wildlife Region 4
Julie Vance

Fish & Wildlife Region 5
Leslie Newton-Reed
Habitat Conservation Program

Fish & Wildlife Region 6
Tiffany Ellis
Habitat Conservation Program

Fish & Wildlife Region 6 I/M
Heidi Sickler
Inyo/Mono, Habitat Conservation Program

Dept. of Fish & Wildlife M
George Isaac
Marine Region

Other Departments

Food & Agriculture
Sandra Schubert
Dept. of Food and Agriculture

Depart. of General Services
Public School Construction

Dept. of General Services
Anna Garbeff
Environmental Services Section

Delta Stewardship Council
Kevan Samsam

Housing & Comm. Dev.
CEQA Coordinator
Housing Policy Division

Independent Commissions, Boards

Delta Protection Commission
Michael Machado

OES (Office of Emergency Services)
Dennis Castrillo

Native American Heritage Comm.
Debbie Treadway

Public Utilities Commission
Leo Wong

Santa Monica Bay Restoration
Guangyu Wang

State Lands Commission
Jennifer Deleong

Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Cal State Transportation Agency CalSTA

Caltrans - Division of Aeronautics
Philip Crimmins

Caltrans - Planning HQ LD-IGR
Terri Pencovic

California Highway Patrol
Suzann Ikeuchi
Office of Special Projects

Dept. of Transportation

Caltrans, District 1
Rex Jackman

Caltrans, District 2
Marcelino Gonzalez

Caltrans, District 3
Eric Federicks - South
Susan Zanchi - North

Caltrans, District 4
Erik Alm

Caltrans, District 5
Larry Newland

Caltrans, District 6
Michael Navarro

Caltrans, District 7
Dianna Watson

Caltrans, District 8
Mark Roberts

Caltrans, District 9
Gayle Rosander

Caltrans, District 10
Tom Dumas

Caltrans, District 11
Jacob Armstrong

Caltrans, District 12
Maureen El Harake

Cal EPA

Air Resources Board

All Other Projects
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Transportation Projects
Nesamani Kalandiyur

Industrial/Energy Projects
Mike Tollstrup

State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance

State Water Resources Control Board
Jeffery Werth
Division of Drinking Water

State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality

State Water Resources Control Board
Phil Crader
Division of Water Rights

Dept. of Toxic Substances Control
CEQA Tracking Center

Department of Pesticide Regulation
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

RWQCB 1
Cathleen Hudson
North Coast Region (1)

RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)

RWQCB 3
Central Coast Region (3)

RWQCB 4
Teresa Rodgers
Los Angeles Region (4)

RWQCB 5S
Central Valley Region (5)

RWQCB 5F
Central Valley Region (5)
Fresno Branch Office

RWQCB 5R
Central Valley Region (5)
Redding Branch Office

RWQCB 6
Lahontan Region (6)

RWQCB 6V
Lahontan Region (6)
Victorville Branch Office

RWQCB 7
Colorado River Basin Region (7)

RWQCB 8
Santa Ana Region (8)

RWQCB 9
San Diego Region (9)

Other _____

Conservancy