

NOTICE OF PREPARATION

To: State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

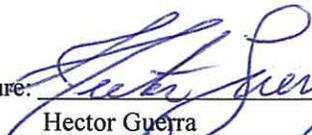
From: County of Tulare Resource Management Agency
5961 South Mooney Boulevard
Visalia, CA 93277

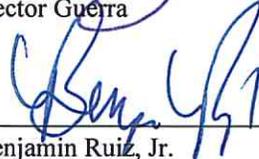
Date: December 8, 2016
Subject: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR)
Project Title: Mineral King Road Bridge (also named Historic Oak Grove Bridge), Bridge #46C-0196 Rehabilitation/Replacement Project
Project Applicant: County of Tulare Resource Management Agency
Project Location: The Project is located approximately six miles east of the unincorporated Community of Three Rivers, near the entrance to Sequoia National Park in the County of Tulare, California.

Tulare County Resource Management Agency (RMA) will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the Mineral King Road Bridge Rehabilitation/Replacement Project (Project). We need to know the views of your agency as to the scope and content of the environmental information, which is germane to your agency's statutory responsibilities in connection with the proposed Project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the Project.

The Project description, location, and the potential environmental effects are contained in the following attached materials. The NOP is available for review on the Tulare County website at: <http://tularecounty.ca.gov/rma/index.cfm/planning/environmental-planning/notice-of-preparation-nop/>.

Consistent with the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. A scoping meeting is scheduled for **Thursday, December 22, 2016, 1:30 p.m.** in the RMA Main Conference Room, 5961 S. Mooney Blvd., Visalia, CA. Please direct your response to Hector Guerra, Chief Environmental Planner, at the address shown above. He may be contacted by e-mail at hguerra@co.tulare.ca.us or by telephone at (559) 624-7121. Please provide us with the name of a contact person in your agency.

Signature:  Date: 12/08/16 Title: Chief Environmental Planner
Hector Guerra

Signature:  Date: _____ Title: Environmental Assessment Officer
Benjamin Ruiz, Jr. RMA Director

Reference: California Code of Regulations, Title 14, (CEQA Guidelines). Sections 15082(a), 15103, 15375.

INTRODUCTION

Tulare County RMA, in cooperation with the California Department of Transportation (Caltrans), proposes to replace and/or rehabilitate the existing Mineral King Road Bridge (also named Historic Oak Grove Bridge), Bridge #46C-0196 on Mineral King Road over the east fork of the Kaweah River (river).

The existing bridge, built in 1923, is a 108-foot-long reinforced concrete open spandrel arch bridge. The bridge's deck width is approximately 23 feet and carries two lanes of traffic, one in each direction, over the east fork of the river. The bridge is historically significant and is eligible for the National Register of Historic Places (NRHP).

The bridge provides access to several private residences along the river, and serves as a gateway to Mineral King Valley in Sequoia National Park, approximately 1.45 miles east of the Project area. The bridge also serves as an access road for fire protection services provided by both state and federal agencies (California Department of Forestry and Fire Protection (Cal Fire) and United States Forest Service Fire & Aviation Management).

The Project is listed in the Tulare County Association of Governments (TCAG) 2010/14 – 2019-20 Federal Transportation Improvement Program (FTIP). In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 2100 et seq.), the County RMA will be preparing an EIR to evaluate the environmental impacts of the Project.

PROJECT LOCATION AND SETTING

Project Location:

The Project site is located along Mineral King Road, approximately six miles east of the unincorporated community of Three Rivers, in Tulare County, California. (see **Attachment A**, Regional Location Map) The Project area extends approximately 75 feet downstream and 60 feet upstream of the existing Mineral King Road Bridge (bridge), and includes the northern and southern approach roadways and encompasses Assessor Parcel Numbers (APN) 069-390-021 and 069-390-010. (see **Attachment B**, Project Area).

The proposed Project is in the Public Land Survey System of Section 15, Township 17 S, Range 29E, M.D.B. &M and can be found within the “Case Mountain” United States Geological Survey (USGS) 7.5 minute topographic quadrangle.

The Project area is in a remote location, and the closest residence is more than 700 feet northeast of the bridge. There is dense vegetation, including mature trees, within and surrounding the Project area. There is a flume (a deep narrow channel or ravine with a stream running through it) that is owned by Southern California Edison adjacent to the Project area.

The coordinates of the Project site are: **Latitude:** N 34° 26' 57" / **Longitude:** W 118° 47' 34"

Zoning and Land Use:

The Project area is zoned AF (Foothill Agricultural). The AF zone is an exclusive zone for intensive and extensive foothill agricultural uses and for those uses which are necessary and integral part of intensive and expensive foothill agricultural operations.

The Project area is located within the State Responsibility Area (SRA), land where the State of California is financially responsible for the prevention and suppression of wildfires.

Surrounding Land Uses and Setting:

The land uses surrounding the property are Foothill Agriculture. The bridge is surrounded by mostly rural, undisturbed land with steep hills, rock formations, and areas of dense vegetation, and there are several scenic vistas (i.e., a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public) from the bridge and surrounding areas that include the Project area and the river gorge.

Adjacent Zoning Land Uses

North	AF	Grazing Grassland
East	AF	Grazing Grassland
South	AF	Grazing Grassland
West	AF	Grazing Grassland

PROJECT DESCRIPTION

The Project includes the replacement and/or rehabilitation of the Mineral King Road Bridge. The purpose of the Project is to resolve the structural deficiencies of the bridge while protecting the bridge’s historical significance.

In addition, three potential staging areas are being considered: the first construction staging area (East Construction Staging Area) is located approximately 800 feet northeast of the existing bridge; the second construction staging area (West Construction Staging Area) is located immediately north of Mineral King Road, approximately 1.3 miles west of the existing bridge; and the third construction staging area (South Construction Staging Area) is located approximately 370 feet northeast of the existing bridge (see **Attachment C**, Construction Staging Areas Map). The East Construction Staging Area is located on APN 069-390-010, which is owned by a private individual; the West Construction Staging Area is located on APN 069-080-042, which is owned by the United States Department of Interior (USDOI) Bureau of Land Management (BLM); and the South Construction Staging Area is located on APN 069-390-010, which is owned by a private individual.

The purpose of the Project is to resolve the structural deficiencies of the bridge while protecting the bridge’s historical significance. The alternatives include the following:

Alternative 1: Rehabilitation/Retrofit

The Rehabilitation/Retrofit Alternative would include removal and replacement of the bridge deck, spandrel columns, spandrel crossbeams, arch fins, transverse deck beams, and longitudinal exterior beam over the main arch span; repair of carbonated concrete at the pier spandrel columns and arch; replacement of the existing concrete barrier with Texas Type T411 Barrier; and application of silane waterproofing treatment to all remaining exposed concrete surfaces (see **Attachment D**, Engineering Drawings).

To make the necessary repairs, a temporary scaffolding system would be required. The scaffolding would be placed within the creek. Because the existing bridge would be closed during construction, a

temporary bridge would be required downstream of the existing bridge to maintain traffic during construction. The centerline of the temporary bridge would be located approximately 50 feet north of the existing bridge's northern edge of deck. The span length of the temporary bridge would be approximately 120 to 130 feet. The temporary bridge would be supported on temporary cast-in-place abutments that would be removed following rehabilitation of the existing bridge. The temporary bridge would be placed in three sections on two temporary supports in the channel.

Alternative 2B: Replacement (Preserve Existing Bridge)

The Replacement Alternative would include construction of a replacement bridge with a new cast-in-place tensioned concrete box girder on a new alignment. The new bridge would be constructed immediately upstream of the existing bridge to preserve views from the approach roadway. The replacement bridge would consist of an approximately 120-foot-long single-span bridge (see

Attachment D, Engineering Drawings). The replacement bridge would be the same width as the existing bridge, approximately 19 feet wide from curb to curb. The total bridge width, with Type 80 barrier rails, would be 22.5 feet (including a 19-foot travel way plus two 1-foot, 9-inch barrier rails). The replacement bridge would be located east (upstream) of the existing bridge, and traffic would continue to use the existing bridge until construction is completed. Following construction, the existing bridge would likely be used as a pedestrian crossing.

Because the alignment of the bridge would be shifted to the east, the approach roadways would also be realigned. The new alignment would require cutting into the hillside at both bridge approaches. Depending on the depth to bedrock, blasting or hydro drilling of the existing rock would be required. Retaining walls would likely be needed to accommodate both roadway approaches and bridge abutments. In addition, new fill and retaining walls would be required to support the proposed alignment at the southwest corner of the structure. Under this alternative, minor rehabilitation work on the existing bridge is proposed to maximize its remaining life. This may include replacing the joint seals, applying methacrylate to the bridge deck, and/or injecting epoxy into the larger cracks in the arch ribs and pier spandrel columns.

Alternative 3: Hybrid Rehabilitation/Replacement

The Hybrid Rehabilitation/Replacement Alternative is a combination of Alternatives 1 and 2B. The original arches of the existing bridge would be maintained, and the existing bridge deck would be reconstructed with a new girder type bridge (see **Attachment D**, Engineering Drawings). All aesthetic features on the new bridge deck would be reconstructed to match the existing bridge.

The new girder type bridge would consist of a cast-in-place post-tensioned concrete box girder constructed over the existing arch to mimic the appearance of the existing structure. This would be accomplished by forming the exterior girder to give the appearance of the existing exterior face along the bridge deck. The box girder would be a single span, approximately the same length as the existing bridge (approximately 120 feet). This span would require a box girder depth of approximately five feet. While this depth is greater than the existing exterior floor beams, which are approximately 2.5 feet deep, the exterior appearance of the new bridge would be almost identical to the existing bridge. The existing arch ribs, spandrel columns, and piers would be repaired and laterally stabilized against transverse and longitudinal motion by pin dowels that would be placed into the new box girder bridge.

Because the existing bridge deck would need to be removed, a temporary bridge, as described in Alternative 1, would be required to maintain traffic during construction. After erection of the temporary bridge, construction of the new structure would begin with the demolition of the existing deck, spandrel beams to the tops of the spandrel columns, and abutments. New abutments would be constructed behind the existing abutments. Temporary bracing (i.e., falsework) would be installed for the existing arch ribs and spandrel columns, and the arches would then be used to help support the temporary falsework for construction of the box girder. Construction of the box girder would be completed, and the temporary falsework would be removed.

Potential Environmental Impacts:

It is anticipated that potentially affected environmental impacts may include: Aesthetics, Agriculture and Forest Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Material, Hydrology and Water Quality, Land Use and Planning, Noise, Public Services, Transportation/Traffic, Tribal Cultural Resource, Utilities and Service Systems, and Cumulative Impacts. These resources will be analyzed in the Draft Environmental Impact Report (DEIR).

Aesthetics

The bridge is considered a scenic resource because it is historically significant and serves as a gateway to Sequoia National Park, located approximately 1.45 miles east of the Project area. The County's 2030 General Plan (Chapter 7) identifies Mineral King Road as a County Scenic Road, a road that has been "identified by the County as important to tourism and the rural travel experience in valley, foothill, and mountain landscapes." The bridge is surrounded by mostly rural, undisturbed land with steep hills, rock formations, and areas of dense vegetation, and there are several scenic vistas (i.e., a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public) from the bridge and surrounding areas that include the project area and the river gorge.

The Project would be designed to maintain or complement the aesthetic appearance of the existing bridge. However, the Project would require modifications to the existing bridge, which is historically significant, and tree and vegetation removal, as well as the use of drilling and other construction equipment, would be required. The Project has the potential to result in significant impacts on aesthetics/visual resources; therefore, these impacts will be discussed in more detail in the EIR. A Visual Impact Assessment (VIA) with photo simulations will be prepared to support the EIR discussion, and will be included as a technical appendix to the EIR.

Agriculture and Forest Resources

According to the California Department of Conservation (CDOC) Tulare County Important Farmland 2014 map, the project area is in and adjacent to areas designated as "Nonagricultural and Natural Vegetation." There is no Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance in the project area. In addition, there is no land under a Williamson Act contract in the project area, according to the CDOC Tulare County Williamson Act Fiscal Year 2012/2013 map. There are mature trees along the banks of the river within the project area; however, there is no forest land (i.e., land with 10 percent tree coverage, as defined in Public Resources Code section 12220(g)) or timberland (i.e., land that is available for growing a crop of trees intended for commercial use, as defined in Public Resources Code Section 4526). The impacts to agricultural and forest resources will be included in the EIR."

Air Quality

The Project is located in the San Joaquin Valley Air Pollution Control District (SJVAPCD). The county is designated as an extreme non-attainment area for the federal and state 8-hour ozone (O₃) standards; a severe nonattainment area for the state 1-hour ozone standard; and a non-attainment area for the federal and state particulate matter of 2.5 microns or smaller (PM_{2.5}) standards and the state particulate matter of 10 microns or smaller (PM₁₀) standard. For all other criteria pollutants, the county is designated as an attainment and/or unclassified area.

Existing air pollutant sources in the Project area include emissions from vehicles on the roadway. During operation, the Project would not result in additional pollutant sources because the number of lanes on the bridges would remain the same, which would maintain the capacity of the bridge and the number of vehicles on the roadway. However, the Project would require ground disturbance and the use of construction vehicles and equipment, which could result in pollutant emissions. The Project has the potential to result in potential impacts on air quality; therefore, these impacts will be discussed in the EIR.

Biological Resources

The Project is in a rural, mostly undisturbed area, and there is suitable habitat for a variety of plant and wildlife species in the Project area. According to the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB), there is potential for federally and state listed threatened and endangered species to be in the Project area based on geographical range. The Project area is also likely used for local wildlife migration. There are mature trees and dense vegetation within the Project area that could provide nesting habitat for migratory birds; the bridge structure also provides suitable nesting habitat for some bird species. The bridge structure and adjacent trees and rock formations also provide roosting habitat for bats. There are no wetlands in the Project area; however, there are other waters of the United States (U.S.) and state within the river channel.

The Project would require work on the bridge structure, within the river channel, and would require tree and vegetation removal. Construction would also require vehicle access and staging, which could result in impacts on plants and wildlife. The Project has the potential to result in impacts on biological resources; therefore, these impacts will be discussed in more detail in the EIR. A Natural Environment Study (NES) will be prepared to support the EIR discussion, and will be included as a technical appendix to the EIR.

Cultural Resources

The existing bridge is a historical resource under CEQA. The Project would include retrofit, rehabilitation, and/or replacement of the bridge, which could result in changes to the historical resource. The Project would also include vegetation removal, construction staging, and other construction activities in the Project area that could affect the visual character and quality of the bridge and surrounding area. These visual impacts could also result in changes to the historical resource. In addition, a records search identified known archaeological resources in the area. The Project area is also in a region that was historically inhabited by Native Americans, and there could be unknown archaeological resources in the Project area. Because the Project may require excavation into undisturbed soils, there is potential for archaeological resources to be disturbed during construction.

The Project has the potential to result in impacts on cultural resources; therefore, these impacts will be discussed further in the EIR. The historic analysis will be completed in compliance with CEQA and Section 106 of the National Historic Preservation Act. An Area of Potential Effects (APE) map, Historic Properties Survey Report (HPSR), Historic Resources Evaluation Report (HRER), and Archaeological

Survey Report (ASR) will be prepared to support the EIR discussion, and will be included as technical appendices to the EIR.

Geology and Soils

The Project area is not located within an Alquist-Priolo Earthquake Fault Zone; therefore, the potential for ground surface rupture in the Project area is minor. However, there is an Alquist-Priolo Earthquake Fault Zone approximately 30 miles northeast of the Project area, according to California Geological Survey maps. Therefore, the Project area could be subject to ground shaking from a major earthquake, and could also be subject to seismic and soils hazards, such as liquefaction or seismically-induced settlement. In addition, under Alternative 2B, the new alignment would require cutting into the hillside at both bridge approaches. Depending on the depth to bedrock, blasting or hydro drilling of the existing rock would be required. Retaining walls would likely be needed to accommodate both roadway approaches and bridge abutments. New fill and retaining walls would be required to support the proposed alignment at the southwest corner of the structure. The Project has the potential to result in geology and soils impacts; therefore, these impacts will be discussed in more detail in the EIR. A Geotechnical Study will be prepared to support the EIR discussion, and will be included as a technical appendix to the EIR.

Greenhouse Gas Emissions

The Project area includes an existing roadway that is surrounded by rural, mostly undeveloped land. Existing sources of greenhouse gases in the Project area include emissions from vehicles on the roadway. During operation, the Project would not result in additional greenhouse gas emissions because the number of lanes on the bridge would remain the same, which would maintain the capacity of the bridge and the number of vehicles on the roadway. The Project would require the use of construction vehicles and equipment, which could result in greenhouse gas emissions. Because the Project will result in construction-related emissions, Project contributions to greenhouse gas emissions will be discussed in the EIR.

Hazards and Hazardous Materials

According to the State Water Resources Control Board, there are no known hazardous materials and/or hazardous waste sites within a 0.5-mile radius of the Project area. However, structures built before 1978 have the potential to contain asbestos-containing materials and/or lead-based paint. Because the bridge was constructed in 1923, there is potential for asbestos-containing material in concrete material on the bridge and lead-based paint in pavement markings. In addition, there could be aerially-deposited lead in roadway shoulders because of the past use of leaded fuel in vehicles. The Project has the potential to result in hazardous materials impacts; therefore, these impacts will be discussed in more detail in the EIR. An Initial Site Assessment (Phase I) will be prepared to support the EIR discussion, and will be included as a technical appendix to the EIR.

Hydrology and Water Quality

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel 06107C0735F (effective June 16, 2009), the Project area, including both the river and the bridge, is located in Zone X, an area of minimal flood hazard that is outside the 100-year floodplain. In addition, the FIRM shows that the Project area is not located in a regulatory floodway. Therefore, no flooding impacts are anticipated to result from the Project.

The Project would require work within the river during construction, which could result in impacts on hydrology and water quality. Scaffolding supports would be placed in the river, and supports would be required within the river to erect a temporary bridge. The Project has the potential to result in hydrology and water quality impacts; therefore, these impacts will be discussed in more detail in the EIR. A Hydrology Study and Water Quality Technical Memorandum will be prepared to support the EIR discussion, and will be included as technical appendices to the EIR. Because work would be required within the river, a Section 1602 Streambed Alteration Agreement, Section 404 Nationwide Permit, and Section 401 Water Quality Certification are anticipated for the Project.

Land Use and Planning

The Project area is in an unincorporated area of the county, and existing development includes the roadway and bridge over the river. The County's General Plan Update (August 2012) identifies land uses in the Project area as "Foothill Agriculture." The Project would be consistent with existing land uses, and would maintain safe, long-term access over the river to provide a benefit to the surrounding community. The Project is also listed in the TCAG 2010/14 – 2019-20 FTIP. The Project would not physically divide an established community or conflict with any applicable land use plans, policies, or regulations. Impacts on land use and planning will be included in the EIR.

Noise

The closest noise-sensitive receptors are residences approximately 700 feet northeast of the Project area. The Project would not result in an increased number of through lanes, or substantial changes to the vertical or horizontal alignment of the bridge; therefore, no substantial changes to the existing noise environment are anticipated during Project operation. However, the Project would require the removal of unsound concrete and the use of drilling equipment in bed rock, which could result in short-term, temporary construction-related noise. As such the Project has the potential to result in noise impacts; which will be discussed in more detail in the EIR.

Population and Housing

The Project would not increase the capacity of the roadway; therefore, the Project is not anticipated to result in population growth. The Project would not include any new homes, businesses, or other development that could directly affect population growth, and the Project would not include the extension of any roads or other infrastructure that could indirectly induce growth. The Project would not displace existing housing or people. A discussion on the Project's impact on population or housing will be included in the EIR.

Public Services

The Project area is in a rural, mostly undeveloped area, and there are no public services in the Project area. The nearest public services, including fire protection, police protection, schools, parks, and other public facilities, are in the census designated place of Three Rivers, approximately six (6) miles west of the Project area. The Project area includes an existing roadway that would have the same capacity following Project implementation. Therefore, during operation, the Project would not directly affect the use or the operations of existing public services, nor would the Project induce population growth that would require the provision of, or need for, new or physically altered governmental facilities. During construction-related activities, the Project would require the construction of a temporary bridge, which could temporarily affect roadway access. However, the Project would not substantially affect service

ratios, response times, or other performance standards at existing public facilities, requiring the construction of new or physically altered governmental facilities. A discussion of the Project's impact on public services will be included in the EIR.

Recreation

The bridge serves as a gateway to Mineral King Valley in Sequoia National Park, approximately 1.45 miles east of the Project area. Because the roadway capacity of the bridge would remain the same, the Project would not increase the amount of vehicles that are able to access the park, nor would the Project induce population growth that could affect the use of the park. The Project would not include recreational facilities, and would not require the construction or expansion of recreational facilities. Therefore, the Project would have no impact on recreation. A discussion of the Project's impact on recreation will be included in the EIR.

Transportation/Traffic

The Project is listed in the TCAG 2010/14 – 2019-20 FTIP and would not conflict with any applicable plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system. The Project would not result in an increased number of through lanes or substantial changes to the vertical or horizontal alignment of the bridge. The Project would not affect level of service standards or conflict with travel demand measures. In addition, the Project would not include any elements that could result in changes in air traffic patterns, or increase hazards due to a design feature or incompatible use. Temporary traffic impacts could result from the movement of construction equipment and vehicles within and surrounding the Project area, which could affect circulation and emergency access. However, a temporary bridge would provide continuous access along the roadway, with only limited closures at night. A discussion of the Project's impact on transportation/traffic will be included in the EIR.

Tribal Cultural Resources

There are no visibly identifiable or recognizable tribal cultural resources within the proposed Project site. Depending upon the alternative selected, the potential to impact tribal cultural resources exists. Further, this Project is subject to AB 52 regarding Tribal Consultation for CEQA projects involving preparation of an environmental impact report. In addition to soliciting tribal participation, a search of the Southern San Joaquin Valley Information Center California Historical Resources Information System will be conducted and the Native American Heritage Commission will be consulted to conduct a Sacred Lands File search and to provide a list of tribes that should be consulted during the EIR process. As such, the proposed Project's potential to affect cultural resources will be analyzed in the EIR.

Utilities and Service Systems

There are no utilities or service systems on the existing bridge that would be affected by the Project. The Project would not require or result in the construction or expansion of wastewater treatment or storm water drainage facilities, or exceed existing water supplies, wastewater treatment requirements, or landfill capacity. The new bridge would include storm water drainage systems to accommodate anticipated storm water drainage flows. During construction, the Project would include modifications to the existing bridge, which would require the handling and disposal of solid waste. The Project would be required to comply with federal, state, and local statutes and regulations related to solid waste. A discussion of the Project's impact on utilities and service systems will be included in the EIR.

Cumulative Impacts

The Project is in a rural, mostly undeveloped area in an unincorporated portion of the county. The Project is identified in the TCAG 2010/14 – 2019-20 FTIP, which includes a list of transportation projects in the county. The Project could have impacts that are individually limited, but cumulatively considerable, meaning the incremental effects of the Project could be considerable when viewed in connection with the effects of past projects, the effects of current projects, such as those listed in the TCAG 2010/14 – 2019-20 FTIP, and the effects of probable future Projects. Therefore, cumulative impacts will be discussed in more detail in the EIR.

REVIEWING AGENCIES

State and Federal:

- California Department of Conservation
- California Department of Fish and Wildlife
- California Department of Forestry & Fire Protection
- California Department of Toxic Substances Control
- California Department of Transportation
- California Air Resources Board
- California Emergency Management Agency
- California Highway Patrol
- California Native American Heritage Commission
- California Parks & Recreation
- California Resources Agency
- California State Historic Preservation Officer
- California State Water Resources Control Board
- United States Bureau of Land Management
- United States National Park Service
- United States Army Corps of Engineers
- United States Environmental Protection Agency
- United States Federal Emergency Management Agency
- United States Fish and Wildlife Service
- United States Forest Service
- United States Department of Agriculture – NRCS

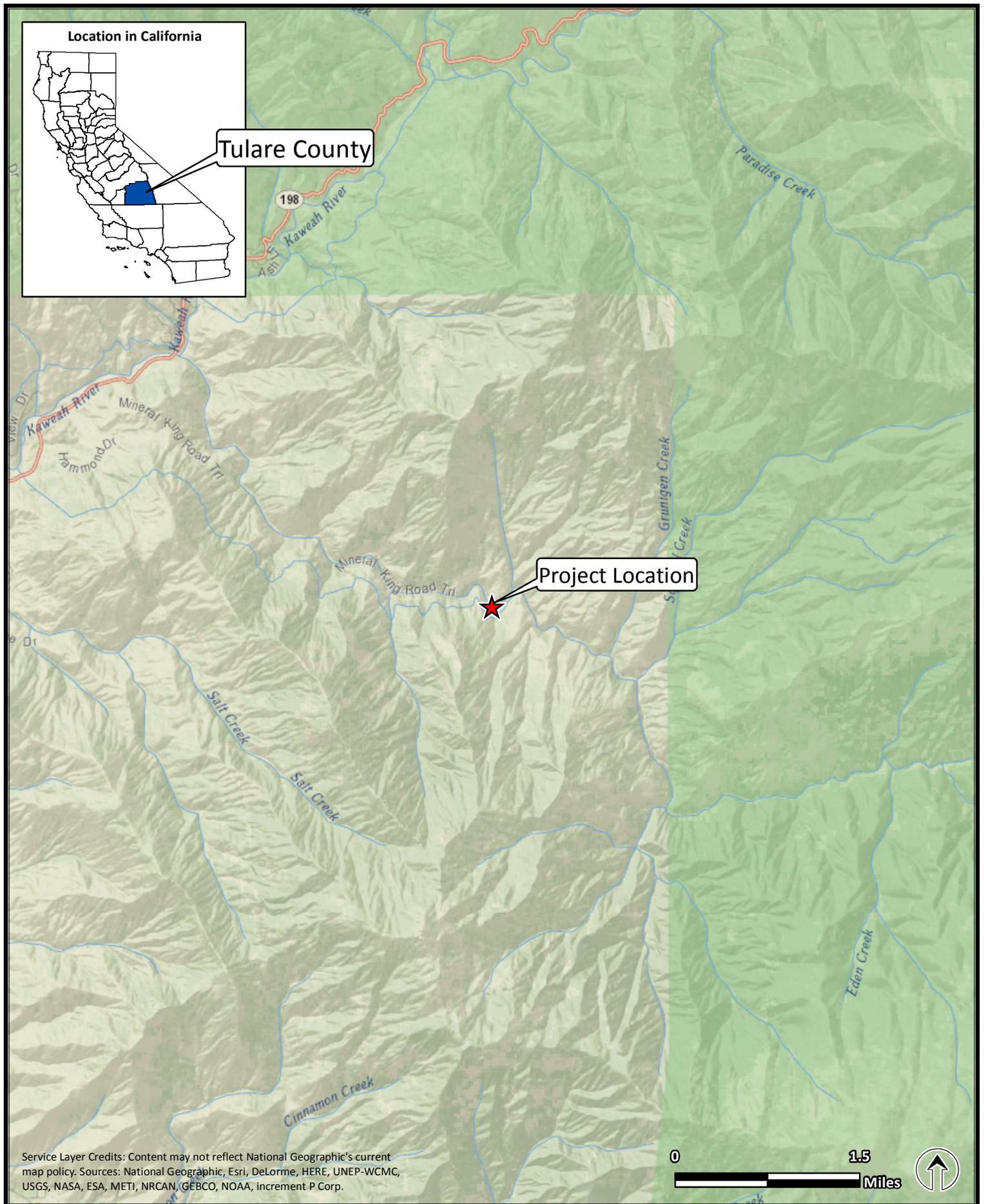
Local and Regional:

- County Resource Management Agency (Fire, Flood Control, Planning Branch, Public Works)
- Tulare County Health & Human Services Agency
- Tulare County Association of Governments
- Tulare County Fire Warden
- Tulare County Office of Emergency Services
- Tulare County Resources Conservation District
- Central Valley Regional Water Quality Control Board
- Kaweah Delta Water Conservation District
- San Joaquin Valley Unified Air Pollution Control District

OPPORTUNITY FOR PUBLIC COMMENT

Interested individuals, groups, and agencies may provide to the County of Tulare Resource Management Agency, Planning Branch, written comments on topics to be addressed in the EIR for the proposed Project. Because of time limits mandated by state law, comments should be provided no later than **5:00 p.m. January 9, 2017**. Agencies that will need to use the EIR when considering permits or other approvals for the proposed Project should provide the name of a staff contact person. Please send all comments to:

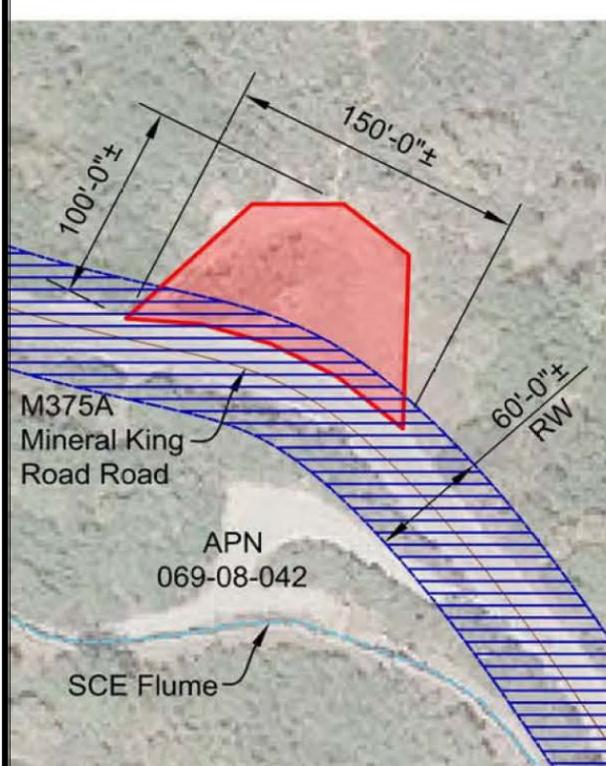
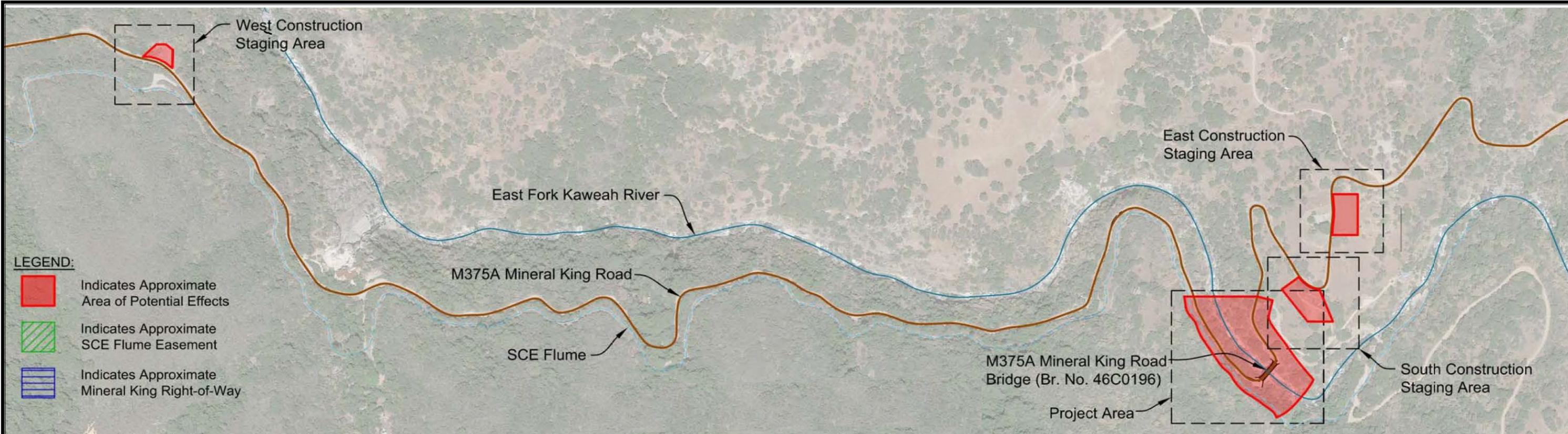
Hector Guerra, Chief Environmental Planner
Tulare County Resource Management Agency
Economic Development and Planning Branch
5961 South Mooney Boulevard
Visalia, CA 93277-9394
or via e-mail at: HGuerra@co.tulare.ca.us
or via facsimile: 559-730-2653
or via phone: 559-624-7121



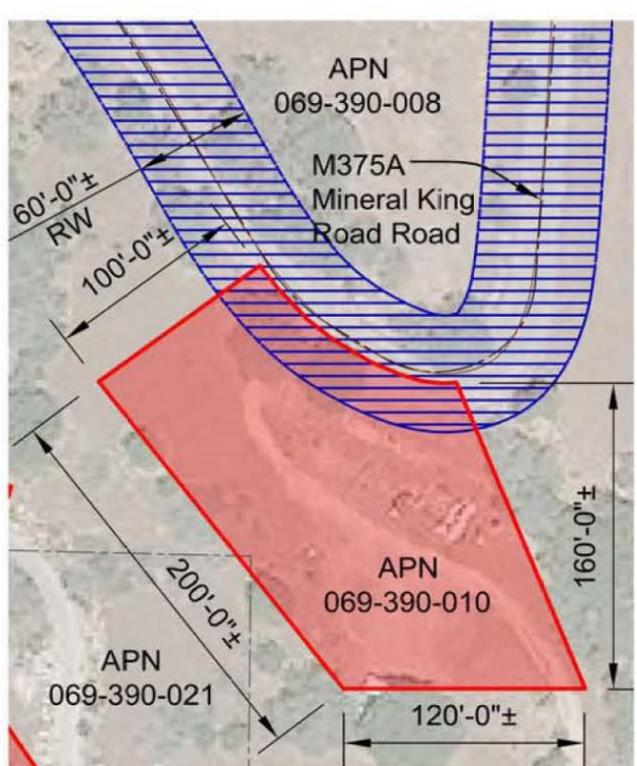
ATTACHMENT A: REGIONAL LOCATION MAP
Mineral King Road Bridge Project



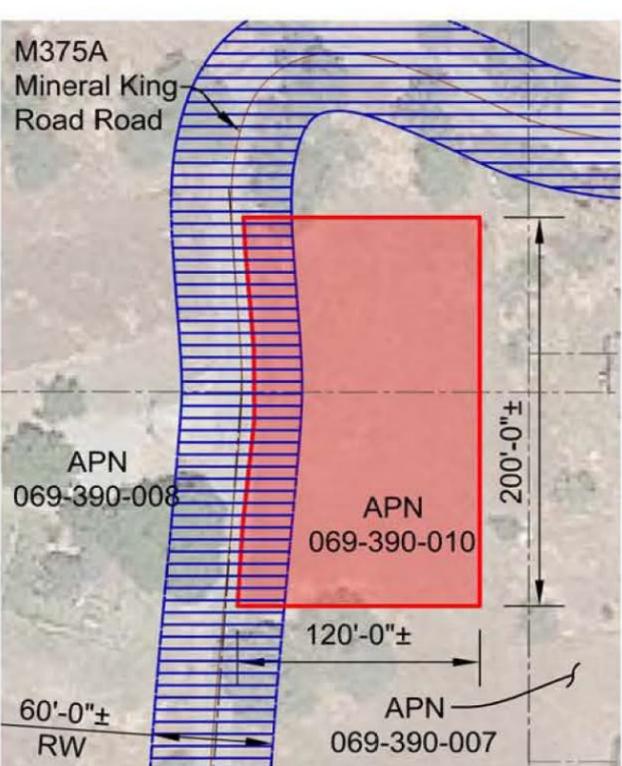
ATTACHMENT B. PROJECT AREA Mineral King Road Bridge Project



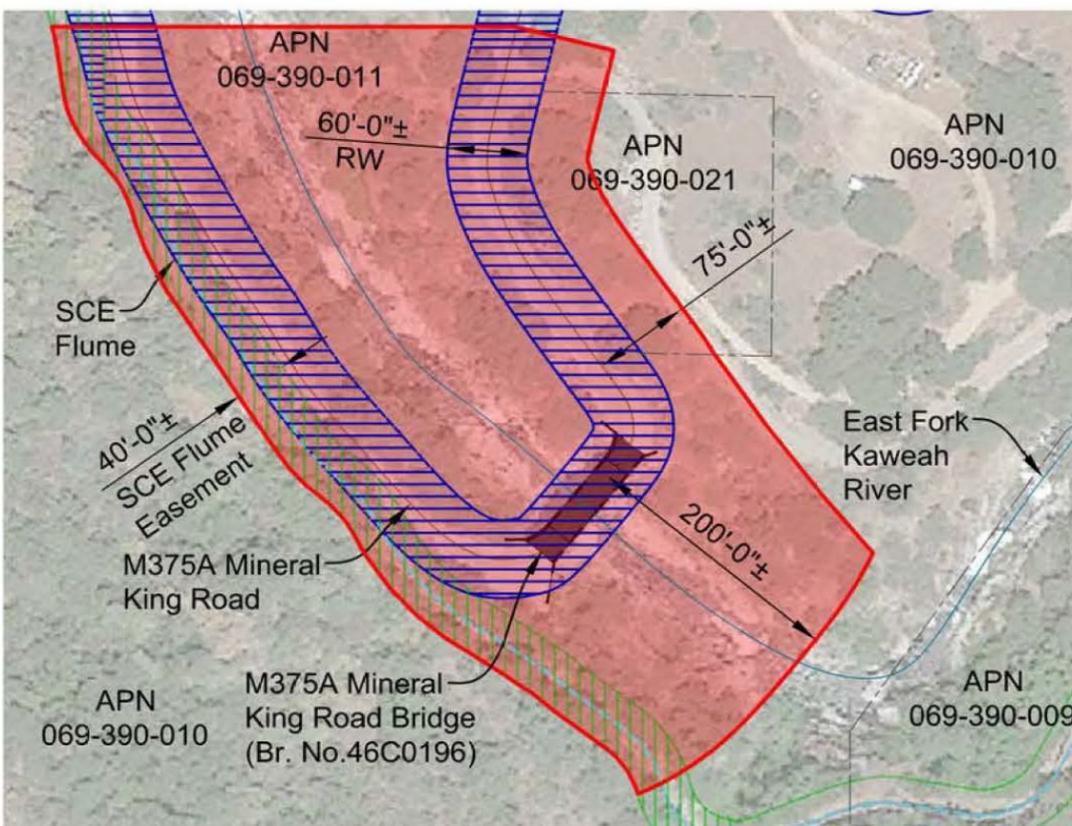
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SOUTH STAGING AREA
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EAST STAGING AREA
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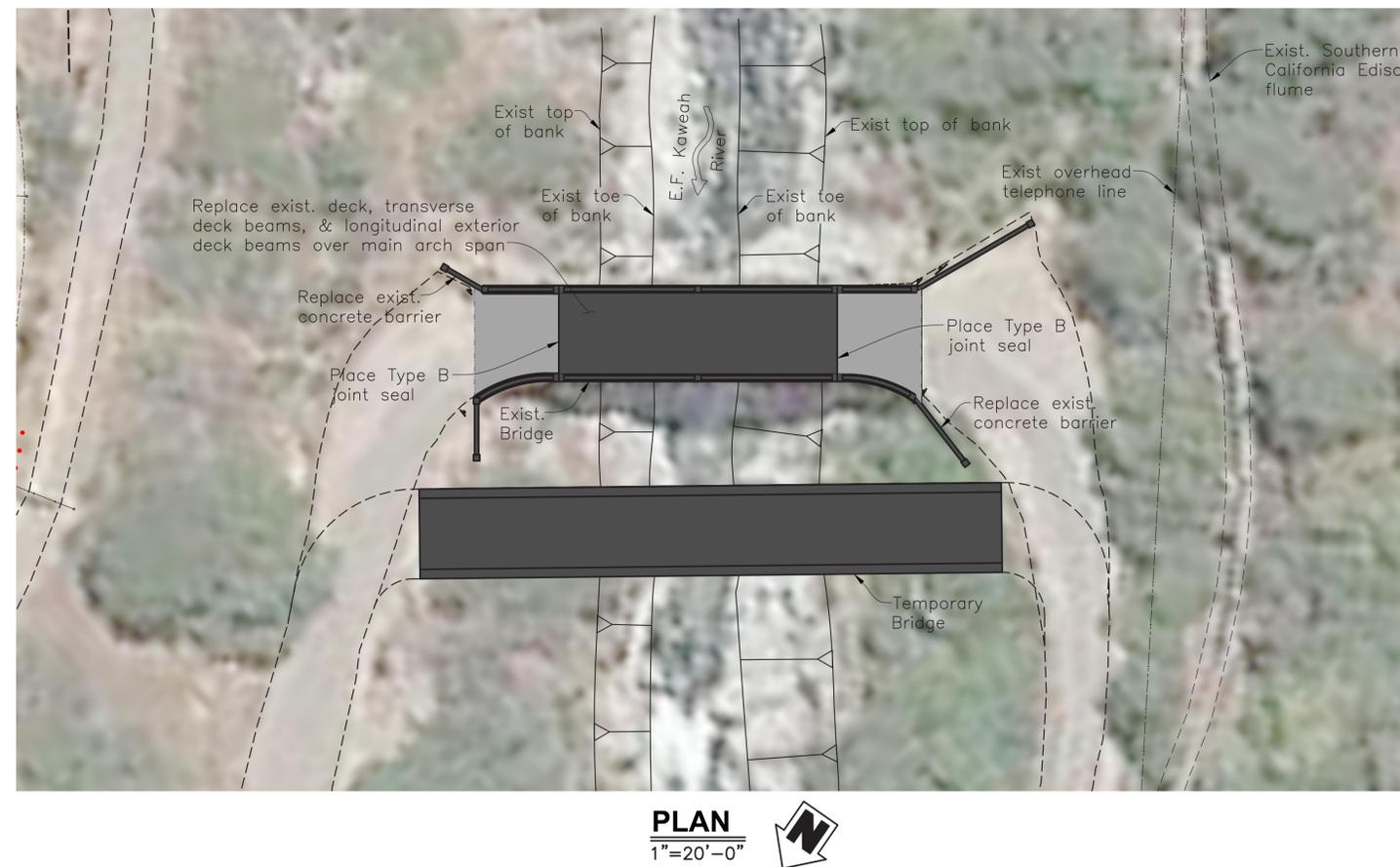
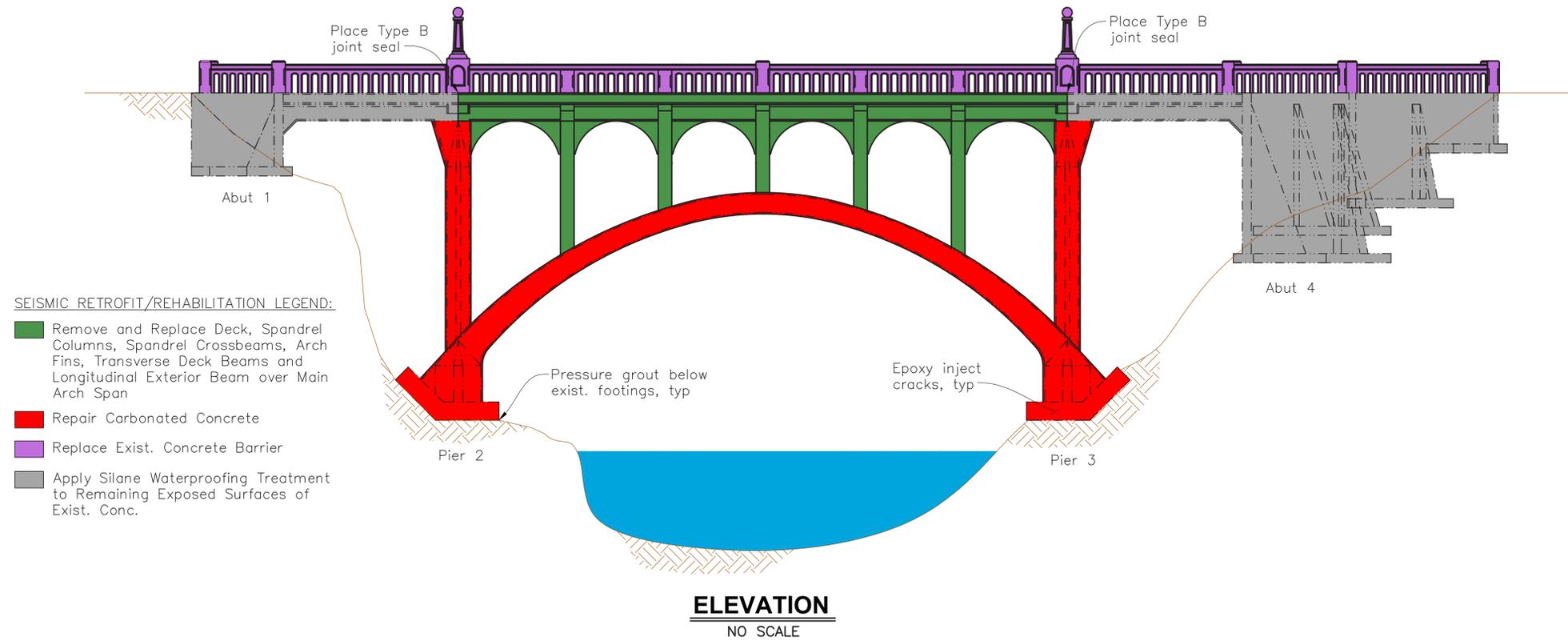


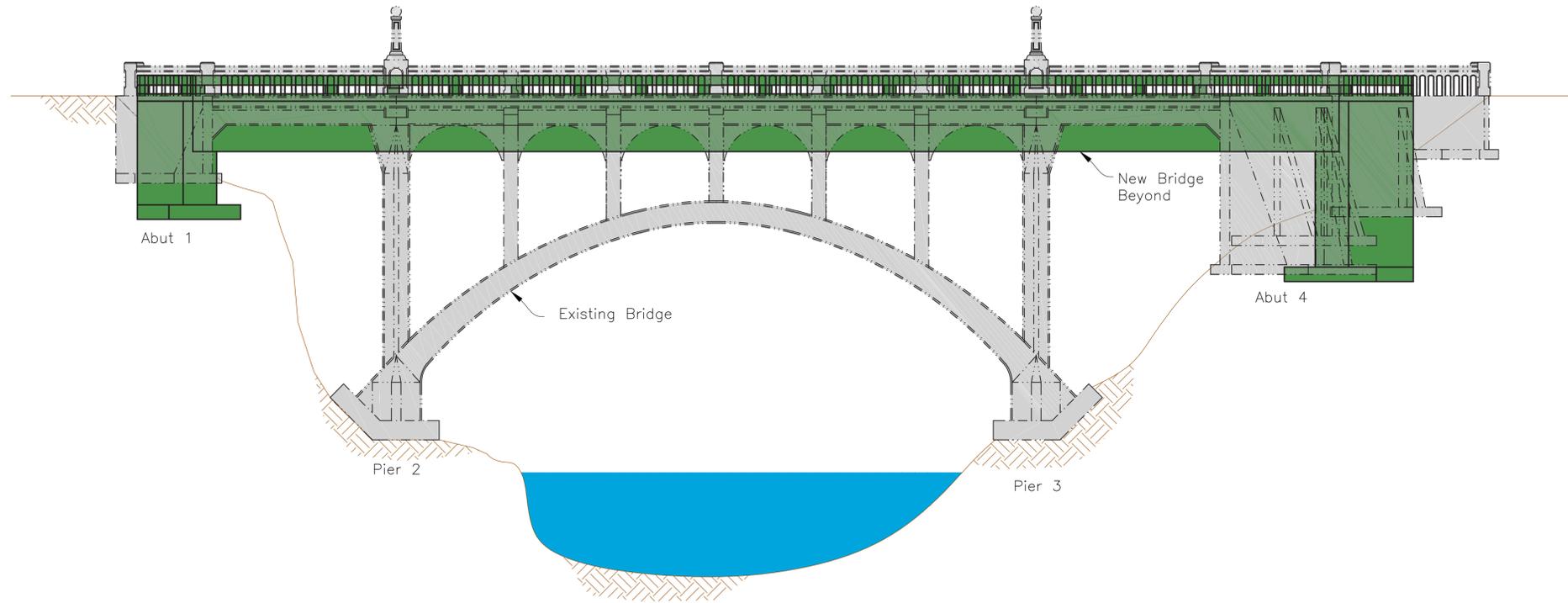
PROJECT AREA
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No Scale

Source: Cornerstone, 2016

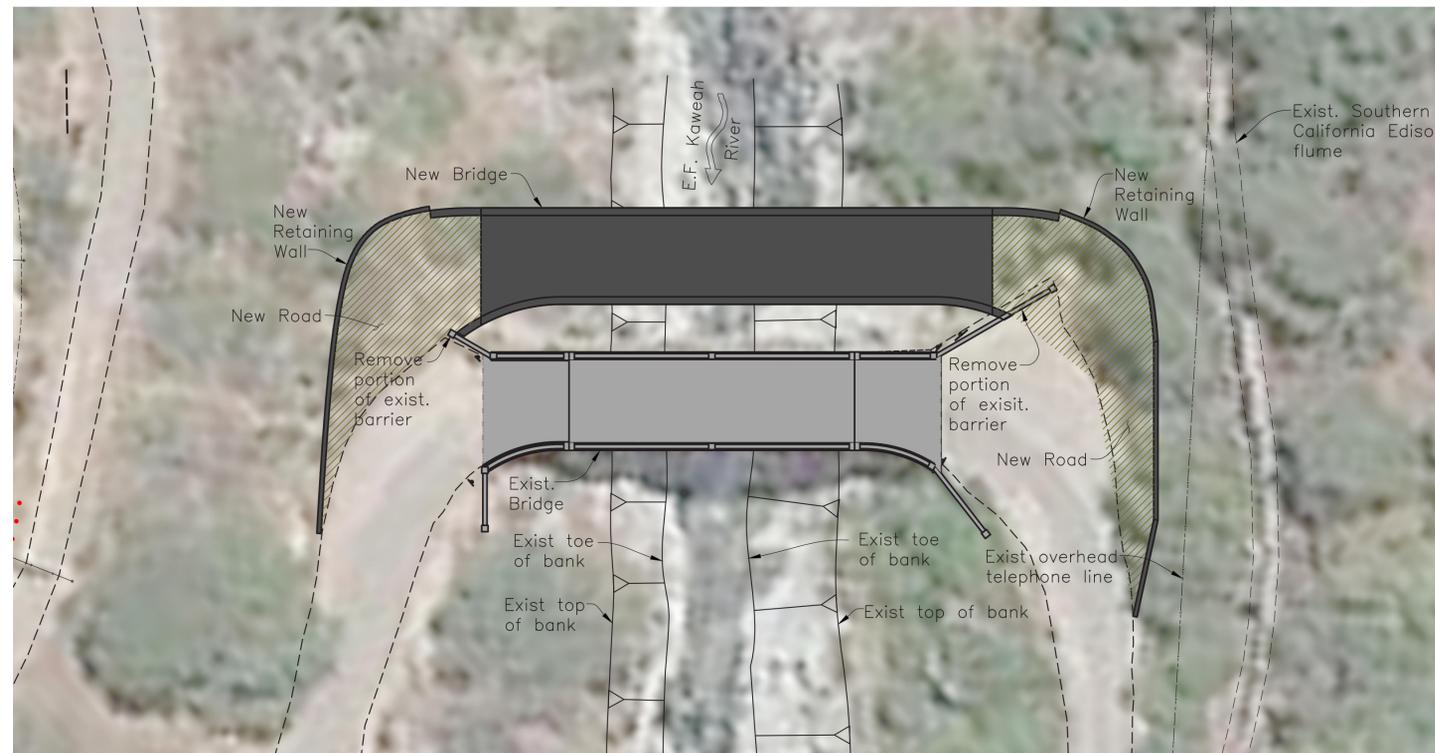


ATTACHMENT D
ENGINEERING DRAWINGS

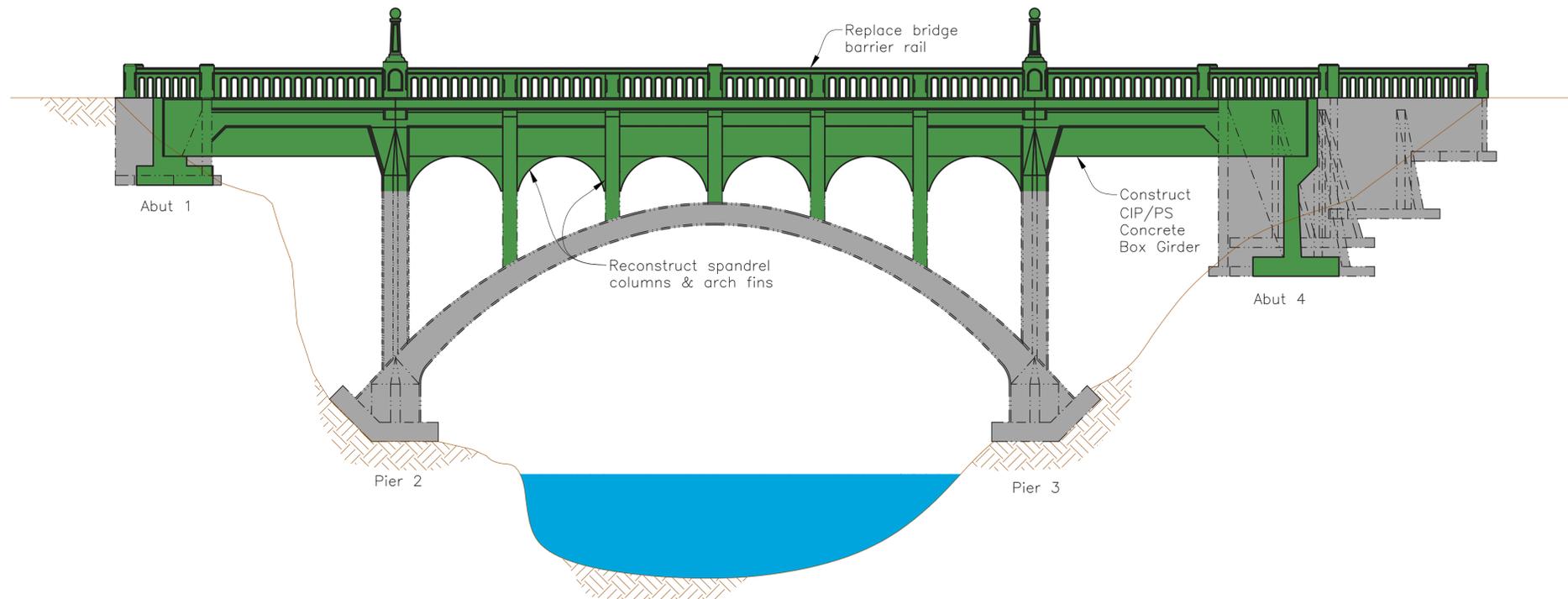




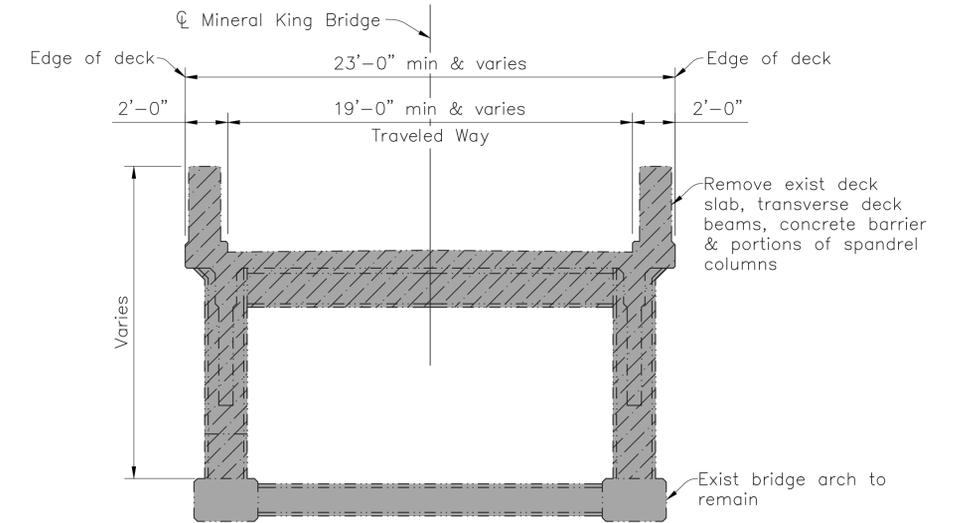
ELEVATION
NO SCALE



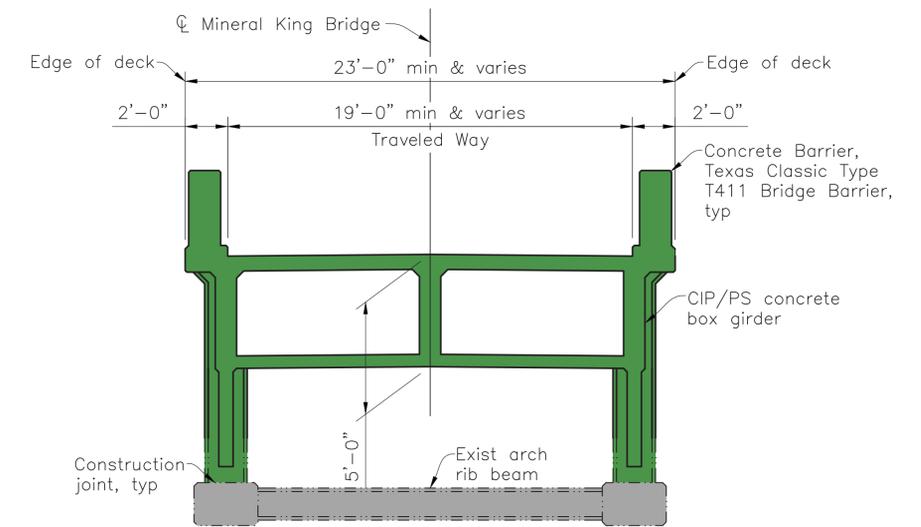
PLAN
1"=20'-0"



ELEVATION
NO SCALE



Stage 1 - Demo Portion of Existing Bridge



Stage 2 - Construct New Superstructure

TYPICAL SECTION
1/4"=1'-0"



PLAN
1"=20'-0"

