CITY OF LAKE ELSINORE

Community Development Department
130 South Main Street, Lake Elsinore, CA 92530
(951) 674-3124

NOTICE OF PUBLIC HEARING AND NOTICE OF AVAILABILITY AND INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

A Recirculated Initial Study (ER 2018-00001) SCN No. 2018031021 for a Mitigated Negative Declaration (MND) has been prepared pursuant to the California Environmental Quality Act (CEQA) for the Temescal Canyon Road Bridge Replacement and Road Realignment Project and is available for public review.

NOTICE IS HEREBY GIVEN that the City Council of the City of Lake Elsinore, California, will hold a public meeting on July 10, 2018, at the Lake Elsinore Cultural Center, 183 North Main Street, Lake Elsinore, California, 92530, at 7:00 p.m., or as soon thereafter as the matter may be heard, to consider the MND and the proposed project, as described below. ALL INTERESTED PERSONS are hereby invited to attend this public hearing to present written information, express opinions or otherwise present evidence in the above matter. If you wish to legally challenge any action taken by the City on the above matter, you may be limited to raising only those issues you or someone else at the public hearing described in this notice, or in written correspondence delivered to the City prior to or at the public hearing.

Project Name:

Temescal Canyon Road Bridge Replacement and Road Realignment Project

Project Location:

The proposed project site is located in the northwest portion of the City of Lake Elsinore in Riverside County. (refer to Figure 1) The project site is located on Temescal Canyon Road, about 300 feet south of Interstate 15 (I-15), and 0.22 mile west of Lake Street at the Temescal Wash crossing. The project site is located on the Alberhill, California United States Geologic Survey 7.5-minute quadrangle map, Township 5 South, Range 5 West, Sections 15 and 16 (Latitude 33°43'46.45" North; Longitude 117°24'0.0" West).

Project Description:

The City of Lake Elsinore (City), in coordination with the California Department of Transportation (Caltrans), is proposing to construct a new bridge over Temescal Wash in the City of Lake Elsinore, California.

There are two segments to the project which are as follows:

- Segment A includes the segment of roadway from 200 feet north of the proposed bridge to connect to the existing 2- lane Temescal Canyon Road. The 649-foot roadway transition from the bridge to the existing 2-lane Temescal Canyon Road would be built using local funds.

- Segment B includes the 4-lane, 375 foot long bridge and approximately 200 feet of the roadway, northwest of the bridge and 130 feet southeast of the bridge to be constructed using HBP (federal) and local funding.

The new bridge will connect to a 696-foot long realigned roadway that will extend from 200 feet south of the bridge to Lake Street approximately 180 feet south of the current intersection. This realigned roadway was approved by the City of Lake Elsinore as part of the Alberhill Villages Specific Plan (AVSP) in February 2017. The proposed bridge is 98-feet wide (with a curb-to-curb width of 80 feet), 375 feet long, and a structure depth of 5 feet. The bridge shall be striped with a 14-foot painted median, two 12-foot inside lanes, two 15-foot outside lanes, two 6-foot shoulders that can accommodate a Class II bike lane, and two 6-foot sidewalks separated from vehicular traffic with a concrete barrier, which is necessary due to a posted speed limit greater than 45 miles per hour (MPH). (refer to Figure 2)

The realigned road from the bridge to Lake Street going southeast was the subject of a separate CEQA action (Final Environmental Impact Report for the Alberhill Villages Specific Plan - SCH No. 2012061046) and would conform to the City's standard for a "Major Highway" with a right-of-way width of 100 feet (refer to Figure 2). The ultimate standard roadway section would consist of a painted 14-foot median, two 12-foot inside lanes, two 15-foot outside lanes, two 6-foot shoulders, and two 10-foot parkways that can accommodate a 6-foot wide sidewalk.

As previously stated, the proposed bridge is on a new roadway alignment. In the interim, the existing roadway northwest of the relocated bridge and the new roadway southeast of the relocated bridge would be two lanes (one lane in each direction). In the future, both segments of the roadway would be widened to four lanes.

The area to be potentially affected by the project includes properties within the AVSP in the City of Lake Elsinore. The project would require the permanent acquisition of new right-of-way for roadway and habitat restoration, as well as, temporary construction easements, and permanent easements for drainage. Since the proposed bridge is not located in an existing roadway, it would not require relocation of existing utilities (water, sewer, cable, telephone, gas, electric utilities, etc.). However, the bridge sidewalk and deck would include utility openings to accommodate future utilities.

The project would include drainage improvements within Temescal Wash. Activities would include minor regrading of the creek near the bridge and construction of concrete slope protection, cutoff wall, and riprap launch pad to protect the bridge abutments from scour. A 478-foot segment of the existing low-flow channel would be relocated to convey low flows through the proposed bridge. The relocated low-flow channel would extend approximately 100 feet downstream of the proposed bridge. It would also extend approximately 250 feet upstream of the proposed bridge. The approximate total construction area of the project is 6.27 acres with an impervious area of approximately 3.0 acres (proposed roadway pavement, bridge, and concrete slope protection near the bridge abutment). In contrast, the impervious area (roadway pavement and bridge) of the existing Temescal Canyon Road is approximately 1.8 acres.

Channel Grading: The grading area of Temescal Wash will consist of approximately 2.66 acres. The average length and width of channel excavation limits are 420 feet and 300 feet, respectively. The excavation depth in the lowest elevation of the main channel is approximately 2 feet deep.

Low-flow Channel: As result of the proposed grading and location of the proposed bridge columns, a 478-foot segment of the existing low flow channel (404 Jurisdictional Delineation) will be impacted. The impacted segment will be relocated to convey low flows through the proposed bridge. The relocated low-flow channel will extend approximately 100 feet downstream of the proposed bridge. It will also extend approximately 250 feet upstream of the proposed bridge. The bottom of the low-flow channel is approximately 18 feet wide while the top of bank is approximately 55 feet wide. The depth of the channel varies from 1 foot to 1.2 feet. The relocated low-flow channel will be restored to replicate the bio-resource of the existing low-flow channel.

Bridge Construction Techniques: The proposed bridge is a Cast-In-Place (CIP) Pre-Stressed Concrete Box Girder structure, which is the most cost-effective structure type for a nominal span length in the range of 100 to 200 feet in California. CIP Concrete Box Girder structures require very little maintenance. The only major long-term maintenance work involves sealing the concrete bridge deck and replacing the expansion joint rubber material every 10 to 20 years. The maintenance work is done on the bridge deck without entering the channel bottom.
The proposed bridge will be supported by two piers in the channel and two abutments, one at the beginning and one at the end of the structure. The pier columns and abutments will be supported by driven steel piles. The abutment footings will be placed in the approach embankments. The slopes under the bride will be protected from scour and erosion by a concrete lining on the surface of the embankment.

Construction of the pier footings require shoring around the footing area for excavation to reach the level that pile driving will commence. Prior to excavation inside the shoring, temporary dewatering will be performed to lower the local ground water level (just within the shoring enclosure) until the excavation is completed, steel piles are installed, and a layer of concrete seal course is placed below the footing. The purpose of the seal course is to make the excavated area water tight in order to construct the reinforced concrete pile cap and the piers. The temporary dewatering at each pier will last approximately 6 weeks. Temporary dewatering at the abutments is not required as the footings are placed above the graded channel bottom.

The cast-in-place construction method to build the superstructure girder will require installation of temporary falsework in the channel. The falsework support generally consists of temporary timber columns or temporary steel pipe bents. The contractor has the responsibility to design and erect the falsework to maintain a proper storm flow conveyance capacity as mandated by the contract specifications. Falsework in the channel can be removed approximately 6 months after its installation.

Equipment needed to construct the bridge will consist of crane, pile driver, bulldozer, excavator, compactor, and loader.

The construction of the bridge and road realignment would also include the following:

Staging Area: The staging area for the contractor must be of a size and proximity that can accommodate the storing of false work beams and materials if they cannot be stored in the wash. Beams must be carried in using forklifts or flatbed trucks and lifted with a crane.

Potential staging areas have been identified and shall be designated in the plans. The parcels in the northeast corner and northwest corners have been earmarked for contractor's staging areas.

Access: The project site has adequate clearances and access roads for construction of the replacement bridge. A temporary construction easement (TCE) would be required for the duration of construction. Permanent access to the channel bottom is not needed since the long term maintenance can take place from the bridge deck.

Detours: Because the construction would occur in stages, the existing roadway and bridge shall remain open to the public during the duration of construction. Detouring of traffic is not required.

Environmental Effects Anticipated as a Result of the Project

Pursuant to the California Environmental Quality Act (CEQA), the City proposes to adopt a Mitigated Negative Declaration for the project. Staff has found that the project will not have a significant effect on the environment on the basis of the Initial Study with implementation of recommended mitigation measures.

In accordance with the disclosure requirements of CEQA Guidelines Section 15072(g)(5), the project site is not listed as a hazardous property as designated under Section 65962.5 of the Government Code.

Public Review Period

The City Lake Elsinore is the Lead Agency under the California Environmental Quality Act (CEQA) for this project, and is holding a 30-day public review period on the Initial Study/Mitigated Negative Declaration (IS/MND) beginning on **Friday, May 11, 2018**, and ending on **Monday, June 11, 2018**, during which time responsible agencies, the public, and interested parties are invited to comment on the IS/MND for the proposed project.

The IS/MND is available for review at the following locations in the City of Lake Elsinore:

- **City of Lake Elsinore, Community Development Department**, 130 South Main Street, Lake Elsinore, CA 92530
- **City of Lake Elsinore website** at: at http://www.lake-elsinore.org/city-hall/community-development/planning/ceqa-documents-available-for-public-review/temescal-canyon-road-bridge-and-road-realignment-project
- **Altha Merrifield Memorial Library**, 600 West Graham Avenue, City of Lake Elsinore, CA 92530
- **Vick Knight Community Library**, 32593 Riverside Drive, Building 200, City of Lake Elsinore, CA 92530

Written comments and any questions regarding the project should be directed to:

Richard J. MacHott, Planning Manager
Community Development Department
City of Lake Elsinore
130 South Main Street
Lake Elsinore, CA 92530
951-674-3124 Ext. 209
rmachott@lake-elsinore.org

Date: May 4, 2018

Signature: 

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E-mail Address: rmachott@lake-elsinore.org

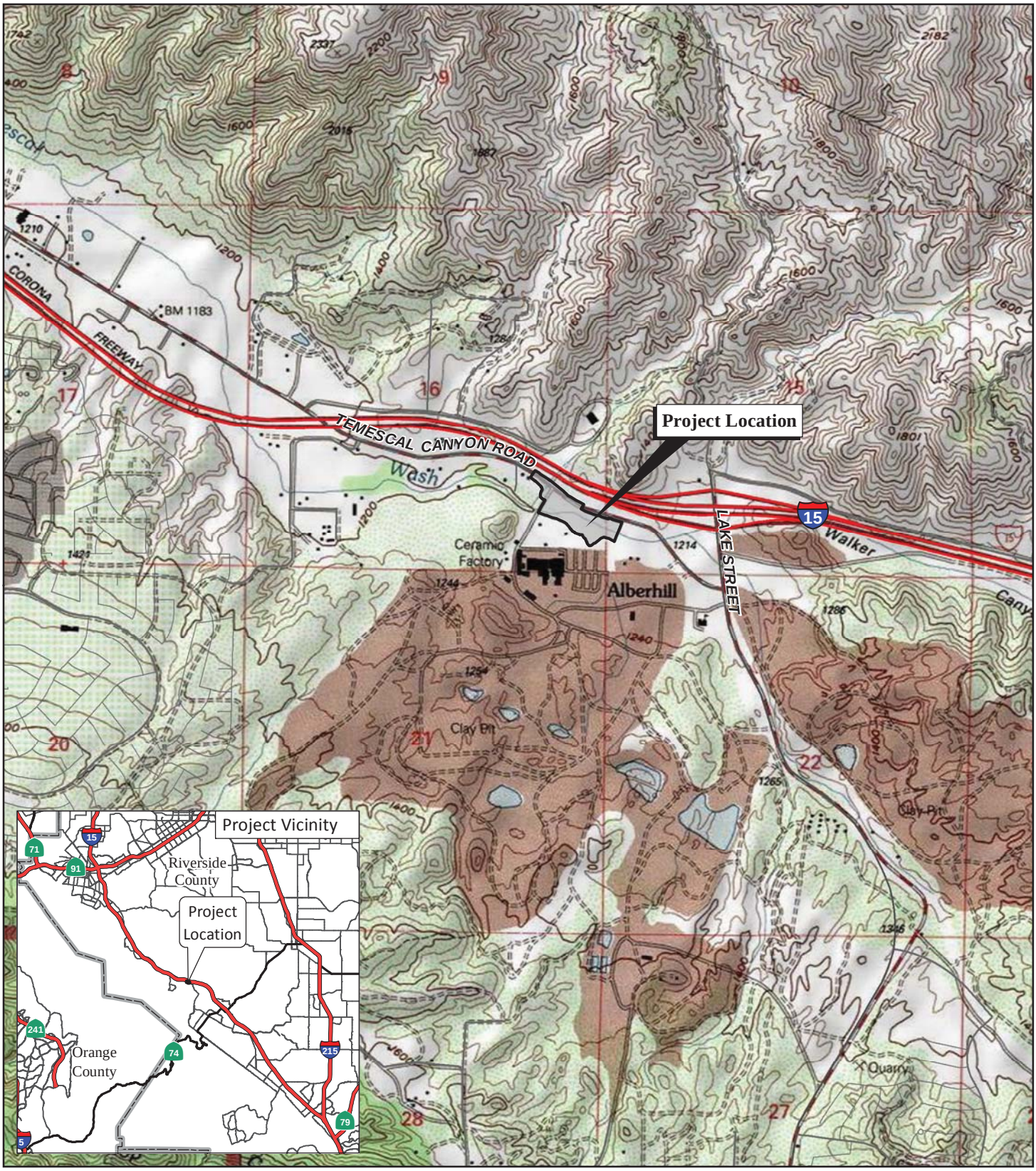

FIGURE 1

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Temescal Canyon Road Bridge Replacement and Road Realignment Project
Initial Study/Mitigated Negative Declaration

Regional Location

SOURCE: USGS 7.5' Quad: Alberhill, 1988; Riverside County, 2015.

BRLS 5074 (015)

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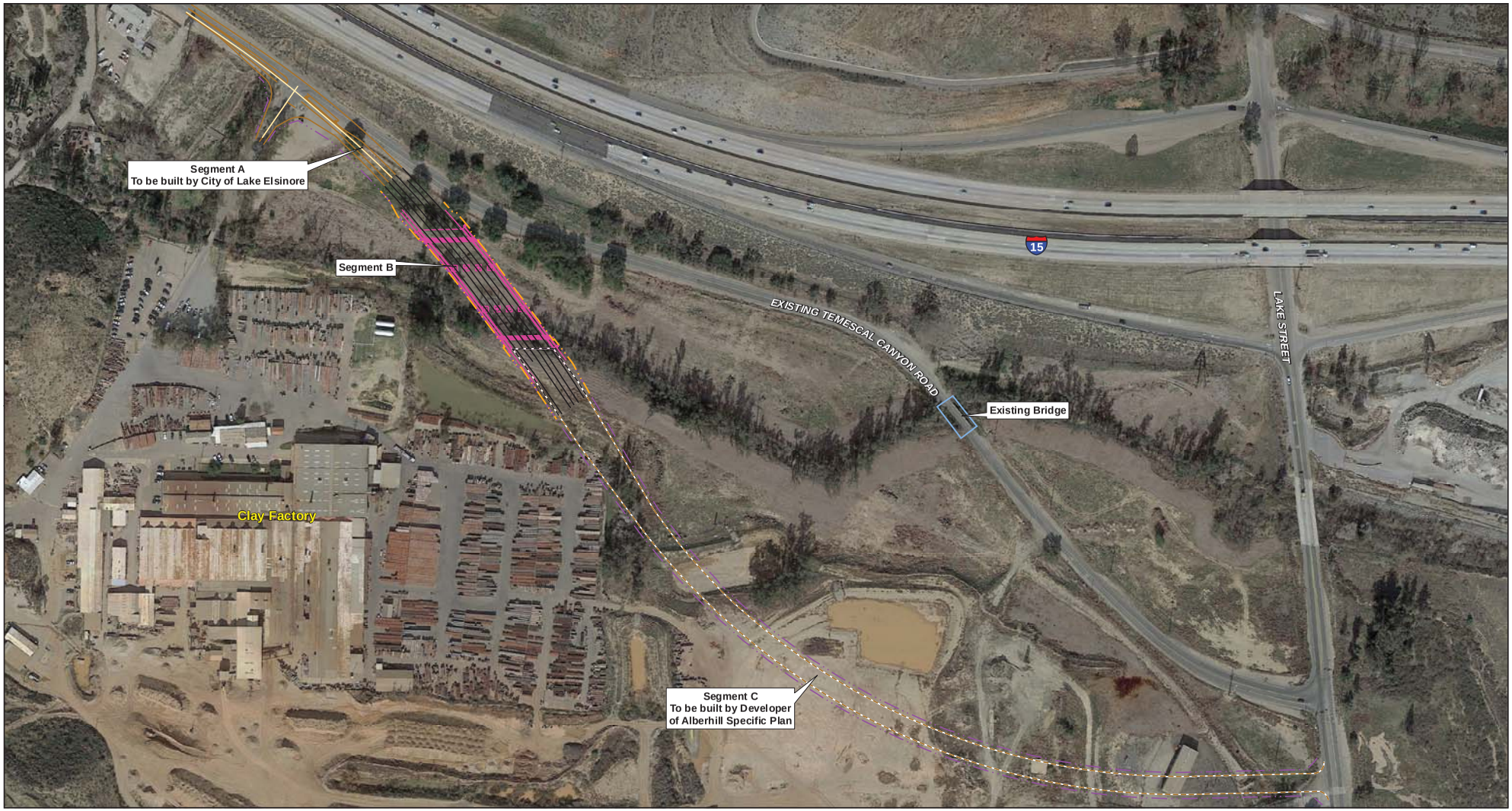

Bridge Structure
Edge of Pavement
Proposed ROW
Striping

Adjacent Temescal Canyon Road Realignment to be Built by Others

Edge of Pavement
Proposed ROW
Centerline, Segment A
Striping, Segment A

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Source: Google Earth, 2016; Riverside County, 2015; Aguilar Consulting, 2016.

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FIGURE 2

Temescal Canyon Road Bridge Replacement and Road Realignment Project
Initial Study/Mitigated Negative Declaration

Project Vicinity

BRLS 5074 (015)