

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: _____

Project Title: Mokelumne River Bridge UpgradeLead Agency: California Department of Transportation (Caltrans)Contact Name: Janet Bailey, Associate Environmental PlannerEmail: janet.bailey@dot.ca.govPhone Number: 209/948-7690Project Location: State Route (SR) 49, post mile (PM) 0.0 to 30.9 at the Calaveras/Amador County Line*City**County*

Project Description (Proposed actions, location, and/or consequences).

Caltrans proposes to upgrade the bridge rails and widen the shoulders on the Mokelumne River Bridge (#26-0012). This bridge appears on the Structure Replacement and Improvement Needs (STRAIN) report because the outdated concrete baluster safety rails require replacement with new rails that meet current Caltrans standards. The bridge currently has very narrow shoulders on each side of the traveled way. The proposed project includes widening the shoulders to four feet on both sides of the roadway, improving accessibility for pedestrians and bicyclists, as well as for maintenance personnel. The existing two-foot-wide shoulders would be demolished with the baluster rails. Construction would be conducted entirely from scaffolding cantilevered from the bridge deck and supported by person-lifts on support pads on the ground below. No material or equipment will be placed in the water. The person-lifts would be transported down the bank of the Mokelumne River on rubber-tired equipment, after the brush and vegetation have been trimmed to allow access.

See attached continuation page.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

This project contains standardized project measures, included as part of the project description, which are used on most, if not all, Caltrans projects and were not developed in response to a specific environmental impact of the project. These measures allow little discretion in their implementation. **PARKS AND RECREATIONAL FACILITIES:** Next to the southern end of the bridge, Big Bar Road intersects SR 49, providing access to the Big Bar Boat Launch and Recreation Area (Big Bar). The site is privately owned and under lease to the Bureau of Land Management, which maintains the recreation area. Big Bar is not protected by the California Park Preservation Act of 1971 because of private land ownership. Standardized measures referred to above would prevent impacts to Big Bar during construction. They are discussed at length in the environmental document. **CULTURAL RESOURCES:** Caltrans cultural archaeologists conducted surveys, records searches and engaged in consultation with interested Native American communities. Within the project area limits, one cultural resource, CA-AMA-944/H, was identified. It has been assumed eligible for inclusion on the state register and a finding of effect with standard conditions was prepared and reviewed by and concurred with by the State Cultural Studies Office (CSO). As is customary with most Caltrans jobs, areas determined to be culturally sensitive will be marked by high visibility environmentally sensitive area (ESA) fencing, and the construction contract will require the construction crew to avoid the marked areas completely.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

A 37-mile stretch of the Mokelumne River has been designated a State Wild and Scenic River, (WSR) ending at Big Bar. The furthest upstream 30 miles were designated for scenic values, while the furthest downstream 7 miles were designated for recreational values, primarily river rafting and kayaking, but also fishing and recreational gold panning. The Foothill Conservancy, a non-profit based in Jackson, was a primary mover behind the WSR designation push. That organization is closely allied with the independent river rafting community. They have expressed interest in the project and we directly mailed them a copy of the draft environmental document when circulation began. We also contacted members of the river rafting community to notify them of the upcoming project, and our preconstruction outreach program will include posting notices at the upstream put in point for rafters and kayakers.

Caltrans environmental staff worked closely with our engineering groups to avoid impacts to the river, the cultural site, and the recreation area. The California Natural Resources Conservation Agency, the agency with jurisdiction for the State Wild and Scenic River program, concurs with Caltrans' finding of no impact to the wild and scenic values of the Mokelumne River from the project.

Provide a list of the responsible or trustee agencies for the project.

N/A