



Legislation Text

File #: 22-2031, **Version:** 1

Department of Transportation recommending the Board take the following actions related to the Mosquito Road Bridge at South Fork American River - Bridge Replacement Project, Capital Improvement Program number 77126/36105028:

- 1) Receive an update regarding the latest project construction details for the replacement of the Mosquito Road Bridge;
- 2) Adopt Addendum 2 to the Final Environmental Impact Report certified by the Board on August 8, 2017; and
- 3) Approve the Project as revised in Addendum 2 to the certified Environmental Impact Report.

FUNDING: Highway Bridge Program Funds (99.9%) and Sacramento Municipal Utility District Funds (0.1%). (Federal and Local Funds)

DISCUSSION / BACKGROUND

The Mosquito Road Bridge at South Fork American River - Bridge Replacement Project (Project) is replacing the existing Mosquito Road Bridge with a segmental cast-in-place box girder bridge over the South Fork American River on Mosquito Road. On May 17, 2022, Item 27, Legistar 22-0364, the Board approved the construction contract and awarded it to Shimmick Construction Company, Inc. (Contractor). The Project includes the construction of temporary access; the foundation construction of cast-in-drilled-hole (CIDH) concrete piles, optional micropiles, sub-structure, and super-structure bridge work; the construction of tie back, soil nail, soldier pile, and reinforced concrete retaining walls; and grading, paving, and drainage system improvements for the re-aligned approach roadway. The Project duration is 700 working days and is anticipated to be complete by Spring 2025. The Project will install bollards at the entrances to the existing bridge to restrict future vehicle usage after the new bridge is open to traffic. The existing bridge will be removed from the Department of Transportation's (Transportation) inventory list and then converted to a bicycle and pedestrian bridge under a separate construction contract with County funding.

Transportation's Contractor has completed the new road alignment on the north side of the bridge. Grading for the access areas and construction of the abutments and piers is underway, including minor widening improvements along the existing roadway for large equipment traveling to the site. The foundations for construction support platforms have been placed. Temporary construction offices for the Contractor, consultants, and County staff are in place. The website for the Project (<https://www.edcgov.us/Government/dot/Bridge%20Projects/MosquitoBridge/Pages/Mosquito-Bridge-Project-Construction.aspx>) is updated regularly with traffic impacts and construction progress videos and pictures. Federal fiscal year 2022/2023 funds have been requested from the California Department of Transportation (Caltrans) and will be authorized shortly.

On August 8, 2017, Item 27, Legistar 17-0725, the Board certified the Final Environmental Impact Report (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. On December 10, 2019, Item 47, Legistar 19-1702, the Board approved and adopted the first Addendum to the Final EIR, which focused 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.

These changes were 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)].

Upon progression through the early construction activities, Transportation has determined that a second Addendum to the Final EIR is warranted. The Contractor for the Project determined that the two (2) areas adjacent to the roadway near each of the main bridge's abutments proposed for construction staging are not sufficiently sized to accommodate the staging and concrete batching needs that support Project construction. Following this determination, Transportation and the Contractor were able to identify nearby suitable locations for temporary construction staging and a concrete batch plant. The potential siting of a concrete batch plant near the Project site was noted in the original EIR (the final location was undetermined) and substantially reduces the truck trip distances associated with the original construction plan to transport concrete from the Syar Concrete plant to the Project site. The Contractor is responsible for the cost of building the additional construction staging area and concrete batch plant for their work.

This Addendum No. 2 focuses on these minor revisions to the Area of Potential Effect (APE):

- 1) Additional Construction Staging Area; and
- 2) Concrete Batch Plant location.

Addendum No. 2 provides a complete summary of these clarifications/revisions and does 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)].

Agency Involvement: The Project's National Environmental Policy Act (NEPA) certification has been reissued by Caltrans to include these changes. Transportation reached out to the Shingle Springs Band of Miwok Indians (Tribe) for this Addendum. The Tribe notified the County that they had no objections to this Addendum No. 2.

ALTERNATIVES

N/A

PRIOR BOARD ACTION

On August 16, 2016, Item 25, Legistar 16-0629, the Board adopted the Draft Feasibility Study for

Public Access to the South Fork of the American River at Mosquito Road Bridge.

February 23, 2021, Item 29, Legistar 20-0914, the Board authorized the Director of Transportation to approve and sign the High Cost Project Agreement with Caltrans for the Project.

December 14, 2021, Item 24, Legistar 21-1790, the Board authorized the Project to advertise for construction bids.

OTHER DEPARTMENT / AGENCY INVOLVEMENT

Caltrans and County Counsel.

CAO RECOMMENDATION / COMMENTS

Approve as recommended.

FINANCIAL IMPACT

There is no change to net County cost associated with this item. Funding for the Project is included in Transportation's 2022 Capital Improvement Program, which was approved by the Board on June 14, 2022, Item 48, Legistar 22-0521, and is funded by Highway Bridge Program funds.

CLERK OF THE BOARD FOLLOW UP ACTIONS

N/A

TRANSPORTATION FOLLOW UP ACTIONS

Transportation will file a Notice of Determination with the County Recorder/Clerk's office for Addendum No. 2.

STRATEGIC PLAN COMPONENT

Infrastructure

CONTACT

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