



## Legislation Details (With Text)

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**Type:** Agenda Item      **Status:** Approved

**File created:** 11/7/2019      **In control:** Board of Supervisors

**On agenda:** 12/10/2019      **Final action:** 12/10/2019

**Title:** Department of Transportation recommending the Board take the following actions related to the Mosquito Road Bridge at South Fork American River Project, CIP 77126/36105028:  
1) Receive a presentation regarding the latest project development including design alternative details for the replacement of the Mosquito Road Bridge;  
2) Direct staff to continue with final design utilizing the recommended design detail alternative;  
3) Adopt the Addendum to the Final Environmental Impact Report certified by the Board on August 8, 2017 for the project; and  
4) Approve the project as revised in the Addendum to the certified Environmental Impact Report. (Est. Time: 45 Min.)

**FUNDING:** Highway Bridge Program Funds. (100% Federal Funds)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. A - Approved Contract Routing Sheet, 2. B - EIR Addendum\_Final Draft, 3. C - Presentation

Date	Ver.	Action By	Action	Result
12/10/2019	1	Board of Supervisors	Approved	Pass

Department of Transportation recommending the Board take the following actions related to the Mosquito Road Bridge at South Fork American River Project, CIP 77126/36105028:

- 1) Receive a presentation regarding the latest project development including design alternative details for the replacement of the Mosquito Road Bridge;
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### DISCUSSION / BACKGROUND

Department of Transportation (Transportation) received federal funds from the Federal Highway Association Highway Bridge Program (HBP) to replace the existing Mosquito Road Bridge (Project) located in a steep canyon of the South Fork of the American River, six miles north of U.S. Highway 50, and 2.3 miles south of the communities of Mosquito and Swansboro. The purpose of the Project is to replace the existing bridge with a functional bridge that meets current design and safety standards. The Project continues to progress through the design phase, right of way, and moving toward preparation for construction. Within the design phase, design details for the bridge are being discussed which includes alternatives for aesthetic treatment, texture, and options for barrier rails. In collaboration with the Health and Human Services Agency, Transportation has discussed safety and height features for the barrier rails on the bridge, signs, emergency telephones, and lighting. Many

options are being considered to increase the safety of the bridge.

Transportation continues to work with the California Department of Transportation (Caltrans) and HBP High Cost Bridge Program (HCBP) for reimbursement of this high cost bridge. The HCBP requires the County to enter into an agreement for authorization of construction funds. This agreement outlines the use of County funds until reimbursements are received and will be discussed during the presentation. The agreement will be brought to the Board for approval prior to the start of the Project's construction phase.

The progression of this Project includes an Addendum to the Final Environmental Impact Report (Addendum) certified by the Board of Supervisors on August 8, 2017, Legistar 17-0725, Item 27.

The Addendum focuses on four (4) minor revisions:

- 1) Clarifying a mitigation measure;
- 2) Addressing a minor technical change in the Project design;
- 3) Updating impacts to sensitive habitat (reductions) based on updated field study findings; and
- 4) Clarifying a Project description.

The recommended Board actions are based on the following findings:

- 1) California Environmental Quality Act (CEQA) Guidelines Section 15164, subd. (a) allows lead agencies to prepare an addendum to a previously certified Environmental Impact Report (EIR) if some changes or additions are necessary; and
- 2) None of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred [CEQA Guidelines, Section 15164, subd. (a)].

On August 8, 2017, Legistar 17-0725, Item 27, the Board certified the Final EIR for the Project, adopted the associated Mitigation Monitoring and Reporting Plan and findings of fact, approved the Project as described in the Final EIR, and authorized Transportation staff to proceed with filing the Notice of Determination, final design, rights-of-way acquisition, permitting, and other activities for Project construction.

Since certification of the Final EIR for the Project, Transportation has identified four (4) minor clarifications/revisions:

- 1) Mitigation Measure BIO-3 was revised to require the individual(s) conducting periodic monitoring during construction to be a qualified wildlife biologist or a designee who operates under the oversight of a qualified wildlife biologist;
- 2) A Project design element that was revealed following geotechnical investigations and borings constructed on-site between September and November 2017. Specifically, the Project description has been revised to acknowledge that additional foundation and stabilization work in the minor structure, or closed culvert and embankment fill system in the small ravine is necessary, and impacts may occur below the ordinary high water mark;
- 3) A change in impacts to sensitive habitat areas within the study limits of the Project. Specifically, since the initial studies, the size of the Willow Thicket Wetland or "Wet Meadow" has been reduced and impacts have been minimized, and a minor increase may occur in an ephemeral stream; and
- 4) A clarification of the occasional Project road closures of approximately two (2) to ten (10) weeks which is consistent with current closures for bridge maintenance. As stated in the environmental document, emergency response and detour activities will be properly coordinated to ensure impacts are minimized and consistent with existing bridge maintenance activities.

The Addendum provides a complete summary of these four (4) clarifications/revisions and do not constitute a substantial change to the Project; therefore, they do not require revisions to the EIR certified by the Board in 2017.

Public Involvement: An addendum need not be circulated for public review, but can be included in or attached to the Final EIR or Negative Declaration [CEQA Guidelines Section 15164, subd. (c)].

## **ALTERNATIVES**

- 1) The Board could choose to direct staff to design other details for the final design of the Project bridge and return to the Board at a later date which could potentially delay the Project.
- 2) The Board could choose not to approve the Addendum to the EIR which could potentially delay and increase the overall cost of the Project.

## **PRIOR BOARD ACTION**

See Discussion / Background Section.

## **OTHER DEPARTMENT / AGENCY INVOLVEMENT**

County Counsel has reviewed and approved the Addendum.

## **CAO RECOMMENDATION / COMMENTS**

It is recommended that the Board approve this item.

## **FINANCIAL IMPACT**

There is no change to net County cost associated with this item. Funding for the Project is included in Transportation's 2018 Capital Improvement Program, which was approved by the Board on June 26, 2018, Legistar 18-0616, Item 61, and is funded by Highway Bridge Program funds. This project is included in the Fiscal Year 2019-2020 budget. A budget transfer to increase appropriations with offsetting Highway Bridge Program revenue will be included in Transportation's 2019 Capital Improvement Program Legistar 19-1750, which will be going to the Board on December 17, 2019.

## **TRANSPORTATION FOLLOW UP ACTIONS**

Transportation will file a Notice of Determination with the County Recorder/Clerk's office for the Addendum.

## **CLERK OF THE BOARD FOLLOW UP ACTIONS**

N/A

## **STRATEGIC PLAN COMPONENT**

Infrastructure

## **CONTACT**

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Department of Transportation