

## Notice of Determination

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**To:**

Office of Planning and Research  
For U.S. Mail:  
P.O. Box 3044  
Sacramento, CA 95812-3044

*Street Address:*

1400 Tenth Street  
Sacramento, CA 95814

**From:**

Department of Fish and Wildlife  
North Central Region  
1701 Nimbus Road  
Rancho Cordova, CA 95670  
Contact: Gabriele Quillman  
Phone: (916) 358-2955



**Lead Agency:**

Alpine County Comm. Dev.  
50 Diamond Valley Road  
Markleeville, CA 96120  
Contact: Brian Peters  
Phone: (530) 694-1361

**SUBJECT: *Filing of Notice of Determination pursuant to Public Resources Code section 21108***

**State Clearinghouse Number:** 2016102002

**Project Title:** Hot Springs Road Bridge Replacement (Lake or Streambed Alteration Agreement No. 1600-2018-0378-R2)

**Project Location (include county):** The project is located at Hot Springs Creek, in the County of Alpine, State of California; Latitude 38.698605, Longitude -119.825886; Section 91, Township 10 North, Range 20 East, U.S. Geological Survey (USGS) map 'Markleeville, California', Mt. Diablo base and meridian.

**Project Description:** The California Department of Fish and Wildlife (CDFW) has executed Lake and Streambed Alteration Agreement number 1600-2018-0378-R2, pursuant to section 1602 of the Fish and Game Code to the project Applicant, the Alpine County Community Development Department.

The project is limited to the removal and replacement of an existing single-span concrete and steel girder bridge over Hot Springs Creek. The new bridge would be a cast-in-place prestressed concrete slab bridge. It would be located along the existing alignment but would be shifted slightly east of the existing bridge to reduce the severity of the approach curve from the north. It would be approximately 34 feet, ten inches wide by approximately 78 feet long with a traveled way width of 22 feet. The shoulder would be wide enough to accommodate one bicycle lane in each direction. The bridge would be a single-span structure on two concrete abutments founded on driven steel piles or cast-in-drilled-hole concrete piles using wet construction methods. New concrete bridge barriers with tubular steel rails and upgraded approach guardrails would also be installed.

The new bridge abutments would be installed near the top of each bank of Hot Springs Creek, outside the active creek channel. The foundations would be configured so that future scour would not threaten the bridge. The piles may be drilled or driven up to 60 feet below the existing ground surface. Roadway construction would require approximately 1,625 cubic yards of roadway excavation, some of which would be used to create 1,060 cubic yards of new roadway embankment. Bridge construction would require approximately 1,680 cubic yards of additional excavation to remove the existing bridge approach fills and install rock slope protection (RSP). Temporary falsework would be installed across the creek at the location of the new bridge to help support the structure as it is being constructed. The falsework would be removed once the bridge is complete. The existing bridge would be demolished and removed from the project area as construction progresses.

Approximately 1,140 cubic yards of non-grouted RSP would be placed along the creek banks at the location of the new abutments to stabilize the banks of Hot Springs Creek under the new bridge. RSP would be installed from the 100-year water surface elevation down to approximately six feet below the creek bed and approximately 20 feet up- and downstream of the new bridge.

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Some construction activities, such as construction of temporary falsework and placement of RSP, would need to occur within the active channel of the creek. A temporary stream diversion of Hot Springs Creek may be required. The creek flows would be diverted into pipes starting upstream of the RSP placement and ending downstream of the RSP placement. Cofferdams consisting of clean gravel and lined with impervious plastic visquene would be constructed up-and downstream of the work area. The pipes would be about 110 feet long and would be partially covered where they intersect the cofferdam material to weigh them down.

This is to advise that CDFW, acting as a Responsible Agency, approved the above described project on 04/02/2020 and has made the following determinations regarding the project pursuant to California Code of Regulations section 15096, subdivision (i):

1. The project will not have a significant effect on the environment. This determination is limited to effects within CDFW's permitting jurisdiction as a Responsible Agency.
2. CDFW considered the  mitigated negative declaration /  negative declaration prepared by the Lead Agency for this project pursuant to California Code of Regulations section 15096, subdivision (f).
3. Mitigation measures  were /  were not made a condition of CDFW's approval of the project.
4. A mitigation reporting or monitoring plan  was /  was not adopted by CDFW for this project.
5. A statement of overriding considerations was not adopted by CDFW for this project.
6. Findings were not made by CDFW pursuant to California Code of Regulations section 15091.

The  mitigated negative declaration /  negative declaration prepared for the project is available to the general public at the office location listed above for the Lead Agency. CDFW's record of project approval as Responsible Agency is available at CDFW's regional office.

*Signature:* Jeff Drongesen *Date:* 4/2/2020  
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 Jeff Drongesen, Environmental Program Manager

Governor's Office of Planning &amp; Research

**APR 06 2020****STATE CLEARINGHOUSE**