



Legislation Text

File #: 17-0159, **Version:** 1

Chief Administrative Office recommending the Board receive information regarding alternatives related to the existing Mosquito Bridge and provide direction to staff regarding options for this bridge after the proposed new Mosquito Bridge is completed. (Est. Time: 30 Min.)

FUNDING: N/A

DEPARTMENT RECOMMENDATION

Chief Administrative Office recommending the Board receive information regarding alternatives related to the existing Mosquito Bridge and provide direction to staff regarding options for this bridge after the proposed new Mosquito Bridge is completed.

DISCUSSION / BACKGROUND

The Department of Transportation received federal funds to replace the existing Mosquito Road Bridge located in a steep canyon of the South Fork of the American River, 6 miles north of U.S. Highway 50, and 2.3 miles south of the communities of Mosquito and Swansboro. California Department of Transportation (Caltrans) and the Federal Highway Association Highway Bridge Program (HBP) have rated the Mosquito Road Bridge structurally deficient and structurally obsolete. On August 16, 2016, the Board adopted a Draft Feasibility Study for Public Access to the South Fork of the American River at Mosquito Bridge and directed Transportation to continue maintenance on the remaining segments of Mosquito Road in the event the Upper Level Alternative is approved for the proposed Mosquito Road Bridge.

The Board did not provide direction on alternatives for the original Mosquito Road Bridge once the new bridge is completed. The original Mosquito Road Bridge, known as the "swinging bridge", was built in 1876 linking the communities of Mosquito and Swansboro to Placerville on Mosquito Road, originally a wagon trail. In 1939, the bridge was largely reconstructed while maintaining the 1876 foundations. Caltrans, with concurrence from the State Historic Preservation Office, has determined that the bridge does not qualify for listing on the National Register of Historic Places.

The Feasibility Study adopted by the Board proposed to remove the existing Mosquito Bridge after traffic is shifted to the new bridge. Any future effort by the County or other agency to keep the old bridge for pedestrian use must be handled as a separate project apart from the HBP funding. After the new bridge is completed, the existing bridge must be removed from the County bridge list and El Dorado County Department of Transportation can no longer maintain it.

The estimated cost for maintaining the roads leading to the existing bridge is approximately \$8,000 per year and would be funded out of the Road fund. Regardless of whether the existing bridge is preserved, the roads leading to the bridge will be maintained for emergency vehicle access. Maintenance of the actual bridge structure would not be eligible for Road funding. Maintenance of the existing Mosquito Bridge for pedestrian and bicycle use only is estimated at approximately \$15,000 per year.

The Chief Administrative Office is recommending that the Board consider keeping and maintaining the existing Mosquito Bridge for pedestrian and bicycle use only and budget annual maintenance costs from the SMUD funding that the County receives. Annually the County receives approximately \$710,000 from SMUD. These funds can be used for purposes of road maintenance, watershed management, and other miscellaneous activities related to the Upper American River Project (UARP) and its impacts on facilities owned or services provided by the County, or any resource or other interest within the jurisdiction of the County. Currently the County uses these funds to make the required annual payment to the Georgetown Public Utilities District of approximately \$110,000 as well as funding for the Rubicon and some grant matching funds for the Department of Transportation for road maintenance. There would be sufficient funding for the annual maintenance of the existing Mosquito Bridge and this would be an appropriate use of these funds.

If the Board provides direction to keep and maintain the existing Mosquito Bridge for pedestrian and bicycle use, the Chief Administrative office will continue to refine the annual maintenance estimates and explore partnerships with outside organizations that may want to help raise funds for recreation activities near the bridge. Maintenance of the bridge would become the responsibility of the Chief Administrative Office, Parks Division.

ALTERNATIVES

The Board could choose to demolish the existing bridge once the new bridge is completed or remove and relocate the existing bridge to a different location. HBP funds may be used to demolish the existing bridge as part of the new bridge project.

OTHER DEPARTMENT / AGENCY INVOLVEMENT

Department of Transportation

CAO RECOMMENDATION

Approve as recommended.

FINANCIAL IMPACT

The Department of Transportation estimates annual bridge maintenance if the bridge was utilized as a pedestrian and bicycle bridge only at approximately \$15,000 per year. Funding is available from the annual SMUD payments to the County.

CLERK OF THE BOARD FOLLOW UP ACTIONS

N/A

STRATEGIC PLAN COMPONENT

Infrastructure

CONTACT

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