

Appendix A

Notice of Preparation and Public Scoping Comments



COMMUNITY DEVELOPMENT AGENCY

TRANSPORTATION DIVISION

<http://www.edcgov.us/DOT/>

PLACERVILLE OFFICES:

MAIN OFFICE:

2850 Fairlane Court, Placerville, CA 95667
(530) 621-5900 / (530) 626-0387 Fax

MAINTENANCE:

2441 Headington Road, Placerville, CA 95667
(530) 642-4909 / (530) 642-0508 Fax

LAKE TAHOE OFFICES:

ENGINEERING:

924 B Emerald Bay Road, South Lake Tahoe, CA 96150
(530) 573-7900 / (530) 541-7049 Fax

MAINTENANCE:

1121 Shakori Drive, South Lake Tahoe, CA 96150
(530) 573-3180 / (530) 577-8402 Fax

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE MOSQUITO ROAD BRIDGE PROJECT

DATE: June 24, 2015
TO: Interested Agencies and Individuals
FROM: El Dorado County Community Development Agency, Transportation Division

The El Dorado County Community Development Agency, Transportation Division (Transportation) is preparing an Environmental Impact Report (EIR) for the Mosquito Road Bridge Project. Transportation is soliciting the view of interested persons and agencies on the scope and content of the information to be included in the EIR. Agencies should comment with regard to information relevant to the agencies' statutory responsibilities, as required by Section 15082 of the California Environmental Quality Act (CEQA) Guidelines. Transportation will also accept written comments regarding the scope and content from interested persons and organizations concerned with the project, in accordance with the CEQA Guidelines Section 15083.

The scoping comment period begins June 26, 2015 and ends July 26, 2015. Please direct all written comments to: El Dorado County Community Development Agency, Transportation Division, Attention: Ms. Janet Postlewait, 2850 Fairlane Court, Placerville, CA 95667. **Individuals and organization/agency representatives are invited to provide written and oral comments at a scoping meeting that will be held on Wednesday evening, July 15, 2015 beginning at 6:30 to 7:30 p.m. at the Mosquito Fire Protection District Station 75, 8801 Rock Creek Road, Placerville.** Persons with disabilities that may require special accommodations at the scoping meeting should contact Janet Postlewait at the above address, or by phone at 530 621-5900. This notice can also be found on the El Dorado County Transportation website at <http://www.edcgov.us/MosquitoBridge/>.

PROJECT LOCATION: The Mosquito Road Bridge is located on Mosquito Road at the South Fork of the American River, 6.0 miles north of the U.S. 50/Mosquito Road intersection in Placerville, CA, and 2.3 miles south of the communities of Mosquito and Swansboro, in El Dorado County.

BACKGROUND: In 1939, the Mosquito Bridge was largely reconstructed using the 1867 foundations from the original structure. The bridge does not meet current standards such as load requirements and bridge width, and in current times, has required extensive maintenance resulting in long term road closures. Structurally, the bridge is rated near the bottom of the list of all state bridges with a sufficiency rating (SR) of 12.5 out of 100. Bridges with a SR of < 50 are eligible for replacement under the FHWA Highway Bridge Program.

PROJECT DESCRIPTION: The project includes replacement of the existing bridge and approach structures and must meet the Federal, State, and County safety and design standards in a manner consistent with the transportation needs of the corridor.

ENVIRONMENTAL PROCESS AND PUBLIC INPUT: Following receipt of input during the comment period, the County will prepare a Draft EIR that will describe the Project and alternatives (including a no project alternative as required by CEQA) and will identify the potential environmental effects and mitigation measures that may be necessary to minimize or avoid such effects. The Draft EIR will be made available for public review and input for a 45-day review period. The County will consider all comments received and will prepare a Final EIR which identifies any necessary changes to the Draft and provides responses to all comments on the Draft. The County Board of Supervisors will consider certification of the Final EIR prior to approval of actions required for undertaking the Project.

Comments Mailed or Emailed



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Bridge CEQA Notice of Preparation of an EIR Public Meeting Comments.

1 message

Gail Barritt <gbarritt@earthlink.net>
To: Janet.Postlewait@edcgov.us
Cc: Guy Barritt <gbarritt@earthlink.net>

Wed, Jul 22, 2015 at 8:47 PM

Good Evening Janet,

Gail and I have been residence of Mosquito for 25 years now. We love the area so much we gave up the hustle and bustle of the Bay Area to move up here in 1990. We have attended a lot of meetings concerning the County and EID and this meeting was one of the most informative meetings we have attended. A special thanks from both of us to all who set up such a wonderful interaction for the residence of Mosquito.

Listing the to presentations, the arguments for the High Bridge trumped the two lower bridge proposals at every turn. Concerns of another major slide in the switchbacks are on everyones mind. The higher bridge eliminates that possibility. The lower Bridge proposal requires an auxiliary bridge in order to keep Mosquito road open. The High Bridge requires no additional bridge allowing the present bridge to remain open. The Middle bridge is longer with a curve cutting diagonally across the canyon. The High Bridge is shorter, going straight across the canyon.

Most of us, who have followed this project, were relegated to the fact that the High Bridge would be to expensive and not be built. We were pleasantly surprised at the cost savings and lack of environmental impact of the High Bridge proposal over the other two bridges. in reality, the lack of environmental impact for the High Bridge with no temporary bridge required going straight across the canyon, will make a significant savings.

Thanks to the development group for considering our areas safety and supporting our wishes.

Sincerely,

Guy and Gail Barritt



Janet Postlewait <Janet.postlewait@edcgov.us>

Mosquito Road Bridge CEQA Notice of Preparation of an EIR Public Comments

1 message

Barbara Beacham <salmonfishingqueen@gmail.com>
To: Janet.postlewait@edcgov.us

Thu, Jul 23, 2015 at 7:59 AM

Good morning Janet –

I appreciate being able to comment.

Yesterday, we had another fire event here. This was a brush fire located on Stope Drive. This is somewhat close to the area where the King Fire burned last year. We have no idea yet as to how this fire started. We knew something was going on when the power went out around 2:30 p.m. yesterday.

With Mosquito Road being closed to traffic, the only way in and out for us here is Rock Creek Road. As we sat here in our home, hearing the spotter planes, we looked out and saw a helicopter with a bucket. With one road for all traffic, including the emergency vehicles called out to help, we clearly have the need for that bridge to be built. As Rock Creek is so narrow in spots, with loads of blind corners, and a slow route because of the road, we need the new bridge to ensure our safety up here. If they had to close off Rock Creek Road to emergency vehicles only, and the area needed to be evacuated, how would we all get out of the area without impeding those emergency vehicles?

What is also of concern is that we have several ponds here that should be filled to help with fire suppression. Even in drought years. Finnon sits at 50 acre feet, and most of the ponds around the SCPOA association are at severely low levels. Last year during the King Fire the water tank up at Lupine Lane was used up in a day and a half. We watched yesterday as the helicopter flew the area looking for water sources. Think of what a difference could be made with the high bridge in getting water and crews up here.

Some thoughts, and I hope that you can use these photos and this information in getting the funding needed for the high bridge.

My best regards,

Barb Beacham

3 attachments



Spotter plane and helicopter with bucket.jpg
234K



Helicopter circling back.jpg
74K



Helicopter looking for a pond to draw water from.jpg
115K



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Bridge

1 message

Glen Blesi <glenblesi@yahoo.com>

Sun, Jul 26, 2015 at 5:51 PM

To: mosquitobridge@edcgov.us, janet.postlewait@edcgov.us

Cc: Donna Blesi <donna.blesi@performtechnology.com>

A few recent small fires (last week) remind us how critical it is to have two routes capable of bring resources necessary to fight potential large fires in this area.

There were over 700 fire engines and 100 dozers brought in during the King Fire last fall. All of which came in on Rock Creek. If Rock Creek had been comprised due to fire or landslide our community would have been lost.

We appreciate and support efforts to improve Mosquito Road to be a viable alternative to Rock Creek. Replacing the existing bridge would not accomplish that, as it would not allow fire fighting vehicles into our area. We support the highest bridge because it has the smallest foot print and least future environmental impact on the canyon. We also understand it is a cheaper alternative to the mid-level bridge.

We appreciate and thank you for your efforts in support of this project.

Glen and Donna Blesi
3481 Dogwood Lane, Placerville, CA
PH #: 530 295-3875



Janet Postlewait <janet.postlewait@edcgov.us>

(no subject)

1 message

darosey@jps.net <darosey@jps.net>

Thu, Jul 16, 2015 at 6:23 AM

Reply-To: darosey@jps.net

To: janet.postlewait@edcgov.us

I think the high rise bridge is the best way to go the lower bridge will not help us at all you wont be able to get emergency equipment up to us if there is a fire on Rock Creek road the fire trucks will not be able to get to us. the last fire we had they got a CDF truck stuck on the bridge the last fire we had there was so much traffic on rock creek that you had a traffic jam meeting fire trucks and caterpillars. the tall bridge makes more since small foot print will not require shutting down Mosquito road for two years. tall bridge has the smallest foot print

Duncan Rose
6280 Dickinson Placerville CA
530 8228595



Janet Postlewait <Janet.postlewait@edcgov.us>

Comment Card - Scoping Mtg., Wed., 7/15/2015

1 message

Elisabeth Bingham <elisabeth.bingham@gmail.com>

Mon, Jul 27, 2015 at 10:22 AM

To: mosquitobridge@edcgov.us

Hi! I wanted to add my support for the highest bridge option. While I very much want to see the "original" Mosquito bridge maintained for recreation, it doesn't make sense to me to spend the kind of money required for any of the options w/o allowing for access by emergency vehicles, as well as buses and large trucks, etc. Mosquito/Swansboro Country will still be remote, just with the three most difficult/dangerous miles removed. I think it's okay to move forward and I think it will make our community safer rather than less so, by making it less attractive to people who want to "hide" and easier for emergency personnel to reach. If the middle span costs the most but doesn't allow for greater access, there seems no point in that, and if the lowest requires two bridges to be built, that seems like a crazy waste of time and money. That's all I can think of. Thank you for taking our opinions into account.

Elisabeth A. Bingham
3106 Buckboard Rd.
Placerville, CA 95667
elisabeth.bingham@gmail.com
(530) 306-2350

~Elisabeth A. Bingham~



Janet Postlewait <janet.postlewait@edc.gov>

Mosquito Bridge Comments and Questions

1 message

kd6myq@remontlylocated.us <kd6myq@remontlylocated.us> Thu, Jul 16, 2015 at 7:47 PM
To: mosquitobridge@edc.gov

Data from form "Mosquito Bridge Comments and Questions" was received on 7/16/2015 7:47:30 PM.

Feedback

Field	Value
Subject	Mosquito Bridge Comments and Questions
Full Name	Floyd Baumgartner
Email Address	kd6myq@remontlylocated.us
MailingAddress	8965 Rock Creek Rd. Placerville, Ca. 95667
Phone	530-626-1204
Comment	Thank you for updating us on the project. I think that the mid level bridge will have some concerns 1, Ice build up on the Placerville end of the bridge in the shaded areas due to the low angle of the sun and trees and mountain blocking the Sun. 2,The area on the north end is very unstable where it would end. 3,The low level bridge is a waist of money, wasted on placing and removing the temp. bridge and have nothing to show for your money, You still will have maintenance issues with slides above the new bridge on the north end. The best and lowest impact to the environment is the high bridge. thank You

Email "Mosquito Bridge Comments and Questions" originally sent to mosquitobridge@edc.gov from kd6myq@remontlylocated.us on 7/16/2015 7:47:30 PM.



Mosquito Road Bridge CEQA Notice of Preparation of an EIR Public
Scoping Meeting, Wednesday, July 15, 2015

Comment Card

Comments: Low level bridge makes no sense because hairpins will remain so emergency vehicles can't use it & most importantly Mosquito Rd. will be closed for too long, Rock Creek being only access is not safe with so much traffic, especially in the winter, ^{not safe for school bus,} Mid level bridge makes no sense because cost is highest, bridge is longer.

High level bridge is the BEST choice - least impact on road closure cuts off all hairpins. I have lived here 47 years, our safety is important. Please build the high level bridge!!

Comments may be submitted today at this workshop or email to: janet.postlewait@edcgov.us or mail to: Community Development Agency, Transportation Division, Attn: Janet Postlewait, 2850 Fairlane Court, Placerville, CA 95667. Comments are due by 5:00 pm on July 27, 2015. Additional information can be found at <http://www.edcgov.us/MosquitoBridge/> or email to: mosquitobridge@edcgov.us

Your Contact Information (Optional):

Name: Debbie Harris
Address: 8781 Rock Creek Rd., Placerville, CA 95667
Email: swansbororealestate@gmail.com Phone: 530-622-6822

Mosquito Bridge Options Comments

1. Thanks for a very informative presentation.
2. The low bridge option provides NO benefits to the residents nor to the county.
 - a. Still have to maintain the roadway along the unstable mountain that the road is built in to all along the switchbacks.
 - b. Switchbacks and narrow roadway would still preclude its use by emergency vehicles (ambulance and fire) attempting to access the Mosquito/Swansboro area.
 - c. The environmental footprint would be unnecessarily large when you consider that there are options that are much less intrusive.
 - d. I question the ability to effectively stabilize the terrain on the approach to and around where the temporary bridge will be constructed. Once that area so near the river is disturbed, natural drainage is probably going to present a formidable and costly challenge.
3. The middle bridge option would address a couple concerns but the cost and logistics are not acceptable when you consider that there are better alternatives.
 - a. Portions of roadway along the unstable mountain would still be a significant concern. A relatively small mud slide as we experienced in the late 90's rendered Mosquito Road unusable for nearly 3/4 of a year. Constructing any bridge that retains all or some of the switchbacks would most likely expose the County to never ending maintenance costs.
 - b. As with the low bridge, the environmental footprint associated with this option would be large in comparison to other options.
 - c. As with the low bridge option there would be significant amounts of time that Mosquito Road would not be accessible.
4. The high bridge option is by far the best long term solution.
 - a. Least impact on access to and from Mosquito/Swansboro.
 - b. Smallest environmental footprint.
 - c. Provides an access route for ambulances and large emergency vehicles.
 - d. Hill stabilization (mudslide) along the steep portions of the roadway leading to the river would no long be a concern.
 - e. Should something catastrophic occur to the Slab Creek Dam, this bridge option would suffer the least amount of impact.

Ralph & Sharon Hern
7062 Maidu Drive, Placerville
rehern42@gmail.com
530-626-5268



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Bridge

1 message

Linda Heyart <heylnick@gmail.com>
To: mosquitobridge@edcgov.us

Fri, Jul 24, 2015 at 11:01 PM

We have lived in Swansboro for the past 8 years. It is a wonderful community and we love our home and quiet neighborhood. The drive on Mosquito Road, crossing the river on the one lane bridge and four switchbacks are increasingly more difficult to negotiate each passing year. The traffic continues to increase and the bridge and switchbacks get more dangerous to travel.

Our community is made up of young families with school age children spending lengthy time riding the school bus (which must travel Rock Creek Rd.), working families, and many retired couples. We desperately need the bridge replaced with the higher option so that ambulance service, emergency vehicles and especially fire equipment can access this community in the quickest time possible. Without this higher bridge all these vehicles must travel the longer Rock Creek Rd.

Thank you for any help you can provide to make this bridge option the one that is chosen.

Sincerely,

Nick and Linda Heyart



Janet Postlewait <janet.postlewait@edcgov.us>

Slab Creek Bridge Redevelopment Plan

1 message

Jason Williams <andingela@gmail.com>

Mon, Jul 20, 2015 at 11:47 PM

To: janet.postlewait@edcgov.us

Dear Ms Postlewait,

Thank you for your hard work on the Slab Creek Bridge Redevelopment Plan. If I may, I would love to vote for option one. I believe this option ensures continued access for kayakers and fly fishermen such as my self. Any loss of access would challenge my enthusiasm for such a beautiful spot. As a tourist, I know my impact on the region is small, yet if I add up the expenditures for all of my annual visits to the American and those of my companions, it is significant. I believe tourists like myself should help drive the push to increase access. Bottom line is we love coming to visit! Please keep it easy for us to keep having such a great time! Thank you again!

Kind Regards,

Jason Williams
Carmel by the Sea



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge at the South Fork of the American River - Scoping Comments

1 message

Jeff Wasielewski <wasiek@att.net>
To: janet.postlewait@edcgov.us

Mon, Jul 27, 2015 at 7:49 PM

Janet Postlewait
Principal Planner
El Dorado County Community Development Agency
Transportation Division

As an long-time inflatable kayaker I have a great boating interest in the Slab Creek run. I am particularly interested in high-gradient low-flow runs like the Slab Creek run. With the recent SMUD relicensing, SMUD will be providing minimum streamflows that are over 200 cfs in most years in the months of April and May. I plan on taking advantage of these flows in order to frequently run the Slab Creek run with my boating friends in our inflatable kayaks. Access at the Mosquito Ridge Bridge is important to facilitate running the upper and lower sections separately since low flows require longer paddling times.

For all alternatives, please address recreational access to the South Fork American at Mosquito Road Bridge. Please also consider the impact to river access during the construction of the bridge.

I support Bridge Alternative 1 (High- Level) since I believe it provides the greatest boating access using the existing roads on both sides and the historic bridge.

Thank you for reading my comments!

Jeff Wasielewski

8634 Gunner Way

Fair Oaks, CA 95628-5347



Janet Postlewait <janet.postlewait@edcgov.us>

Slab Creek - Mosquito Bridge

1 message

Barry Kruse <zipkruse@hotmail.com>

Tue, Jul 21, 2015 at 11:19 AM

To: "janet.postlewait@edcgov.us" <janet.postlewait@edcgov.us>

Dear Janet,

I understand that you may be trying to gauge interest in access at Slab Creek at Mosquito Bridge.

Count me amongst many hundreds of friends who will appreciate all availability to that fine whitewater section. It is a rare piece that would be greatly appreciated by an even larger user population in the future, especially as other river sections are drying up. I've done this section of river several times over the years, and I am very interested in taking friends back. I am an expert rafting guide with hundreds of days of Class V experience, and always look for accessible, quality runs.

Sincere thanks for your consideration,

Barry Kruse
Rocklin, CA
916.616.2317



Janet Postlewait <janet.postlewait@edcgov.us>

July 15th Meeting

1 message

Larry <l.janssen.tpp@gmail.com>

Thu, Jul 16, 2015 at 12:02 PM

Reply-To: l.janssen@ieee.org

To: mosquitobridge@edcgov.us

Thanks to those that participated in last night's meeting on the Mosquito Bridge. Good information—as an Engineer myself (retired) I appreciated the level of competence by the Engineers describing the project.

It was mentioned that some of the photos and maps would be posted on the web site to look at and study. We have been a resident of Swansboro/Mosquito since 1986 and have high hopes that this is more than just talk and studies and we will really get a new bridge. We are definitely voting for the upper bridge design—it appears to be the only solution that would allow emergency vehicles and equipment access. Also, it appears to be the approach providing the least impact on the environment.

Again thanks to all and keep pushing to make this new bridge a reality.

—
Larry Janssen l.janssen@ieee.org



Mosquito Road Bridge CEQA Notice of Preparation of an EIR Public
Scoping Meeting, Wednesday, July 15, 2015

Comment Card

Comments: OF THE 3 ALTERNATES, THE UPPER ONE
SEEMS TO BE THE BEST ONE.

1. LOWER WOULD MEAN MUCH DISRUPTION OF TRAFFIC & DIFFICULT CONSTRUCTION.
2. THE INTERMEDIATE WOULD BE LONGER
3. FROM A COST STANDPOINT THE UPPER SEEM TO BE THE BEST.

THANK YOU,

EXCELLENT PRESENTATION AT MEETING.

Comments may be submitted today at this workshop or email to: janet.postlewait@edcgov.us or mail to:
Community Development Agency, Transportation Division, Attn: Janet Postlewait, 2850 Fairlane Court,
Placerville, CA 95667. Comments are due by 5:00 pm on July 27, 2015. Additional information can be found at
<http://www.edcgov.us/MosquitoBridge/> or email to: mosquitobridge@edcgov.us

Your Contact Information (Optional):

Name: LOUIE BACIGALUP

Address: 6576 LOG CABIN LN.

Email: CASADEBACI@GMAIL.COM Phone: 530-621-4613



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Road Bridge project comments

1 message

MARK HERMAN <machcopper@yahoo.com>

Mon, Jul 27, 2015 at 2:45 PM

Reply-To: MARK HERMAN <machcopper@yahoo.com>

To: "janet.postlewait@edcgov.us" <janet.postlewait@edcgov.us>

Janet, The July 15th, 2015 Mosquito Road Bridge meeting in Swansboro was great. The following are comments I would like to add to the environmental impact issues.

First I would like to state that a new bridge is vital to the development and safety of all communities north of the Swansboro Road Bridge not just Swansboro. Being a law enforcement officer I have seen many traffic violators crossing the current bridge and going up and down the switchbacks in violation of the California vehicle code which is endangering people's lives and would continue to do so if a lower bridge is approved. This would be due to the switchbacks still being present and an issue. People would still dare to attempt to use the switchbacks if a lower bridge was built. Also the fact that Fire Department Trucks from Placerville are not able to access communities on the north side of the American River unless they gain access via Rock Creek Road, which could be closed down for many reasons and stop access to those in dire need. I am in favor of a High Level or Middle Level Bridge over a lower bridge.

Now for points on the three choices of bridges.

Lower Bridge

I believe the implication of a lower bridge alongside where the existing bridge is located is a bad idea due to the impacts it will have to the community and environment.

First the fact that a two bridges would need to be constructed as well not only is a financial impact but also it will take 8 months to construct causing the current bridge to be closed for that amount of time and only allowing one access in and out of Swansboro for that 8 month period. This would increase usage on the Rock Creek Road. The residents on Rock Creek Rd will have increased traffic, pollution, and wear and tear on that road for 8 months straight. Further the possibility of landslides, fires, or traffic accidents could close Rock Creek Road down, which would block off any access to Swansboro by ground. The residents would be trapped with no way in or out. If there was a life endangering emergency where fire, police, or ambulance were needed it is quite possible they could be cut off or extremely delayed to the point it could be devastating.

Secondly the development of a lower bridge would not assist in providing better access up Mosquito Road around the four switchbacks once you cross the bridge. This would continue to prevent additional fire personnel to get to the north side of the American River in case of a fire.

Thirdly, currently over weighted and wide trucks are using the current bridge and switchbacks in violation of traffic laws. With the building of another short bridge there is no doubt in my mind the new bridge will be used by these same persons in violation of traffic laws. We even had a Semi Truck with Trailer make it down to the bridge this last year. How they managed to get out of the area is unknown to me but I am sure it endangered the

driver, and other traffic on the road. These over weighted and wide trucks will impact the safe driving of driver's to and front the new lower bridge, especially on these switchbacks. Fourthly, There would be a high impact on the surrounding wildlife, forestry, and American River if construction of a lower bridge would take place. The time to construct two lower bridges would be considerably longer. This in turn would cause more exhaust from vehicles getting materials in and out of the area. Construction would be taking place directly adjacent to the river causing more debris to be dropped into the river and surrounding environment.

High Level Bridge

The impact of a high bridge would be minimal and more practical.

First, The current Mosquito Road Bridge would be able to stay open during construction.

Secondly, This would continue to allow two access roads into Swansboro for emergency responses and for evacuations.

Thirdly, The impact to the environment would be minimal. The pollution of incoming and outgoing vehicles would be less than a lower bridge due to the vehicles not needing to use the much lower gears, torque, or pull on their engines as it would be to get down to and back out of a lower level bridge.

Fourthly, Once completed, the upper level bridge would bypass the current switchbacks across the current bridge. This would allow access and a quicker response for emergency personnel such as Fire Department engines and Police response to the community. Being a Law Enforcement Officer I can tell you response time is vital and can be the difference between life and death.

Middle Level Bridge

The impact of a middle bridge would be more beneficial then the lower bridge but still have more concerns then a higher bridge.

First the middle bridge would also cause a closure of the current bridge as the lower bridge will do, just not for the same amount of time frame of 8 months. This would be do to both the lower bridge and middle bridge using the same stretch of road where there is no turn offs. The construction trucks going in and out of the area will be an issue at this location as well as they would be at lower bridge.

Secondly, on a positive note the middle bridge like the higher level bridge will bypass the switchbacks which will allow emergency personnel access across the American River.

Thank you for viewing my contacts.

MARK HERMANN

6581 Log Cabin Lane

Placerville Ca. 95667

(Swansboro)

(916) 873-4522



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Bridge Comments and Questions

1 message

machcopper via TD-MosquitoBridge-m

<mosquitobridge@edcgov.us>

Reply-To: machcopper@yahoo.com

To: mosquitobridge@edcgov.us

Mon, Jul 27, 2015 at 2:48 PM

Data from form "Mosquito Bridge Comments and Questions" was received on 7/27/2015 2:48:31 PM.

Feedback

Field	Value
Subject	Mosquito Bridge Comments and Questions
Full Name	Mark Hermann
Email Address	machcopper@yahoo.com
MailingAddress	6581 Log Cabin Lane Placerville Ca. 95667
Phone	(916) 873-4522
	<p>The July 15th, 2015 Mosquito Road Bridge meeting in Swansboro was great. The following are comments I would like to add to the environmental impact issues. First I would like to state that a new bridge is vital to the development and safety of all communities north of the Swansboro Road Bridge not just Swansboro. Being a law enforcement officer I have seen many traffic violators crossing the current bridge and going up and down the switchbacks in violation of the California vehicle code which is endangering peoples lives and would continue to do so if a lower bridge is approved. This would be due to the switchbacks still being present and an issue. People would still dare to attempt to use the switchbacks if a lower bridge was built. Also the fact that Fire Department Trucks from Placerville are not able to access communities on the north side of the American River unless they gain access via Rock Creek Road, which could be closed down for many reasons and stop access to those in dire need. I am in favor of a High Level or Middle Level Bridge over a lower bridge. Now for points on the three choices of bridges. 1) I believe the implication of a lower bridge alongside where the existing bridge is located is a bad idea due to the impacts it will have to the community and environment. First the fact that a two bridges would need to be constructed as well not only is a financial impact but also it will take 8 months to construct causing the current bridge to be closed for that amount of time and only allowing one access in and out of Swansboro for that 8 month period. This would increase usage on the Rock Creek Road. The residents on Rock Creek Rd will have increased traffic, pollution, and wear and tear on that road for 8 months straight. Further the possibility of landslides, fires, or traffic</p>

Comment

accidents could close Rock Creek Road down, which would block off any access to Swansboro by ground. The residents would be trapped with no way in or out. If there was a life endangering emergency where fire, police, or ambulance were needed it is quite possible they could be cut off or extremely delayed to the point it could be devastating. Secondly the development of a lower bridge would not assist in providing better access up Mosquito Road around the four switchbacks once you cross the bridge. This would continue to prevent additional fire personnel to get to the north side of the American River in case of a fire. Thirdly, Currently over weighted and wide trucks are using the current bridge and switchbacks in violation of traffic laws. With the building of another short bridge there is no doubt in my mind the new bridge will be used by these same persons in violation of traffic laws. We even had a Semi Truck with Trailer make it down to the bridge this last year. How they managed to get out of the area is unknown to me but I am sure it endangered the driver, and other traffic on the road. These over weighted and wide trucks will impact the safe driving of driver's to and front the new lower bridge, especially on these switchbacks. Fourthly, There would be a high impact on the surrounding wildlife, forestry, and American River if construction of a lower bridge would take place. The time to construct two lower bridges would be considerably longer. This in turn would cause more exhaust from vehicles getting materials in and out of the area. Construction would be taking place directly adjacent to the river causing more debris to be dropped into the river and surrounding environment. 2) The impact of a high bridge would be minimal and more practical. First, The current Mosquito Road Bridge would be able to stay open during construction. Secondly, This would continue to allow two access roads into Swansboro for emergency responses and for evacuations. Thirdly, The impact to the environment would be minimal. The pollution of incoming and outgoing vehicles would be less than a lower bridge due to the vehicles not needing to use the much lower gears, torque, or pull on their engines as it would be to get down to and back out of a lower level bridge. Fourthly, Once completed, the upper level bridge would bypass the current switchbacks across the current bridge. This would allow access and a quicker response for emergency personnel such as Fire Department engines and Police response to the community. Being a Law Enforcement Officer I can tell you response time is vital and can be the difference between life and death. 3) The impact of a middle bridge would be more beneficial then the lower bridge but still have more concerns then a higher bridge. First the middle bridge would also cause a closure of the current bridge as the lower bridge will do, just not for the same amount of time frame of 8 months. This would be do to both the lower bridge and middle bridge using the same stretch of road where there is no turn offs. The construction trucks going in and out of the area will be an issue at this location as well as they would be at lower bridge. Secondly, on a positive note the middle bridge like the higher level bridge will bypass the switchbacks which will allow emergency personnel access across the American River.

Email "Mosquito Bridge Comments and Questions" originally sent to mosquitobridge@edcgov.us from machcopper@yahoo.com on 7/27/2015 2:48:31 PM.



Janet Postlewait <janet.postlewait@edcgov.us>

SLAB CREEK RECREATIONAL ACCESS!!!

1 message

noneyabus <skatematt76@yahoo.com>

Thu, Jul 23, 2015 at 3:28 PM

To: Janet.postlewait@edcgov.us

Janet,

My name is Matthew Phillips I am a lifelong El Dorado County Resident, and currently live in Coloma. I have been white water kayaking for 8 years now, and I am a competent class IV kayaker. I have never got a chance to run the Slab Creek section of the South Fork American because it really never comes in at a flow that would be good for boating. The idea of recreational flows on this section of river have most certainly grabbed my attention and I am very excited and please that this is going to happen in the future! From my understanding there are proposals for new bridge construction and I am in full favor of Bridge Alternative 1 which is the high level bridge. I would like to add that during this possible construction phase that the health of the river and surrounding nature environment have as little impact as possible. River access during the construction phase would also be a personal concern of mine i would like to see addressed. I would also appreciate river access for recreational purposes to be considered with high regards at the Mosquito Road Bridge to access the South Fork American. I have been trying to get on this section of river for a very long time knowing that it possesses very high quality rapids for white water kayaking, and have heard how great it is by many old time kayaking friends that used to boat this section quite often when it flowed more regularly. This section of river is in high demand in the boating community, and i know that many of my friends both El Dorado County and friends from other counties and even states would be traveling to take advantage of any boating opportunities on Slab Creek. Also as an American Whitewater member i have seen that these flows would be planned for the summer time which is a major plus because the availability for class IV whitewater is far and few between in our state. This said I am more than confident that recreational flows will draw many kayakers to the area especially during summer months when there are no other options. Many of us kayakers travel all throughout the state and even the country to find rivers with water in them so we can go kayaking and enjoy our rights to use the river for recreational purposes. It is very important that we have access to the river at Mosquito Road Bridge, and i cannot stress this point enough. Please feel free to contact me if you have any questions. Thank you for your time!

Matt Phillips

(916)803-3737



Janet Postlewait <janet.postlewait@edcgov.us>

mosquito bridge comments from 7/15/15

1 message

Michael Sander <sanderhouse@hughes.net>

Thu, Jul 16, 2015 at 9:44 AM

To: Janet Postlewait <janet.postlewait@edcgov.us>

Janet

Great meeting last night. It's good to see that everything is moving along as well as it is. As for comments on the 3 different bridge proposals

The lower bridge seems to be the least favorable of the three. First of all it doesn't meet one of the main criteria for a new bridge; that being access to emergency vehicles because it doesn't eliminate the switchbacks. The switchbacks have an ongoing problem with rock coming loose and it may be just a period of time when there is another major slide as there was in 06/07. And this construction of this bridge would create a major traffic inconvenience for its construction period.

The middle bridge is better but it still leaves a switchback on the South end of the bridge. It also leaves a rather nasty right hand turn (going towards Swansboro) just after the switchbacks.

This leaves the high bridge which seems to have everything that we need. So I guess, in short, my vote is for alternate 1, the high bridge.

Thank You

Mike Sander

sanderhouse@hughes.net

Mosquito Road Bridge CEQA Notice of Preparation of an EIR Public Comments for Scoping Meeting Wednesday July 15, 2015

Comments of Wayne and Barbara Mikel, 9070 Orval Beckett Ct, Placerville CA 95667 530 642 1970

Resident for 22 years.

1993-bridge replacement study not implemented even though new building allowed increased traffic and abusive travel on the bridge never designed to accommodate, represents a physical and environmental hazard. Let's hope that doesn't happen again.

Environmental and other hazards, avoided with building the upper level, bridge replacement.

- 1. Minimum environmental construction impact**
- 2. Smaller long-term profile human presence in the American River Canyon area of Mosquito Road. Less potential for fire in the canyon, which cannot be fought by air or ground equipment and can burn east and west as well as north and south?**
- 3. Faster access for all emergency response teams: The two alternate locations for a new bridge do not address the north side switchbacks. Therefore would not allow for fire and emergency response. Given the population increases and therefore traffic in Swansboro Country/Mosquito District (subdivision is only 50 % built out lot vs house per association records and fire department listing of houses vs lots) and the desire by the El Dorado County to consolidate Fire Protection Districts having a faster access to our community makes economic and environmental sense.**
- 4. Gasoline and oil contaminates washing off current road into the American River from parked vehicles.**
- 5. Greater flood protection with for the bridge and possible debris flows. I personally witnessed the water level at the Mosquito Bridge during the 1997 flood. It bridge was almost swept away. At Chile Bar, the impact of the 1997 flood resulted in the subsequent bridge replacement.**



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Bridge Comments and Questions

1 message

pjohnson@eld.org <pjohnson@eld.org>
To: mosquitobridge@edcgov.us

Tue, Jul 21, 2015 at 9:57 AM

Data from form "Mosquito Bridge Comments and Questions" was received on 7/21/2015 9:57:41 AM.

Feedback

Field	Value
Subject	Mosquito Bridge Comments and Questions
Full Name	Pat Johnson
Email Address	pjohnson@eld.org
MailingAddress	6987 Dyer Court Placerville, CA 95667 [Swansboro resident]
Phone	530-642-4144
Comment	Majority of residents in Swansboro are truly hoping a new bridge is constructed for safety purposes. With all monies spent to repair the old bridge over these decades, a new bridge would have been in place and paid for if original plans had been pursued. I am curious about the CEQA (no project) consideration and what exactly does that mean? Could someone please clarify? Thank you for all you do and best of luck with getting the project to fruition. It will be an asset to El Dorado County. Pat Johnson

Email "Mosquito Bridge Comments and Questions" originally sent to mosquitobridge@edcgov.us from pjohnson@eld.org on 7/21/2015 9:57:41 AM.



Janet Postlewait <janet.postlewait@edcgov.us>

Mosquito Bridge Comments and Questions

1 message

mailforphyi@gmail.com <mailforphyi@gmail.com>

Wed, Jul 15, 2015 at 8:37 PM

To: mosquitobridge@edcgov.us

Data from form "Mosquito Bridge Comments and Questions" was received on 7/15/2015 8:37:26 PM.

Feedback

Field	Value
Subject	Mosquito Bridge Comments and Questions
Full Name	Phylla Smith
Email Address	mailforphyi@gmail.com
MailingAddress	3328 Stope Dr Placerville CA 95667
Phone	530-626-0628
Comment	<p>of 3 bridge alternates Lower alternative---would result in the building of 2 bridges as you have to have alternate routes of in case an emergency (i.e. King Fire) and our main alternate Rock Creek Rd can be prone to rock slides and is also narrow and not built for the amount of traffic it gets when Mosquito is closed. Middle level alternative---this is the longest and most expensive---it as well as the lower alternative could be effected by a sudden rise in water level caused by a catastrophic rock slide up river or dam breach. There has been rock slide that caused water to go over the current Chili Bar Bridge - and for a while there was actually no access to the Mosquito Swansboro area as Mosquito Bridge was also closed due to a potential rock slide. The High level alternative is the most effective alternative as it removes all switchbacks making it the easiest for emergency traffic, would have the least impact on the need for alternative routes during construction. Would also make a safer route in and out of Mosquito/Swansboro. It is also not the most expensive. Also smallest footprint in the waterflow even if there is a catastrophe up river.</p>

Email "Mosquito Bridge Comments and Questions" originally sent to mosquitobridge@edcgov.us from mailforphyi@gmail.com on 7/15/2015 8:37:26 PM.



Mosquito Road Bridge CEQA Notice of Preparation of an EIR Public
Scoping Meeting, Wednesday, July 15, 2015

Comment Card

Comments: The High Level Bridge is the only right option.
This will eliminate the worst 1 mile of Mosquito Rd
that has been the main reason emergency vehicles
have not been able to respond quicker (ambulance and
fire) This will also over time reduce air pollution and
vehicle repairs such as brakes and tire wear and reduce
the potential for accidents on this very narrow and
~~crooked~~ crooked road. This bridge is very important.

Comments may be submitted today at this workshop or email to: janet.postlewait@edcgov.us or mail to:
Community Development Agency, Transportation Division, Attn: Janet Postlewait, 2850 Fairlane Court,
Placerville, CA 95667. Comments are due by 5:00 pm on July 27, 2015. Additional information can be found
at <http://www.edcgov.us/MosquitoBridge/> or email to: mosquitobridge@edcgov.us

Your Contact Information (Optional):

Name: RICHARD ROOD
Address: 2211 SWANSBORO RD
Email: JDROOD@Hughes.NET Phone: 621-1173



Janet Postlewait <Janet.postlewait@edcgov.us>

Slab Creek Access at Mosquito Road Bridge

1 message

Samuel Raskin <sraskin@gmail.com>

Mon, Jul 20, 2015 at 11:17 PM

To: Janet.postlewait@edcgov.us

Dear Janet,

I am a Sacramento/Gold Country area whitewater kayaker with a keen interest in improving critical river access to Slab Creek at Mosquito Road Bridge. I understand that the project is currently in Draft Environmental Impact Report Phase.

I am very active recreational whitewater kayaker; I spend approximately 80 days each year kayaking. Most of those days are in the American River Drainage. The Slab Creek stretch of the South Fork American river is one of our very best runs and I plan to kayak it every time there is a release.

As you move forward with this project, please

- Include scoping and content information in all proposed bridge replacement alternatives that addresses the need for recreational access to the South Fork American at Mosquito Road Bridge.
- Consider impacts to river passage and river access during construction.
- Consider Bridge Alternative 1 (High-Level). This alternative would bypass all the switchbacks on the North side of the river and all but one switchback on the South leaving viable river access using the existing roads on both sides and the historic bridge.

Thank you for considering my request.

Samuel Raskin

Samuel Raskin
(415) 269 - 4813



Janet Postlewait <janet.postlewait@edcgov.us>

Rafting Access at Mosquito Rd. Bridge

1 message

Steve Tadevich <satadevich@yahoo.com>

Tue, Jul 21, 2015 at 9:56 AM

Reply-To: Steve Tadevich <satadevich@yahoo.com>

To: "janet.postlewait@edcgov.us" <janet.postlewait@edcgov.us>

July 21, 2015

Janet Postlewait
Principal Planner
El Dorado County Community Development Agency
Transportation Division
2850 Fairlane Court
Placerville, CA 95867

Ms. Postlewait,

I am writing regarding my serious concern of potential access to the South Fork of the American River at Mosquito Rd. Bridge.

Here are the basics:

1. The road is fundamentally a very narrow two-lane road in some places and at best a lane and a half wide in others.
2. It winds for approximately 8 miles from the junction with Union Ridge Rd. to the bridge.
3. The bridge is a one lane wooden structure built in the 1930s that is simply not intended for any kind of significant traffic. In fact, there is a proposal making its way through the system right now to replace the bridge by 2020. Even when the bridge is replaced, Mosquito Rd. south of the bridge is simply not in any shape to handle increased traffic.
4. There is NO parking anywhere near the bridge which means significant congestion in an area that already has cars backing up waiting their turn to cross the bridge.
5. Access to the river from the road near the bridge is very steep and very rocky. At normal river levels, an approximate 50-foot potential treacherous descent and/or ascent will be required.
6. All-in-all river access at that specific point is simply asking for serious problems.

I ask you to consider/reconsider any proposals for any kind of formal river access at the Mosquito Rd. bridge and fully take into consideration the potential dangers that access will present to everyone navigating the road and crossing the bridge.

Thank you for your time.

Sincerely,
Steve Tadevich
3363 Stope Dr.
Placerville, CA



Janet Postlewait <janet.postlewait@edcgov.us>

Re: Rafting Access at Mosquito Rd. Bridge

1 message

Steve Tadevich <satadevich@yahoo.com>
Reply-To: Steve Tadevich <satadevich@yahoo.com>
To: Janet Postlewait <janet.postlewait@edcgov.us>

Tue, Jul 21, 2015 at 11:07 AM

Sorry for the confusion. I should have been more clear.

I have previously submitted in writing the pro response regarding the bridge replacement. It would have been included with several others as part of the bridge presentation last week at the Mosquito Fire House.

Thanks.

-- Steve

From: Janet Postlewait <janet.postlewait@edcgov.us>
To: Steve Tadevich <satadevich@yahoo.com>
Sent: Tuesday, July 21, 2015 11:03 AM
Subject: Re: Rafting Access at Mosquito Rd. Bridge

Thanks, Steve. You said you submitted in writing a pro response. Did you mean to attach it, or is it coming in the mail? Or did I misunderstand? :-)

Janet Postlewait
Principal Planner

El Dorado County Community Development Agency
Transportation Division
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5993 / FAX (530) 626-0387
janet.postlewait@edcgov.us

On Tue, Jul 21, 2015 at 10:38 AM, Steve Tadevich <satadevich@yahoo.com> wrote:
Janet,

Thanks for your quick response. It is very much appreciated.

As an addendum, I have submitted in writing a "pro" comment for the bridge replacement, which I consider extremely important. My concern deals with river access at the existing Mosquito Rd. bridge.

Thank you.

-- Steve

From: Janet Postlewait <janet.postlewait@edcgov.us>
To: Steve Tadevich <satadevich@yahoo.com>
Sent: Tuesday, July 21, 2015 10:29 AM
Subject: Re: Rafting Access at Mosquito Rd. Bridge

Thank you, Steve. Your comment will be considered in preparing the EIR for the Mosquito Bridge.

Janet Postlewait
Principal Planner

El Dorado County Community Development Agency
Transportation Division
2850 Fairlane Court
Placerville, CA 95667
(530) 621-5993 / FAX (530) 626-0387
janet.postlewait@edcgov.us

On Tue, Jul 21, 2015 at 9:56 AM, Steve Tadevich <satadevich@yahoo.com> wrote:

July 21, 2015

Janet Postlewait
Principal Planner
El Dorado County Community Development Agency
Transportation Division
2850 Fairlane Court
Placerville, CA 95667

Ms. Postlewait,

I am writing regarding my serious concern of potential access to the South Fork of the American River at Mosquito Rd. Bridge.

Here are the basics:

1. The road is fundamentally a very narrow two-lane road in some places and at best a lane and a half wide in others.
2. It winds for approximately 6 miles from the junction with Union Ridge Rd. to the bridge.
3. The bridge is a one lane wooden structure built in the 1930s that is simply not intended for any kind of significant traffic. In fact, there is a proposal making its way through the system right now to replace the bridge by 2020. Even when the bridge is replaced, Mosquito Rd. south of the bridge is simply not in any shape to handle increased traffic.
4. There is NO parking anywhere near the bridge which means significant congestion in an area that already has cars backing up waiting their turn to cross the bridge.
5. Access to the river from the road near the bridge is very steep and very rocky. At normal river levels, an approximate 50-foot potential treacherous decent and/or ascent will be required.
6. All-in-all river access at that specific point is simply asking for serious problems.

I ask you to consider/reconsider any proposals for any kind of formal river access at the Mosquito Rd. bridge and fully take into consideration the potential dangers that access will present to everyone navigating the road and crossing the bridge.

Thank you for your time.
Sincerely,
Steve Tadevich
3363 Stope Dr.
Placerville, CA

DATE: July 24, 2015

TO: El Dorado County Community Development Agency, Transportation Division

ATTN: Janet Postlewait, 2850 Fairlane Court, Placerville, CA 95667

FROM: Violet Jakab PE 26879; 6556 Yankee John Ct, Placerville CA 95667

vjakab79@gmail.com; 530-622-6048

RE: Mosquito Road Bridge CEQA Notice of Preparation of EIR-Comments

Dear Ms. Postlewait,

My name is Violet Jakab and I reside in Swansboro. I am also member of American Whitewater and have been and am a whitewater boater since 1994. I actually became aware of the existence of the Mosquito Road Bridge and the picturesque Swansboro/ Mosquito community, while rafting the Slab Creek Run of the South Fork of the American River. This whitewater run is extensively used every time there is adequate release from Slab Creek Dam.

Being a Civil Engineer, and resident of Swansboro, I am very aware that the existing bridge is structurally deficient and functionally obsolete access to the Mosquito/Swansboro communities. As a whitewater boater and avid hiker I know that the bridge at Mosquito Road is a vital and very rare **PUBLIC access point to the South Fork of the American River between Slab Creek Dam and Chili Bar Reservoir.**

Comments on the NOP Scoping & Alternatives for Final Study are as follows:

1. Since the evaluation criteria under Safety and Operations included Recreation and River Access, each of the alternatives (low level, mid level and high level) for the Final Study and Draft EIR must include a detailed description and analysis of the river access including improvements, environmental impacts and right of way needs if applicable.
2. Under criteria for Safety and Operations Bridge Washout from dam-break was a screening criterion. The potential effect of dam break and subsequent flooding on the access improvements must also be addressed.
3. Construction traffic handling was one of the screening criteria. Off-site detour. Onsite detour and Traffic Maintenance during construction must be addressed. We live up here, have emergency needs and want and need to access the river during construction.
4. Community character was another screening criteria for the three alternatives selected. All three drawings DA-1 Impact Areas Alt 1 (High Level), DA-2 Impact Areas Alt 6 (Mid-level) and DA-3 Impact Areas Alt 8 (Low Level) clearly indicate "REMOVE BRIDGE", pointing to the existing facility. At the Public Workshops the fate of the existing bridge was questioned by the public and the removal of the existing bridge was never disclosed. The rural character and history of the community includes the preservation of the existing bridge.

I appreciate this opportunity to comment on the project and look forward to the review of the Final Study and Draft EIR.

Comment Cards From 7/15/2015 Public Meeting



Mosquito Road Bridge CEQA Notice of Preparation of an EIR Public
Scoping Meeting, Wednesday, July 15, 2015

Comment Card

Comments:

The Lower Bridge MAKES NO SENSE AT ALL IT SHOULD NOT EVEN BE CONSIDERED IT WILL NOT SUPPORT FIRE EQUIPMENT AND WILL LEAVE US WITH ONE WAY OUT WHILE BEING BUILT THE UPPER BRIDGE MAKES THE MOST SENSE OF ALL I SUPPORT THE UPPER BRIDGE

Comments may be submitted today at this workshop or email to: janet.postlewait@edcgov.us or mail to: Community Development Agency, Transportation Division, Attn: Janet Postlewait, 2850 Fairlane Court, Placerville, CA 95667. Comments are due by 5:00 pm on July 27, 2015. Additional information can be found at <http://www.edcgov.us/MosquitoBridge/> or email to: mosquitobridge@edcgov.us

Your Contact Information (Optional):

Name:

Robin KERR

Address:

3991 STOPE DR. PLACERVILLE CA. 95667

Email:

pops55@hughes.NET

Phone:

831-818-3266



Mosquito Road Bridge CEQA Notice of Preparation of an EIR Public
Scoping Meeting, Wednesday, July 15, 2015

Comment Card

Comments:

High "bridge" has best access/cross
for fire safely as well as police/sheriff
quicks response. Lowest bridge poses too much
cost and does nothing for safety or ease of
access to fire equipment due to the switchbacks
remaining. My vote is for the "High" bridge.

Comments may be submitted today at this workshop or email to: janet.postlewait@edcgov.us or mail to:
Community Development Agency, Transportation Division, Attn: Janet Postlewait, 2850 Fairlane Court,
Placerville, CA 95667. Comments are due by 5:00 pm on July 27, 2015. Additional information can be found at
<http://www.edcgov.us/MosquitoBridge/> or email to: mosquitobridge@edcgov.us

Your Contact Information (Optional):

Name:

Bob Peyton

Address:

3571 Lupine Ln

Email:

Bobs883@AOL.com

Phone:

530 622-8468



Mosquito Road Bridge CEQA Notice of Preparation of an EIR Public
Scoping Meeting, Wednesday, July 15, 2015

Comment Card

Comments: the impact for the lower bridges would be horrible
for emergency vehicles, also impacting people going to work,
traveling etc. we would love the high bridge alternative
the least impact environ. etc and traffic wise, safety
for emergency vehicles. the lowest would have no
access for emergency. to have rock creek as only
way in or out makes no sense a lot of wear & tear
on only way in or out (thank-you for everything!)

Comments may be submitted today at this workshop or email to: janet.postlewait@edcgov.us or mail to:
Community Development Agency, Transportation Division, Attn: Janet Postlewait, 2850 Fairlane Court,
Placerville, CA 95667. Comments are due by 5:00 pm on July 27, 2015. Additional information can be found at
<http://www.edcgov.us/MosquitoBridge/> or email to: mosquitobridge@edcgov.us

Your Contact Information (Optional):

Name: Robin & Terri Kew

Address: 3891 Stope Dr

Email: TerriKewr326@hughes.net Phone: 831 336-2824



Mosquito Road Bridge CEQA Notice of Preparation of an EIR Public
Scoping Meeting, Wednesday, July 15, 2015

Comment Card

Comments: The high alternative bridge sounds logical. Yes there will be impact as any project does but it will solve a lot of residents issue with the existing bridge. We need a reliable bridge for better access for fire trucks, delivery trucks and residents in the area. I think the higher alternative bridge has better benefits than the other 2 as they defeat the purpose of better access if we still have switch back roads, why bother building a lower grade bridge?

Comments may be submitted today at this workshop or email to: janet.postlewait@edcgov.us or mail to:

Community Development Agency, Transportation Division, Attn: Janet Postlewait, 2850 Fairlane Court, Placerville, CA 95667. Comments are due by 5:00 pm on July 27, 2015. Additional information can be found at <http://www.edcgov.us/MosquitoBridge/> or email to: mosquitobridge@edcgov.us

Your Contact Information (Optional):

Name: Scott Butler

Address: 6538 Log Cabin Ln

Email: scottbutler69@gmail.com Phone: 530-626-5221

a longer commute? Why bother with a temp. bridge so you can maintain traffic flow? Why waste time and money on unreasonable alternatives? There would be alot of wear and tear for Rock Creek Rd, plus impact to wild life because of low bridges being built.



Mosquito Road Bridge CEQA Notice of Preparation of an EIR Public
Scoping Meeting, Wednesday, July 15, 2015

Comment Card

Comments: In simplest terms the high level option seems to be vastly superior.

<u>Future Access & Advantages</u>	<u>Construction</u>	<u>Other</u>
- five vehicle	- cheaper than mid-level	- just makes more
- other emergency vehicle	- about the same cost as low	sense, especially
- above high water mark; i.e. no potential wash out	- smaller foot print	long term
- elimination of all switch beds	- fewer temporary impacts	

Comments may be submitted today at this workshop or email to: janet.postlewait@edcgov.us or mail to:
Community Development Agency, Transportation Division, Attn: Janet Postlewait, 2850 Fairlane Court,
Placerville, CA 95667. Comments are due by 5:00 pm on July 27, 2015. Additional information can be found
at <http://www.edcgov.us/MosquitoBridge/> or email to: mosquitobridge@edcgov.us

Your Contact Information (Optional):

Name: Steve Tadevich (please contact if clarification necessary!)

Address: 3363 Stope Dr.

Email: stadevich@yahoo.com Phone: 530-621-4327



Mosquito Road Bridge CEQA Notice of Preparation of an EIR Public
Scoping Meeting, Wednesday, July 15, 2015
Comment Card

Comments:

1# Is The Safes and The leased Envimental
in Pack

Comments may be submitted today at this workshop or email to: janet.postlewait@edcgov.us or mail to:
Community Development Agency, Transportation Division, Attn: Janet Postlewait, 2850 Fairlane Court,
Placerville, CA 95667. Comments are due by 5:00 pm on July 27, 2015. Additional information can be found
at <http://www.edcgov.us/MosquitoBridge/> or email to: mosquitobridge@edcgov.us

Your Contact Information (Optional):

Name: Roland Weeks

Address: 3160 Stape Dr

Email: Weeks1974@gmail.com Phone: 916-630-8855



Mosquito Road Bridge CEQA Notice of Preparation of an EIR Public
Scoping Meeting, Wednesday, July 15, 2015

Comment Card

Comments: #1 Should be built

The other two will cause more pollution
due to gas, brakes, + tire dust.

Comments may be submitted today at this workshop or email to: janet.postlewait@edcgov.us or mail to:
Community Development Agency, Transportation Division, Attn: Janet Postlewait, 2850 Fairlane Court,
Placerville, CA 95667. Comments are due by 5:00 pm on July 27, 2015. Additional information can be found
at <http://www.edcgov.us/MosquitoBridge/> or email to: mosquitobridge@edcgov.us

Your Contact Information (Optional):

Name: Gregory Craig

Address: 3356 Stone Drive

Email: 2CRAIGS@Live.com

Phone: 530-622-8349



Mosquito Road Bridge CEQA Notice of Preparation of an EIR Public
Scoping Meeting, Wednesday, July 15, 2015

Comment Card

Comments: Lower Bridge option still leaves no access
for large trucks or emergency vehicles.

Comments may be submitted today at this workshop or email to: janet.postlewait@edcgov.us or mail to:
Community Development Agency, Transportation Division, Attn: Janet Postlewait, 2850 Fairlane Court,
Placerville, CA 95667. Comments are due by 5:00 pm on July 27, 2015. Additional information can be found at
<http://www.edcgov.us/MosquitoBridge/> or email to: mosquitobridge@edcgov.us

Your Contact Information (Optional):

Name: Dwight Droze

Address: 2800 La Paz Rd Placerville, CA 95667

Email: Phone: 916-792-3862



Mosquito Road Bridge CEQA Notice of Preparation of an EIR Public
Scoping Meeting, Wednesday, July 15, 2015

Comment Card

Comments: AH | High Bridge
to the best for the community
safer traffic with less switchbacks!
Environmental
& cost reasons it seems to way
to go.
with emergency vehicles to
come quickly! Fire etc..

Comments may be submitted today at this workshop or email to: janet.postlewait@edcgov.us or mail to:
Community Development Agency, Transportation Division, Attn: Janet Postlewait, 2850 Fairlane Court,
Placerville, CA 95667. Comments are due by 5:00 pm on July 27, 2015. Additional information can be found at
<http://www.edcgov.us/MosquitoBridge/> or email to: mosquitobridge@edcgov.us

Your Contact Information (Optional):

Name: William Hall
Address: 3301 Stone Dr
Email: wg.hall@yahoo Phone: 208320-7365



Mosquito Road Bridge CEQA Notice of Preparation of an EIR Public
Scoping Meeting, Wednesday, July 15, 2015

Comment Card

Comments: *Upper bridge only viable option. low level bridge solves no safety issues by maintaining switchbacks.*
- Minimal impact on traffic with high level bridge.

Comments may be submitted today at this workshop or email to: janet.postlewait@edcgov.us or mail to:
Community Development Agency, Transportation Division, Attn: Janet Postlewait, 2850 Fairlane Court,
Placerville, CA 95667. Comments are due by 5:00 pm on July 27, 2015. Additional information can be found at
<http://www.edcgov.us/MosquitoBridge/> or email to: mosquitobridge@edcgov.us

Your Contact Information (Optional):

Name: _____

Address: _____

Email: _____ Phone: _____



Mosquito Road Bridge CEQA Notice of Preparation of an EIR Public
Scoping Meeting, Wednesday, July 15, 2015

Comment Card

- Comments:
- Looking forward to having a SAFE way to evacuate should another fire/emergency happen.
 - Please don't go for alternative 2 or 3.
 - Rock Creek Road is awful for an alternative

- Please build alternative 1! We need another way to get fire trucks here
- Thank you for all of your hard work on this!!

Comments may be submitted today at this workshop or email to: janet.postlewait@edcgov.us or mail to: Community Development Agency, Transportation Division, Attn: Janet Postlewait, 2850 Fairlane Court, Placerville, CA 95667. Comments are due by 5:00 pm on July 27, 2015. Additional information can be found at <http://www.edcgov.us/MosquitoBridge/> or email to: mosquitobridge@edcgov.us

Your Contact Information (Optional):

Name: MEL & KARI GUTHRIE

Address: 2921 BUCKBOARD RD. PLACERVILLE, CA 95667

Email: Kari95667@yahoo.com Phone: 626-1768



Mosquito Road Bridge CEQA Notice of Preparation of an EIR Public
Scoping Meeting, Wednesday, July 15, 2015

Comment Card

① Comments: I'm concerned about opening a 2 lane bridge onto a road that can not handle 2 way traffic specifically in regards to the lower level bridge. The switch backs have areas that 2 large trucks can not pass. → that will allow trailers

② I'm also very concerned about making sure there is 2 ways in + out ^{of the community} during construction.

③ Lower level also may not support fire engines because of the switch backs.

Comments may be submitted today at this workshop or email to: janet.postlewait@edcgov.us or mail to: Community Development Agency, Transportation Division, Attn: Janet Postlewait, 2850 Fairlane Court, Placerville, CA 95667. Comments are due by 5:00 pm on July 27, 2015. Additional information can be found at <http://www.edcgov.us/MosquitoBridge/> or email to: mosquitobridge@edcgov.us

Your Contact Information (Optional):

Name: Sara Infante

Address: 7001 Log Cabin Ln.

Email: slinfante@yahoo.com

Phone: (707) 689-1673

① Upper level give us the fastest ERTD and storm response.

② Lower level concern

The switch backs are prone to ~~the~~ mudslides.
Since I have lived here each winter there has been a minor slide along with a major slide many years ago.

Regional Water Quality Control Board



RECEIVED
DOT

2015 JUL 23 PM 12:00



EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIGUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

20 July 2015

Janet Postlewait
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

CERTIFIED MAIL
7014 2870 0000 7535 4623

**COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL
IMPACT REPORT, MOSQUITO ROAD BRIDGE PROJECT, SCH# 2015062076,
EL DORADO COUNTY**

Pursuant to the State Clearinghouse's 26 June 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environment Impact Report* for the Mosquito Road Bridge Project, located in El Dorado County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program.

There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board’s website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory

Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.



Trevor Cleak
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

State Clearinghouse



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

Notice of Preparation

June 26, 2015

To: Reviewing Agencies
Re: Mosquito Road Bridge
SCH# 2015062076

Attached for your review and comment is the Notice of Preparation (NOP) for the Mosquito Road Bridge draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Janet Postlewait
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2015062076
Project Title Mosquito Road Bridge
Lead Agency El Dorado County

Type NOP Notice of Preparation
Description The project includes replacement of the existing bridge and approach structures and must meet the Federal, State, and County safety and design standards in a manner consistent with the transportation needs of the corridor.

Lead Agency Contact

Name Janet Postlewait
Agency El Dorado County
Phone 530 621 5900 **Fax**
email
Address 2850 Fairlane Court
City Placerville **State** CA **Zip** 95667

Project Location

County El Dorado
City
Region
Cross Streets
Lat / Long 38° 46' 33" N / 120° 44' 55.12" W
Parcel No. Various
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports Swansboro Country
Railways
Waterways South Fork American River
Schools
Land Use LUD: Natural Resources 1 DU/40/ac
Z: Residential Agriculture 20-acre, Unclassified, Timberland Preserve Zone

Project Issues Aesthetic/Visual; Archaeologic-Historic; Biological Resources; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Growth Inducing

Reviewing Agencies Resources Agency; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 2; Native American Heritage Commission; State Lands Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 3 S; Air Resources Board; Regional Water Quality Control Bd., Region 5 (Sacramento)

Date Received 06/26/2015 **Start of Review** 06/26/2015 **End of Review** 07/27/2015

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 # 15062076

Project Title: Mosquito Road Bridge

Lead Agency: El Dorado County Community Development Agency Contact Person: Janet Postlewait

Mailing Address: 2850 Fairlane Court Phone: 530-621-5900

City: Placerville Zip: 95667 County: El Dorado

Project Location: County: El Dorado City/Nearest Community: Mosquito and Swansboro

Cross Streets: n/a Zip Code: 95667

Longitude/Latitude (degrees, minutes and seconds): 38 ° 46 ' 33 " N / 120 ° 44 ' 55.13 " W Total Acres: _____

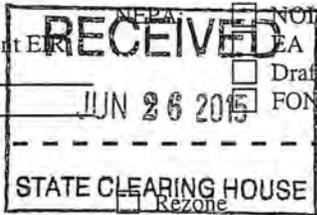
Assessor's Parcel No.: various Section: _____ Twp.: _____ Range: _____ Base: _____

Within 2 Miles: State Hwy #: _____ Waterways: South Fork American River

Airports: Swansboro Country Railways: _____ Schools: _____

Document Type:

- CEQA: NOP Draft EIR Supplement/Subsequent EIR (Prior SCH No.) Mit Neg Dec Early Cons Neg Dec Other: _____
- NEPA: NOI Draft EIS FONSI Other: _____
- Other: Joint Document Final Document Other: _____



Local Action Type:

- General Plan Update Specific Plan Rezoning Annexation
- General Plan Amendment Master Plan Prezone Redevelopment
- General Plan Element Planned Unit Development Use Permit Coastal Permit
- Community Plan Site Plan Land Division (Subdivision, etc.) Other: project approval

Development Type:

- Residential: Units _____ Acres _____
- Office: Sq.ft. _____ Acres _____ Employees _____
- Commercial: Sq.ft. _____ Acres _____ Employees _____
- Industrial: Sq.ft. _____ Acres _____ Employees _____
- Educational: _____
- Recreational: _____
- Water Facilities: Type _____ MGD _____
- Transportation: Type bridge replacement
- Mining: Mineral _____
- Power: Type _____ MW _____
- Waste Treatment: Type _____ MGD _____
- Hazardous Waste: Type _____
- Other: _____

Project Issues Discussed in Document:

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

Present Land Use/Zoning/General Plan Designation:

Land Use Desig: Natural Resources 1 DU/40/ac. Zoning: Residential Agriculture 20-acre, Unclassified, Timberland Preserve Zone

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

The project includes replacement of the existing bridge and approach structures and must meet the Federal, State, and County safety and design standards in a manner consistent with the transportation needs of the corridor.

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.

NOP Distribution List

County: El Dorado

SCH# 2015062076

Resources Agency

- Resources Agency
Nadell Gayou
 - Dept. of Boating & Waterways
Denise Peterson
 - California Coastal Commission
Elizabeth A. Fuchs
 - Colorado River Board
Lisa Johansen
 - Dept. of Conservation
Elizabeth Carpenter
 - California Energy Commission
Eric Knight
 - Cal Fire
Dan Foster
 - Central Valley Flood Protection Board
James Herota
 - Office of Historic Preservation
Ron Parsons
- Dept of Parks & Recreation
Environmental Stewardship Section
 - California Department of Resources, Recycling & Recovery
Sue O'Leary
 - S.F. Bay Conservation & Dev't. Comm.
Steve McAdam
 - Dept. of Water Resources
Resources Agency
Nadell Gayou

Fish and Game

- Depart. of Fish & Wildlife
Scott Flint
Environmental Services Division
- Fish & Wildlife Region 1
Curt Babcock

- Fish & Wildlife Region 1E
Laurie Harnsberger
- Fish & Wildlife Region 2
Jeff Drongesen
- Fish & Wildlife Region 3
Charles Amor
- Fish & Wildlife Region 4
Julie Vance
- Fish & Wildlife Region 5
Leslie Newton-Reed
Habitat Conservation Program
- Fish & Wildlife Region 6
Tiffany Ellis
Habitat Conservation Program
- Fish & Wildlife Region 6 I/M
Heidi Calvert
Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Wildlife M
George Isaac
Marine Region

Other Departments

- Food & Agriculture
Sandra Schubert
Dept. of Food and Agriculture
- Depart. of General Services
Public School Construction
- Dept. of General Services
Anna Garbeff
Environmental Services Section
- Delta Stewardship Council
Kevan Samsam
- Housing & Comm. Dev.
CEQA Coordinator
Housing Policy Division

Independent Commissions, Boards

- Delta Protection Commission
Michael Machado

- OES (Office of Emergency Services)
Marcia Scully
- Native American Heritage Comm.
Debbie Treadway
- Public Utilities Commission
Supervisor
- Santa Monica Bay Restoration
Guangyu Wang
- State Lands Commission
Jennifer Deleong
- Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Cal State Transportation Agency CalSTA

- Caltrans - Division of Aeronautics
Philip Crimmins
- Caltrans - Planning
HQ LD-IGR
Terri Pencovic
- California Highway Patrol
Suzann Ikeuchi
Office of Special Projects

Dept. of Transportation

- Caltrans, District 1
Rex Jackman
- Caltrans, District 2
Marcelino Gonzalez
- Caltrans, District 3
Eric Federicks - South
Susan Zanchi - North
- Caltrans, District 4
Patricia Maurice
- Caltrans, District 5
Larry Newland
- Caltrans, District 6
Michael Navarro
- Caltrans, District 7
Dianna Watson

- Caltrans, District 8
Mark Roberts
- Caltrans, District 9
Gayle Rosander
- Caltrans, District 10
Tom Dumas
- Caltrans, District 11
Jacob Armstrong
- Caltrans, District 12
Maureen El Harake

Cal EPA

Air Resources Board

- All Other Projects
Cathi Slaminski
 - Transportation Projects
Nesamani Kalandiyur
 - Industrial/Energy Projects
Mike Tollstrup
- State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance
- State Water Resources Control Board
Karen Larsen - Asst Deputy
Division of Drinking Water
- State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality
- State Water Resources Control Board
Phil Crader
Division of Water Rights
- Dept. of Toxic Substances Control
CEQA Tracking Center
- Department of Pesticide Regulation
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- RWQCB 1
Cathleen Hudson
North Coast Region (1)
- RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)
- RWQCB 3
Central Coast Region (3)
- RWQCB 4
Teresa Rodgers
Los Angeles Region (4)
- RWQCB 5S
Central Valley Region (5)
 - RWQCB 5F
Central Valley Region (5)
Fresno Branch Office
 - RWQCB 5R
Central Valley Region (5)
Redding Branch Office
- RWQCB 6
Lahontan Region (6)
 - RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
- RWQCB 7
Colorado River Basin Region (7)
- RWQCB 8
Santa Ana Region (8)
- RWQCB 9
San Diego Region (9)
- Other _____
- _____
- _____
Conservancy