

Clay Street Bridge Replacement Project

DRAFT Recirculated Environmental Impact Report

February 2024



Welcome and Introduction

- *Thank you for your interest in learning about this important project for our community!*
- Introduction to City Staff
- Introduction to Project Technical Team



Agenda

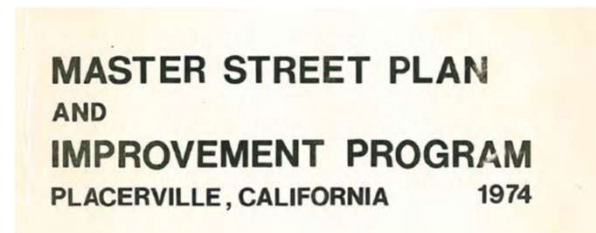
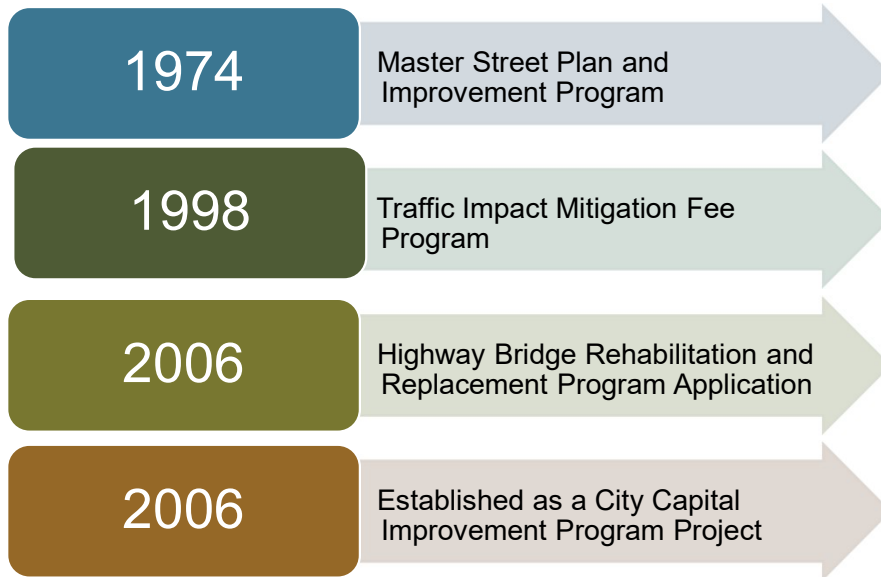
- Purpose of the Project
- Project Development Background
- Project Description
- Summary of the draft REIR
 - Environmental document history
 - Summary of changes since the last DEIR in 2018
- Next Steps and Project Schedule
- Questions and Answers

Purpose of the Project

- Project Need:
 - The existing Clay Street bridge fails to meet current design and safety standards.
 - The existing Clay Street bridge is showing significant structural decomposition and decay.
 - The existing Clay Street alignment fails to meet access and circulation needs.



Project Development Background



Project Description

- Existing Bridge Br. No. 25C-0117
 - Existing bridge built ~1926 (98 years old)
 - AASHTO Bridge Design Code Sec.1.2: Design Life = 75 years
 - Existing bridge width between barriers = 17 feet
 - Sufficiency Rating of Existing Bridge (Score out of 100):
 - 2006 = 70.3
 - 2014 = 65.6
 - 2016 = 62.6
 - 2018 = 52.6
 - 2020/22 = 52.6
- Sufficiency Rating is based on structural adequacy & safety, serviceability & functional obsolescence, and essentiality for public use.



Project Description

- Bridge Br. No. 25C-0117
 - Existing bridge deficiencies
 - Bridge is too narrow for road
 - Structural capacity is declining and not up to current standards
 - Concrete spalling, delamination, and cracking in arch and vertical walls
 - Concrete spalling and exposed rebar in bridge railing
 - Settlement / cracking of sidewalk and pavement due to loss of material within the bridge



Project Description

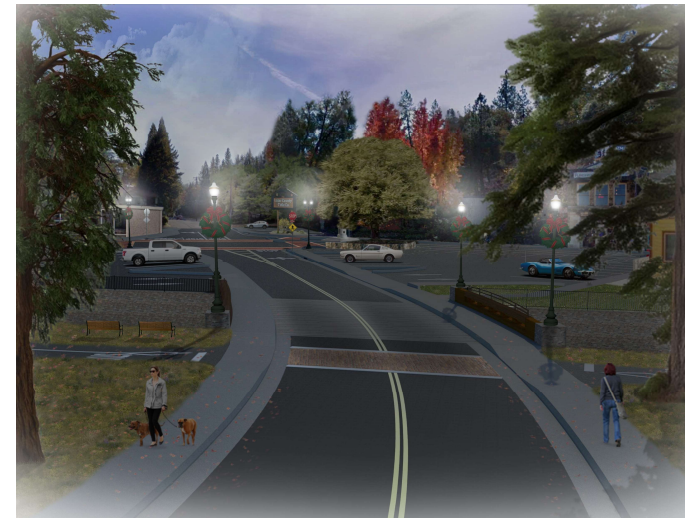
- Highway Bridge Program (HBP)
 - Federal Highway Administration (FHWA) is the source that provides money to states for repair or replacement of existing bridges
 - Bridges w/ SR < 80 qualify for rehabilitation or replacement
 - Caltrans approved replacement as most appropriate and economical solution
 - Feds pay 88.53% of project costs; City pays 11.47% of project costs
 - HBP funds can only be used to pay for costs associated with replacing the bridge
 - Federal standards for bridge/roadway design (AASHTO) and ADA standards must be met

Project Description

- Bridge Replacement
 - AASHTO minimum bridge width (between barriers) = 28 feet
 - Two 11-foot traffic lanes + two 3-foot shoulders (includes curb & gutter)
 - AASHTO Width for Sidewalks = 5 feet
 - Caltrans standard sidewalk width on bridges = 6'-2"
 - Crash-tested approved concrete barrier posts (Width = 2 feet)
 - Total bridge width = 44'-4" (with selected barrier type)
 - New bridge will meet all current vehicular loading and seismic design parameters

Project Description

- Proposed Replacement Bridge
 - Single span
 - Concrete slab bridge with concrete barriers (most efficient)
 - Can incorporate aesthetic details into the faces of supports and barriers
 - Details can be incorporated to mimic arch look
 - Many different types of aesthetic treatments



Project Description

- Realignment of Road
 - Avoids impacts to private property
 - Improves traffic circulation by combining intersections
 - Allows for standard lane and shoulder widths
 - Consistent with City planning documents



Project Description

- Other Features

- Druid Monument



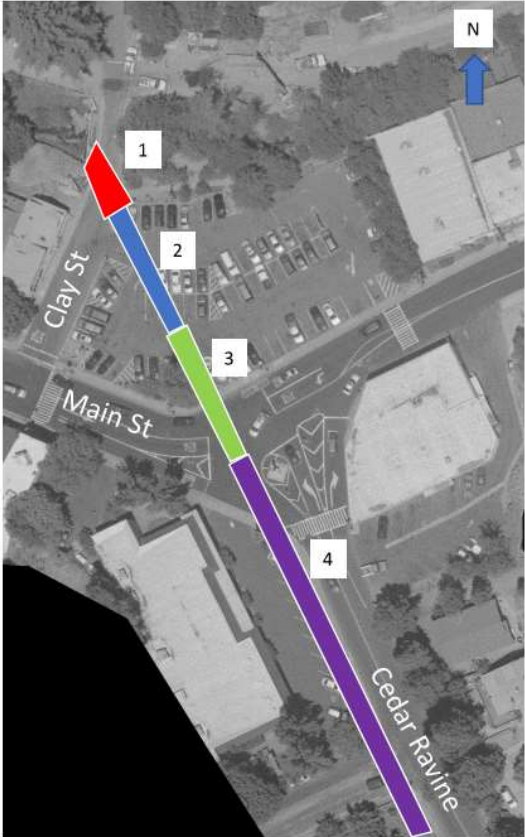
- Monument will be shifted ~45 feet to protected island with crosswalks to provide access




Project Description

- Other Features
 - Cedar Ravine Culvert
 - Outlet at creek will be reconstructed due to removal of existing bridge
 - Proposed improvements and construction methods will look to avoid reconstruction as much as possible


Cedar Ravine Culvert Description




1 – Outlet at creek; consists of concrete arch-shaped cover that is integral with bridge abutment.



2 – 66-inch diameter corrugated metal pipe



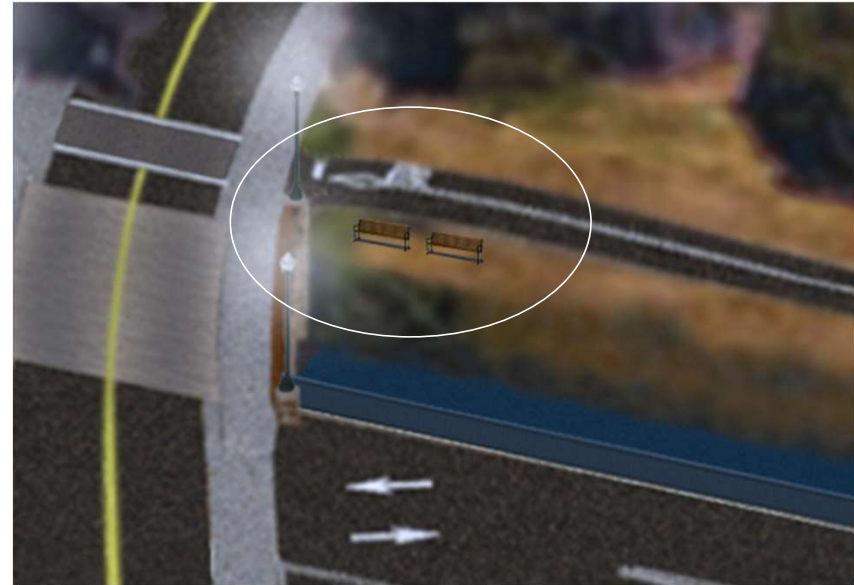
3 – Concrete box shape; board-formed concrete walls and smooth concrete roof



4 – Concrete walls with corrugated metal decking for roof

Project Description

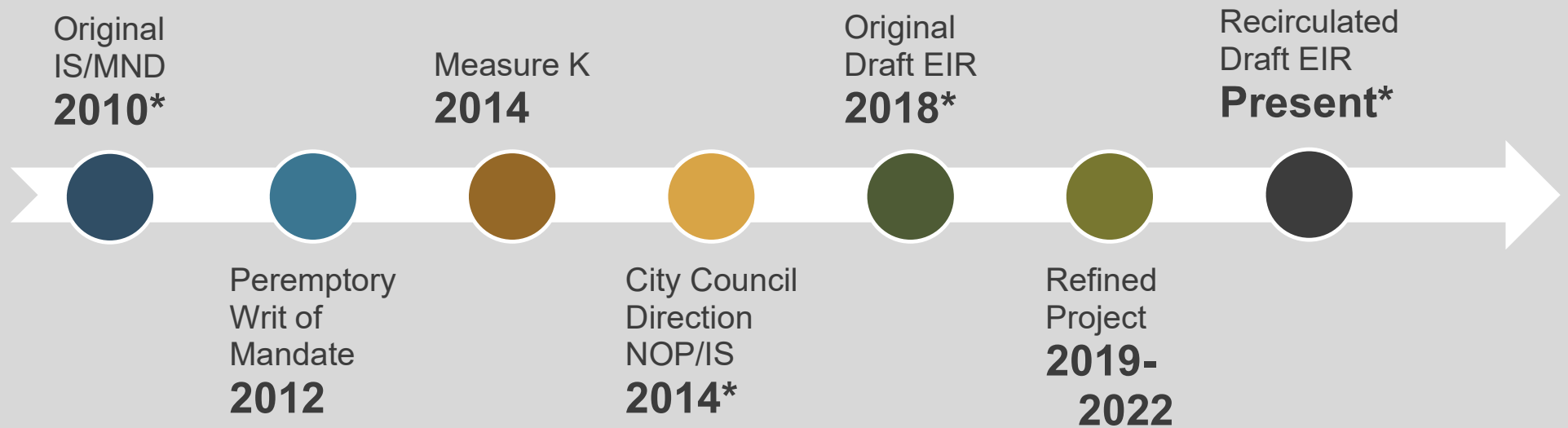
- Other Features
 - Creek Viewing Area
 - Existing recessed creek viewing area will be relocated to northeast side of the El Dorado Trail
 - Existing creek viewing area will be elevated and will provide additional parking



What design features have changed since the previous EIR was circulated?

- Bridge and Approach Roadway Width Reduced
 - Class II bike lanes (4 feet) were eliminated and revised to Class III (sharrows)
- Increase in Roadway Profile Eliminated
 - Hydraulic analysis shows the bridge needs to be raised to provide enough clearance to adequately convey flows in Hangtown Creek
 - Large storm events in recent wet seasons (2018 – 2022) did not result in near overtopping of the bridge
 - Replacement bridge will provide more hydraulic capacity than existing

Environmental Timeline



* Opportunities for Public Input

Topics Analyzed in the REIR

(as required by the Peremptory Writ of Mandate)

All sections were re-analyzed in-light of project description changes since 2018

- **Aesthetics**
- **Air Quality**
 - Updated Model and Analysis
- **Biological Resources**
- **Cultural Resources**
 - Includes Assumed Eligible Placerville Historic District
 - Significant unavoidable impacts
- **Greenhouse Gas Emissions**
 - Updated Model and Analysis
- **Hazards and Hazardous Materials**
- **Hydrology and Water Quality**
- **Land Use, Planning, and Consistency with Area Plans and Policies**
- **Growth-Inducing Impacts**
- **Noise**
- **Transportation and Traffic**
 - VMT Analysis (SB 743)
- **Parking**
 - CEQA parking thresholds removed (2009)
- **Urban Decay**

Environmental Sections and Impact

Not Analyzed

Agricultural and Forest Resources
Mineral Resources
Population and Housing
Public Services
Recreation
Utilities and Service Systems

Less Than Significant

Air Quality
Greenhouse Gas Emissions
Growth Inducement
Energy Conservation
Hydrology and Water Quality
Land Use and Planning

Less Than Significant with Mitigation

Aesthetics
Biological Resources
Hazards and Hazardous Materials
Noise and Vibration
Transportation and Traffic

Significant and Unavoidable

Cultural Resources

Alternatives to the Proposed Project



No Project

Reduces: Aesthetics, Biology, Cultural, Hazards, Hydrology/Water Quality, Noise

Increase: Air Quality, GHG, Hazards (emergency response), Land Use, Transportation

Would not achieve all project objectives



Replace along Existing Alignment

Reduces: Aesthetics, Cultural, Hydrology/Water Quality, Noise

Increase: Air Quality, GHG, Hazards (emergency response), Land Use, Transportation

Partially achieves project objectives



Replace with Roundabout

Reduces: Air Quality, Cultural, GHG, Hazards (emergency response)

Increase: None

Achieves all project objectives – considered the environmentally superior alternative

Draft REIR Availability

The Draft REIR is currently available at the following locations:

- Online: <https://www.cityofplacerville.org/environmental-documents>
- In-person: City of Placerville Engineering Department
3101 Center Street
Placerville, CA 95667

Submittal of Public Comments



**Due Date for public comments
on the REIR:**

5:00 PM on March 12, 2024



Direct Comments to:

City of Placerville

Attn: Melissa McConnell, Interim City
Engineer

3101 Center Street, Placerville, CA
95667



Reference:

Clay Street Bridge Replacement
EIR

Or, by email to

mmcconnell@cityofplacerville.org

Next Steps

FINALIZE CEQA

- Draft Response to Comments Chapter
- Provide responses to each agency and commenter
- City Council hearing on the Final REIR *
- City council decision to approve or deny proposed project
- City council to adopt CEQA Finding/Statement of overriding considerations

FINALIZE NEPA

- Draft EA/ Section 4(f) Circulation* (30 Days)
- Draft Response to comments
- Caltrans Files final EA/FONSI

FINAL DESIGN

- Begins upon completions of CEQA and NEPA
- Public Meeting (Aesthetics)*
- Conduct meetings with owners of affected businesses to discuss circulation and parking plans during construction

CONSTRUCTION

- All construction activities shall be coordinated with the El Dorado County Fire Protection District and the City of Placerville Police Department
- Detour signage will be installed near construction zone to effectively redirect traffic.
- A Media Campaign will be organized to release information regarding road closure, detour routes, construction location, construction schedule, and other information related to transportation.

* Opportunities for Public Input

Questions and Answers