Appendix H. Griff Creek Location Hydraulic Study Form

LOCATION HYDRAULIC STUDY FORM

Dist. 3 Co. Placer Rte. SR 28 M.P. West of int. w/Hwy 267
EA 03-198-0C9300 Bridge No. NO BRIDGE culvert and road fill
Floodplain Description:
The floodplain is connected to the low flow channel and is heavily vegetated with grasses and dense stands of willow trees. Development has encroached on the upper floodplain in the vicinity of the highway.

1. Description of Proposal (include any physical barriers i.e. concrete barriers, soundwalls, etc. and design elements to minimize floodplain impacts)
The proposed project will not include any change in the roadway footprint at the Griff Creek crossing. The crossing is a multi-barrel culvert, and no changes will be made to this configuration. The highway grade (elevation and profile) will be maintained with no change in the post-project condition. The design only calls for repaving. Standard BMP's will be used to avoid any construction impacts to the floodplain.

2. ADT: Current 19,100 Projected 24,000

3. Hydraulic Data: Base Flood Q_{100}= 1967 ft^3 / s
WSE_{100}= n/a The flood of record, if greater than Q_{100}:
Q= n/a ft^3 / s WSE= n/a
Overtopping flood Q= 520 ft^3 / s WSE= top of road elevation
Are NFIP maps and studies available? YES X NO
Project site is mapped in association with Lake Tahoe mapping, no detailed study has been completed for Griff Creek.
4. Is the highway location alternative within a regulatory floodway ?
YES NO X

5. Attach map with flood limits outlined showing all buildings or other improvements within the base floodplain.

Potential Q_{100} backwater damages:

A. Residences? NO YES X
B. Other Bldgs? NO YES X
C. Crops? NO X YES
D. Natural and beneficial

FLOODPLAIN VALUES? NO X YES

6. Type of Traffic:

A. Emergency supply or evacuation route? NO YES X
B. Emergency vehicle access? NO YES X
C. Practicable detour available? NO X YES
D. School bus or mail route? NO YES X

7. Estimated duration of traffic interruption for 100-year event hours: 2 - 6

8. Estimated value of Q_{100} flood damages (if any) – moderate risk level.

A.	Roadway	$no change
B	Property	$no change
	Total	$no change

The proposed project will not change the configuration of the current culverts. The roadway elevation and profile at the crossing will also remain consistent with the current (pre-project) condition. Therefore, the culvert hydraulics and overtopping will not change and flood damage risk will remain the same.

9. Assessment of Level of Risk Low X
Moderate____
High_____

For High Risk projects, during design phase, additional Design Study Risk Analysis May be necessary to determine design alternative.

Prepared by:
Steven Seville, P.E.

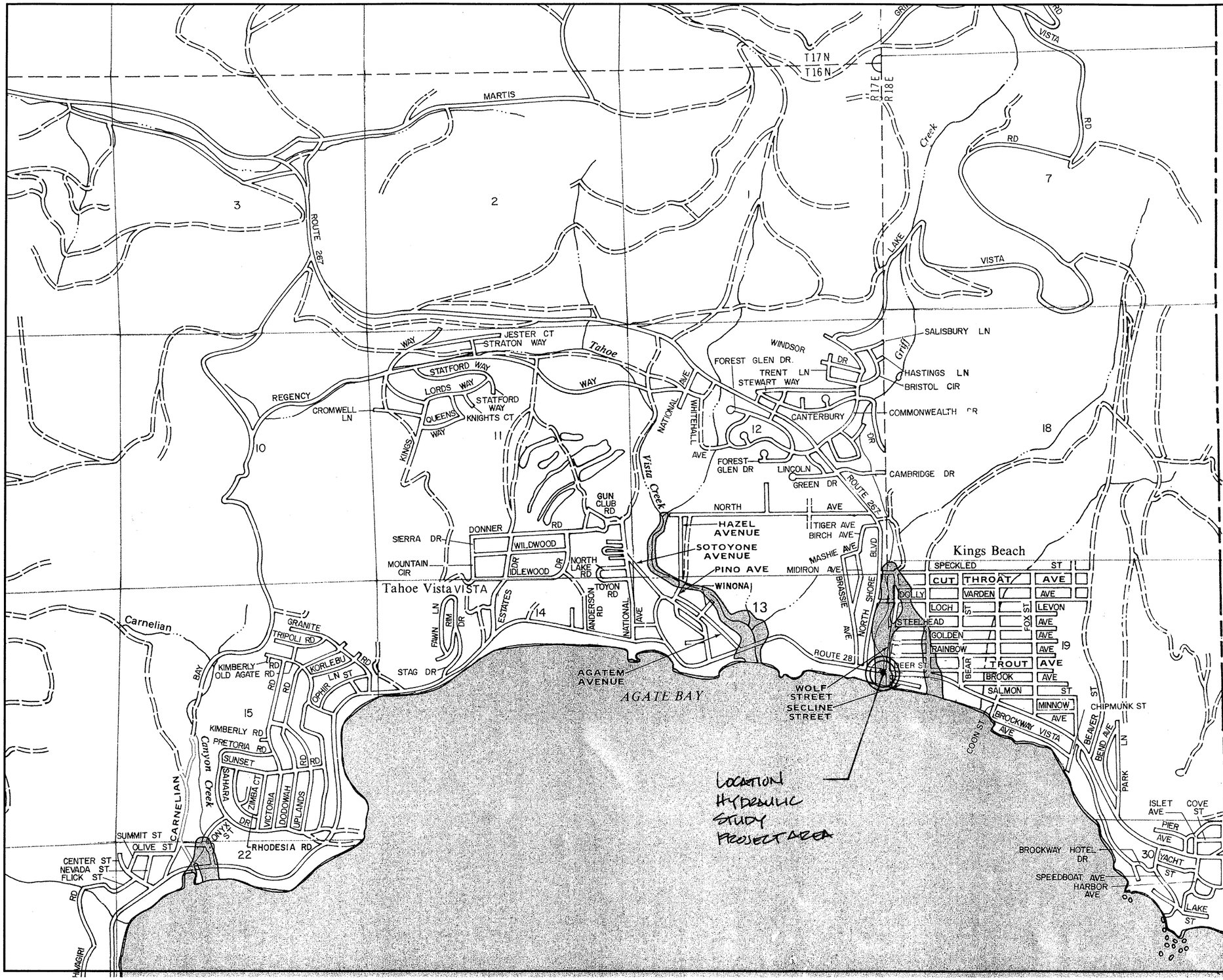
Signature – Dist. Hydraulic Engineer_____Date_____
(Item numbers 3,4,5,7,9)

Is there any longitudinal encroachment, significant encroachment, or any support of incompatible
Floodplain development? NO X YES_____

If yes, provide evaluation and discussion of practicability of alternatives in accordance with 23 CFR 650.113

Information developed to comply with the Federal requirement for the Location Hydraulic Study shall be retained in the project files.

Signature – Dist. Project Engineer_____Date_____
(Item numbers 1,2,6,8)



APPROXIMATE SCALE IN FEET

2000 0 2000

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

PLACER COUNTY,
CALIFORNIA AND
INCORPORATED AREAS

(SEE MAP INDEX FOR PANELS NOT PRINTED)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
PLACER COUNTY UNINCORPORATED AREAS	060239	0100	F

MAP NUMBER
06061C0100 F

EFFECTIVE DATE:
JUNE 8, 1998

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov