



County of San Diego

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NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION May 16, 2019

NOTICE IS HEREBY GIVEN that the County of San Diego is proposing to adopt a Mitigated Negative Declaration in accordance with the California Environmental Quality Act for the following project. The proposed Mitigated Negative Declaration can be reviewed at the Department of Public Works, Environmental Services Unit, 5510 Overland Ave, Suite 410, San Diego, California, 92123; at the Campo-Morena Village Library; 31356 Highway 94 Campo, CA 91906 and online at <http://sandiegocounty.gov/content/sdc/dpw/envrnsvcs.html>.

Buckman Springs Road Bridge Widening Project:

The County of San Diego Department of Public Works proposes the Buckman Spring Road Bridge Widening Project, located along Buckman Springs Road where Cottonwood Creek crosses under the existing Buckman Springs Road Bridge (Thomas Brother's Guide Page 1277, Grid A7 and Page 1297, Grid D3). The project is a FHWA funded bridge project that proposes the rehabilitation and widening of the existing bridge to meet federal bridge safety requirements.

Buckman Springs Road Bridge is an approximately 450-foot-long, two-lane bridge with a concrete bridge deck and nine piers. The existing 27-foot-wide bridge carries two lanes of traffic over Cottonwood Creek. The project would widen the bridge up to 6 feet, 9 inches total to create two 15-foot-wide lanes. The foundations of four of the piers would be retrofitted by constructing the bottom of the pile cap approximately 10 feet below the ground surface, with the piles extending up to 75 feet below the ground surface. The project would also include the installation of new girders, overhangs, bridge metal railings, and Caltrans' standard timber/metal Midwest guardrail system. The bridge deck surface would be overlaid with a polyester concrete overlay and restriped.

To improve the storm water treatment of the bridge, all bridge deck drainage flows would be directed to three corners of the bridge at the approach ends. Curb inlets would allow the deck's sheet-flow to enter storm drain infiltration trenches located at the three corners of the bridge approaches. The storm drain would flow through the infiltration trenches and exit the bottom of the trenches through two 18-inch diameter drain pipes

(one at each end of the bridge). The drain pipe would convey the flows to energy dissipater rip rap pads at the bottom of the embankment.

Grading would be required at either end of the bridge. Four oak trees and seven cottonwood trees would be removed to accommodate grading. Graded areas would be revegetated with native species after construction, and trees would be replaced with in-kind species. Two signs, a “slow to 40 mph at the curve” speed limit sign at the eastern end of the bridge, and a 6.5-mile marker at the western end of the bridge, would be relocated to within five to 10 feet of their existing locations. The existing reflective striped delineator signs would be removed during construction. Utilities, including AT&T lines, would be relocated along the alignment of the new bridge.

Construction of the project is expected to take approximately 12 months. During construction, a 16-foot-wide temporary road (for construction vehicles only) would be created immediately northeast of the Buckman Springs Road Bridge from Buckman Springs Road. This would enable construction vehicles to access the underside of the bridge. Construction staging would occur on a City-owned parcel one half mile away on Morena Stokes Valley Road. Traffic would be limited to a single 12-foot-wide travel lane through the center of the bridge as necessary during construction. The Pacific Crest Trail (PCT) would be temporarily relocated outside the project’s impact area along the northeastern boundary of the project during construction. The trail relocation would be accomplished by placing signs to redirect foot traffic and would not include any grading or ground disturbance. After construction a small 10-foot section of the PCT will be re-routed slightly around the base of the new bridge abutment slope. The ground beneath the bridge would be restored to pre-project conditions and replanted with native species after construction.

The public review period runs from May 16, 2019 to June 14, 2019. Written comments on the Mitigated Negative Declaration must be received no later than June 14, 2019 at 4:00 p.m. Comments should be addressed to Thomas Duffy, and can be sent to him by mail at 5510 Overland Ave, Suite 410, San Diego, CA 92123, or by e-mail at Thomas.Duffy@sdcounty.ca.gov.