

# RECLAMATION

*Managing Water in the West*

## **Finding of No Significant Impact and Final Supplemental Environmental Assessment to the Folsom Dam Safety and Flood Damage Reduction Final Environmental Impact Statement/Environmental Impact Report**

Folsom, California  
Mid-Pacific Region



**Bureau of Reclamation, Mid-Pacific Region  
U.S. Army Corps of Engineers, Sacramento District  
Central Valley Flood Protection Board  
Sacramento Area Flood Control Agency**

**April 2008**

## **Mission Statements**

**The mission of the Department of the Interior is to protect and provide access to our Nation's natural and cultural heritage and honor our trust responsibilities to Indian Tribes and our commitment to island communities.**

**The mission of the Bureau of Reclamation is to manage, develop, and protect water and related resources in an environmentally and economically sound manner in the interest of the American public.**

**Finding of No Significant Impact  
For  
Dike 5 Site Access and Trail Detour and the Auxiliary Spillway Stilling Basin  
Cofferdam**

**Folsom DS/FDR**

**U.S. Department of the Interior  
Bureau of Reclamation  
Mid-Pacific Region  
Sacramento, California**

**April 2008**



**UNITED STATES DEPARTMENT OF THE INTERIOR  
BUREAU OF RECLAMATION  
Central California Area Office, California**

**Approval by United States for  
The Folsom Dam Safety and Flood Damage Reduction Supplemental Environmental  
Assessment/Initial Study  
For  
Dike 5 Site Access and Trail Detour and the Auxiliary Spillway Stilling Basin  
Cofferdam**

**Finding of No Significant Impact**

**Lead Agency:**  
U.S. Department of the Interior  
Bureau of Reclamation  
Mid-Pacific Region  
Central California Area Office  
Sacramento, California

This Finding of No Significant Impact (FONSI) for the Folsom Dam Safety and Flood Damage Reduction Supplemental Environmental Assessment/Initial Study has been prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and the Council on Environmental Quality's Regulations for Implementing the Procedural Provisions of NEPA (40 CFR Parts 1500-1508). The Central California Area Office of the Bureau of Reclamation (Reclamation) has found that the Proposed Action will not significantly affect the quality of the environment; therefore, an Environmental Impact Statement (EIS) is not required.

**ALTERNATIVES CONSIDERED**

Under the Proposed Action, Reclamation proposes to perform the following activities addressed in the Supplemental EA/IS:

1. Dike 5 Construction Site Access and Trail Detour; and
2. JFP Auxiliary Spillway Stilling Basin Cofferdam (Cofferdam).

***Dike 5 Construction Site Access***

In the Folsom DS/FDR Final EIS/EIR, work at Dike 5 was scheduled to start in September 2009. Due to Safety Of Dams (SOD) schedule priorities, Reclamation has elected to initiate the Dike 5 work by September 2008. The proposed schedule is to complete the Dike 5 work Spring of 2009. In addition, the Folsom DS/FDR Final EIS/EIR (as described in Section 2.4.5 on page 2-26) stated that primary access to Dike 5 would be via the Beal's Point access road. Access to Dike 5 for staging and

reconstruction of the Dike 5 filters is now proposed to occur from Auburn-Folsom Road immediately west of Dike 5, thereby reducing conflicts with recreational traffic at Beal's Point.

Reclamation proposes to implement a traffic control measure at the Dike 5 Staging area entrance to allow construction site access to safely enter Reclamation property near Dike 5. This traffic control measure would either be a flagmen or installation of a temporary intersection with a traffic light. Trucks entering the staging area would only approach from the south (northbound on Auburn-Folsom Road) and would turn right into the staging area. Traffic leaving the site would be controlled by a temporary traffic light or flagmen, to allow trucks to safely turn right or left onto Auburn-Folsom Road. Turn outs and merge lanes along the shoulders and median of Auburn-Folsom Road could be included in the installation to further minimize traffic congestion. Use of Auburn-Folsom Road and construction of turn outs and merge lanes will be coordinated with Placer County and would require Placer County approval.

### ***Trail Detour***

Although the Folsom JFP and SOD RODs provided commitments for installation of trail detours where possible to minimize recreation impacts, details for required detours were not available at the time the RODs were signed. Currently, recreational trails traverse the tops of Dikes 4, 5, and 6. The crests of the dikes would need to be closed during dike reconstruction. Reclamation proposes to construct a single trail detour to accommodate pedestrian, bicycle, and equestrian use.

### ***Cofferdam***

Construction of a new Stilling Basin at the toe of the JFP Auxiliary Spillway was disclosed in the Folsom DS/FDR Final EIS/EIR, however the construction details of the facility were not fully known at that time. One of the required details for the Stilling Basin construction would be a cofferdam that would allow construction of the Stilling Basin to occur "in the dry" during times when releases are being made from Folsom Dam. The construction and use of a cofferdam was not addressed in the previous EIS/EIR.

## **FINDINGS**

An Environmental Assessment (EA), which is hereby incorporated by reference, was distributed for public review in February and March of 2008, and the attached revisions to that EA have been prepared to disclose potential environmental impacts pursuant to CEQs implementing regulations for NEPA. The following discussion identifies why the effects of the Proposed Action are not considered significant.

- 1. Hydrology, Water Quality, and Groundwater** - Reclamation's Proposed Action will have no impacts to hydrology, water quality, and groundwater resources because Reclamation is not authorizing any additional action that will have any impacts on jurisdictional wetlands. Also Reclamation will develop and implement a Stormwater

Pollution Prevention Plan (SWPPP) to prevent any storm water impacts. While the proposed construction of the Cofferdam would temporarily confine the existing floodway channel along the construction site, hydrological modeling show that the temporary elevation changes have no substantial upstream or downstream effects.

2. **Air Quality** – Because the peak annual emissions only represent a modest emissions increase, the proposed action, Dike 5 Construction Site Access and Trail Detour and construction of the Cofferdam, would not cause an adverse impact that exceeds the General Conformity thresholds when added to the other Folsom DS/FDR actions planned for 2008 and 2009.
3. **Aquatic Resources** – No aquatic resources are expected to be impacted by Reclamation’s proposed action. The construction of the Dike 5 Construction Site Access, the Trail Detour, and the Cofferdam will not create any substantial adverse effects to aquatic habitat with the proper implementation of Best Management Practices (BMPs) described in the SWPPP.

**Special Status Aquatic Resources** – No special status aquatic resources occur within the Dike 5 Construction Site Access or the Trail Detour.

The Cofferdam will not impact downstream special status aquatic resources, steelhead and critical habitat for spring-run Chinook salmon. These aquatic resources are only found well downstream of the project site beyond Nimbus Dam on the Lower American River and hydrologic modeling of water flow and elevation has identified no substantial upstream or downstream hydrologic effects from the Cofferdam.

4. **Terrestrial Resources** - The proposed Trail Detour is routed to avoid the removal of trees and other vegetation but may require some trimming of vegetation to obtain the proper width and height. The Trail Detour would be constructed along existing dirt trails as much as possible to reduce vegetation and wildlife impacts. Impacts to terrestrial resources are expected to be minimal. Construction of the Trail Detour is not expected to require removal, filling, or hydrological disruption of seasonal wetlands and swales because the proposed trail is routed to avoid such areas or spans will be constructed to cross over them. The Dike 5 Construction Site Access does not result in any changes to impacts from those already disclosed in the EIS/EIR because construction would occur within the same footprint. No terrestrial resources are expected to be impacted by the construction of the Cofferdam since the area will already be disturbed by construction of the new Folsom Bridge and the JFP Auxiliary Spillway.

**Special Status Terrestrial Resources** – Section 7 consultation under the Endangered Species Act was completed for Folsom DS/FDR Project effect to the federally listed valley elderberry longhorn beetle and vernal pool crustaceans on April 5 2007 and amended on December 5, 2007 and January 31, 2008. As required by the U.S. Fish and Wildlife Service (USFWS) Biological Opinion dated April 5, 2007, all elderberry

shrubs from Dike 4 down to the RWD have been removed within the Folsom DS/FDR Project area.

No suitable habitat (i.e. vernal pools) occur within the affected environment of this EA/IS therefore the proposed action would have no effect on vernal pool fairy shrimp and vernal pool tadpole shrimp.

The Trail Reroute does extend the footprint of the Folsom DS/FDR Project area, however this additional area has been surveyed 100 feet from the trail alignment for elderberry shrubs, the habitat of the valley elderberry longhorn beetle, and no elderberry shrubs were observed. Therefore no suitable habitat (i.e. elderberry shrubs) occur within the affected environment of this EA/IS and the proposed action will have no effect on valley elderberry longhorn beetle.

- 5. Soils, Minerals, and Geological Resources** - Construction of the new access road and turning lanes at Dike 5 would be unlikely to result in any soil erosion or loss of topsoil as the lanes and road would be paved.

The Trail Detour would be covered with native materials which would reduce the potential for soil erosion. Geology and soils impacts from the Trail Detour construction are expected to be minimal.

The proper implementation of the SWPPP in the Dike 5 area would help to reduce erosion impacts from vehicles traveling within the staging area. In addition, vehicles and equipment would be maintained in designated areas to reduce the erosion potential. Construction of the Stilling Basin and Cofferdam would occur in an area that consists mainly of decomposed granite and would be unlikely to contribute to soil erosion with proper implementation of BMPs as outlined in the SWPPP.

- 6. Visual Resources** – Construction of a traffic light and turning lanes on Auburn-Folsom Road would affect views of the area from several homes across the street and may be visible from recreation users on the trails. The traffic light and/or flagmen and turning lanes, as well as construction vehicles, would be visible at certain times of the day. There may also be flashing lights to the north and south of the new traffic light to warn drivers of stopped traffic. These impacts would only be temporary. When construction is complete at all of the dikes, the traffic light and/or flagmen will be removed. The turn lanes will also be removed and the road will be restored to pre-construction conditions.

Construction of the trail detour and the trimming of several trees are not expected to significantly alter the visual quality of the area. The main views would continue to be grasslands and stands of oak woodland.

Construction of the Cofferdam is not expected to substantially degrade the existing visual character of the area as construction of the JFP Auxiliary Spillway would already alter views in the area.



- 7. Transportation and Circulation** – The access road to Dike 5 could either be implemented with the control of a temporary traffic signal or a flagman. In addition, the EA/IS analyzed two potential locations for the temporary intersection on Auburn-Folsom Road: a four-way intersection at existing Bell Drive or a three-way intersection slightly further south of Bell Drive. Construction-related impacts to transportation and circulation as a result of this added intersection, if signalized, are estimated to not be significant because the road would continue to operate at the same level of service (LOS A) as it does currently.
- 8. Noise** –No substantial adverse noise impacts are anticipated during construction of the Dike 5 Construction Site Access and Trail Detour. Any noise produced during the brief construction period September 2008 to March 2009 would be masked by the ambient noise levels and not apparent to residences across the road.

Although construction and demolition of the Cofferdam would produce some noise, the location of the cofferdam adjacent to a proposed traffic bridge, next to Folsom Prison, and downstream of Folsom Dam mean that any noise produced would be remote from any sensitive receptors. With incorporation of the measures described in the EA/IS to reduce noise, no substantial noise impact is predicted.

- 9. Cultural Resources** -The project areas associated with the Dike 5 Trail Detour, the Cofferdam, and the construction site access has been subject to cultural resources survey and inventory. The cultural resources identified would either be avoided by the Dike 5 Trail Detour or a determination has been made that the resources are considered ineligible for listing. Reclamation is consulting with the State Historic Preservation Officer (SHPO) and expects to obtain their concurrence with this determination in compliance with the 36 Part 800 regulations that implement section 106 of the National Historic Preservation Act (NHPA) for the trail APE lies within the area of potential effect that Reclamation previously consulted with the SHPO and there are no historic properties within this area.

The Cofferdam and the proposed construction site access areas of potential effect were previously surveyed as part of the Folsom Bridge Project (Corps 2004) and the Folsom Dam Safety of Dams/Joint Federal Project (SOD/JFP) (Bartoy, et al. 2007). Reclamation determined that the Folsom Dam SOD/JFP would result in no adverse effect to historic properties and the SHPO concurred with this determination on November 2, 2007.

- 10. Land Use, Planning, and Zoning** – Reclamation will coordinate with DPR to ensure the location of the Trail Detour would be consistent with the FLSRA General Plan and Resource Management Plan.
- 11. Recreation** –The Trail Detour would not impact any other existing recreation facilities. Because this would allow a continuous stretch of trail to remain open to all users during construction, the Trail Detour is expected to help maintain recreation trail use throughout construction. There would be no recreation impacts from construction of the Cofferdam.

- 12. Public Services and Utilities** – A temporary traffic light at Dike 5 will require electricity to operate. This is not expected to have any impacts to existing electricity users and would require a minimal amount of electricity to operate. The Trail Detour would not affect any existing public utilities. Construction of the Cofferdam would not affect any existing utilities or public services.
- 13. Public Health and Safety** – The public will be prevented from accessing the construction sites, and the posting of signs, construction of fences, security personnel, and the use of flagmen would maintain public safety.
- 14. Water Supply** - No changes to reservoir operations would occur and the Proposed Action would not affect water supply.
- 15. Agricultural Resources** - No lands are designated as agricultural within the project area; therefore no agricultural resources would be affected by the Proposed Action.
- 16. Population and Housing** - The Proposed Action would not result in any impacts that would create population or housing changes.
- 17. Hydropower** - No changes to the releases made from Folsom Reservoir will occur as part of the Proposed Action and therefore there will be no impact to hydropower.
- 18. Indian Trust Assets (ITAs)** - No ITAs exist within or near the project site and no impacts to ITAs would occur.
- 19. Environmental Justice** - No disproportionately high or adverse environmental or human health impacts would occur to minority or low income populations as a result of the Proposed Action.

## **CONCLUSIONS**

Reclamation has fully evaluated the information and analysis contained in the Folsom Dam Safety and Flood Damage Reduction Supplemental Environmental Assessment/Initial Study. On the basis of these considerations, Reclamation has determined that the EA adequately and accurately addresses the environmental issues and impacts of the Proposed Action and finds that the Proposed Action is not a major federal action that will significantly impact the quality of the human environment. Therefore, an EIS is not required and will not be prepared for this project, based on the fact that there will be no long-term adverse impacts on the human environment resulting from the proposed actions described in the Folsom Dam Safety and Flood Damage Reduction Supplemental Environmental Assessment/Initial Study.

**References:**

Bartoy, K., K. Jones, J. Holson, and E. Reese

2007 Cultural Resources Literature Search, Inventory, and National Register Evaluations for the Folsom Dam Safety and Flood Damage Reduction EIS/EIR, El Dorado, Placer, and Sacramento Counties, California.

U.S. Army Corps of Engineers

2004 Archaeological Survey: Appendix C of Cultural Resources Archaeological Survey and National Register Evaluation of Folsom Dam and Properties for the Folsom Bridge Project, Folsom, California.



# Final Supplemental Environmental Assessment to the Folsom Dam Safety and Flood Damage Reduction Final Environmental Impact Statement/Environmental Impact Report

Folsom, California  
Mid-Pacific Region

*Prepared by:*

**CDM**  
**Pacific Legacy**



Bureau of Reclamation, Mid-Pacific Region  
U.S. Army Corps of Engineers, Sacramento District  
Central Valley Flood Protection Board  
Sacramento Area Flood Control Agency

April 2008



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# Attachments

<b>Attachment 1 – Comments Received</b>	
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# Section 1

## Introduction

On February 28, 2008, U.S. Department of the Interior, Bureau of Reclamation (Reclamation), the U.S. Army Corps of Engineers (Corps), and the Corps non-Federal sponsors, the Central Valley Flood Protection Board<sup>1</sup> and the Sacramento Area Flood Control Agency released the Draft Supplemental Environmental Assessment/Initial Study (EA/IS) to the Folsom Dam Safety and Flood Damage Reduction (DS/FDR) Final Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) for public review and comment.

The Supplemental EA/IS, hereby incorporated by reference, described and analyzed the effects of construction actions and revisions to the project since the release of the Folsom DS/FDR Final EIS/EIR. Specifically, the Supplemental EA/IS addressed:

- Dike 5 Construction Site Access and Trail Detour; and
- JFP Auxiliary Spillway Stilling Basin Cofferdam.

The following section provides all comments submitted during the review period for the Supplemental EA/IS, as well as responses to each comment. Table 1 provides a list of all comments received and corresponds to the order the comments and responses appear in this document. Attachment 1 at the end of this document contains hard copies of all comments.

<b>Comment Submitted By:</b>	<b>Comment Number</b>
Earl Brabb	1
David Sanders	2
Deborah Murphy	3
Chris Jennings	4
Patricia Gibbs	5
California Department of Transportation (CalTrans)	6
Placer County	7
Central Valley Regional Water Quality Control Board	8
Darrell Singleton	9
City of Folsom	10
William P. Betchart	11

<sup>1</sup> Formerly known as the Reclamation Board of the State of California.

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## Section 2

# Responses to Comments

This section provides responses to all comments submitted during the review period of the Supplemental EA/IS.

### Comment #1

**Commentor: Earl Brabb**

#### **Comment:**

The following section in the Supplemental EA/IS is so ridiculous that I wonder if any qualified engineers or geologists have read it? The statement is:

#### **3.7.1 Affected Environment**

Reclamation's Construction Contractor is currently in the process of clearing the Phase 1 area to prepare for construction. As described above under Hydrology, Water Quality, and Groundwater, a SWPPP has been implemented to control erosion and prevent storm water runoff.

No seismic issues or unstable soils occur in the area of the Proposed Action. The potential for landslides is low because of relatively thin soils. Although the Bear Mountain fault occurs north of the project area, this fault has not been designated as active by the U.S. Geological Survey and the ground shaking potential for the region is generally low.

There are indeed seismic issues at the site, and I suspect that agency geologists and engineers have designed for a maximum credible earthquake in accordance with state law. Water saturated soils may liquefy in a maximum credible earthquake, possibly causing failures in the designed structures. The issues not addressed are 1) whether the 1908 earthquake in Rocklin, less than 7 miles from Folsom Dam, with an Intensity of IV-V felt over an area of 10,000 km<sup>2</sup> (Bulletin SSA v. 68, no. 1, pp. 245-249) and hundreds or even thousands of smaller events since then could adversely affect the Folsom Dam structures to be constructed; and 2) Whether the Foothills Fault System, of which the Bear Mountain fault is a part, could extend under any of the proposed structures and cause fault offset and failure of the structures during an earthquake? The fault activity map by Jennings (CA Div Mines and Geology) indicates that the Foothills Fault system extends for 200 miles and is nearly 40 miles wide in places. No qualified persons with Quaternary skills have, to my knowledge, explored the Folsom Dam area to determine if additional strands of this fault system extend beneath Folsom Reservoir. The possibility remains, therefore, that the new structures and Folsom Dam itself may experience ground rupture some day.

I agree, however, that the fault and damaging earthquake potential for the Folsom Dam area is low, and that the additional structures, if designed in accordance with State law, will probably never fail. I support the idea of enlarging the peripheral structures around the dam to provide additional flood protection. I just hope that Bu Rec and other agency's engineers and geologists have taken sufficient account of a realistic earthquake and fault movement scenario. What, by the way, is the estimated maximum credible earthquake for the project?

**Response to Comment:**

Reclamation has completed extensive investigations into the seismic loading potential at the Folsom Facility. All potential seismic sources, including the Foothills Fault system, have been investigated, and Reclamation's information has gone through external review by independent consultants. Reclamation uses probabilistic seismic loadings rather than Maximum Credible Earthquakes (MCE's). Based on Reclamation's latest information, a 50,000-year seismic event corresponds to a peak ground acceleration of 0.44g. All of the modifications to the Folsom Facility are being designed and constructed to withstand seismic loadings. In fact, the purpose of some of the actions proposed as part of the Folsom DS/FDR project (MIAD, spillway piers and gates at the Main Concrete Dam) is to address seismic concerns.

The February 2008 Supplemental Environmental Assessment/Initial Study specifically addresses a Dike 5 Construction Site Access, Trail Detour, and Cofferdam for the Auxiliary Spillway. These three features are associated with the hydrologic and static upgrades of the overall Folsom Dam Safety and Flood Damage Reduction Project, and are not intended to address seismic concerns. The Trail Detour and Dike 5 Construction Site Access involve construction of an unpaved trail and a paved road surface and are not expected to pose a risk to the public during a seismic event.

The Cofferdam for the Auxiliary Spillway Stilling Basin was designed for a 10,000 year seismic event having a peak ground acceleration of approximately 0.28 g. A pseudo-static analysis was performed using 2/3 of the peak acceleration, which was rounded up to 0.2 g. This was not a controlling load because the earthquake loading was not applied at the same time hydrostatic loads were applied. In other words, the earthquake is applied with the Cofferdam in the dry. Reclamation did not design the Cofferdam to withstand two remotely probable conditions occurring at the same time (i.e. a flood and an earthquake), because it is unlikely that personnel would be working behind the Cofferdam during a flood. The purpose of the Cofferdam would be to protect the Construction Contractor's equipment and the unfinished construction from flowing water. After the project is complete, the wall portion of the Cofferdam, if left in place, would be used only to deflect flow from the new Auxiliary Spillway Stilling Basin. Failure of the wall after construction is complete would have little consequences as no structures are located downstream of the Cofferdam.

## **Comment #2**

**Commentor: David Sanders**

### **Comment:**

I have received your communication, MP-08-028.

I am a homeowner in the Granite Bay area, located at 7620 Haley Drive, in Granite Bay. The assessment number for my property is 035-350-006-000.

I have received your above referenced communication, which is labeled a “News Release”. I find it to be nearly totally incomprehensible. If your intent is to send me something which is completely impossible to understand about your plans for Folsom Dam, you have succeeded! Congratulations! I believe that you have done this in order to cover your behind, and to make it impossible for further intelligent questions to be raised, should further problems develop. I guess you may have accomplished this goal in the legal system. (Incidentally, I have an advanced degree in Business Administration, and have extensive experience dealing with legal business issues. But your efforts to confuse the issue and make it impossible to find out what is really going on rise to new heights!)

I have a simple question, however, which is impossible to answer from the data you have provided me. I regularly (several times per week) ride my mountain bike between the Granite Bay launch ramps area and Beal’s Point. **WHAT SORT OF DISRUPTION TO MY PROGRAM SHOULD I EXPECT, AND WHEN SHOULD IT START AND WHEN SHOULD IT BE COMPLETED?**

I would appreciate a simple answer to my simple question.

### **Response to Comment:**

The February 2008 Supplemental Environmental Assessment/Initial Study addresses construction of a Trail Detour between Dikes 4, 5, and 6. This Trail Detour is being constructed to allow continuous travel between Beal’s Point and Granite Bay during work on Dikes 4, 5, and 6 and will accommodate pedestrian, equestrian, and bicycle use (See Section 2.2.1.2 on Page 2-7 of Chapter 2 for a description). Figure 2-2 on Page 2-9 of Chapter 2 provides a map with the general location of the Trail Detour. Construction of the Trail Detour is expected to commence in late spring 2008 and will be open prior to construction at Dike 5. Work on Dike 5 is currently scheduled for September 2008 and will last approximately 8 months. Work on the remaining dikes (Dikes 4 and 6) is scheduled to begin around September 2013. Table 2-1 on Page 2-14 of Chapter 2 provides the current construction schedule; however, due to the long-term nature of this project, this schedule is subject to change.

### **Comment #3**

**Commentor: Deborah Murphy**

**Comment:**

May I have a CD of this plan?? I am particularly interested in how the Equestrian Trail between the Dam Road (New) and Beal's Point will be (some already are) impacted. Would you please direct me to these sections within the document? This is critical to an equestrian event taking place on April 26, 2008

I would also like to know when the pipe connection can be made on the dyke so that water can be restored to the Equestrian Staging area at Granite Bay. It is my understanding from Park personnel that the approval is pending with BOR to accomplish that.

**Response to Comment:**

The February 2008 Supplemental Environmental Assessment/Initial Study addresses construction of a Trail Detour between Dikes 4, 5, and 6. This Trail Detour is being constructed to allow continuous travel between Beal's Point and Granite Bay during work on Dikes 4, 5, and 6 and will accommodate pedestrian, equestrian, and bicycle use (See Section 2.2.1.2 on Page 2-7 of Chapter 2). Figure 2-2 on Page 2-9 of Chapter 2 provides a map with the general location of the Trail Detour. Construction of the Trail Detour is expected to commence in late spring 2008 and will be available for use prior to construction at Dike 5. Construction of the Trail Detour is unlikely to begin before April 26<sup>th</sup>; therefore your equestrian event should not be affected by the Trail Detour construction. Work on Dike 5 is currently scheduled for September 2008 and will last approximately 8 months. Work on the remaining dikes (Dikes 4 and 6) is scheduled to begin around September 2013. Table 2-1 on Page 2-14 of Chapter 2 provides the current construction schedule; however, due to the long-term nature of this project, this schedule is subject to change.

The pipe connection on the dike at Granite Bay is not associated with the Folsom Dam Safety and Flood Damage Reduction Project. For information on the pipe connection, please contact the California Department of Parks and Recreation.

### **Comment #4**

**Commentor: Chris Jennings**

**Comment:**

Thanks for the opportunity to review the supp. EA/IS. My single comment, reiterating an earlier comment, relates to the potential for Naturally Occurring Asbestos (NOA) in the soils affected by the project - especially for the area encroaching upon the school site in Granite Bay. NOA is a big issue, however over-

inflated, for the DTSC (refer to the Vista Del Lago HS and Oakridge HS) and it's not addressed in this document nor in the EIR.

**Response to Comment:**

The February 2008 Supplemental Environmental Assessment/Initial Study addresses the Dike 5 Construction Site Access, Trail Detour, and Cofferdam for the Auxiliary Spillway. These activities would occur primarily in areas of decomposed granite and do not have the potential to contain naturally occurring asbestos. One portion of the Trail Detour would be constructed within ¼ mile of Cavitt Junior High School. According to Placer County Air Pollution Control District, naturally occurring asbestos is not likely to occur in this area.

Construction of the Trail Detour would last only several weeks, and would require a minimal amount of ground disturbance. The Trail Detour would be approximately 5- to 6-foot wide and composed of native materials. Only one small excavator and a Bobcat™ would be required, with a dump truck stationed off the trail to periodically remove materials. A minimal amount of cut and fill would occur, as the Trail Detour has been designed to use the existing terrain as much as possible to reduce the need for grade changes. Vegetation surrounding Cavitt Junior High School and the Trail Detour would likely minimize any dust or noise that could occur during construction. With the short construction duration and the minimal construction effort required, the Trail Detour is not expected to create a substantial amount of dust and is unlikely to affect Cavitt Junior High School.

The December 2006 Folsom Dam Safety and Flood Damage Reduction (DS/FDR) Draft Environmental Impact Statement/Environmental Impact Report addresses potential impacts from naturally occurring asbestos in Section 3.6, Soils, Minerals, and Geological Resources. Figure 3.6-3 on Page 3.6-14 of Chapter 3 provides a map with the potential locations for naturally occurring asbestos. The mitigation measure (GR-1) to reduce the impact is listed on page 3.6-16.

The Folsom DS/FDR Project currently under construction requires work east of Dike 7. This area of Sacramento County is moderately likely to contain naturally occurring asbestos according to the asbestos report and map available from the Sacramento Metropolitan Air Quality Management District (SMAQMD) (See website address below). Reclamation and their Construction Contractor have submitted the required asbestos dust mitigation plan to SMAQMD. This plan requires implementation of specific dust control measures to reduce potential impacts from naturally occurring asbestos. No work is currently taking place in El Dorado County at this time, but any future work within El Dorado County will also require a County approved asbestos dust mitigation plan.

For more information on naturally occurring asbestos in Placer, El Dorado and Sacramento Counties, please see:

Placer County Air Pollution Control District Website - Naturally Occurring Asbestos Report and Maps:

[http://www.consrv.ca.gov/cgs/information/publications/sr/Documents/Placer\\_County\\_SR190.pdf](http://www.consrv.ca.gov/cgs/information/publications/sr/Documents/Placer_County_SR190.pdf)

Sacramento Metropolitan Air Quality Management District Website – Naturally Occurring Asbestos Report and Maps:

[http://www.conservation.ca.gov/cgs/information/publications/sr/Documents/East\\_Sac\\_County\\_SR192.pdf](http://www.conservation.ca.gov/cgs/information/publications/sr/Documents/East_Sac_County_SR192.pdf)

El Dorado County Air Quality Management District Website - Asbestos Review Map:

<http://www.co.el-dorado.ca.us/emd/apcd/PDF/Map.pdf>

## **Comment #5**

**Commentor: Patricia Gibbs**

### **Comment:**

My comments re the Folsom Dam supplemental EA/IS:

1. I applaud those individuals who had the fortitude to get this much needed project into the actual construction stage.
2. Please recognize that these trails start in Sacramento so removing bits and pieces results in not just a local effect but also a regional effect. From these trails, at the dam site, one can ride/hike all the way to Nevada. The system here is phenomenal, so loss of the parts has huge consequences.
3. The trail on Dikes 4,5,6 and the subsequent reroute are multi use. Equestrian use must be carefully planned in. The top of the levee's were wide, had good sight distance and made of natural soil. Since equestrians and mountain bikers will be on these trails, please construct the reroute trails with these similar design constraints; wide, good sight distance and be made of native/ natural soil. Bikers travel extremely fast on these dikes but fortunately they can be seen well in advance so both can slow down and/or evade each other.
4. The tunnel built just north of here near the Park Headquarters was not built to accommodate horses even though this is a historical equestrian/hike trail (The Pioneer Express trail). The tunnel is low, has no sight distance and everything is asphalted. No dirt surface was put in place and now an after plan is required. When do you think BOR will complete this work?



5. I request that the reroute trails remain open throughout construction but if necessary, please post signage at the sight regarding future planned closures.

6. If some necessary closures are to occur could you put it in the local paper and post it on a website, CA State Parks or? Please post as early as possible.

Thank-you for your work and review of these comments.

**Response to Comment:**

1. Thank you for your comment.
2. Reclamation and the Partner Agencies understand the recreational importance of Folsom Lake State Recreation Area and the trail system and are working diligently with the Department of Parks and Recreation to maintain recreation throughout construction.
3. The Trail Detour will allow continuous movement between Beal's Point and Granite Bay during construction at Dikes 4, 5, and 6. It will be a multi-use trail designed to accommodate pedestrian, equestrian, and bicycle use.
4. The tunnel referred to in your comment is a feature of the New Folsom Bridge Project currently being completed by the Corps. For questions or concerns regarding the tunnel, please contact:

David Nugen  
Engineer  
City of Folsom  
Folsom Bridge  
Phone: (916)-355-7247

David McDaniel  
Senior Project Manager  
USACE-SPK  
Folsom Bridge  
Phone: (916)-557-7442

5. The Trail Detour will remain open during work on the dikes. Signs will be posted to alert recreation users to the detour and to any trails closed due to public safety concerns during construction.
6. The public will be notified of any recreation impacts during construction. Location-specific signs will be posted to alert the public of the Trail Detour. Reclamation will issue a press release to provide information on the Trail Detour and the project website will be periodically updated with recreation information. Notices will be placed at Folsom Lake State Recreation Area kiosks to inform visitors of the project and to provide the location of any trail detours.

## **Comment #6**

**Commentor: California Department of Transportation (CalTrans)**

### **Comment:**

Thank you for the opportunity to review and comment on the Folsom Dam Safety and Flood Damage Reduction Supplemental Assessment/IS. Our comments dated January 30, 2007 are still applicable, and are enclosed for your reference.

Please provide our office with copies of any further actions regarding this development. If you have any questions regarding these comments, please do not hesitate to contact La Nae Van Valen of my staff at (916) 274-0637.

Sincerely,  
Dawn Cheser, Acting Chief  
Office of Transportation Planning – South

**Note: Please see Attachment 1 at the end of this document for a copy of the attachment submitted with this comment.**

### **Response to Comment:**

Thank you for your comment regarding operational effects to bridges. The response provided below is also found in the March 2007 Folsom Dam Safety and Flood Damage Reduction Final Environmental Impact Statement/Environmental Impact Report.

The Partner Agencies view this concern to be a result of the levee improvements below Folsom Dam, as noted by the Commentor. Accordingly, it is being addressed under the Common Features authority, and not the subject of this Supplemental EA/IS. The agencies position relative to this concern follows, as does a description of the work that is ongoing and planned to further address it.

The proposed project significantly reduces the frequency and magnitude of flood flows on the Lower American River (LAR). A project condition outflow of 160,000 cubic feet per second (cfs) corresponds to substantially greater outflows under existing (pre-project) conditions. Pre-project condition flows ranging from the 1/110 (210,000 cfs) to the 1/240 chance events (449,000 cfs) would all be reduced to 160,000 cfs. This overall decrease in the size and frequency of large flood events under proposed project conditions represents a sizable reduction in the risk to downstream bridges. In this regard, the proposed project actually mitigates any impacts to LAR bridges that might result from improving the downstream leveed conveyance system to reliably convey the objective sustained release of 160,000 cfs. Therefore, neither the project proposed in the Folsom DS/FDR EIS/EIR nor improvements to the downstream levees represent an "impact" to the LAR bridges.

Because the LAR bridges are critical elements of multiple flood evacuation routes and risks to their structural integrity represent a threat to the leveed LAR conveyance system, the project agencies are concerned with the risk of pier/abutment scour. An analysis completed by Ayres Associates for the Corps in 1997 concluded that there is significant pier/abutment scour potential at all LAR bridges under existing conditions. It also concluded that an increase in flow from 115,000 cfs to 160,000 cfs does not significantly alter computed scour depths. Therefore, the project agencies plan to assess what measures have been taken to protect the LAR bridges from pier scour under existing conditions, and whether such measures are adequate to protect against a sustained release of 160,000 cfs. The project agencies plan to work with the parties responsible for the LAR bridges to ensure that the bridges are adequately protected to this standard, but note that neither the proposed project nor downstream levee improvement efforts are responsible for deferred actions to adequately protect the bridges from the existing flow regime.

A study to determine what measures are necessary to assure the long-term vertical and lateral stability of the LAR under the proposed flow regime, including the objective sustained release of 160,000 cfs, is currently being performed under the Common Features authority. This study will address the potential for significant bed degradation and profile lowering, which is the single overriding concern relative to the integrity of the LAR leveed flood conveyance system and the bridge structures within it. Proposed measures resulting from this study could range from grade control to increased monitoring.

In any case, hydraulic modeling performed indicates that 160,000 cfs will pass under all publicly owned bridges on the LAR without inundating their low chords. Previous analyses performed for the Corps concluded that pier/abutment scour potential doesn't increase significantly when flows increase from 120,000 cfs to 160,000 cfs. This response also applies to bridges on the Sacramento River. The requested reports will be made available - please contact Mr. Brett Whitin of the Corps at (916) 557-7530. The project agencies appreciate the Commentor's offer to assist. Mr. Champion will be contacted by Corps staff.

## **Comment #7**

**Commentor: Placer County**

### **Comment:**

The proposed project is the construction of a new contractor access road from Auburn-Folsom Road to the staging area at Dike 5; development of a trail contour; and construction of a cofferdam. The project would include controlling traffic flow at temporary intersection through use of flagmen or by installation of a temporary traffic light.

Placer County Engineering and Surveying Department (ESD) has reviewed the above-cited document and offers the following comments:

Hydrology and Water Quality:

1. Page 3-7 discusses the installation of a culvert as part of the Dike 5 Construction Site Access. The culvert and drainage from Reclamation property may not exceed the capacity of the downstream drainage system. The current drainage in the area is conveyed across the street in culverts and then flows overland across private properties. Any increase to peak flows must be retained on the Reclamation side. The Auburn Folsom Widening Project has sized the culverts as large as possible with the downstream flow constrains, so detaining any increase in the flow is critical.

Transportation:

1. When locating the connection of the construction access road to Auburn-Folsom Road, a location to maximize available sight distance on both the northbound and southbound approaches on Auburn-Folsom Road should be considered. The County requests the proposed construction access road connection be located south of Bell Drive.
2. The connection of the construction access road to Auburn-Folsom Road should be appropriately designed and constructed to accommodate all turning movements for the largest construction vehicle anticipated to use the new roadway.
3. Submit to Placer County for review and approval a traffic control plan that conforms to California MUTCD and Caltrans standards. The plan should be submitted prior to the commencement of any construction activity that will use the construction access road.
4. On Page 3-25 there is a discussion of the potential temporary traffic signal to be used at the proposed new intersection of Auburn-Folsom Road and the construction access road. The temporary signal would need to be coordinated with the adjacent existing signals on Auburn-Folsom Road to ensure that adequate progression of both construction and non-construction vehicles may be accommodated. Placer County DPW should be consulted throughout this process. If a temporary signal is installed, the County would require protected left turns at this intersection. If additional widening is needed to accommodate the protected lefts, those impacts should be analyzed.

The use of flaggers is also discussed which may be used at the proposed new intersection of Auburn-Folsom Road and the construction access road. The use of flaggers would require that appropriate traffic control plans be

approved and implemented. Submit to Place County for review and approval a traffic control plan that conforms to California MUTCD and Caltrans standards. The plan should be submitted prior to the commencement of any construction activity that will use the construction access road.

**Response to Comment:**

Hydrology and Water Quality

1. On Page 3-7, Section 3.3.2.2. of the EA/IS, Reclamation states: “A drainage ditch runs parallel to Auburn-Folsom Road where the turn in and turn out lanes and access road would be constructed. A culvert would be installed to maintain stormwater drainage.” To clarify, the culvert would be constructed in the existing drainage ditch which runs parallel to the Auburn-Folsom Road in order to maintain its flows. The existing culverts under the Auburn-Folsom Road would not be affected by Reclamation’s action, and therefore the maximum amount of water which could be conveyed under the Auburn-Folsom Road to non-Reclamation lands would not change.

In addition, Page 3-7, Section 3.3.2.2. of the EA/IS, Reclamation states: “Construction of the Dike 5 access could result in some minor stormwater runoff impacts. The Construction Contractor would obtain an NPDES Permit and implement a SWPPP to prevent any water quality impacts associated with stormwater runoff.”

The majority of stormwater runoff which may drain under the Auburn-Folsom Road may come from the Dike 5 construction site and/or the Beal’s Point staging area. Section 3.1 of the Folsom DS/FDR Draft EIS/EIR analyzed the Hydrology, Water Quality, and Groundwater impacts of the Dike 5 construction site and Beal’s Point staging area.

Hydrology, Water Quality, and Groundwater Mitigation Measures 1 and 2 (Pages 10-11 of the May 2007 Folsom Dam Safety of Dams and Security Upgrades Record of Decision) were adopted as follows:

Measure 1. Reclamation working with its Construction Contractor will obtain a National Pollutant Discharge Elimination System (NPDES) permit prior to construction activities, commencing by filing a Notice of Intent (NOI) with the Central Valley Regional Water Quality Control Board (CVRWQCB) and preparing a Stormwater Pollution Prevention Plan (SWPPP).

Measure 2. Reclamation working with its Construction Contractor, and in coordination with CCAO, will incorporate measures in the SWPPP to control sediment and on-site spills. In addition to the environmentally friendly Best Management Practices (BMPs that avoid wildlife entrapment issues, such as flexible joint netting), and spill prevention recommended in the FWCAR, the

SWPPP will contain a visual monitoring program as well as a chemical monitoring program for pollutants that are non-visible to be implemented if there is a failure of BMPs.

Traffic and Transportation

2. Reclamation and their Construction Contractor will carefully consider the location of the construction access road to maximize sight distance on northbound and southbound lanes of Auburn-Folsom Road. Reclamation and the Construction Contractor will consider an access road connection south of Bell Drive.
3. Reclamation and their Construction Contractor will design the access road to accommodate all turning movements for the largest construction vehicle anticipated to use the new access road.
4. Reclamation and the Construction Contractor will submit the required plans prior to construction.
5. Reclamation and the Construction Contractor will consult with Placer County prior to installation of a temporary traffic light or flagmen. All required plans will be submitted to the County prior to construction of the new access road.

**Comment #8**

**Commentor: Central Valley Regional Water Quality Control Board**

**Comment:**

I have reviewed the subject document, which we received on 28 February 2008. We understand that the proposed project involves construction of an auxiliary dam spillway, seismic improvements to the main concrete dam and the Mormon Island Auxiliary Dam, improvements to certain earthen structures, reinforcement of five spillway gates, replacement of three emergency spillway gates, raising all structures 3.5 feet, and other related improvements at the Folsom Dam complex. A Final Environmental Impact Report (FEIR) for the project was released in March 2007, and construction is now underway with project completion expected in 2018.

The purpose of the Supplemental Environmental Assessment/Initial Study is to analyze potential environmental impacts associated with recently developed project details that do not involve significant changes to the overall design for two elements of the overall project: construction of the stilling basin cofferdam for the auxiliary dam spillway and the Dike 5 construction site access and trail detour.

The California Regional Water Quality Control Board, Central Valley Region (Regional Water Board) is a responsible agency for the project. Our authority is

limited to implementing and enforcing the California Water Code and applicable regulations to protect water quality. Therefore, our comments are limited to potential water quality impacts.

The Supplemental Environmental Assessment/Initial Study (SEA/IS) adequately addresses issues related to Clean Water Act (CWA) Section 404 permitting, CWA Section 401 water quality certification, and discharges of storm water associated with construction activities.

However, there are two water quality issues that should be addressed in more detail:

- a. Discharged of concrete wash water; and
- b. Discharged of extracted groundwater from dewatering activities.

These concerns are discussed below.

The project will require many thousands of cubic yards of concrete. The SEA/IS does not discuss whether concrete will be supplied from a ready-mix vendor or on-site batch plant(s). Portland cement concrete contains numerous soluble compounds that pose a threat to water quality. Specifically, the wash water generated by routine cleaning of concrete mixer trucks and batch plant equipment is typically very alkaline and contains high concentrations of dissolved solids, hexavalent chromium, and other metals.

The discharge of concrete wash water to surface waters is prohibited, and Best Management Practices used to minimize impacts to storm water quality may not be adequate to protect groundwater quality. Ideally, concrete wash water would be completely contained in an impervious structure and recycled to make new concrete, and residual concrete solids would be removed from the site periodically for recycling or disposal at an appropriately permitted facility. If concrete trucks and/or equipment will be washed out at the project site, waste discharge requirements (WDRs) or a waiver of WDRs may be required to regulate the discharge.

The SEA/IS discusses the potential need for dewatering, and states: “[The Bureau of] Reclamation and the Construction Contractor would test the water and obtain appropriate dewatering permits from the CVRWQCB before discharging it to any surface waters.” The Discharger must submit a full description of the project and a discharge to land feasibility study prior to requesting coverage under an NPDES permit. If the discharge flow rate is not known, then a hydrologic study will be required. Once total flows have been projected and the Discharger is able to show that it is not feasible to contain the discharge on land, then they may request a NPDES permit.

If the projected flows exceed 0.25 MGD, then the project will not qualify to be covered under the Low Threat General Order No. 5-00-175, and the Discharger would have to request coverage under an individual NPDES permit by submitting a

complete Report of Waste Discharge including the full California Toxic Rule (CTR) sampling. Please be advised that obtaining coverage under an Individual NPDES permit can take six to twelve months or more, depending on the completeness of the application.

Another option (which is preferred) is to discharge the extracted groundwater to land. It can be used for construction dust control, soil moisture conditioning, non-potable process water, landscape irrigation, and/or disposal by percolation and evaporation. The Regional Water Board adopted a conditional waiver of WDRs that may be applicable to such discharged (Order No. R5-2003-0008). A copy of the general waiver can be downloaded from our website at [http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/index.shtml#Waivers](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/index.shtml#Waivers)

Although the general waiver expired in January 2008, we expect that the Regional Water Board will consider a similar waiver in the near future.

We appreciate the opportunity to provide comments and trust that the SEA/IS will be revised to address our comments. If you have any questions about permits or waivers for discharges to land, please call me at (916) 464-4740. Questions about the Low Threat NPDES Permit should be directed to Michael Negrete, who can be reached at (916) 464-4662.

**Response to Comment:**

1. Reclamation believes the Construction Contractor will use a ready mix concrete vendor to supply the concrete for the Cofferdam, because this is likely the most cost effective method. The Cofferdam work is a relatively small portion of the overall Phase II Contract. Due to the type of structure being constructed, the daily concrete use will be small enough to allow the Construction Contractor to be supplied by an off-site vendor. Placement of the wall will require the Construction Contractor to place only certain sections of the wall at one time and allow time for the concrete to cure before adjacent concrete placements are made.

It is expected that the next phase of the Joint Federal Project (Auxiliary Spillway) will require an on-site batch plant. Reclamation and the Construction Contractor will comply with applicable regulations and will implement appropriate Best Management Practices to protect surface and groundwater from concrete wash water. If concrete trucks and/or equipment are washed out at the project site, the appropriate waste discharge requirements (WRDs), or a waiver of WRDs will be obtained, as required.

2. Reclamation believes that dewatering may be necessary during construction of Cofferdam and Stilling Basin. If the discharges do not contain significant quantities of pollutants and they are either four months or less in duration or



the average dry weather discharge does not exceed 0.25mgd, this type of discharge may be covered under the Low Threat General Order No. 5-00-175. In this case, a Notice of Intent and fee would need to be submitted to the CVRWQCB prior to any discharges.

If the discharge exceeds the Low Threat General Order requirements, then a full description of the project and a discharge to land feasibility study may be required prior to requesting coverage under an NPDES permit. If the discharge flow rate is not known, a hydrologic study may also be required. Once total flow rates have been projected, and if it is not feasible for Reclamation and the Construction Contractor to contain the discharge on land, coverage under an individual NPDES permit would be requested. This would require submitting a complete Report of Waste Discharge including the full California Toxic Rule sampling. Reclamation is aware that coverage under an individual NPDES permit could take from 6 to 12 months or more to obtain.

Reclamation recognizes that preferred option would be to discharge the extracted groundwater to land for use as dust control, soil moisture conditioning, non-potable process water, landscape irrigation, and/or disposal by percolation and evaporation. A conditional waiver of WDR's may be applicable to such discharges, and Reclamation and their Construction Contractor will consult with the CVRWQCB if this option is determined to be feasible.

## **Comment #9**

**Commentor: Darrell Singleton**

### **Comment:**

I could not connect to [http://www.usbr.gov/mp/nepa/nepa\\_projdetails.cfm?Project\\_ID=1808](http://www.usbr.gov/mp/nepa/nepa_projdetails.cfm?Project_ID=1808) as given by the local paper.

I wanted to comment about the heavy equipment moving earth around the work site. I was informed at a public meeting that these vehicles would emit cleaner exhaust. However, I have seen a couple of these vehicles emitting heavy visible emissions.

### **Response to Comment:**

Reclamation and the Construction Contractor are required to comply with specific local, State, and Federal air quality regulations. For information on the applicable air quality regulations, please see Section 3.3.1.2 Regulatory Setting in Chapter 3 of the December 2006 Folsom DS/FDR Draft EIS/EIR (Page 3.3-1).

## **Comment #10**

**Commentor: City of Folsom**

**Comment:**

As we discussed earlier, the City has reviewed the Supplemental EA/IS for the Folsom Dam JFP and does not have any comments at this time.

However, the City does reserve the right to provide comments on this matter prior to close of the public hearing on the project and before the issuance of a notice of determination. The City requests that you provide the City with notice of all such public hearings and meetings.

Thanks.

**Response to Comment:**

Thank you for your comment.

## **Comment #11**

**Commentor: William P. Betchart**

**Comment:**

Please send me a CD copy of the Supplemental EA/IS. Thanks.

**Response to Comment:**

A CD of the document was sent to Mr. Betchart.

**Attachment 1**  
**Comments Received**

## **Comment #1**

**Porter, Stacy**

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**From:** Earl E. Brabb [ebrabb@earthlink.net]  
**Sent:** Friday, February 29, 2008 8:58 AM  
**To:** FolsomJFP@mp.usbr.gov  
**Cc:** jmccracken@mp.usbr.gov; Jennifer.L.Mijares@usace.army.mil; donalds@water.ca.gov; buers@saccounty.net  
**Subject:** Folsom Dam DS/FDR EIS/EIR

Earl E. Brabb

4377 Newland Heights Drive

Rocklin, CA 95765

February 28, 2008

Ms. Elizabeth Vasquez  
Bureau of Reclamation  
7794 Folsom Dam Road  
Folsom CA 95630

Dear Ms. Vasquez:

The following section in the Supplemental EA/IS is so ridiculous that I wonder if any qualified engineers or geologists have read it? The statement is:

**3.7.1 Affected Environment**

Reclamation's Construction Contractor is currently in the process of clearing the Phase 1 area to prepare for construction. As described above under Hydrology, Water Quality, and Groundwater, a SWPPP has been implemented to control erosion and prevent storm water runoff.

No seismic issues or unstable soils occur in the area of the Proposed Action. The potential for landslides is low because of relatively thin soils. Although the Bear Mountain fault occurs north of the project area, this fault has not been designated as active by the U.S. Geological Survey and the ground shaking potential for the region

is generally low.

There are indeed seismic issues at the site, and I suspect that agency geologists and engineers have designed for a maximum credible earthquake in accordance with state law. Water saturated soils may liquefy in a maximum credible earthquake, possibly causing failures in the designed structures. The issues not addressed are 1) whether the 1908 earthquake in Rocklin, less than 7 miles from Folsom Dam, with an Intensity of IV-V felt over an area of 10,000 km<sup>2</sup> (Bulletin SSA v. 68, no. 1, pp. 245-249) and hundreds or even thousands of smaller events since then could adversely affect the Folsom Dam structures to be constructed; and 2) Whether the Foothills Fault System, of which the Bear Mountain fault is a part, could extend under any of the proposed structures and cause fault offset and failure of the structures during an earthquake? The fault activity map by Jennings (CA Div Mines and Geology) indicates that the Foothills Fault system extends for 200 miles and is nearly 40 miles wide in places. No qualified persons with Quaternary skills have, to my knowledge, explored the Folsom Dam area to determine if additional strands of this fault system extend beneath Folsom Reservoir. The possibility remains, therefore, that the new structures and Folsom Dam itself may experience ground rupture some day.

I agree, however, that the fault and damaging earthquake potential for the Folsom Dam area is low, and that the additional structures, if designed in accordance with State law, will probably never fail. I support the idea of enlarging the peripheral structures around the dam to provide additional flood protection. I just hope that Bu Rec and other agency's engineers and geologists have taken sufficient account of a realistic earthquake and fault movement scenario. What, by the way, is the estimated maximum credible earthquake for the project?

Sincerely yours,

Earl E. Brabb

Cc: [jmccracken@mp.usbr.gov](mailto:jmccracken@mp.usbr.gov), [Jennifer.L.Mijares@usacearmy.mil](mailto:Jennifer.L.Mijares@usacearmy.mil), [donalds@water.ca.gov](mailto:donalds@water.ca.gov), [buers@saccounty.net](mailto:buers@saccounty.net)

## **Comment #2**

**Porter, Stacy**

---

**From:** DSANDERS [dsanders@surewest.net]  
**Sent:** Friday, February 29, 2008 9:17 PM  
**To:** FolsomJFP@mp.usbr.gov  
**Subject:** Supplemental EA/IS Tiering From the Folsom Dam DS/FDR EIS/EIR Released for Public Review and Comment

Dear Elizabeth Vasquez, or other appropriate representatives of the Bureau of Reclamation:

I have received your communication, MP-08-028.

I am a homeowner in the Granite Bay area, located at 7620 Haley Drive, in Granite Bay. The assessment number for my property is 035-350-006-000.

I have received your above referenced communication, which is labeled a "News Release". I find it to be nearly totally incomprehensible. If your intent is to send me something which is completely impossible to understand about your plans for Folsom Dam, you have succeeded! Congratulations! I believe that you have done this in order to cover your behind, and to make it impossible for further intelligent questions to be raised, should further problems develop. I guess you may have accomplished this goal in the legal system. (Incidentally, I have an advanced degree in Business Administration, and have extensive experience dealing with legal business issues. But your efforts to confuse the issue and make it impossible to find out what is really going on rise to new heights!)

I have a simple question, however, which is impossible to answer from the data you have provided me. I regularly (several times per week) ride my mountain bike between the Granite Bay launch ramps area and Beals Point. WHAT SORT OF DISRUPTION TO MY PROGRAM SHOULD I EXPECT, AND WHEN SHOULD IT START AND WHEN SHOULD IT BE COMPLETED?

I would appreciate a simple answer to my simple question.

Thank you.

David E. Sanders  
7620 Haley Drive  
Granite Bay, CA 95746  
[dsanders@surewest.net](mailto:dsanders@surewest.net)



## **Comment #3**

May I have a CD of this plan?? I am particularly interested in how the Equestrian Trail between the Dam Road ( New) and Beal's Point will be ( some already are)impacted. Would you please direct me to these sections within the document ? This is critical to an equestrian event taking place on April 26, 2008

I would also like to know when the pipe connection can be made on the dyke so that water can be restored to the Equestrian Stagting area at Granite Bay. It is my understanding from Park personnel that the approval is pending with BOR to accomplish that.

Thank you.

Deborah Murphy  
7655 Northeast Circle  
Citrus Heigts CA 95610

## **Comment #4**

## Porter, Stacy

---

**From:** Chris Jennings [trg94@comcast.net]  
**Sent:** Monday, March 24, 2008 12:48 PM  
**To:** FolsomJFP@mp.usbr.gov  
**Subject:** Supp EA/IS Folsm Dam

Thanks for the opportunity to review the supp. EA/IS. My single comment, reiterating an earlier comment, relates to the potential for Naturally Occurring Asbestos (NOA) in the soils affected by the project - especially for the area encroaching upon the school site in Granite Bay. NOA is a big issue, however over-inflated, for the DTSC (refer to the Vista Del Lago HS and Oakridge HS) and it's not addressed in this document nor in the EIR.

Chris Jennings

## **Comment #5**

**Porter, Stacy**

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**From:** PG [fizzz@vfr.net]  
**Sent:** Wednesday, March 26, 2008 8:03 PM  
**To:** folsomjfp@mp.usbr.gov  
**Subject:** Supplementa EA/IS

Ms. Elizabeth Vasquez,  
My comments re the Folsom Dam supplemental EA/IS:

1. I applaud those individuals who had the fortitude to get this much needed project into the actual construction stage.
2. Please recognize that these trails start in Sacramento so removing bits and pieces results in not just a local effect but also a regional effect. From these trails, at the dam site, one can ride/hike all the way to Nevada. The system here is phenomenal, so loss of the parts has huge consequences.
3. The trail on Dikes 4,5,6 and the subsequent reroute are multi use. Equestrian use must be carefully planned in. The top of the levee's were wide, had good sight distance and made of natural soil. Since equestrians and mountain bikers will be on these trails, please construct the reroute trails with these similar design constraints; wide, good sight distance and be made of native/ natural soil. Bikers travel extremely fast on these dikes but fortunately they can be seen well in advance so both can slow down and/or evade each other.
4. The tunnel built just north of here near the Park Headquarters was not built to accommodate horses even though this is a historical equestrian/hike trail (The Pioneer Express trail). The tunnel is low, has no sight distance and everything is asphalted. No dirt surface was put in place and now an after plan is required. When do you think BOR will complete this work?
5. I request that the reroute trails remain open throughout construction but if necessary, please post signage at the sight regarding future planned closures.
6. If some necessary closures are to occur could you put it in the local paper and post it on a website, CA State Parks or? Please post as early as possible.

Thank-you for your work and review of these comments.

Patricia Gibbs

5425 Lake Forest Dr.

Loomis, CA. 95650

PS Please let me know you received this as my email system is not always reliable

## **Comment #6**

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 3 – Sacramento Area Office  
VENTURE OAKS, MS 15  
P. O. BOX 942874  
SACRAMENTO, CA 94274-0001  
PHONE (916) 274-0614  
FAX (916) 274-0648  
TTY (530) 741-4501



*Flex your power!  
Be energy efficient!*

March 25, 2008

08SAC0037  
03-SAC--50 PM Various  
Folsom Dam Safety and Flood Damage Reduction  
Supplemental Environmental Assessment/IS/EIR  
SCH#2006022091

Ms. Annalena Bronson  
The Reclamation Board  
3310 El Camino Avenue, Room LL40  
Sacramento, CA 95821

Dear Ms. Bronson:

Thank you for the opportunity to review and comment on Folsom Dam Safety and Flood Damage Reduction Supplemental Environmental Assessment/IS/EIR. Our comments dated January 30, 2007, on the DEIR are still applicable, and are enclosed for your reference.

Please provide our office with copies of any further actions regarding this development. If you have any questions regarding these comments, please do not hesitate to contact La Nae Van Valen of my staff at (916) 274-0637.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dawn Cheser".

DAWN CHESER, Acting Chief  
Office of Transportation Planning – South

Enclosures

cc: State Clearinghouse



**DEPARTMENT OF TRANSPORTATION**

DISTRICT 3 — SACRAMENTO AREA OFFICE

VENTURE OAKS, MS 15

P. O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 274-0638

FAX (916) 274-0648

TTY (530) 741-4509

*Flex your power!  
Be energy efficient!*

January 30, 2007

07SAC0020

03 SAC-50 PM Various

Folsom Dam Safety and Flood Damage Reduction

DEIR

SCH# 2006022091

Ms. Annalena Bronson

The Reclamation Board

3310 El Camino Avenue, Room LL40

Sacramento, CA 95821

Dear Ms. Bronson:

Thank you for the opportunity to review and comment on the above mentioned project. Our comments are similar to those provided to the Sacramento Area Flood Control Agency (copies enclosed). Our interest in this project relates to the pre- and post flood status of local arterial Federal-Aid bridges and State Highway facilities, particularly related to scour. At the Federal Highway Administration's (FHWA) request, our agency comments are specifically directed toward the "activities and improvements" related to "project objectives" that involve these bridges, located on the American and Sacramento Rivers below Folsom Dam. Our comments are as follows:

- Under the **Common Features levee improvements below Folsom Dam**, it is planned that completion of improvements to the levees along the lower American and Sacramento Rivers would allow these levees to "safely contain sustained water releases of up to 160,000 cubic feet per second (cfs) from Folsom Dam." The DEIR needs to identify the potential damage to bridges downstream from Folsom Dam due to such sustained releases. With sustained high velocity water releases, mitigation to minimize structural bridge damage and potential traffic disruption should be identified.
- On October 24, 1995, FHWA delegated Caltrans the responsibility of informing local City and County Governments and their respective agencies of the need to bear responsibility and cost for bridge impacts if local governments have been found negligent in their actions toward the protection of such structures. (See the enclosed letter.) Per Title 23 CFR Section 668.105 (f), "Prompt and diligent efforts shall be made by the State to recover repair costs from the legally responsible parties to reduce the project costs, particularly where catastrophic damages are caused by ships, barge tows, highway vehicles or vehicles with illegal loads **or where damage is increased by improperly controlled objects or events.**" Accordingly, the Project needs to identify measures, if any, needed to protect the stability and structural integrity of downstream bridges from high velocity water release impacts.

- It is not clear whether studies of hydraulic impacts and water surface elevations adequately discuss proposed increases in water velocities and any attendant erosion upstream, downstream or at the bridge sites. The proposed raising of the levees on both the American and Sacramento Rivers and the resulting increased flows could have significant impacts on the ability of the bridge structures to safely handle the increased flows. The proposed 160,000 cfs volume is considerably higher than the 120,000 cfs used in our current analysis. Additionally, the increased water height may inundate some of the bearings on the lower clearance bridges. Consequently, we request hydraulic reports, along with a detailed scour analysis of all the bridges below Folsom Dam on the American River. To the extent that the high velocity water releases will create adverse impacts beyond the confluence, we will need similar information for the affected bridges on the Sacramento River.
- With higher velocity releases planned from the Folsom Dam, the EIR should address whether changes in bridge inspection procedures should be made to respond to higher water volume and velocity releases. Caltrans would be pleased to meet with project proponents to discuss how to address this matter and to provide technical information that we have that will assist in evaluating bridge issues. To schedule such a meeting, please contact Ken Champion at (916) 274-0615.

Please provide our office with subsequent EIR documents related to this Project. If you have any questions regarding these comments, please contact Ken Champion at (916) 274-0615.

Sincerely,



Bruce De Terra, Office Chief  
Office of Transportation Planning - South

Enclosure

c: Scott Morgan, State Clearinghouse



Mr. John Bassett  
January 3, 2007  
Page 2

responsible parties to reduce the project costs, particularly where catastrophic damages are caused by ships, barge tows, highway vehicles or vehicles with illegal loads or where damage is increased by improperly controlled objects or events." Accordingly, the Project needs to identify measures, if any, needed to protect the stability and structural integrity of downstream bridges from high velocity water release impacts.

- It is not clear whether the MBK study of hydraulic impacts and water surface elevations (as outlined in 4.4-a) adequately discusses proposed increases in water velocities and any attendant erosion upstream, downstream or at the bridge sites. The proposed raising of the levees on both the American and Sacramento Rivers and the resulting increased flows could have significant impacts on the ability of the bridge structures to safely handle the increased flows. The proposed 160,000 cfs volume is considerably higher than the 120,000 cfs used in our current analysis. Additionally, the increased water height may inundate some of the bearings on the lower clearance bridges. Consequently, we request hydraulic reports, along with a detailed scour analysis of all the bridges below Folsom Dam on the American River. To the extent that the high velocity water releases will create adverse impacts beyond the confluence, we will need similar information for the affected bridges on the Sacramento River.
- With higher velocity releases planned from the Folsom Dam, the EIR should address whether changes in bridge inspection procedures should be made to respond to higher water volume and velocity releases. Caltrans would be pleased to meet with project proponents to discuss how to address this matter and to provide technical information that we have that will assist in evaluating bridge issues. To schedule such a meeting, please contact Ken Champion at (916) 274-0615.

Please provide our office with subsequent EIR documents related to this Project. If you have any questions regarding these comments, please contact Ken Champion at (916) 274-0615.

Sincerely,



Bruce De Terra, Office Chief  
Office of Transportation Planning - South

Enclosure

c: Scott Morgan, State Clearinghouse



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
REGION NINE  
CALIFORNIA DIVISION  
980 Ninth Street, Suite 400  
Sacramento, California 95814-2724

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WASHINGTON  
WEST VIRGINIA  
WISCONSIN  
WYOMING

October 24, 1995

IN REPLY REFER TO

HB-CA  
File #: 450.1  
Document #: 3585

Mr. James W. van Loben Sels, Director  
CALTRANS, 1120 N Street  
Sacramento, California 95814

Attention Federal Resources Branch, Room 3500  
for Mr. Bob Everitt

Dear Mr. van Loben Sels:

**SUBJECT: AGGREGATE MINING IN RIVERS**

We have become very concerned with the affects of aggregate mining in rivers and streams, and the consequent affect to bridge structures on Federal-aid highway facilities. There were 17 bridge failures in the 1995 storms, and of these, several structure failures could be attributed partially to aggregate mining. It is estimated Statewide that of bridges that are susceptible to mining-related failures, repairs for substructure damage could run \$31 Million, and for replacement approximately \$100 Million.

It is our understanding, the local agencies are responsible for granting permits to the miners, and there is no minimum criteria Statewide for adequately issuing permits. Only 3 out of 113 lead agencies have established redline elevations, and only on selected creeks, that control the depth to which operators can mine.

One notable example where we believe mining contributed significantly to the structure failure is the Capay Bridge over Cache Creek, located in Yolo County, which we proceeded to repair after the storm with Federal Emergency Relief (ER) funds. What is more disturbing is that it is our understanding that Yolo County just awarded two new permits to miners adjacent to Cache Creek, fully aware of the potential for further structural damage. Other recent examples include the Union Cienega Bridge (43C-0002) over the San Benito River which degraded 10 feet during the 1995 storm, exposing 8 feet of pile, consequently closing the bridge and necessitating temporary repairs totaling \$500,000. The bridge will need replacement.

We are very concerned and would like to bring this to your attention Statewide. We also recommend that the local agencies granting mining permits in streams are fully aware that per Title 23 CFR Section 668.105(f), "Prompt and diligent efforts shall be made by the State to recover repair costs from the legally responsible parties to reduce the project costs particularly where catastrophic damages are caused by ships, barge tows, highway vehicles or vehicles with illegal loads or where damage is increased by improperly controlled objects or events" We recommend that every effort be made by Caltrans to make local agencies aware of the growing concern for aggregate mining in streambeds and its affect on bridges, as well as public safety and liability for damages caused. Also, Title 23 CFR Section 668.109 states: "(c) E.R. funds may not participate in... (6) Repair or reconstruction of facilities affected by long-term, pre-existing conditions or predictable developing situations such as flooding in basin areas or slow moving slides;" Mining without the consideration of controls would be considered in this category as well if the local agency is aware of severe degradation due to mining and does nothing to mitigate loss of material that endangers bridge foundations. We have not strongly enforced this in the past, but in light of recent information gained during the 1995 storms, we will carefully evaluate structural failures in future storms for contributing external factors.

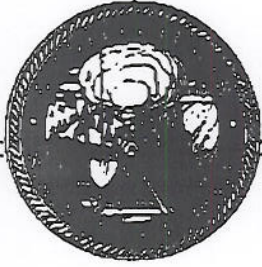
If you should have any questions, please contact Martha Nevai at 498-5859

Sincerely,



For  
Fred J. Hempel  
Division Administrator

## **Comment #7**



**COUNTY OF PLACER  
Community Development Resource Agency**

John Marin, Agency Director

**ENVIRONMENTAL  
COORDINATION  
SERVICES**

Gina Langford, Coordinator

**FACSIMILE COVER SHEET**

**TO:** Elizabeth Vasquez **FAX #** 916-989-7208  
**FROM:** Peg Rein, ECS Secretary **DATE:** March 27, 2008  
**SUBJECT:** Folsom Dam Safety & Flood Damage Reduction, Supplement to FEIR  
**PAGE # INCLUDING THIS COVER SHEET** 3

**MESSAGE:**

Attached are our comments on this project.





**COUNTY OF PLACER**  
**Community Development Resource Agency**

**ENGINEERING &  
SURVEYING**

**MEMORANDUM**

**TO:** Maywan Krach, Community Development Technician

**FROM:** Janelle Fortner

**SUBJECT:** Folsom Dam Safety & Flood Damage Reduction, Supplement to FEIR

**DATE:** March 27, 2008

---

The proposed project is to construction of a new contractor access road from Auburn-Folsom Road to the staging area at Dike 5; development of a trail contour; and construction of a cofferdam. The project would include controlling traffic flow at temporary intersection through use of flagmen or by installation of a temporary traffic light.

Placer County Engineering and Surveying Department (ESD) has reviewed the above-cited document and offers the following comments:

**HYDROLOGY AND WATER QUALITY:**

1. Page 3-7 discusses the installation of a culvert as part of the Dike 5 Construction Site Access. The culvert and drainage from Reclamation property may not exceed the capacity of the downstream drainage system. The current drainage in this area is conveyed across the street in culverts and then flows overland across private properties. Any increase to peak flows must be retained on the Reclamation side. The Auburn Folsom Widening Project has sized the culverts as large as possible with the downstream flow constraints, so detaining any increase in flow is critical.

**TRANSPORTATION/CIRCULATION:**

1. When locating the connection of the construction access road to Auburn-Folsom Road, a location to maximize available sight distance on both the northbound and southbound approaches on Auburn-Folsom Road should be considered. The County requests the proposed construction access road connection be located south of Bell Drive.

Memo to Maywan Krach  
Folsom Dam Safety & Flood Damage Reduction, Supplement to FEIR  
March 27, 2008  
Page 2 of 2

2. The connection of the construction access road to Auburn-Folsom Road should be appropriately designed and constructed to accommodate all turning movements for the largest construction vehicle anticipated to use the new roadway.
3. Submit to Placer County for review and approval a traffic control plan that conforms to California MUTCD and Caltrans standards. The plan should be submitted prior to the commencement of any construction activity that will use the construction access road.
4. On Page 3-25 there is a discussion of the potential temporary traffic signal to be used at the proposed new intersection of Auburn-Folsom Road and the construction access road. The temporary signal would need to be coordinated with the adjacent existing signals on Auburn-Folsom Road to ensure that adequate progression of both construction and non-construction vehicles may be accommodated. Placer County DPW should be consulted throughout this process. If a temporary signal is installed, the County would require protected left turns at this intersection. If additional widening is needed to accommodate the protected lefts, those impacts should be analyzed.

The use of flaggers is also discussed which may be used at the proposed new intersection of Auburn-Folsom Road and the construction access road. The use of flaggers would require that appropriate traffic control plans be approved and implemented. Submit to Placer County for review and approval a traffic control plan that conforms to California MUTCD and Caltrans standards. The plan should be submitted prior to the commencement of any construction activity that will use the construction access road.

## **Comment #8**



# California Regional Water Quality Control Board Central Valley Region

Karl E. Longley, ScD, P.E., Chair



Linda S. Adams  
Secretary for  
Environmental  
Protection

Sacramento Main Office  
11020 Sun Center Drive #200, Rancho Cordova, California 95670-6114  
Phone (916) 464-3291 • FAX (916) 464-4645  
<http://www.waterboards.ca.gov/centralvalley>

Arnold  
Schwarzenegger  
Governor

USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED		
MAR 26 2008		
CODE	ACTION	INITIALS
400		AS
419		
108		MC

24 March 2008

Ms. Elizabeth Vasquez  
United States Department of the Interior  
Bureau of Reclamation  
7794 Folsom Dam Road  
Folsom, CA 95630

**COMMENTS ON SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT/INITIAL STUDY, FOLSOM DAM SAFETY AND FLOOD DAMAGE REDUCTION PROJECT, SACRAMENTO COUNTY**

I have reviewed the subject document, which we received on 28 February 2008. We understand that the proposed project involves construction of an auxiliary dam spillway, seismic improvements to the main concrete dam and the Mormon Island Auxiliary Dam, improvements to certain earthen structures, reinforcement of five spillway gates, replacement of three emergency spillway gates, raising all structures 3.5 feet, and other related improvements at the Folsom Dam complex. A Final Environmental Impact Report (FEIR) for the project was released in March 2007, and construction is now underway with project completion expected in 2018.

The purpose of the Supplemental Environmental Assessment/Initial Study is to analyze potential environmental impacts associated with recently developed project details that do not involve significant changes to the overall design for two elements of the overall project: construction of the stilling basin cofferdam for the auxiliary dam spillway and the Dike 5 construction site access and trail detour.

The California Regional Water Quality Control Board, Central Valley Region (Regional Water Board) is a responsible agency for the project. Our authority is limited to implementing and enforcing the California Water Code and applicable regulations to protect water quality. Therefore, our comments are limited to potential water quality impacts.

The Supplemental Environmental Assessment/Initial Study (SEA/IS) adequately addresses issues related to Clean Water Act (CWA) Section 404 permitting, CWA Section 401 water quality certification, and discharges of storm water associated with construction activities.

However, there are two water quality issues that should be addressed in more detail:

- a. Discharges of concrete wash water; and
- b. Discharges of extracted groundwater from dewatering activities.

These concerns are discussed below.

Classification	EM-6100
Project	214
Control No.	09020828
Folder I.D.	1057/42

California Environmental Protection Agency

The project will require many thousands of cubic yards of concrete. The SEA/IS does not discuss whether concrete will be supplied from a ready-mix vendor or on-site batch plant(s). Portland cement contains numerous soluble compounds that pose a threat to water quality. Specifically, the wash water generated by routine cleaning of concrete mixer trucks and batch plant equipment is typically very alkaline and contains high concentrations of dissolved solids, hexavalent chromium, and other metals.

The discharge of concrete wash water to surface waters is prohibited, and Best Management Practices used to minimize impacts to storm water quality may not be adequate to protect groundwater quality. Ideally, concrete wash water would be completely contained in an impervious structure and recycled to make new concrete, and residual concrete solids would be removed from the site periodically for recycling or disposal at an appropriately permitted facility. If concrete trucks and/or equipment will be washed out at the project site, waste discharge requirements (WDRs) or a waiver of WDRs may be required to regulate the discharge.

The SEA/IS discusses the potential need for dewatering, and states: "[The Bureau of] Reclamation and the Construction Contractor would test the water and obtain appropriate dewatering permits from the CVRWQCB before discharging it to any surface waters". The Discharger must submit a full description of the project and a discharge to land feasibility study prior requesting coverage under an NPDES permit. If the discharge flow rate is not known, then a hydrologic study will be required. Once total flows have been projected and the Discharger is able to show that it is not feasible to contain the discharge on land, then they may request a NPDES permit.

If the projected flows exceed 0.25 MGD, then the project will not qualify to be covered under the Low Threat General Order No. 5-00-175, and the Discharger would have to request coverage under an individual NPDES permit by submitting a complete Report of Waste Discharge including the full California Toxic Rule (CTR) sampling. Please be advised that obtaining coverage under an Individual NPDES permit can take six to twelve months or more, depending on the completeness of the application.

Another option (which is preferred) is to discharge the extracted groundwater to land. It can be used for construction dust control, soil moisture conditioning, non-potable process water, landscape irrigation, and/or disposal by percolation and evaporation. The Regional Water Board adopted a conditional waiver of WDRs that may be applicable to such discharges (Order No. R5-2003-0008). A copy of the general waiver can be downloaded from our website at

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/index.shtml#Waivers](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/index.shtml#Waivers)

Although the general waiver expired in January 2008, we expect that the Regional Water Board will consider a similar waiver in the near future.

We appreciate the opportunity to provide comments and trust that the SEA/IS will be revised to address our comments. If you have any questions about permits or waivers for discharges to land, please call me at (916) 464-4740. Questions about the Low Threat NPDES Permit should be directed to Michael Negrete, who can be reached at (916) 464-4662.



ANNE L. OLSON, P.E.  
Water Resource Control Engineer

cc: Annalena Bronson, Department of Water Resources Flood Management Division,  
Sacramento

## **Comment #9**

**Porter, Stacy**

---

**From:** Darrell Singleton [darrellsingleton@hotmail.com]  
**Sent:** Saturday, March 29, 2008 1:21 AM  
**To:** folsomjfp@mp.usbr.gov  
**Subject:** comment

I could not connect to [http://www.usbr.gov/mp/nepa/nepa\\_projdetails.cfm?Project\\_ID=1808](http://www.usbr.gov/mp/nepa/nepa_projdetails.cfm?Project_ID=1808) as given by the local paper.

I wanted to comment about the heavy equipment moving earth around the work site. I was informed at a public meeting that these vehicles would emit cleaner exhaust. However, I have seen a couple of these vehicles emitting heavy visible emissions.

---

Windows Live Hotmail is giving away Zunes. [Enter for your chance to win.](#)



## **Comment #10**

## Porter, Stacy

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**From:** Janet Sierzputowski [JSIERZPUTOWSKI@mp.usbr.gov]  
**Sent:** Friday, March 28, 2008 10:16 AM  
**To:** Elizabeth Vasquez; FolsomJFP  
**Subject:** Fwd: City Comments to Supplemental EA/IS for the Folsom DamJFP

Forwarded from Joe Luchi, City of Folsom, 3/28/08.

>>> "Joe Luchi" <jluchi@folsom.ca.us> 3/28/2008 10:09 AM >>>  
Hi Janet:

As we discussed earlier, the City has reviewed the Supplemental EA/IS for the Folsom Dam JFP and does not have any comments at this time.

However, the City does reserve the right to provide comments on this matter prior to close of the public hearing on the project and before the issuance of a notice of determination. The City requests that you provide the City with notice of all such public hearings and meetings.

Thanks.

Joe Luchi  
City of Folsom  
Director of Intergovernmental Affairs and Economic Development  
351-3589 (v)  
355-7206 (f)

## **Comment #11**

**Porter, Stacy**

---

**From:** Will B. Betchart [Betchart@earthlink.net]  
**Sent:** Sunday, March 02, 2008 8:52 AM  
**To:** FolsomJFP@mp.usbr.gov  
**Subject:** Supplemental EA/IS

Ms. Vasquez --

Please send me a CD copy of the Supplemental EA/IS. Thanks.

Will B. Betchart, P.E.  
Consulting Water Resources Engineer  
17050 Montebello Road  
Cupertino, CA 95014

(408) 741-5762