

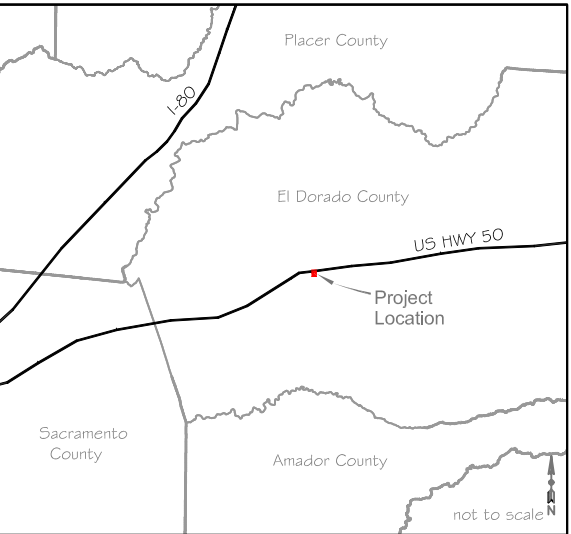
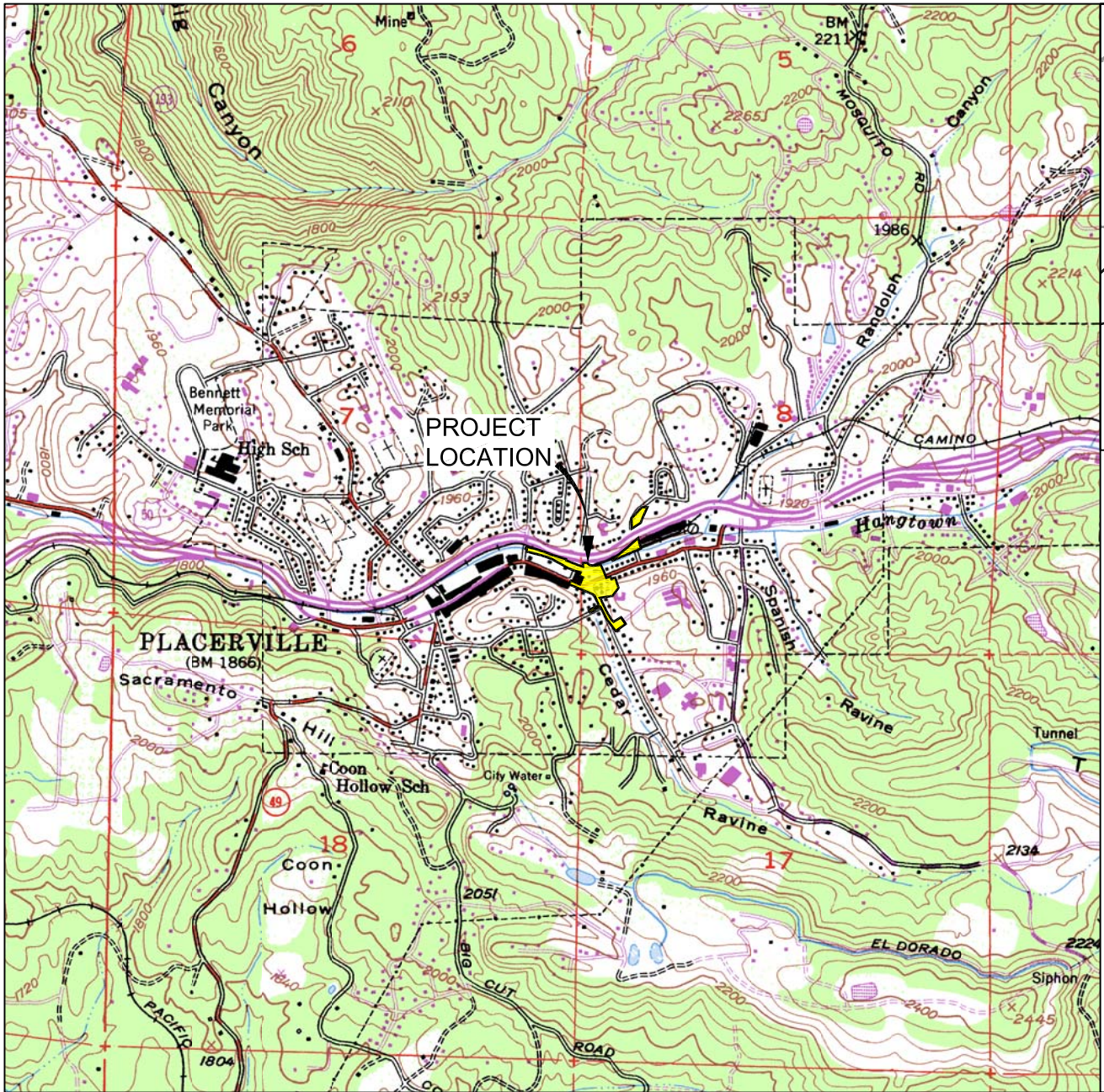
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

1. **Project Title:** Clay Street at Main Street/ Cedar Ravine Realignment and Clay Street Bridge (25C-0117) at Hangtown Creek Replacement Project
2. **Lead Agency Name and Address:** City of Placerville
3101 Center Street
Placerville, CA 95667
3. **Randy Pesses, Director of Public Works. Phone Number: 530/ 642-5250**
4. **Project Location:** The project is centered on the Main Street/ Clay Street and Main Street/ Cedar Ravine Road intersections in the City of Placerville, CA (Figure 1). The project is located on the Placerville quadrangle (T10N, R11E, sections 7 and 8). The project area includes the two intersections, the Clay Street Bridge at Hangtown Creek, the area adjacent to Hangtown Creek between Clay Street and Bedford Avenue, a section of Cedar Ravine Road south of the Main Street intersection, and the eastern portion of Pacific Street. The project area also includes two noncontiguous areas: a triangle-shaped lot south of U.S. 50, north of the El Dorado Trail and west of Locust Avenue; and a section of Locust Avenue north of U.S. 50. The project area includes public right-of-way, state-owned land, and privately owned parcels.
5. **Project Sponsor's Name and Address:** City of Placerville (same as lead agency)
6. **General Plan Designation:** City of Placerville
7. **Zoning:** Business-Professional (BP); Commercial (C); Central Business District (CBD); Single Family Residential, 6,000 sq. ft. minimum (R1-6000); Multi-Family Residential (R3); Public Right of Way (ROW)
8. **Description of Project:**

The City of Placerville proposes to redesign the Main Street/ Clay Street and Main Street/ Cedar Ravine Road intersections, replace the existing Clay Street Bridge at Hangtown Creek, and construct an extension to the multi-use El Dorado Trail. The project area, including the bridge replacement, intersection reconstruction, El Dorado Trail extension, and replacement parking areas is 7.332 acres.

A No-Project Alternative and two intersection design alternatives were evaluated for the Project. Alternative 1 incorporates Cedar Ravine and both legs of Main Street into a three-leg roundabout configuration. Clay Street is maintained at its existing location, intersecting Main Street approximately 120 ft west of Cedar Ravine. Alternative 2 realigns Clay Street to bring it into a roundabout configuration along with Cedar Ravine and both legs of Main Street. The City identified Alternative 2, the 4-legged roundabout, as the preferred alternative. Except for the No-Project alternative, both alternatives include replacement of the Clay Street Bridge, constructing a roundabout, and a loss of parking spaces at the Ivy House Parking Lot.

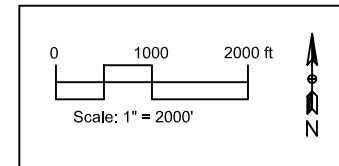
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Clay Street Realignment and Bridge
 (25C-0117) Replacement Project
 City of Placerville, CA
 7 September 2010

Figure 1. Project Location Map

 = Project Location



Basemap: Placerville USGS 7.5 Minute Quadrangle,
 Teale Data Center DRG, photorevised 1973

A traffic analysis was performed for the Cedar Ravine Road/ Main Street intersection that evaluated the roundabout alternatives and a conventional signalized intersection. The analysis considered a new 4-legged intersection where Clay Street and Cedar Ravine would be in alignment as well as keeping the two existing 3-legged intersections of Clay Street and Cedar Ravine at Main Street. The signalized intersection did not perform as well as the roundabout; the 4-legged signalized intersection would reach LOS E by 2025.

Under the No-Project Alternative, the Clay Street Bridge would remain in its current condition and the two three-legged intersections at Cedar Ravine Road/ Main Street and Clay Street/ Main Street would remain as they are today. No repairs or improvements would be made. The No-Project Alternative does not meet the City's need for replacement of a functionally obsolete bridge, nor would it alleviate traffic congestion at these intersections. Future traffic projections show that the Cedar Ravine Road/ Main Street intersection would attain a LOS C during AM hours and a LOS F during PM hours. The Clay Street/ Main Street intersection would attain a LOS F during both AM and PM hours. The delays at this intersection would exceed 50 seconds to make a left turn onto eastbound Main Street.

Alternative 1 would replace the Clay Street Bridge and incorporate Cedar Ravine Road and both legs of Main Street into a 3-legged roundabout. Clay Street would be maintained at its existing location, intersecting Main Street approximately 120 ft west of Cedar Ravine Road. Alternative 1 would result in a loss of approximately 36 parking spaces at the Ivy House Lot, with 36 spaces remaining. The Cedar Ravine Road/ Main Street roundabout intersection would attain a LOS B during AM hours and a LOS D during PM hours. The Clay Street/ Main Street intersection would attain a LOS F during both AM and PM hours. The delays at this intersection would exceed 50 seconds to make a left turn onto eastbound Main Street.

Alternative 2 is the preferred design. It would replace the Clay Street Bridge and realign Clay Street with Cedar Ravine Road to make a 4-legged roundabout with both legs of Main Street. The 4-legged roundabout would attain a LOS B during AM hours and a LOS C during PM hours. Project components are described below. All project impacts evaluated in this Initial Study (IS) are for the Alternative 2 design.

Clay Street Realignment and Bridge Replacement

The existing Clay Street Bridge over Hangtown Creek would be replaced with a wider, two-lane bridge immediately east of the existing bridge. The replacement bridge would be a single-span concrete bridge supported by abutments on anchored footings. It would accommodate two lanes of traffic with curb and sidewalk on both sides of the bridge. The new bridge would be designed to pass the 100-year flow of Hangtown Creek. Cedar Ravine drainage empties into Hangtown Creek via a culvert in the south abutment of the existing bridge. The Cedar Ravine drainage culvert outlet would be incorporated into the project design.

The southern end of Clay Street would be realigned to the Cedar Ravine Road/ Main Street intersection where a 4-legged roundabout would be constructed. The new alignment would cross through the Ivy House parking lot, resulting in a loss of parking at this location. The new alignment would also reduce or eliminate a handicapped accessible landscaped area overlooking Hangtown Creek at the north edge of the Ivy House parking lot.

Roadway improvements are expected to extend on Main Street from the crosswalk at Clay Street (west leg) to the drainage inlet along the south edge of Main Street just east of an auto parts store (east leg). Roadway design would include roadside drainages that tie into the existing drainage system and curb ramps for sidewalk access.

Utility piping attached to the bridge, a large water supply line, and above ground and underground public and private utilities are located within the project area. The existing utility infrastructure within the project area would be relocated to accommodate the new Clay Street road alignment, the 4-legged roundabout, and the widened bridge over Hangtown Creek.

Roundabout

The roundabout design was evaluated to control vehicle speeds and to maximize safety while limiting impacts to parking and local businesses. Geometric design considerations of the roundabout included the diameter of the roundabout and the entry and exit angle. The minimum design vehicle selected was a bus/ fire truck. The range of diameters that were considered for design ranged from 90 ft to 150 ft. The preferred roundabout design has an inscribed diameter of 116 ft.

The Druid Monument is a 15-ft tall statue on a granite foundation currently located in the middle of Cedar Ravine Road, near the Main Street intersection. A commemorative plaque is located on the pedestal of the monument. The monument would be relocated to the center of the roundabout and will be inaccessible to pedestrians. New signage will be provided in a safe location outside the roundabout for pedestrians to view.

El Dorado Trail Extension between Clay Street and Bedford Avenue

Currently, the multi-use El Dorado Trail ends on the east side of Clay Street, north of Hangtown Creek. The proposed trail corridor between Clay Street and Bedford Avenue has already been cleared and leveled for use as a staging area for the U.S. Highway 50 Operational Improvements Project (Hwy 50 Ops) currently under construction. An extension of the paved El Dorado Trail would be constructed in this leveled area. This new El Dorado Trail segment would provide handicapped accessible viewing opportunities of the creek corridor to help offset the loss of the handicapped accessible overlook at the north edge of the Ivy House parking lot. Extension of the El Dorado Trail in this area would contribute to the long-term goal of establishing a continuous trail corridor stretching from the western end of the County to the eastern end.

Ivy House Parking Lot

The Ivy House parking lot is a public lot located northeast of the Clay Street/ Main Street intersection. This lot currently provides 72 parking spaces, approximately half of which are designated to lease parking and half of which are available for public parking. The realignment of Clay Street would cross through the Ivy House parking lot, eliminating approximately 15-20 of these parking spaces. The remainder of the lot will be redesigned to provide approximately 35 parking spaces east of the new Clay Street alignment and approximately 22 parking spaces west of the new Clay Street alignment.

Sewer Line

The project will realign an existing sewer line under the Ivy House Parking Lot and reconnect the line to an existing sewer line on the south side of Hangtown Creek.

Pacific Street Restriping

Pacific Street will be restriped to add a left-turn lane at the Pacific Street/ Cedar Ravine Road intersection. Addition of the left-turn lane will displace existing on-street parking on Pacific Street. An equivalent number of new on-street parking spaces will be striped on Pacific Street west of the turn lane.

Replacement Parking

Construction of the roundabout and realignment of Clay Street would result in the loss of off-street parking capacity at the Ivy House parking lot. Mitigation for the lost parking capacity is being considered at several locations. Each site has varying degrees of right-of-way, design, and

construction work needed. The amount of leased parking versus public parking will be determined based upon discussions with surrounding property owners, business owners, and leased-space holders. Replacement parking options under consideration are listed below.

Locust Avenue (South of Hwy 50)

Three contiguous, commercially-zoned parcels along the west side of Locust Avenue just south of Hwy 50, about 800 ft east of the Ivy House parking lot, would allow for approximately 44 parking spaces. This site would essentially mitigate the loss of parking at the Ivy House lot. A portion of this area is currently used by Thompson's auto service center. This site is about 800 feet from the existing lot. The northern parcel is City of Placerville right-of-way. Parcel 002-132-008 is owned by the State of California (Caltrans). Parcel 002-132-005 is the privately owned parcel.

Locust Avenue (North of Hwy 50)

Locust Avenue just north of Hwy 50 could provide eight or more parking spaces. This proposed parking location is owned by the City of Placerville. This site is over 1,100 feet from the existing lot.

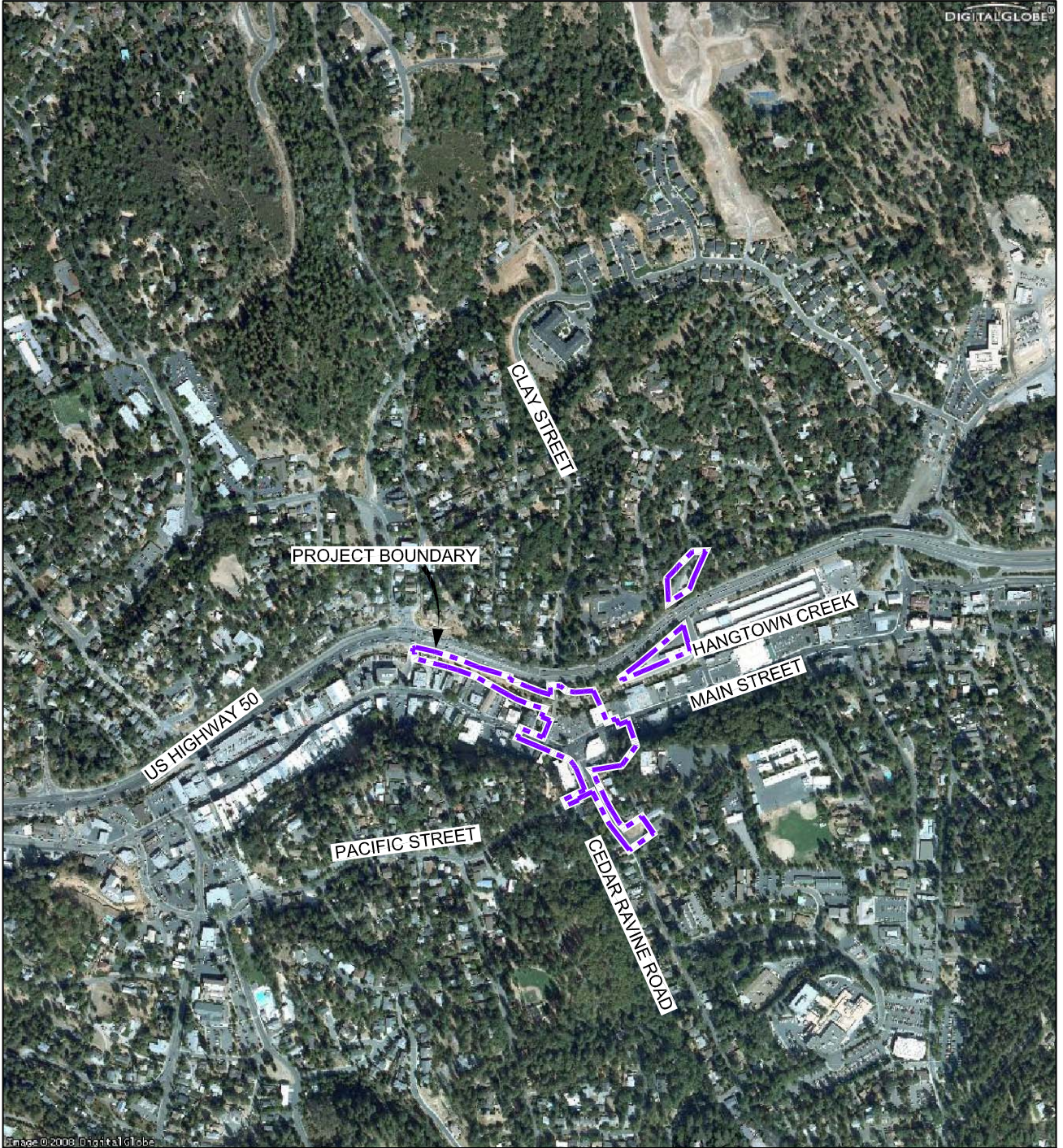
Main Street

Along Main Street just east of C&H Auto Parts is an area that could provide approximately 30 parking spaces. It would require extensive excavation through rock of varying degrees of hardness and possibly retaining walls.

Construction-related Emissions of Air Pollutants

Due to its small scope, the project will not require a large number of construction vehicles to be operational simultaneously. Fuel usage will be kept below the El Dorado County Air Quality Management District's fuel-usage screening threshold for reactive organic gas (ROG) and nitrous oxide (NO_x) emissions. Daily average fuel usage will be less than 337 gal/day for equipment older than 1996 and 402 gal/day for equipment newer than 1995. See Section V, Air Quality, of the IS checklist below for details.

- 9. Surrounding Land Uses and Setting:** The project is located in an urban area in the City of Placerville. U.S. Highway 50 occurs to the north, small businesses occur along Main Street to the east and west, and small businesses and residential housing occur to the south (Figure 2). Paved surfaces including Clay Street, Main Street, Cedar Ravine Road, Pacific Street, Locust Avenue, the Ivy House parking lot, and the El Dorado Trail are the main physical features in the project area (Figure 3). Hangtown Creek flows in a westerly direction through the project area; The Cedar Ravine drainage flows north-northwest and joins Hangtown Creek at the Clay Street Bridge. The Cedar Ravine drainage is in an underground culvert in the project area. Elevation in the project area ranges from approximately 1,850 to 1,925 ft above sea level.



Clay Street Realignment Project
 Clay Street Bridge (25C-0117)
 at Hangtown Creek
 City of Placerville, CA
 7 May 2010

 = Project Boundary

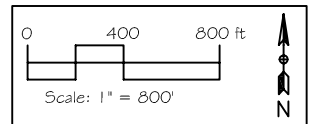


Figure 2.

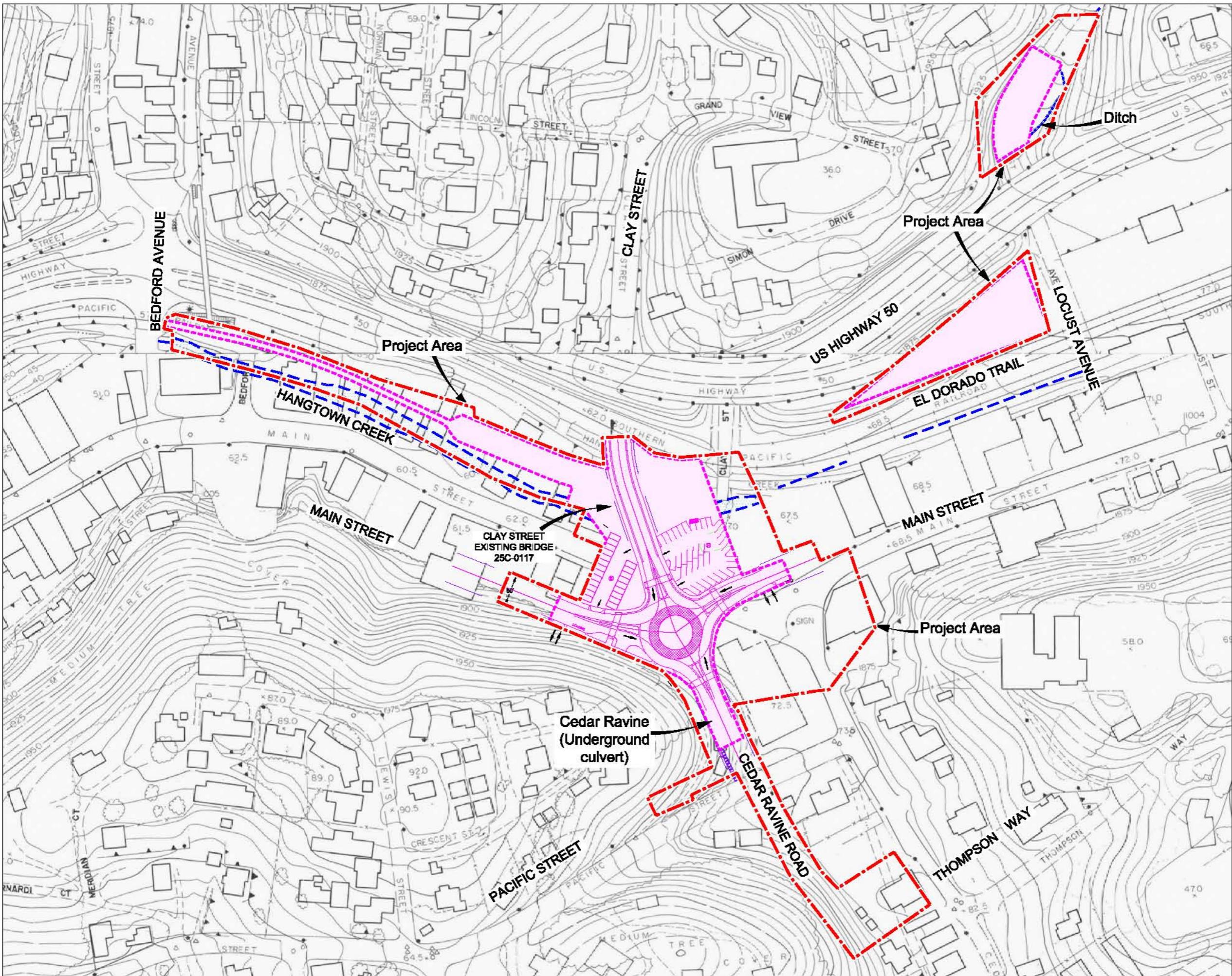
Aerial Photograph




Basemap:
 1 September 2009 Image
 GlobeXplorer and Partners.
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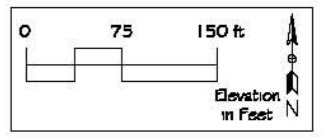
Clay Street Realignment and Bridge (25C-0117)
Replacement Project
City of Placerville, CA

Figure 3. Proposed Project



-  = Project Area
-  = Hangtown Creek
-  = Temporary and Permanent impacts

Note:
1. Roundabout, new bridge, and other road improvements shown in magenta.



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10. Other agencies whose approval is required:

| Agency | Identified Permits / Recommendations / Approvals |
|---|--|
| Federal | |
| Federal Highway Administration | Highway Bridge Program funding approval |
| Army Corps of Engineers | Section 404 CWA Nationwide Permit |
| State | |
| Department of Fish and Game | 1602 Streambed Alteration Agreement |
| Department of Transportation (Caltrans) | Project approval, encroachment permit |
| State Water Resources Control Board | General Construction Activity Storm Water Permit |
| Regional Water Quality Control Board | National Pollutant Discharge Elimination System permit |
| | Section 401 CWA Water Quality Certification |

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Transportation/Circulation | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Utilities & Service Systems |
| <input type="checkbox"/> Geophysical | <input type="checkbox"/> Energy & Mineral Resources | <input type="checkbox"/> Aesthetics |
| <input type="checkbox"/> Water | <input type="checkbox"/> Hazards | <input type="checkbox"/> Cultural Resources |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Noise | <input type="checkbox"/> Recreation |
| | | <input type="checkbox"/> Mandatory Findings of Significance |

EVALUATION OF ENVIRONMENTAL IMPACTS:

A brief explanation is provided for all answers. In the parentheses following each question of this Initial Study is/are Source Citations that support the explanation.

DETERMINATION

On the basis of this initial evaluation:

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A **Mitigated Negative Declaration** will be prepared.

Randy Pesses
Signature
Randy Pesses
Printed Name

8-24-10
Date
City of Placerville
For