

# Bohemian Highway Bridge over the Russian River

## Draft EIR Public Hearing

May 17, 2022





# Agenda Overview

- Introduction
- Project Overview
- Existing Conditions
- Community Engagement
- CEQA DEIR
- Schedule and Next Steps
- How to Submit Comments
- Questions





# Introductions

- County Staff
  - CEQA Team- Jackson Ford and John Mack
  - Engineering Project Manager, Samuel Baumgardner-Kranz
- Not present are the several other Permit Sonoma staff who worked on this DEIR and the consulting team helping to provide expertise in key areas of planning and design to move this project to fruition.



# Bridge Project Overview





## Project summary

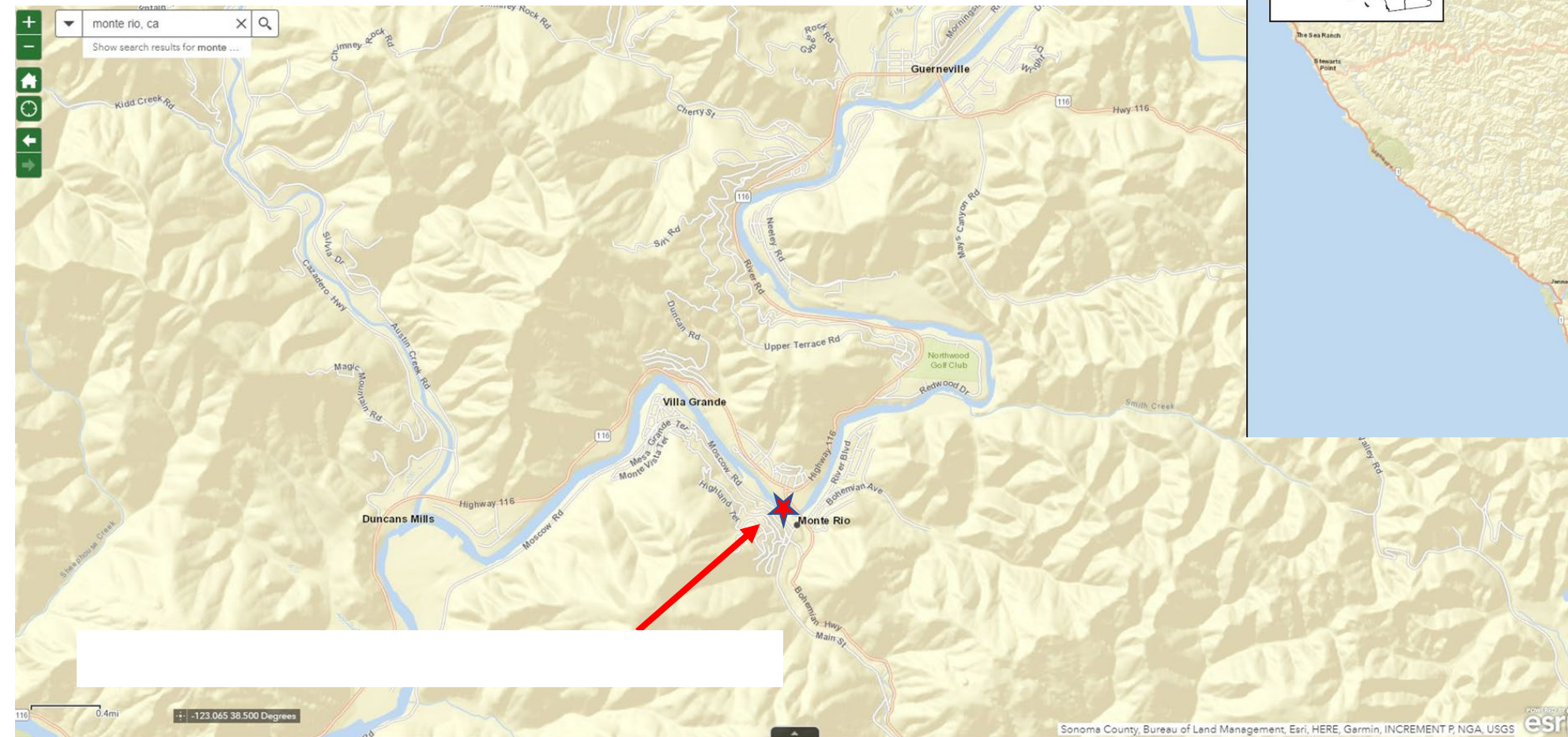
- Sonoma County Department of Transportation and Public Works (TPW) proposes to remove the existing bridge on the Bohemian Highway over the Russian River and construct a new bridge on an alternate alignment.
- The existing bridge was constructed in 1934 and was designated locally as a County Landmark in 2003
- It provides a critical connection across the Russian River:
  - Community safety and access, emergency evacuation routes, recreational access, local economy.

# Existing vs Replacement





# Project Location







# Purpose of the Project

- To correct deficiencies in the bridge
  - Seismic Performance
  - Pier Scour
  - Bridge Geometry
  - Hydrology/ Flood

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# Existing Conditions

# Existing Bridge





# Seismic Performance

- Required performance:
  - No collapse
  - 5% probability of exceedance in 50 years
- Analysis of the Monte Rio bridge found that it does not meet this criteria



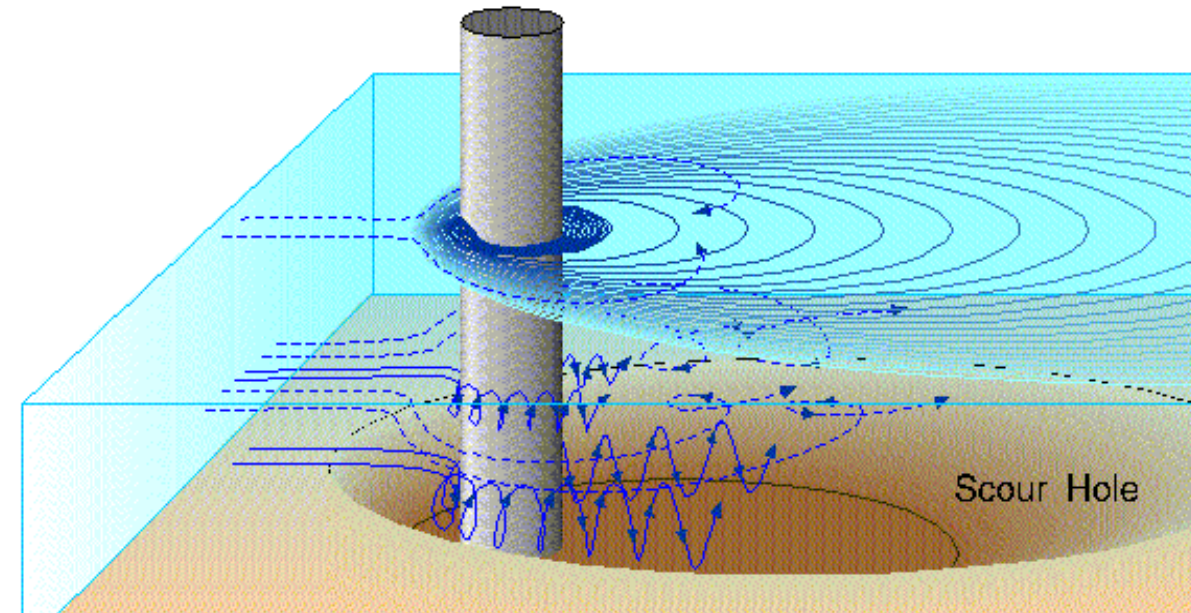
# Pier Scour





# Pier Scour

- The bridge is supported by piers, which is supported by the soil underneath
- Flow from the water washes the soil away from the piers.
- Bridge strength, including seismic performance, is reduced by the loss of soil





# Bridge Geometry

- Narrow Lanes
- No shoulder
- Narrow and obstructed sidewalks
- Not ADA compliant



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# Community Engagement Approach

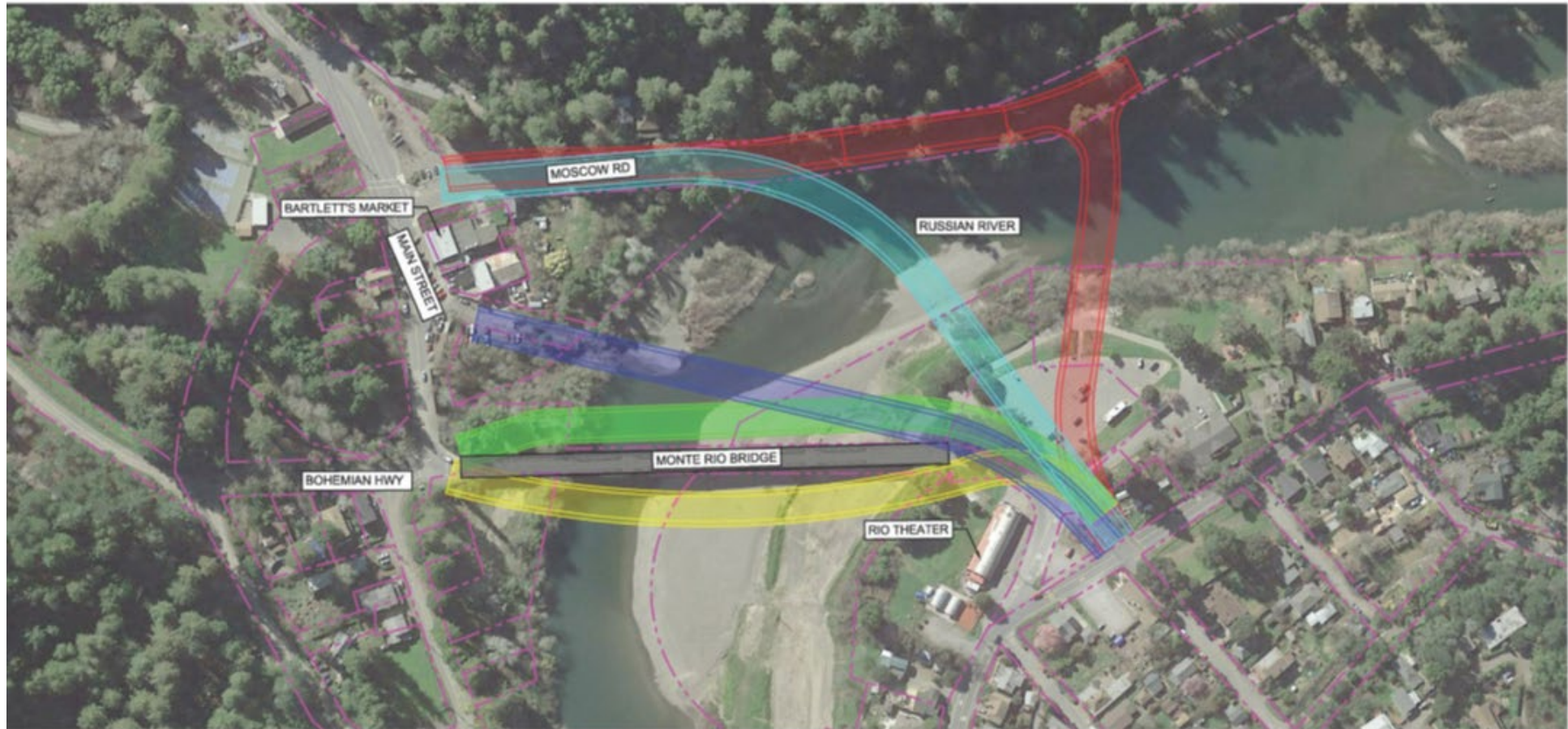
# Project Approach

- Community driven project
- Held four public workshops as part of project development
- Design decisions based on community input
- In addition to legally required public comment processes





# Workshop 1 – Alignment



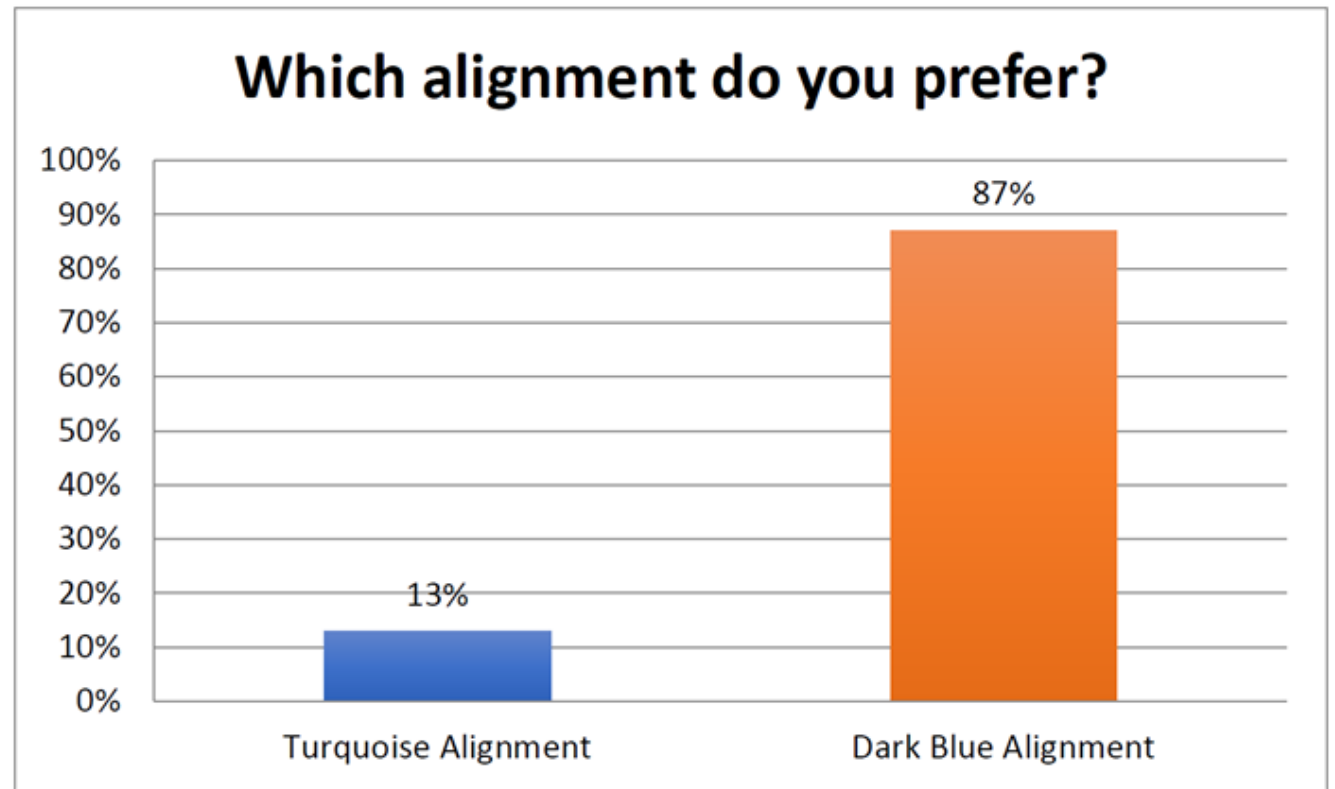
# Workshop 1: Alignment

- Citizen teams worked together to discuss the pro/cons and challenges of each alignment.
- Provided input for County Consideration
- Narrowed selection down to 2 alignments



## Workshop 2: Selection

- Followed up on alignment selection. Narrowed to two options
- Community selected preferred alternative

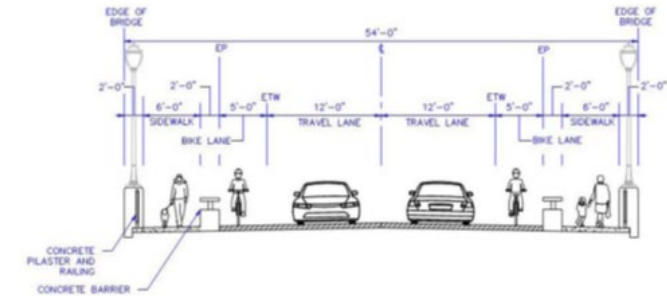




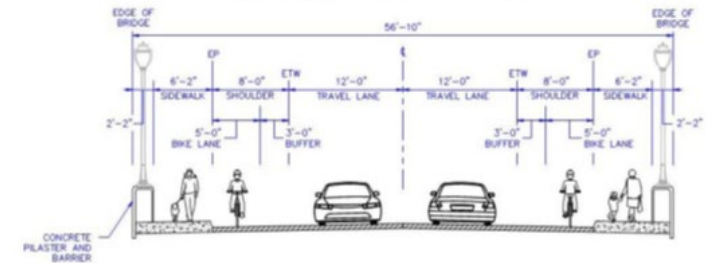
# Workshop 2: Selection

- Showed Community three potential roadway cross sections
- Community expressed a clear preference for Cross Section 1, with 89% support
- Athletic bicyclist expressed preference for no separation between bike and vehicle lanes
- General sentiment was to minimize bridge width

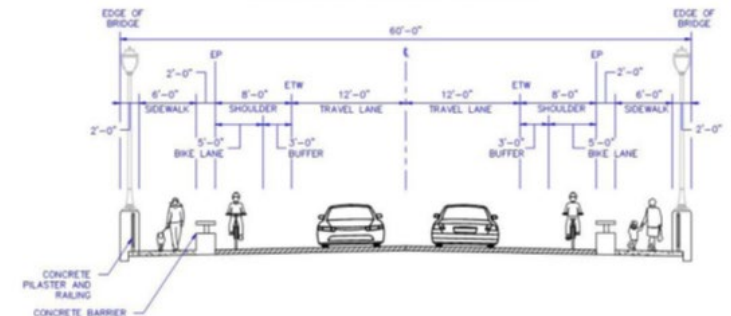
CROSS SECTION 1



CROSS SECTION 2

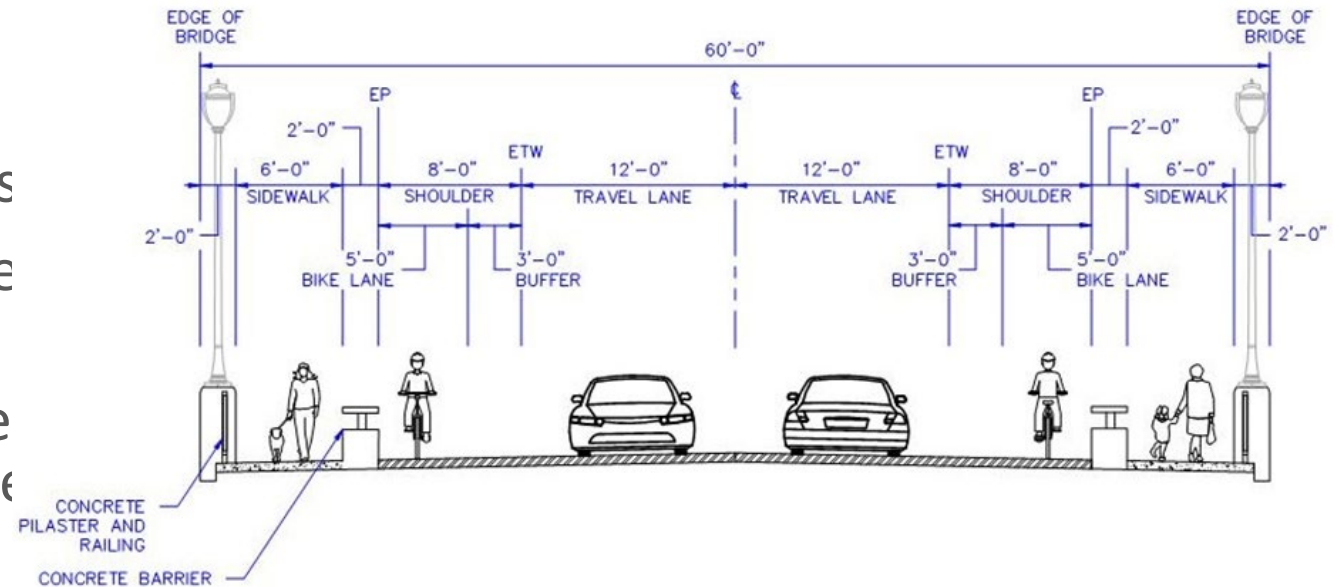


CROSS SECTION 3



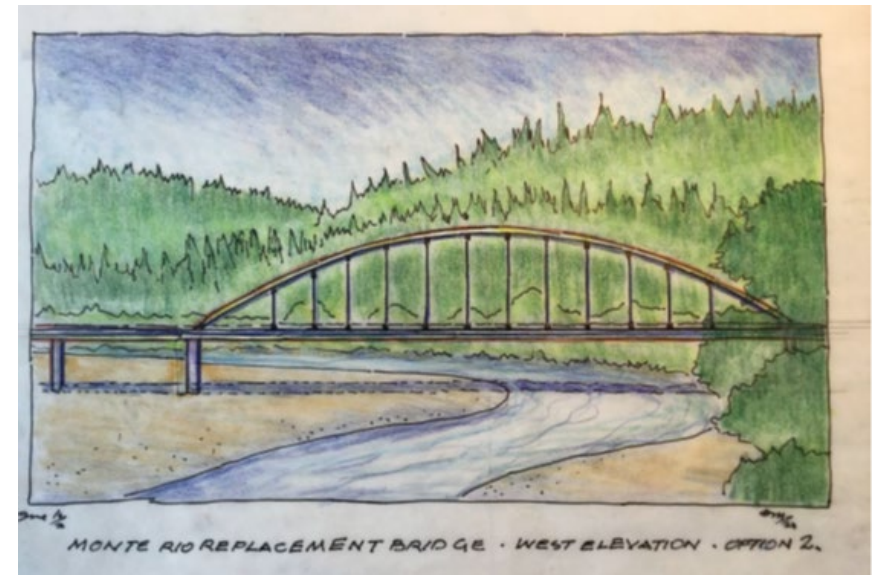
# Bicycle Features

- Sidewalks support one-way Class I use for low speed cyclists.
- Total of 12 feet width of Class I use.
- Exterior railing designed for bicycles
- Class II use provided for higher speed cyclists.
- Considering extra wide traffic stripe between Class II lane and travel lane



# Workshop 3: Structure

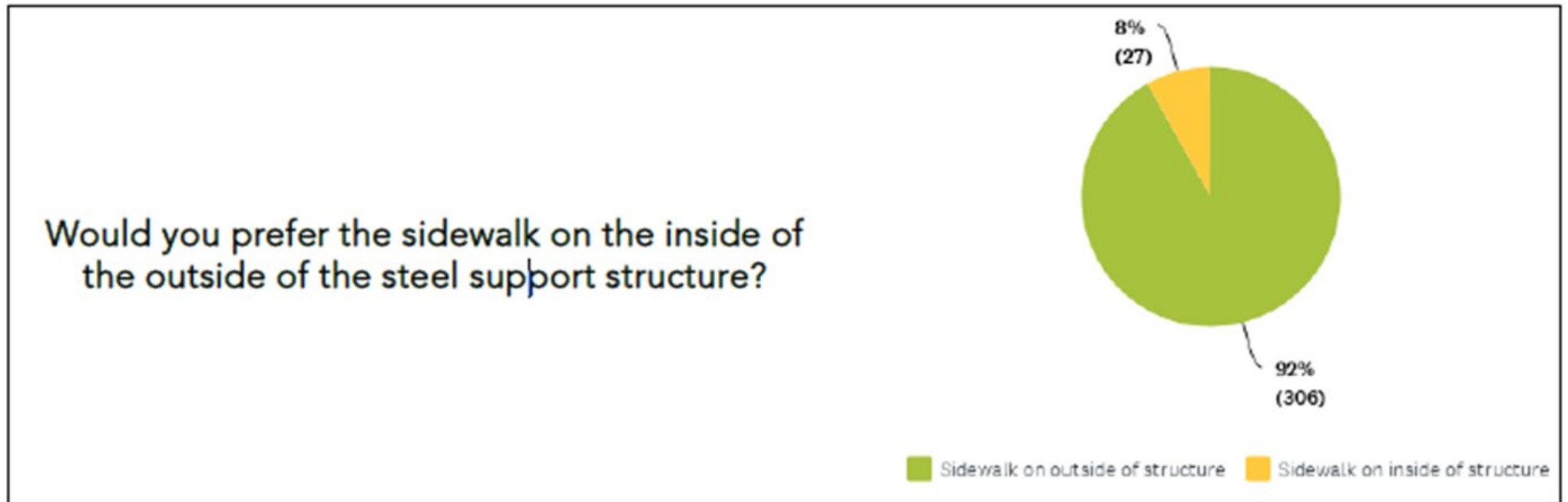
- Showed two potential superstructure types
- Requested input from community on each
- Held as online survey due to Covid-19 lockdown
- Won't be discussing in detail here





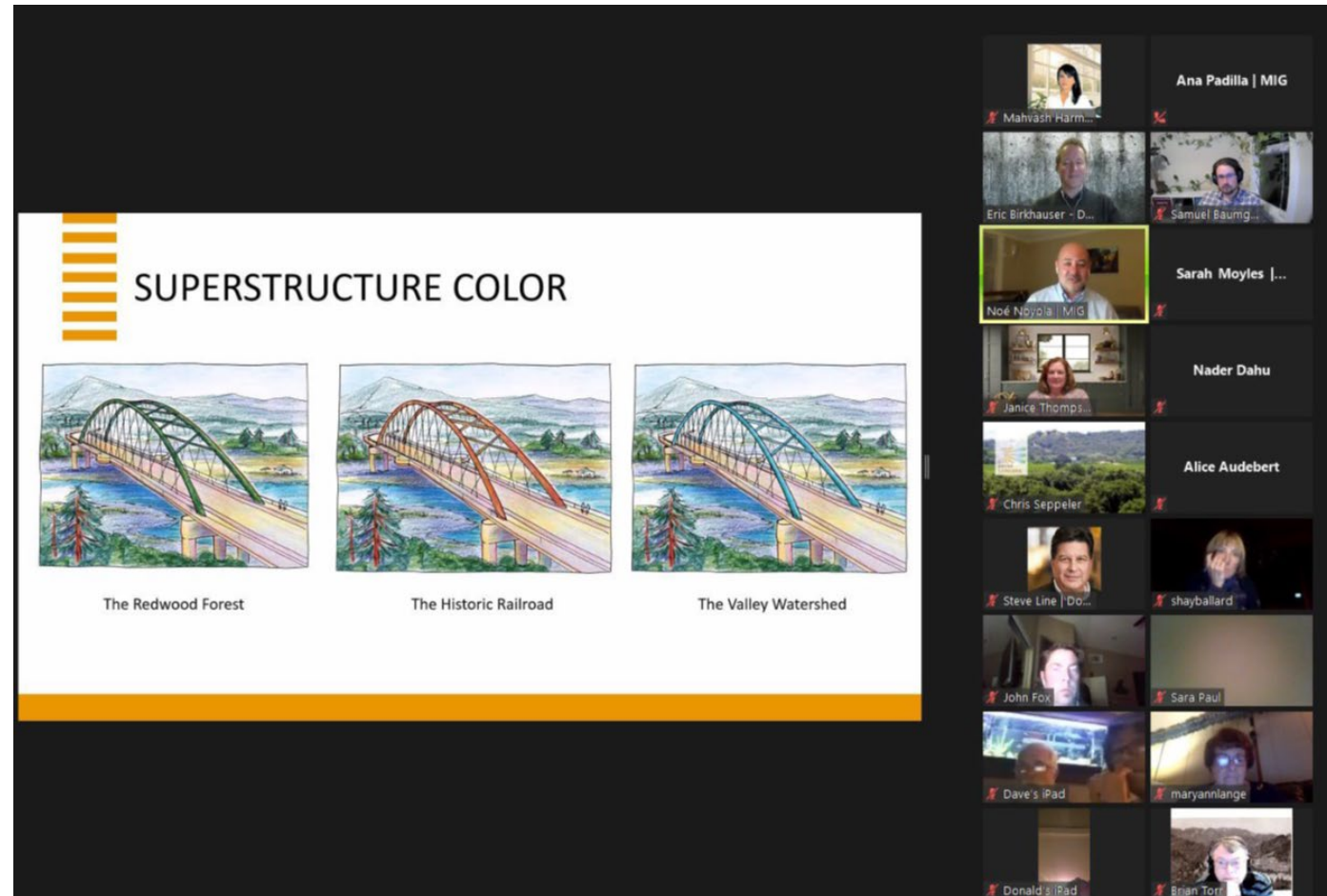
## Workshop 3: Structure

- Also requested input on the sidewalk location



# Workshop 4: Aesthetics

- Held via webinar due to Covid-19 Restrictions
- Presented three architectural themes
- Collected feedback on each
- Community expressed preference
- Final aesthetics still under development





# Proposed Project






## Funding Source

- The Federal Highway Administration (FHWA) and Caltrans prioritize the repair and replacement of seismically deficient and scour critical bridges
- This project funded largely by FHWA with some state and local matching funds.
- Requirements for Funding:
  - Correct all deficiencies
  - Comply with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA)
  - Meet PDA imposed by CTC



# Project Objectives

- To provide a bridge that meets current seismic design standards, as failure or collapse of the existing bridge from an earthquake would cause long-term disruption to travel, emergency response, evacuation, and the local economy.
  - To provide a bridge that meets current design standards for vehicular loading
  - To provide a bridge that does not overtop during high river flows
  - To provide a bridge that meets current standards for two-way vehicle traffic
  - To provide a bridge with sidewalks that meet current ADA standards
  - To provide a bridge that meets current design standards for bicycle lanes
- 



# Additional Project Considerations

- Minimizing Impacts to Biological Resources
- Minimizing Impacts to Cultural Resources
- Minimizing Hydraulic Impacts
  - Design against potential for additional upstream flooding
- Community Impacts
  - Minimize need to purchase land from local property owners
  - Avoid removal of existing buildings
  - Engineering Constraints
- Generally, a smaller bridge footprint supports the goals above





# Work Completed to date

- Public Workshops have helped determine preliminary project scope.
  - December 2015
  - September 2018
  - January 2019
  - March 2021
    - Main Topics of Discussion included aesthetic design, alignment, multi-modal structure, and beach access.
  - CEQA Project Scoping
    - NOP- 30 day notice March 22- April 21, 2021
    - Virtual Scoping meeting on April 14, 2021
  - DEIR Public Circulation Period (45 days)



# Proposed Project

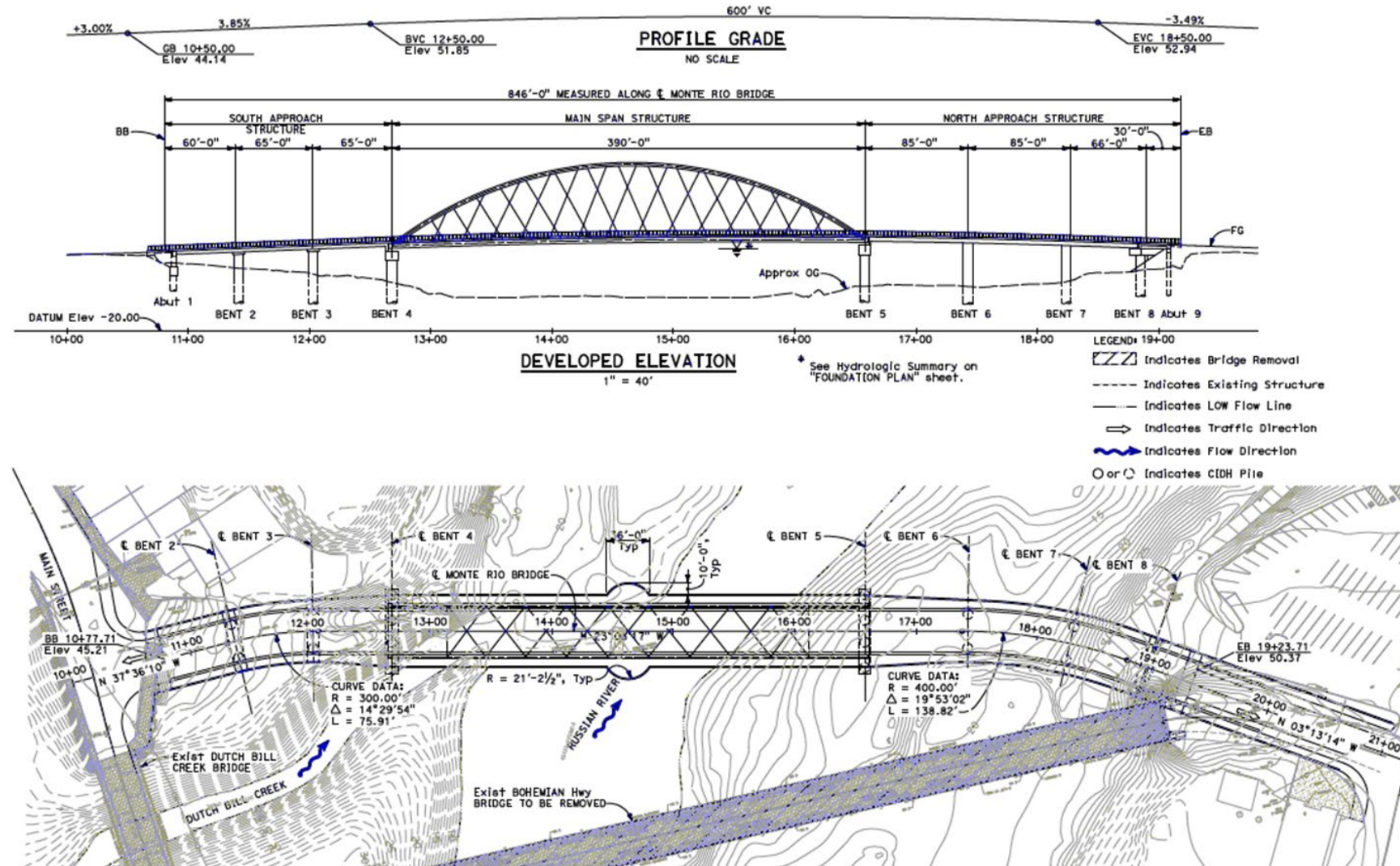
- New steel tied-arch bridge with a service life of 75 years, and removal of the existing bridge, except potentially the abutments, which may remain in place to minimize bank disturbance.
- Replacement structure is comprised of approach work of each side of a main span steel tied arch structure. The Bridge will reduce the number of piers in the Russian River and have a net benefit on the water surface elevation during flood stage conditions.
- The new bridge will mostly avoid overtopping during high flows, except for the approaches due to existing site constraints.
- Considering the cost, service life, and project benefits, this is the preferred approach.
- Bridge fully capable of carrying existing and future utilities

# Preferred Alignment





# Proposed Bridge

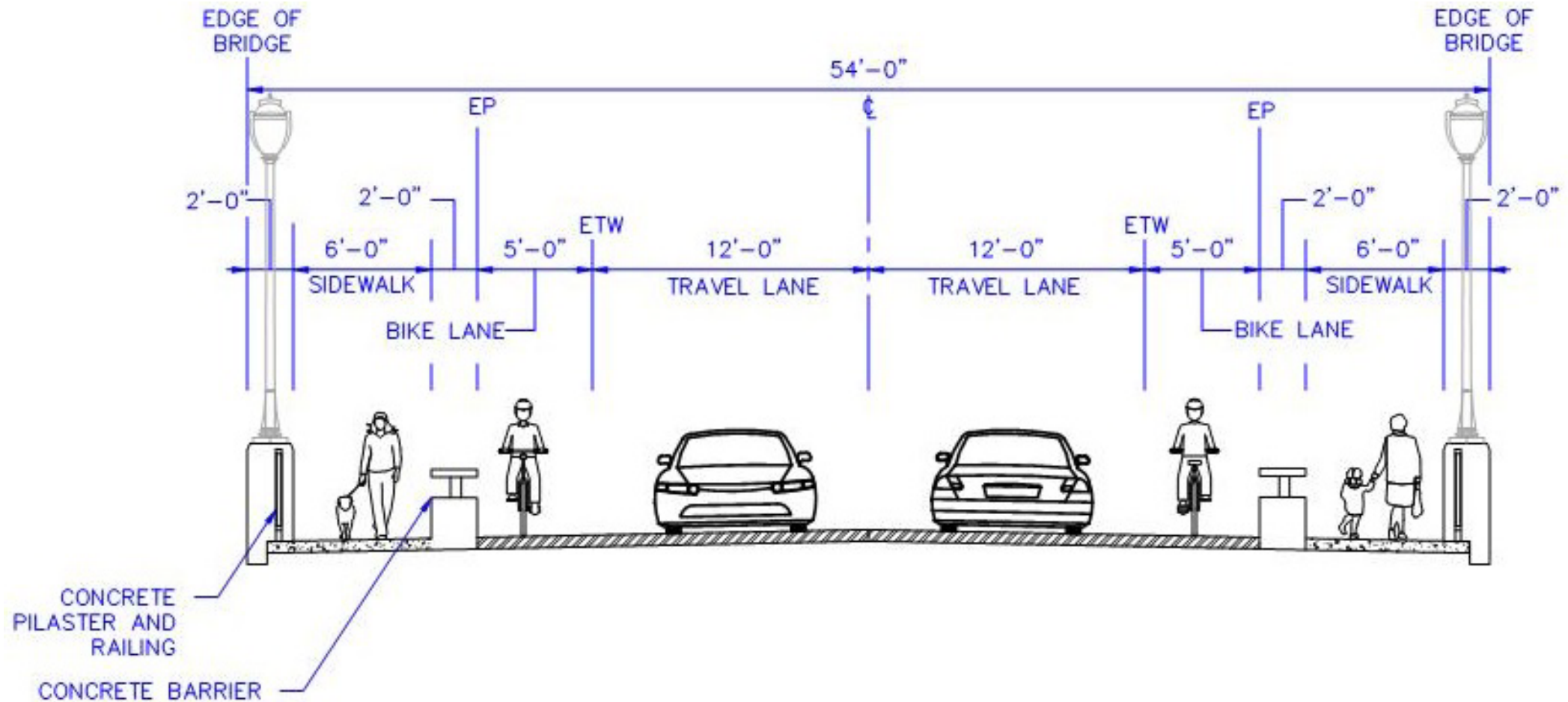




# Steel-tied Arch



# Cross Section



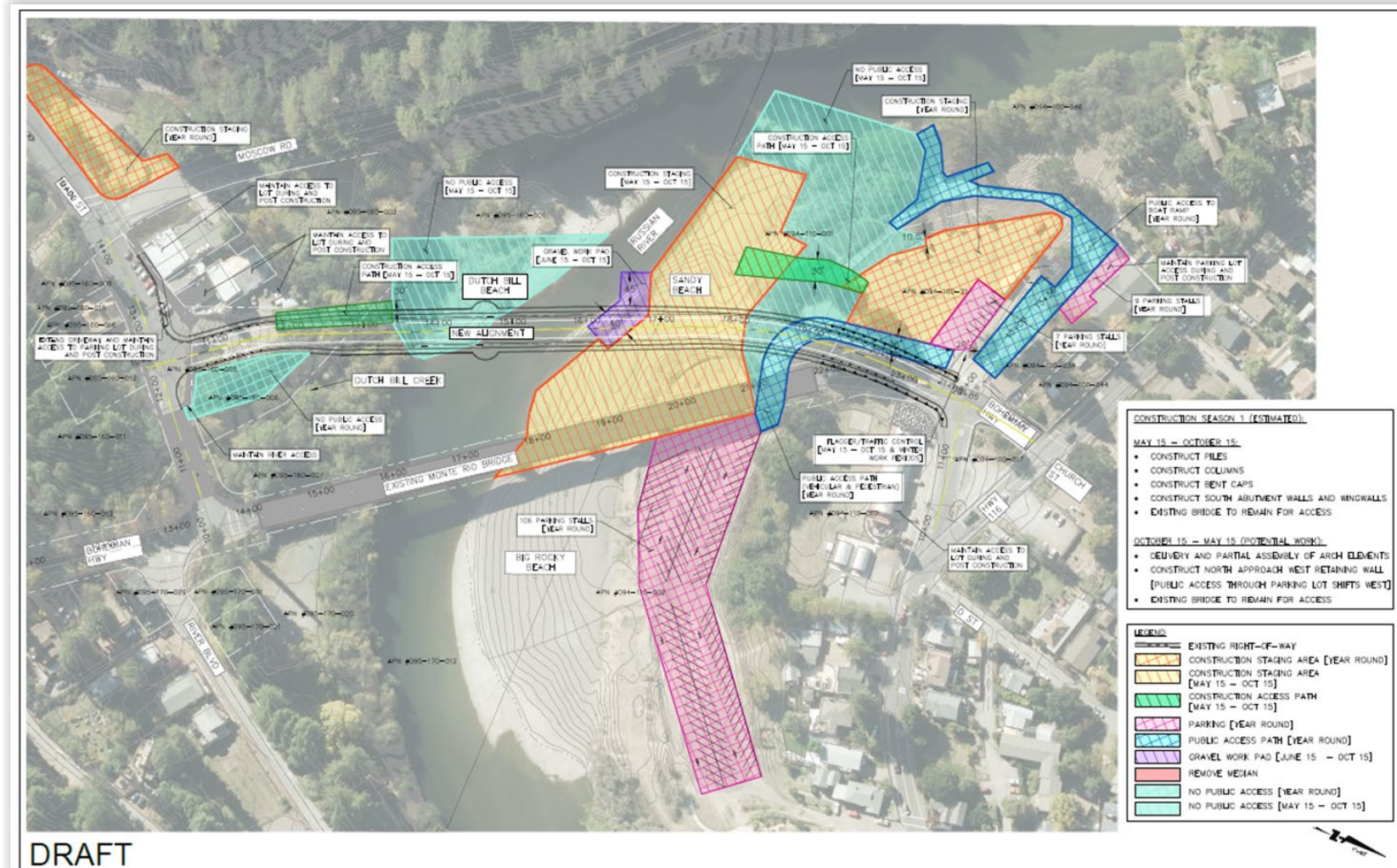


# Community Impacts from Construction

- Recognize that this is a 3 year construction project and some level of disruption unavoidable.
  - Some beach areas closed from June 15 to Oct 15
  - Boat ramp parking lot used mostly for construction staging June 15 to Oct 15
- Developed construction staging plan to maintain access to all key amenities throughout the project.
  - Boat Ramp
  - Community Center
  - Parking
  - Main beach with its parking and concessions
  - Upgrading and repaving of Boat Ramp parking lot at end of project
  - Existing bridge's abutments left in place for overlook and interpretation

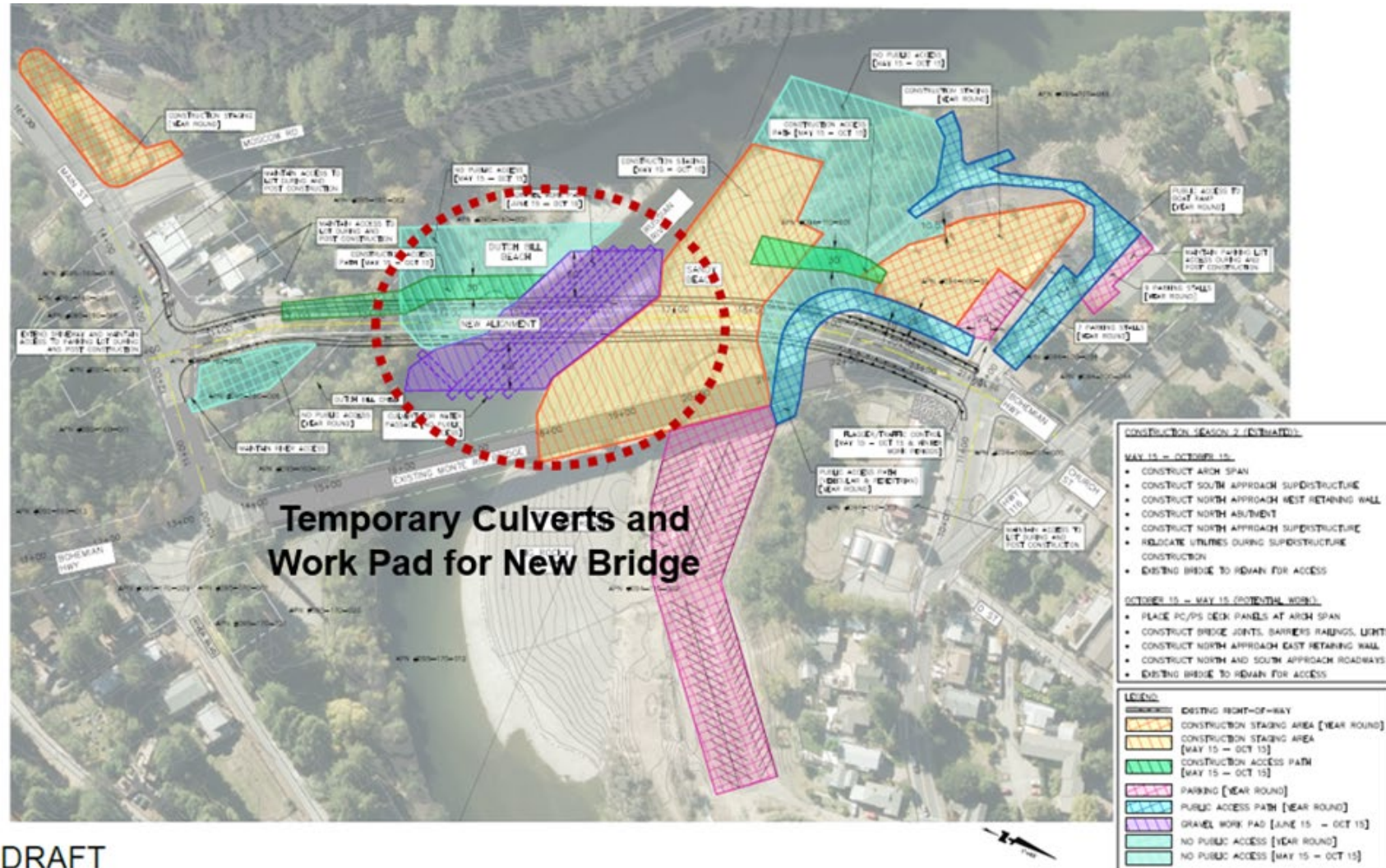


# Construction Staging Year 1





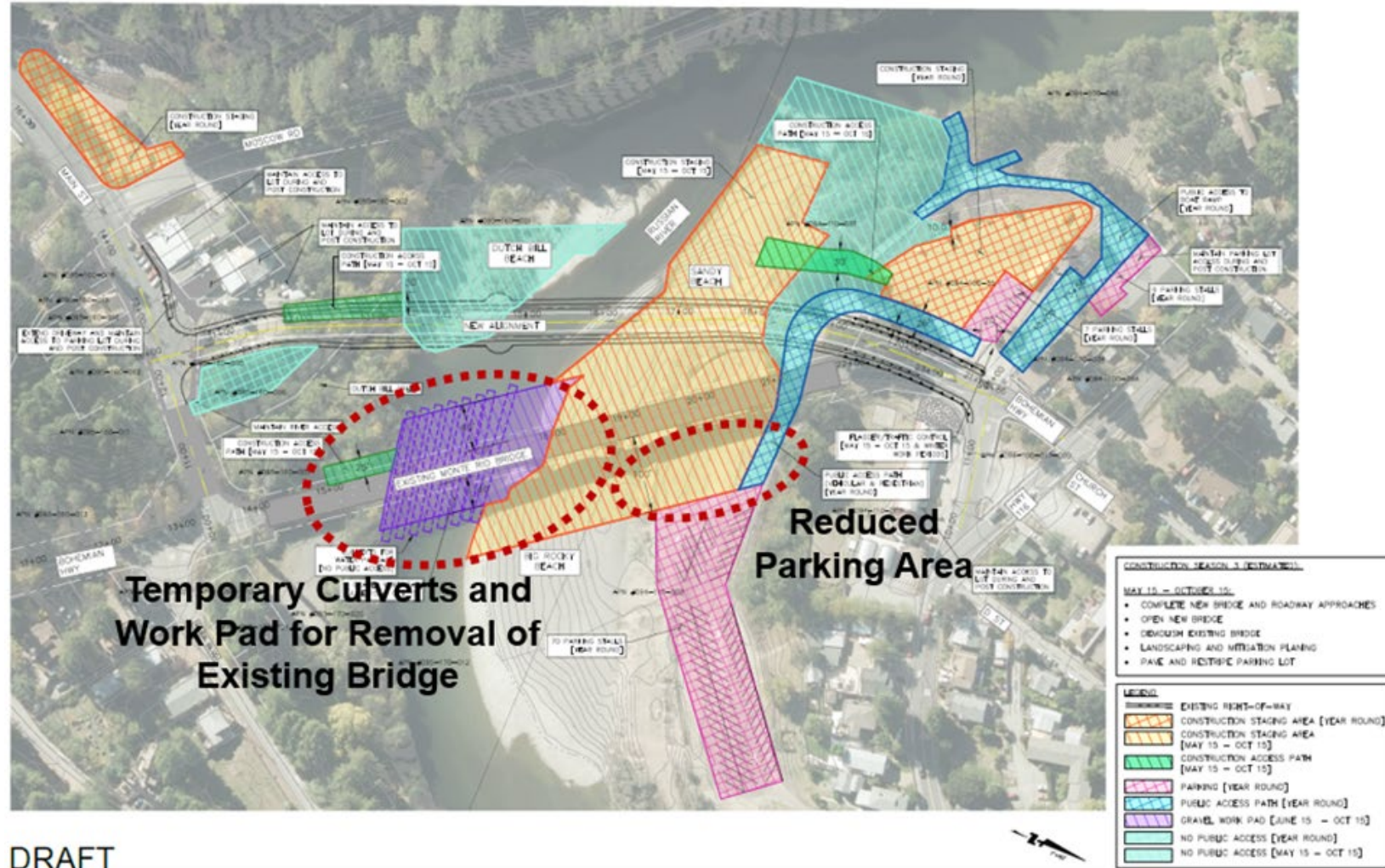
# Additional Construction Staging Year 2



DRAFT



# Existing Bridge Removal Year 3





# CEQA Environmental Impact Report





## CEQA (See-Qua)

- California Environmental Quality Act (1970)
- Public disclosure and input process
- Avoid, minimize, and reduce potential environmental impacts
- Adopt mitigation and monitoring program



# Requirements for EIR

- CEQA Guidelines Section 15064.5 states substantial adverse change to a resource included in local historical register may have a significant effect.
- The existing Bohemian Highway Bridge is a designated local historical resource in Sonoma County.
- But for, Section 15064.5, this project would have likely proceeded with a Mitigative Negative Declaration rather than an EIR.
- The removal and replacement of the bridge is a significant adverse impact and will require a statement of overriding considerations to certify the EIR



# Environmental Analysis for EIR

- **Aesthetics/Visual**
- Agriculture and Forestry Resources
- **Air Quality**
- **Biological Resources**
- **Cultural Resources**
- Energy
- **Geology and Soils**
- Greenhouse Gas Emissions
- **Hazards and Hazards Materials**
- **Hydrology and Water Quality**
- Land Use and Planning
- Mineral Resources
- **Noise**
- Population and Housing
- **Public Services and Recreation**
- **Transportation**
- **Tribal Cultural Resources**
- Utilities and Service Systems
- **Wildfire**
- Cumulative Effects
- Growth Inducing Effects



# Key EIR Considerations

- Historical bridge removal and replacement
- Biological Issues: Usual concerns and mitigations for a bridge project in Sonoma County
  - Temporary impacts due to in-stream culverts and work pad, species of concern (e.g. salmon), confluence of Russian River and Dutch Bill Creek, etc.
- Tribal and Cultural Review: Additional mitigations added
  - Addressing potential results from Extended Phase 1 (XP1) study required by NEPA with robust mitigation measures to address any contingencies in effort to minimize potential impacts to Archaeological Resources.
- Air Quality/GHG including construction impacts
- Transportation:
  - Overall improvement to road width, bicycle/pedestrian, better connection to Main Street at south end of bridge.





# Key EIR Considerations cont.

- Public Services and Recreation:

- Reduced temporary construction impacts to maximum extent possible
- Maintained access to boat ramp and community center year round
- Maintained access to all beaches Oct 15 to June 15
- Maintained access to primary beach parking and concessions (northeast bank) year round
- Providing equivalent parking year round
- Replacing and upgrading boat ramp and community center parking lot at project completion

- Economic impacts:

- Not directly a CEQA consideration
- Any negotiation of this, can only occur after Right-of-Way step begins
- Fully aware of issues raised by
  - Water District (utilities on bridge)
  - Monte Rio Recreation and Park District



## Scoping meeting comments

- Concerns over impacts to parking at MRRPD
- Class 1 bike path
- Traffic disruptions, use of Moscow Road
- SCTA Transit bus use
- Cliff Swallows present on existing bridge
- Impacts to Dutch Bill Creek, spawning salmonids
- SSWD water main relocation



# Project Alternatives Analysis

- Alternative 1: No Project
- Alternative 2: Retrofit of the Existing Bridge
- Alternative 3: Replace and Retain
- Alternative 4: Replace and Remove
  - Five preliminary alignment options were analyzed under the remove and replace alternative.





# Other Approvals

## ○ Landmarks Commission

- Approved project as proposed by Department of Transportation and Public works: removal and replacement.

## ○ Bicycle Pedestrian Advisory Committee

- Approved project as consistent with County Bike Plan.

## ○ AB52 Consultation

- On-going due to additional studies required under the NEPA 106 process
- Will conclude once additional NEPA study concluded
- Robust mitigation measures drafted in Draft EIR which assumed NEPA study would actually find something (even though that is not expected)

## ○ Project Delivery Agreement (PDA)

- Because of various delays and changes of approach due to Cal Trans or the County, a strict PDA was required by the California Transportation Commission for this project.
- Next major deadline is Starting Right-of-Way by January 1, 2023.
- This then has dictated the aggressive CEQA schedule.



# Schedule and Next Steps

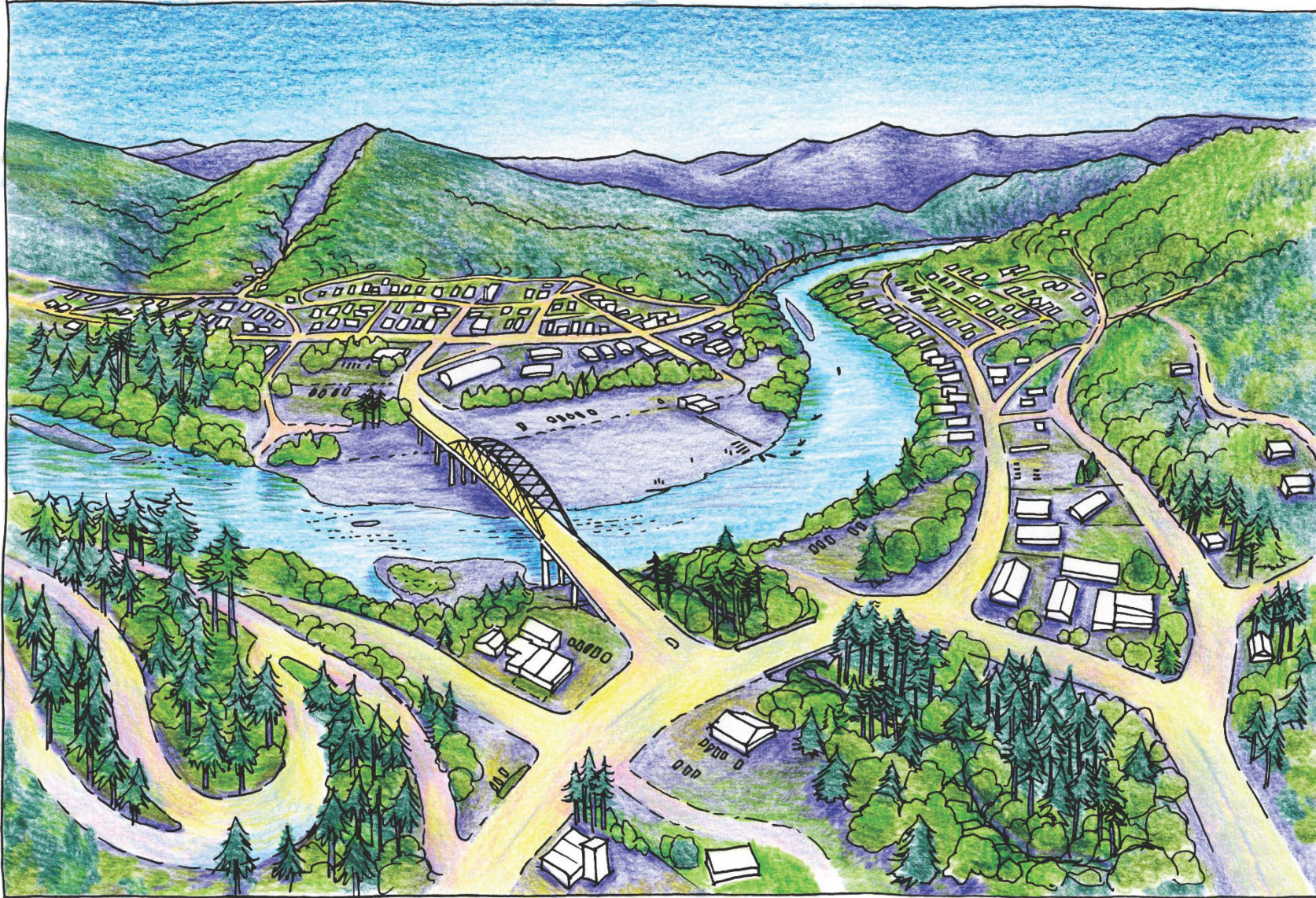
# Current Schedule

- April 4 Start of Draft EIR public comment period
- May 17 Public Hearing on Draft EIR
- May 17 End of Draft EIR public comment period
- Fall 2022 Public Hearing(s) on Final EIR
- 2024-2026 Bridge Construction





# MONTE RIO BRIDGE REPLACEMENT - OVERVIEW







# How to Submit Comments



# How to Submit Comments

- May 18, 2022 by 5:00pm
- Email: [Jackson.Ford@Sonoma-county.org](mailto:Jackson.Ford@Sonoma-county.org)
- Call: Jackson Ford, 707-565-8356
- Regular Mail to:
  - Permit Sonoma
  - Attn: Jackson Ford
  - 2550 Ventura Avenue
  - Santa Rosa, CA 95403

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Thank you!



# Comments

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Email: [Jackson.Ford@Sonoma-county.org](mailto:Jackson.Ford@Sonoma-county.org)

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