



Clay Street Bridge Replacement Project

Frequently Asked Questions (FAQs) No. 2

April 4, 2018

The project is located in downtown Placerville on Clay Street between US Highway 50 and Main Street and Cedar Ravine Road. The proposed project will replace the existing one-lane bridge on Clay Street over Hangtown Creek with a two-lane bridge with sidewalks and bike lanes. The project will also realign Clay Street between US Highway 50 and Main Street, to intersect Main Street at a four-way stop or signal control at Cedar Ravine Road. There are questions about the project being circulated within the community, and the City of Placerville would like to take this opportunity to respond to those questions.

March 8, 2018 FAQ #1 can be found here:

<https://evogov.s3.amazonaws.com/media/17/media/116470.pdf>

NEW FAQ'S SINCE MARCH 8, 2018:

Will the project be taking any private property for construction?

Answer: **No.** As stated in the Draft EIR, the project is not anticipating any right-of-way acquisitions from private property owners. (Draft EIR Pages ES-9, 2.0-23, 4.8-7)

Will the project be turned into a minor arterial roadway with a Highway 50 bypass going through a neighborhood?

Answer: **No.** As stated in FAQ #1, Clay Street is currently classified as a local road and this classification will not change with the bridge replacement or realignment.

Will project construction equipment and their vibration damage adjacent buildings and structures?

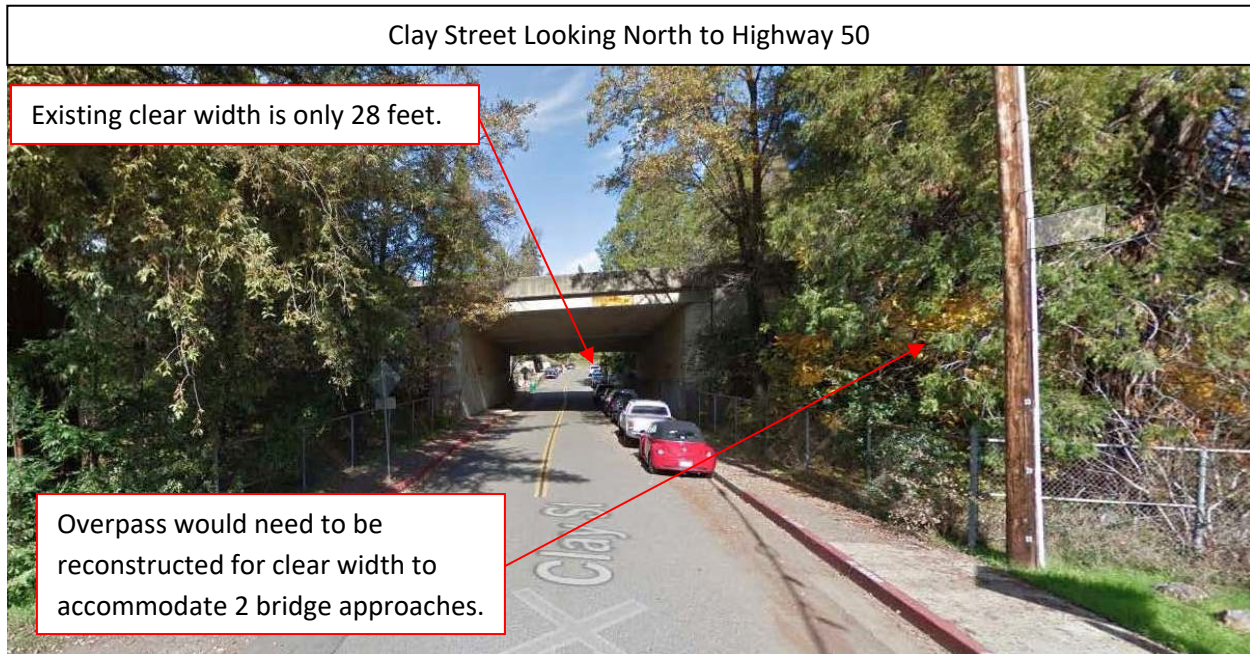
Answer: **No.** Please see page 4.4-22 of the Draft EIR where this impact is discussed in detail and the project would be subject to the *Caltrans Transportation and Construction Vibration Guidance Manual* limitations on continuous vibrations near historical buildings. The City has proactively initiated efforts to address this issue and reduce potential impacts as part of ongoing project planning and will complete necessary evaluations of vibrational effects. The City will require specific construction methods be used to ensure vibration levels from heavy construction equipment do not pose a risk of structural damage to historic buildings/resources (like Pearson's Soda Works).

Once the project is complete, will there be an increase in vibration levels on local streets?

Answer: **No.** The day to day vibrations experienced currently will be the same once the project is completed because no new land use or traffic is generated as part of this project.

Why not keep the existing bridge as a pedestrian bridge and build a new one next to the existing one?

Answer: **Unfortunately, there isn't sufficient room with the presence of Highway 50.** The clearance at the freeway overpass is only 28 feet wide from face of curb to face of curb and that current width is not sufficient for construction of 2 separate bridge approaches. To build the approaches needed, the overpass would need to be reconstructed for a larger clear width. Please see photo below.



Is the Clay Street Bridge Unique and One-of-a-Kind to the area?

Answer: **No. It's one of more than over 45 bridges still in service of the same style and characteristics within just the west slope of El Dorado County.** The existing bridge, along with 43 of the 45 bridges of its kind, is not eligible for the National Register of Historic Places. (Reference: Caltrans Local Agency Bridges Search for El Dorado County). Because there have been so many bridges built in the same era with the same characteristics, for all intents and purposes, the structural composition and aesthetics of the Clay Street Bridge make it as common as a modern day interchange overcrossing of the 1940's in its functionality and appearance, thus making it ineligible for the National Register. The existing bridge was also searched through California records as well and is not eligible for the California Register either.

What is planned for the project to bring a Historical feel to the Clay Street Project?

Answer: The Clay Street Bridge Replacement Project is a community project to replace the existing one lane bridge with a two lane structure for safe passage of vehicles, bicycles, and pedestrians alike in the area. **The City will be holding community meetings to solicit public input for a range of design related topics, including incorporating historical elements to celebrate our history while delivering this important safety project.** Together, the City and

the Community will work to maintain the historical feel and unique charm of the area within the needed replacement of the existing unsafe bridge.

What are the issues with the existing intersection?

Answer: Descriptions of the existing intersection and proposed alternatives are discussed in detail in the Draft EIR available on the City’s website, located here:

<https://www.cityofplacerville.org/environmental-documents>

The City is soliciting written public comment on this document up to April 18, 2018 at 5 pm.

What are the impacts; positive and negative to the proposed project and reconfiguration of the intersection?

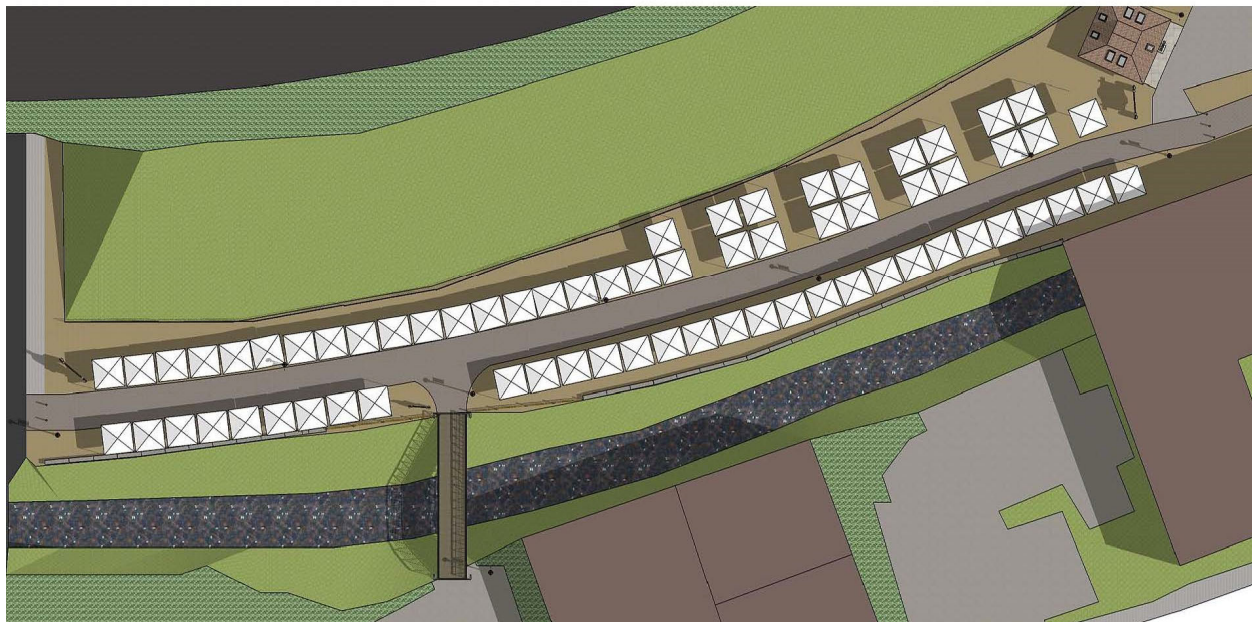
Answer: All impacts are discussed in detail in the Draft EIR available on the City’s website, located here: <https://www.cityofplacerville.org/environmental-documents>

The City is soliciting written public comment on this document up to April 18, 2018 at 5 pm.

What will happen to the Farmer’s Market during and after construction of this project?

Answer: The Farmer’s Market is in the process of planning its move to the El Dorado Trail between Clay Street and Locust Avenue, starting this summer. **During and after construction, the Farmer’s Market will continue to operate on the El Dorado Trail.** Please see the conceptual layout of the relocated Farmer’s Market at El Dorado Trail.

FARMER'S MARKET AT EL DORADO TRAIL - POTENTIAL TENT COUNT: 67 TENTS/BOOTHS



What and where is the Cedar Ravine Culvert?

Answer: The Cedar Ravine Culvert conveys Cedar Ravine Creek underground to Hangtown Creek from just south of the Cedar Ravine Road/Pacific Street intersection to its connection ends at the southern abutment of the existing Clay Street Bridge. The culvert itself was constructed over various decades and consists of different cross section geometry and materials. Please see the photos below of the approximate culvert alignment and location at the Clay Street Bridge.

CEDAR RAVINE CULVERT ALIGNMENT

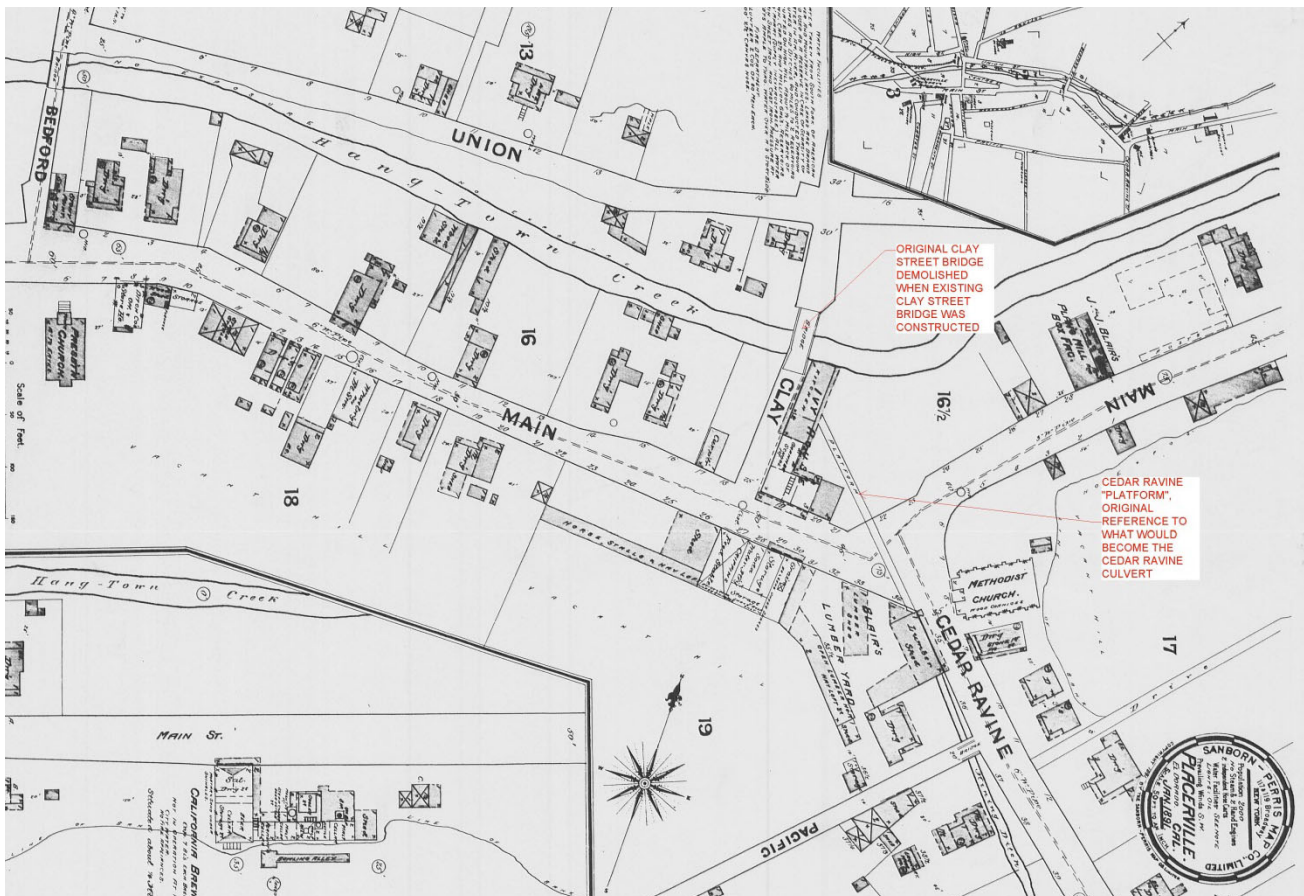


What is the history of the Cedar Ravine Culvert?

Answer: City holds copies of the 1891 Sanborn Map Fire Insurance Maps that reference the Cedar Ravine “Platform” in the location of what would eventually become the Cedar Ravine Culvert. The “Platform” allowed crossing of Cedar Ravine Creek and consisted initially of wood panels over the existing alignment of the creek as it connects and becomes a tributary to Hangtown Creek. The original “Platform” structure was replaced over several decades with the underground culvert in place today, including the segment that was built into the bridge abutment at Clay Street. The Sanborn Map also shows the original (first) wooden Clay Street Bridge that was demolished and replaced with the current Clay Street Bridge (standard bridge plans developed in 1928, built as a common structure of the time in the 1920’s - 1940’s).

It is important to note that the existing Clay Street Bridge and the Cedar Ravine Culvert were both constructed prior to the adoption of Section 106 of the National Historical Preservation Act of 1966, prior to the adoption of the National Environmental Policy Act (NEPA) of 1970, and prior to the adoption of the California Environmental Quality Act (CEQA) of 1970. **Therefore, the excavation and construction of both the existing Clay Street Bridge and the Cedar Ravine Culvert took place prior to any government instated preservation or protection requirements related to cultural, historical, or mining resources that could’ve been present in the area of the project. When the existing bridge was built in the 1940’s, any resources found were likely removed and/or destroyed at the time the Clay Street Bridge was constructed.** Please see the 1891 Sanborn Map below.

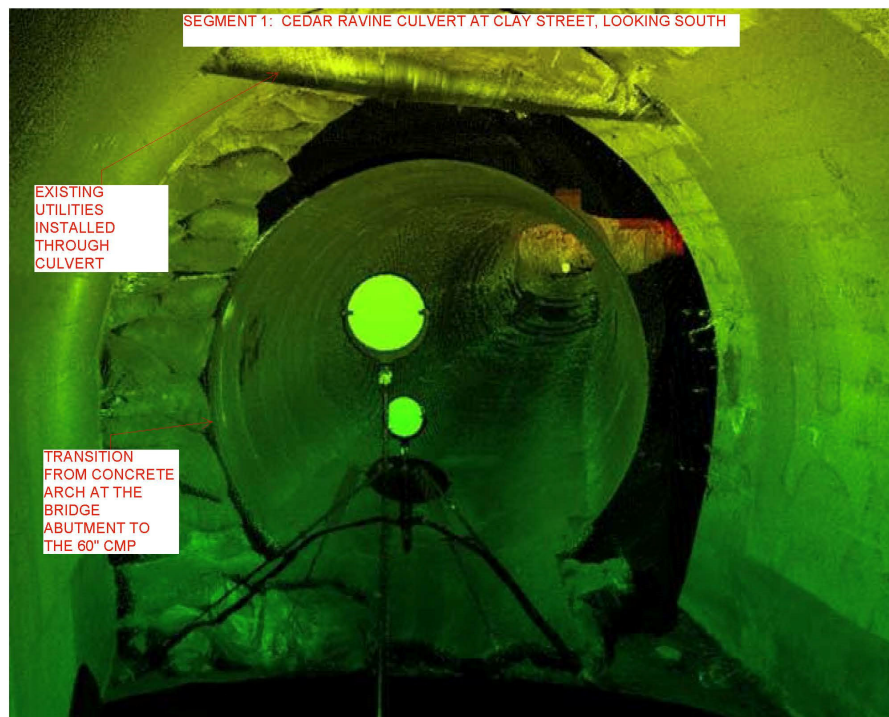
1891 SANBORN MAP OF CEDAR RAVINE “PLATFORM” AND ORIGINAL WOODEN CLAY STREET BRIDGE

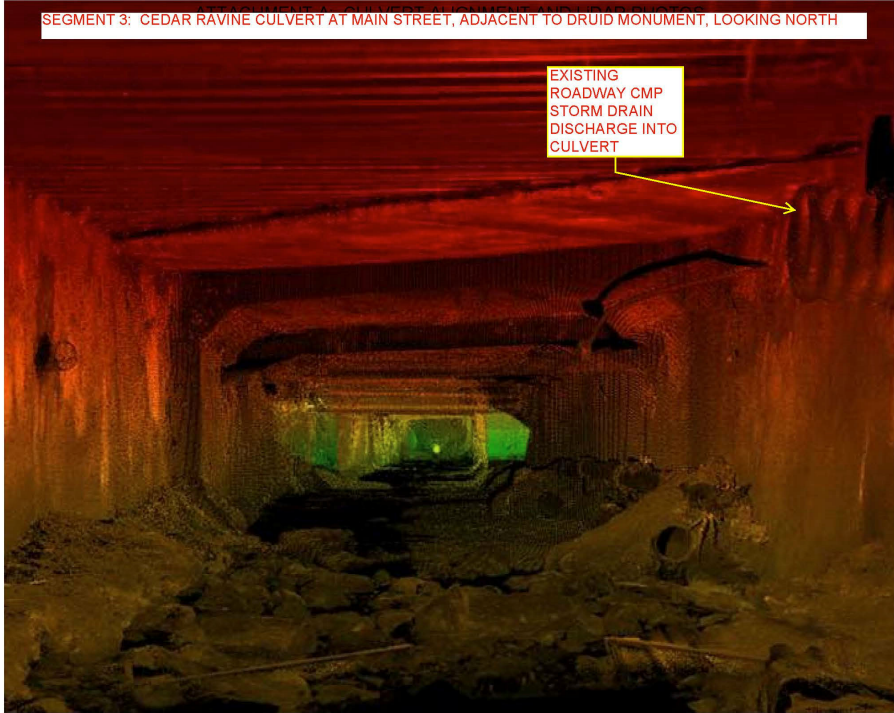


What has the City done to monitor and maintain the Cedar Ravine Culvert?

Answer: City records indicate repairs of culvert segments have been completed in the 1970's, 2003, and 2005. The most intense of these repairs was in 2003 to reconstruct the bottom of a segment of corrugated metal pipe (CMP) that spans from the concrete bridge archway at Clay Street up to the first manhole located within the Ivy House parking lot. **The culvert is monitored regularly through visual inspections.** Additionally, as part of the Clay Street Bridge Replacement Project, the City has included an assessment of the culvert that will provide the exact alignment and documenting the condition of the culvert for its entire length. Please see photos of the culvert below taken at various monitoring periods of the culvert, including LiDAR data collected in 2016.

The City will continue to monitor and inspect the culvert and is considering several options for repairs and/or full replacement of the culvert. **As with all aged infrastructure, repair or replacement of the Cedar Ravine Culvert will inevitably be required.** Construction methods would likely include excavation and shoring for placement of a new culvert, with particular care for the area adjacent to the Druid Monument.





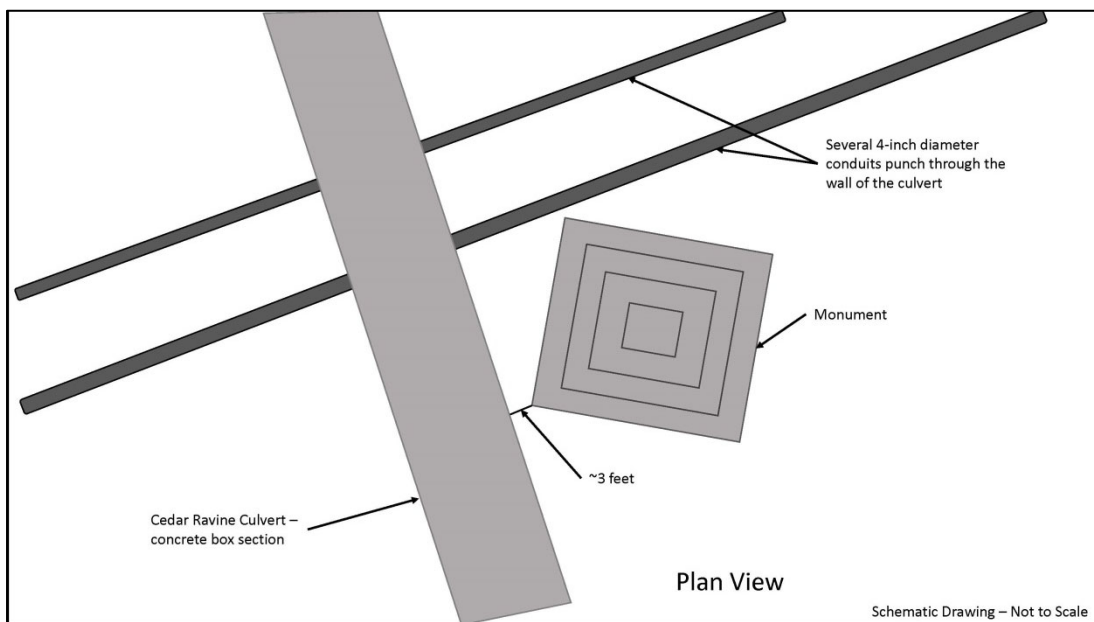
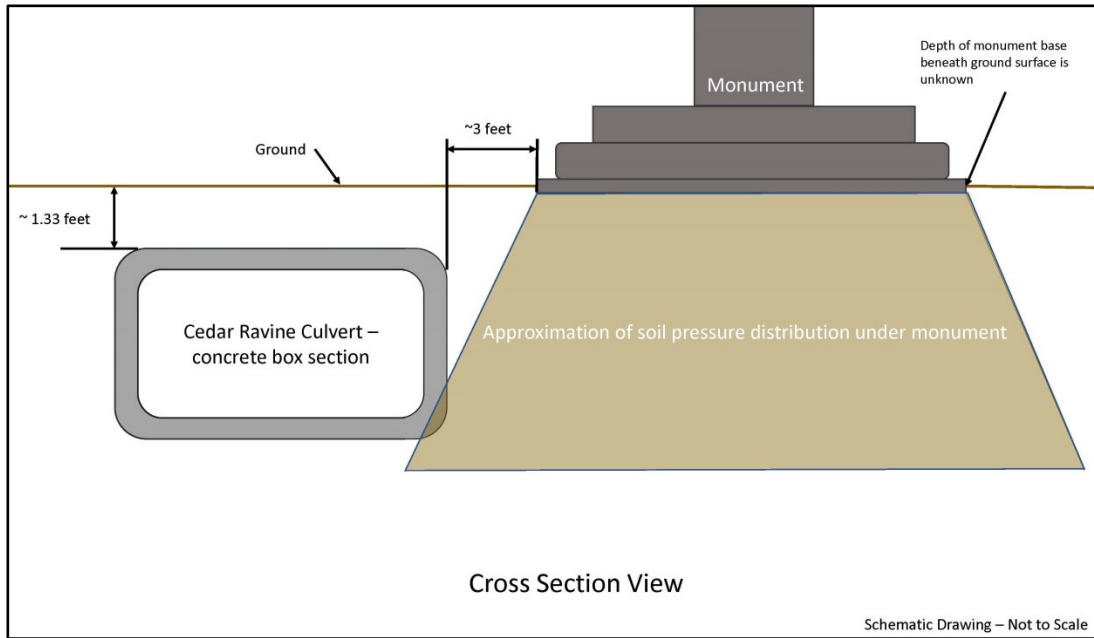




How does the Clay Street Bridge Replacement Project affect the Cedar Ravine Culvert?

As mentioned, the outlet to the culvert is located as part of the southern bridge abutment at the existing Clay Street Bridge. **Replacement of the bridge would include, at the very least, reconstruction of a segment of the Cedar Ravine Culvert.** The segment to be reconstructed is the same segment that was repaired in 2003 (Please see Page 6 of this FAQ). The Clay Street Bridge Project team recently reviewed the culvert's condition and location with respect to various important features within the Clay Street Project footprint, amongst the features discussed included the Druid Monument. A concern over the culvert's remaining useable lifespan and its proximity to the Druid Monument's existing location was specifically discussed as it related to any future reconstruction efforts.

The DEIR's mentions the culvert, as stated on page 2.0-23, "There is a portion of the existing culvert within close proximity to the Druid Monument. Recent investigation using LIDAR technology indicates the segment close to the monument is in poor condition and could fail, which could impact the monument." The clearance between the Druid Monument and the outside of the existing Cedar Ravine Culvert (with an approximate culvert material thickness of 6") is 3'. Please see the illustrations on the following page.



If the realignment alternative for the Clay Street Bridge Replacement Project (as described in the Draft Environmental Impact Report) is selected as the project alternative, it would be methodically and cost efficient to reconstruct the culvert as part of the project once the Druid Monument is temporarily relocated off-site, prior to resetting the monument within the intersection at the proposed pedestrian refuge island. Temporarily removing the Druid Monument off site would protect the monument during construction of the new culvert by reducing the risk of complications with excavation, equipment vibration (2' away or less), and shoring of the excavation during removal of the existing culvert structure and construction of

the new culvert. The Druid Monument would be moved back to the intersection permanently at the appropriate time when it would be unaffected by construction activities.

What happens after Council certifies the Environmental Impact Report (EIR)?

Once the public period closes on April 18, 2018, the City will review all written comments received and will prepare the Final EIR with consideration and responses to the comments on the draft document. City Council will then hold a public hearing and make a determination whether to certify the EIR if the EIR is found to be in conformance with the California Environmental Quality Act (CEQA). Following certification of the EIR, the Council will hold a public hearing to consider approval of the project. **Since this is a federally funded project, once the EIR is certified, Caltrans, as the National Environmental Policy Act (NEPA) Delegated Reviewer for the Federal Highway Administration (FHWA) will prepare the NEPA document based on the comments received on the Draft EIR and the certified Final EIR.** That document will go out for public review this summer (circulation date unknown). Once the NEPA document is finalized, the project will proceed into design.

If historical resources are found during construction will they be preserved for future generations?

Answer: **In addition to the mitigation requirements proposed in the Draft EIR, there will also be language included within the construction contract that protects cultural resources found during construction.** This project is federally funded and will be using the 2015 Caltrans Standard Plans and Specifications as the basis for the construction contract. As a standard contract requirement within the Caltrans Standard Specifications, *Section 14-2 Cultural Resources* and specifically, *Subsection 14-2.03 Archeological Resources* cites the procedures for monitoring an active construction site and statement of procedures if resources are discovered during construction. The resources will be protected or recovered following a field review and evaluation from the archaeological monitor. The specifications referenced can be found at the following link and the City is represented as the “Department” in the construction contract. (http://www.dot.ca.gov/hq/esc/oe/construction_contract_standards/std_specs/2015_StdSpecs/2015_StdSpecs.pdf Page 211 of the document) Additionally, Caltrans is requiring a Management Plan that will specifically outline the process and protective measures if any artifact is found during construction. This plan will be reviewed and approved by Caltrans Cultural Staff.

The Draft EIR cites references, but they are not attached to the document. Where can I find these references?

The Draft Environmental Impact Report, inclusive of all appendices and references can be found here: <https://www.cityofplacerville.org/environmental-documents>

Is it necessary to build the new bridge +2' higher to clear creek flows?

Answer: The project is federally funded and must comply with federal design guidelines and requirements, mainly the use of American Association of State Highway and Transportation Officials (AASHTO). **Per the federal design guidelines and requirements, the new bridge is required to have 2' of freeboard from the water elevation of a 50-year storm and the existing bridge does not meet this requirement.** Please see the photo taken from the Clay Street Bridge during the heavy storm of March 22, 2018, **classified as only a 10-year event** based on rain gauge data and NOAA Atlas 14 Point Precipitation Map.

PHOTO TAKEN FROM CLAY STREET BRIDGE, MARCH 22, 2018 STORM

