

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: _____
 Lead Agency: _____ Contact Person: _____
 Mailing Address: _____ Phone: _____
 City: _____ Zip: _____ County: _____

Project Location: County: _____ City/Nearest Community: _____
 Cross Streets: _____ Zip Code: _____
 Longitude/Latitude (degrees, minutes and seconds): _____° _____' _____" N / _____° _____' _____" W Total Acres: _____
 Assessor's Parcel No.: _____ Section: _____ Twp.: _____ Range: _____ Base: _____
 Within 2 Miles: State Hwy #: _____ Waterways: _____
 Airports: _____ Railways: _____ Schools: _____

Document Type:

CEQA: <input type="checkbox"/> NOP	<input type="checkbox"/> Draft EIR	NEPA: <input type="checkbox"/> NOI	Other: <input type="checkbox"/> Joint Document
<input type="checkbox"/> Early Cons	<input type="checkbox"/> Supplement/Subsequent EIR	<input type="checkbox"/> EA	<input type="checkbox"/> Final Document
<input type="checkbox"/> Neg Dec	(Prior SCH No.) _____	<input type="checkbox"/> Draft EIS	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Mit Neg Dec	Other: _____	<input type="checkbox"/> FONSI	_____

Local Action Type:

<input type="checkbox"/> General Plan Update	<input type="checkbox"/> Specific Plan	<input type="checkbox"/> Rezone	<input type="checkbox"/> Annexation
<input type="checkbox"/> General Plan Amendment	<input type="checkbox"/> Master Plan	<input type="checkbox"/> Prezone	<input type="checkbox"/> Redevelopment
<input type="checkbox"/> General Plan Element	<input type="checkbox"/> Planned Unit Development	<input type="checkbox"/> Use Permit	<input type="checkbox"/> Coastal Permit
<input type="checkbox"/> Community Plan	<input type="checkbox"/> Site Plan	<input type="checkbox"/> Land Division (Subdivision, etc.)	<input type="checkbox"/> Other: _____

Development Type:

<input type="checkbox"/> Residential: Units _____ Acres _____	<input type="checkbox"/> Transportation: Type _____
<input type="checkbox"/> Office: Sq.ft. _____ Acres _____ Employees _____	<input type="checkbox"/> Mining: Mineral _____
<input type="checkbox"/> Commercial: Sq.ft. _____ Acres _____ Employees _____	<input type="checkbox"/> Power: Type _____ MW _____
<input type="checkbox"/> Industrial: Sq.ft. _____ Acres _____ Employees _____	<input type="checkbox"/> Waste Treatment: Type _____ MGD _____
<input type="checkbox"/> Educational: _____	<input type="checkbox"/> Hazardous Waste: Type _____
<input type="checkbox"/> Recreational: _____	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Water Facilities: Type _____ MGD _____	

Project Issues Discussed in Document:

<input type="checkbox"/> Aesthetic/Visual	<input type="checkbox"/> Fiscal	<input type="checkbox"/> Recreation/Parks	<input type="checkbox"/> Vegetation
<input type="checkbox"/> Agricultural Land	<input type="checkbox"/> Flood Plain/Flooding	<input type="checkbox"/> Schools/Universities	<input type="checkbox"/> Water Quality
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Forest Land/Fire Hazard	<input type="checkbox"/> Septic Systems	<input type="checkbox"/> Water Supply/Groundwater
<input type="checkbox"/> Archeological/Historical	<input type="checkbox"/> Geologic/Seismic	<input type="checkbox"/> Sewer Capacity	<input type="checkbox"/> Wetland/Riparian
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Minerals	<input type="checkbox"/> Soil Erosion/Compaction/Grading	<input type="checkbox"/> Growth Inducement
<input type="checkbox"/> Coastal Zone	<input type="checkbox"/> Noise	<input type="checkbox"/> Solid Waste	<input type="checkbox"/> Land Use
<input type="checkbox"/> Drainage/Absorption	<input type="checkbox"/> Population/Housing Balance	<input type="checkbox"/> Toxic/Hazardous	<input type="checkbox"/> Cumulative Effects
<input type="checkbox"/> Economic/Jobs	<input type="checkbox"/> Public Services/Facilities	<input type="checkbox"/> Traffic/Circulation	<input type="checkbox"/> Other: _____

Present Land Use/Zoning/General Plan Designation:

Project Description: (please use a separate page if necessary)

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input type="checkbox"/> Parks & Recreation, Department of
<input type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input type="checkbox"/> Caltrans District # _____	<input type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Division of Aeronautics	<input type="checkbox"/> Regional WQCB # _____
<input type="checkbox"/> Caltrans Planning	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input type="checkbox"/> Fish & Game Region # _____	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	
<input type="checkbox"/> Health Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Housing & Community Development	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

Starting Date _____ Ending Date _____

Lead Agency (Complete if applicable):

Consulting Firm: _____	Applicant: _____
Address: _____	Address: _____
City/State/Zip: _____	City/State/Zip: _____
Contact: _____	Phone: _____
Phone: _____	

Signature of Lead Agency Representative: _____ Date: _____

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Distribution List

This list does not include private property owners within/adjacent to the project.

Federal Government

US Bureau of Reclamation
Dan Cordova
7794 Folsom Dam Road
Folsom, CA 95630

State Government

Calfire
Elsa Hucks
13760 Lincoln Way
Auburn, CA 95603

California Department of Fish and Wildlife Region 4
Patrick Moeszinger
1234 E. Shaw Avenue
Fresno, CA 93710

California Department of Transportation
Vlad Popkov
703 B. Street
Marysville, CA 95901

California State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812-3044

California State Parks, Gold Fields District
Jason De Wall
7806 Folsom Auburn Road
Folsom, CA 95630

Central Valley Regional Water Quality Control Board
11020 Sun Center Drive, Suite 200
Rancho Cordova, CA 95670

Department of Toxic Substances Control
Gavin McCreary
8800 Cal Center Drive
Sacramento, CA 95826

Local Agencies

City of Colfax
PO Box 702
Colfax, CA 95713

Foresthill Fire
Michale Ridley
24320 Main Street
Foresthill, CA 95631

Foresthill Forum
175 Fulweiler Avenue
Auburn, CA 95603

Foresthill Public Utility District
Hank White
PO Box 266
Foresthill, CA 95631

Placer County Fire
Brian Estes
13760 Lincoln Way
Auburn, Ca 95603

Placer County Office of Emergency Services
Young Rodriguez
2968 Richardson Drive
Auburn, CA 95603

Placer Hills Fire District
Matt Slusher
PO Box 350
Meadow Vista, CA 95722

State Parks- Auburn State Recreation Area
Lauren Shoemaker
501 El Dorado Steet
Auburn, CA 95603

Other Organizations

American Whitewater
Theresa L. Simsiman
PO Box 455
Coloma, CA 95613

Colfax Area Historical Society
P.O. Box 185
Colfax, CA 95713

Colfax-Todds Valley Consolidate Tribe
PO Box 4884
Auburn, CA 95604

Forest Hill Divide Historical Society
P.O. Box 646
Foresthill, CA 95631

North Fork American River Alliance
PO Box 292
Gold Run, CA 95717
OARS
7330 River Park Drive
Lotus, CA 95651

Placer County Historical Society
P.O. Box 5643
Auburn, CA 95604

Protect American River Canyons
PO Box 9312
Auburn, CA 95604

United Auburn Indian Community of the Auburn Rancheria
10720 Indian Hill Road
Auburn, CA 95603

Project Description

Yankee Jims Bridge Replacement Project

The Placer County Department of Public Works, in cooperation with the Federal Highway Administration and the California Department of Transportation, proposes to replace the existing one lane suspension bridge (Bridge No. 19C-0002) that crosses over the North Fork of the American River. The Yankee Jims Project is located in an unincorporated area of Placer County, California over the North Fork of the American River, within the Auburn State Recreation Area.

The Project is needed to improve access related to evacuation routes and emergency vehicles by constructing a new, structurally sound bridge with two-lanes and increased weight capacity. The purpose of the Project is to improve the roadway approach geometry at each end of the bridge and improve pedestrian access over the North Fork of the American River and the adjacent recreational facilities by replacing the existing bridge with a new two-lane bridge over the North Fork American River on Yankee Jims Road. The existing bridge was constructed in 1930 and is currently considered structurally deficient and functionally obsolete by Caltrans Structures Maintenance and Investigations with a sufficiency rating of 0.0. The sufficiency rating assigned by Caltrans is a numeric value that indicates the sufficiency of a bridge to remain in service. Sufficiency Ratings range from zero to 100, with zero representing an entirely insufficient or deficient bridge.

Yankee Jims Road is a vital transportation connection between the communities of Colfax and Foresthill. As one of only a few roads in and out of Foresthill, Yankee Jims Road provides a vital fire, life and safety evacuation route for the local community. However, with the current bridge load restriction and width limitations, emergency response vehicles must come from both Colfax and Foresthill areas when called, since access across the existing load restricted bridge is not feasible and the exact location of the emergency is often unknown.

One build alternative is being considered for the bridge replacement; an arch suspension bridge located 10-15 feet downstream of the existing bridge. Additionally, the existing Yankee Jims Road Bridge would be strengthened to facilitate construction. The strengthened bridge would then remain in place as a historic structure. The total Project area encompasses approximately 133 acres including, approximately 7 miles of Yankee Jims Road leading up to the existing Yankee Jims bridge.

Eventual closure of the existing bridge to through traffic will be necessary to accommodate staging of equipment and delivery of materials from the Colfax side. Once the new bridge is constructed the existing bridge would be permanently closed to vehicular traffic but would remain in place as a historic structure.

Under the No Build Alternative, the County would not build a replacement bridge adjacent to the existing, structurally deficient bridge. The existing bridge will continue to be a hazard to fire and other emergency response, as the bridge has a sufficiency rating of 0.0. The delay in emergency response time would remain. Passage across the bridge would continue to be undesirable for emergency response, considering its condition, narrowness, and parking issues that currently exist in the area, especially on busy weekends. Ultimately, the no build alternative might result in no passage across the river and deteriorated road conditions on the approaches.

The following is a description of Project implementation for the Build Alternative.

Staging Areas and Tree Removal

A construction staging area, encompassing approximately 19 acres, has been identified west of I-80 along South Auburn Street. This area is currently graded and ideal for staging and storing large equipment. Furthermore, a smaller staging area (approximately 0.41 acres) has been identified along Yankee Jims Road near Gills Hill Road. Lastly, some smaller equipment will be staged around the existing Yankee Jims Bridge, where feasible. These staging areas are included in the overall Project area. A total of approximately 245 trees are anticipated for removal, both within montane riparian and montane hardwood communities. Tree removal is required to facilitate equipment mobilization, construction access along Yankee Jims Road, and ultimately the new bridge construction. Approximately 27 trees will be removed along Yankee Jims Road as part of the roadway improvements, and approximately 218 trees will be removed around the existing and proposed Yankee Jims Bridge.

Roadway Improvements and Bunch Creek Bridge

The Yankee Jims Bridge and Yankee Jims Road are remote and located within steep and narrow terrain. The majority of Yankee Jims Road is unpaved with the width varying between one and two lanes or twelve to twenty-four ft. across. Transporting equipment and material to the Project location will be difficult and roadway improvements will be necessary. Strategically sequencing construction activities will provide access and minimize or eliminate key site constraints.

Due to these factors, several design exceptions were made that differ from Placer County's design criteria. These include a 28-foot total width (12 ft. lanes with 2 ft. shoulders (County Standards are 32 ft.)) and a design speed of 25 miles-per-hour (MPH) (the County's design speed is 35 MPH). American Association of State Highway and Transportation Officials (AASHTO) guidelines will be followed for both the roadway and bridge.

Roadway improvements on the Colfax side leading to the bridge from the west include approximately 12 roadway improvements (cut/fill) and approximately 12 culvert repairs/replacements (some locations include two culverts), and work/modifications to the existing Bunch Creek Bridge. At some locations improvements include cuts into the adjacent hillside to widening the existing dirt road for equipment access. Total excavation for roadway improvements and culvert replacement/repairs is approximately 6,500-8,500 cubic yards. Yankee Jims Road, leading to the bridge from the west, will remain an unpaved road. There are no roadway improvements proposed east of the existing Yankee Jims Bridge, other than the roadway approach work associated with the new bridge. The total acreage of the proposed work area along Yankee Jims Road includes approximately 2.3 acres.

The Bunch Creek Bridge will require temporary modifications or permanent replacement to support construction access and large equipment. The Bunch Creek Bridge is located approximately 925 ft east from Gills Hill Road and Yankee Jims Road. If the bridge is temporarily modified, it will include a temporary K-rail support and temporary rock slope protection. If the temporary modifications are not sufficient to support construction access, a full replacement will be required. A full replacement will likely include a prefabricated rolled steel girder bridge with a composite concrete slab bridge deck. The permanent bridge would have a length of approximately 50 ft, an overall minimum width of approximately 12 ft, and a roadway width of 12 ft. The new bridge deck would follow the existing roadway profile. Bridge railing ending with crash cushions would be utilized at the edges of the deck. The existing concrete arch culvert would be removed and replaced with new concrete abutments and wingwalls bearing on competent rock. For

implementation of a full replacement, the existing abutments would be configured to channelize the stream flow to the existing creek bed, in-water work and/or temporary water diversions would be avoided if possible. However, if required, a small portion of Bunch Creek may be temporarily diverted or de-watered to ensure all work is outside of the active flow. Work around Bunch Creek Bridge (whether temporary modifications or permanent replacement) would require work within montane riparian habitat.

Existing Suspension Bridge Retrofit

The existing suspension bridge will be retrofitted to permit the transfer of construction materials across the river. The retrofit includes:

1. Removal of the existing corrugated metal decking and the installation of a new galvanized steel plank. New galvanized bent plate steel angles will be installed to support the outside edges of the steel plank.
2. Installation of new timber planking (approximately 3 ft. x 12 ft.) over the steel planks.
3. Installation of new timber wheel guards (approximately 6 ft. x 6 ft.) to keep the construction material trailer in the center 7'-6" of the deck.
4. Installation of new vertical ground anchors to the existing cable dead man anchorages.
5. Installation of new steel plate expansion joint at each abutment with non-skid surface.
6. Installation of new galvanized anchor bolts at each tower base plate.
7. Installation of new galvanized cable restrainers and associated galvanized steel brackets at the underside of the deck at each abutment. The existing broken angle at the underside of the deck adjacent to the abutment will be removed and replaced with a new galvanized angle.
8. Installation of new aggregate base ramp at each abutment approach.

A soldier pile wall will be built to protect the existing foundations during construction of the new arch bridge abutment (see description for Retaining Walls below).

Hillside Excavation

Excavation of the hillside at the southeast corner of the bridge is required (south of the existing roadway approach on the Foresthill side) to prepare the east roadway approach. Removal of the hillside will be accomplished through blasting and grading techniques. Water drafting from the North Fork American River will be required throughout construction to aid in dust control. A portion of the grading activities will be in close proximity, approximately 40 feet, to Shirttail Creek, but outside of the ordinary high-water mark.

Bridge Construction

The steel arch bridge build consists of a boxed shaped arch rib with a parabolic profile spanning approximately 251 ft. between abutments with a rise to span ratio of 0.25. The total construction footprint for the bridge is approximately 4.27 acres. Cable hangers support built up I-shaped floor beams and W24 composite stringers. Stiffening girders are provided near the edge of deck. The arch will be assembled by segment over the span. Erected segments will be held in place via the temporary use of stay and backstay cables supported by a temporary tower. After the arch is complete, the hangers, floor beams, girders and stringers supporting the deck will be erected followed by the casting of the concrete deck and then concrete barrier rail. This bridge would be constructed immediately downstream, approximately 10-15 feet, from the existing bridge. The

height of the bridge, from the deck to the top of the structure, will be approximately 52.9 ft at the highest point of the arch.

Concrete seat type abutments and skew back footings on reinforced concrete piles cast in drilled holes will support the stringers and the arch rib. The bottom footing elevations of Abutment 1 (Colfax side) and Abutment 2 (Foresthill side) are approximately 962 ft. Five ft. thick abutment footings are required for the tower crane anchorage. Sub-horizontal ground anchors will extend into the rock behind each abutment. Excavating equipment would need to traverse down from the existing roadway to the bottom of the footing elevation. Concrete would be pumped down from the roadway.

During construction, the arch segments will be supported on a fixed connection to the foundations and temporarily through the use of cables and towers to adjust the elevation of the arch rib at the crown. These cables will be supported by king posts on or behind each abutment and anchored into the ground behind the abutment. The temporary king posts will be supported by micropiles on the abutment footing. Temporary supports are not required within the span. Bridge construction will occur above the ordinary high-water mark of the North Fork American River.

Retaining Walls

Construction of three new retaining walls are proposed on the southwest corner of the bridge and just north of the bridge to accommodate the roadway approaches at Colfax side abutment and to protect the existing suspension bridge anchorages. Retaining wall 1 is a MSE wall that is approximately 246 linear ft and has an area of approximately 2,705 square feet. Excavators and compactors will traverse down the hill to approximately 958 ft elevation to construct the wall, staying above the ordinary high-water level (which is at an elevation of approximately 940 ft and below dependent on flows).

Retaining wall 2 is a soil nail wall that is approximately 145 linear ft and would require 493 cubic yards of excavation and 294 cubic yards of fill. All work for Retaining wall 2 is above the existing roadway. Retaining wall 3 is a soldier pile wall with wood lagging that is approximately 68 linear ft and would require 135 cubic yards of excavation and 91 cubic yards of fill. The cast in drilled hole piles will be drilled into rock from the existing roadway and concrete will be placed from the existing roadway.

Parking Lot and Stairway Access

The excavated material from the above-mentioned hillside (approximately 15,000-20,000 cubic yards and approximately 0.7-acre area) will be placed north of the roadway toward Shirttail Creek with a 40 ft setback. This will raise the level of the area north of the roadway up to the existing roadway. This 0.35-acre area is anticipated to be used for parking in the future. Drainage at the proposed parking lot will sheet flow from east to west. Water will then sheet flow down the proposed 1:1 sloped fill. The parking lot will accommodate approximately 31 vehicles. The proposed stairway access will be constructed west of the proposed parking lot. The stairway access will be approximately 125 linear ft., and 10 ft. wide.

Construction of the Project is anticipated to take approximately 2-3 years. The roadway improvements and Bunch Creek Bridge will take approximately 1 year and work at the existing and proposed bridge will take approximately 1-2 years.