

Howard N. Dashiell
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**COUNTY OF MENDOCINO
DEPARTMENT OF TRANSPORTATION**

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June 16, 2017

Mendocino County Board of Supervisors
501 Low Gap Road, Room 1010
Ukiah, CA 95482

RE: NOTICED PUBLIC HEARING – CONSIDERATION OF ADOPTION OF A RESOLUTION ADOPTING A MITIGATED NEGATIVE DECLARATION AND A MITIGATION MONITORING AND REPORTING PROGRAM IN COMPLIANCE WITH CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS FOR THE REPLACEMENT OF BRIDGE NUMBER 10C0166, ON POWERHOUSE ROAD, COUNTY ROAD 248A, MILEPOST 0.90, OVER WILLIAMS CREEK (POTTER VALLEY AREA)

Honorable Board Members:

On June 16, 2015, the Board of Supervisors (BOS) approved Resolution Number (No.) 15-093 authorizing the award of Department of Transportation (DOT) Agreement No. 140022/BOS Agreement No. 15-063, Professional Services Agreement with MGE Engineering, Inc., for preliminary engineering design and technical studies pertaining to the replacement of the Powerhouse Road Bridge over Williams Creek, County Road (CR) 248A, Milepost (MP) 0.90, in Potter Valley, Mendocino County, California.

The existing bridge on Powerhouse Road crossing Williams Creek is a single-lane, dual railroad flatcar, timber-deck bridge built in 1960. Powerhouse Road is classified as a Local Road per the California Department of Transportation (Caltrans) Functional Classification System and has Average Daily Traffic of approximately 134 vehicles per day. The existing bridge is classified as Structurally Deficient with a sufficiency rating of 47.6 out of 100, and is eligible for replacement under the Federal Highway Administration Bridge Program administered by Caltrans. The existing bridge no longer meets the safety and functional needs of the public. DOT proposes to replace the bridge (No. 10C-0166) on Powerhouse Road and construct the necessary roadway approach improvements. The new bridge will meet current design standards of Mendocino County, the American Association of State Highway and Transportation Officials, and Caltrans.

The proposed new bridge will be a single-span, cast-in-place concrete structure and will have a length of 50 feet and a clear width of 28 feet (two 10 ft. lanes and two 4 ft. shoulders). The new bridge will be constructed on the same vertical and horizontal alignments as the existing bridge. The

roadway approaches on both sides of the bridge will be widened to accommodate the widened bridge lanes. Construction of a longer bridge span will reduce the channel constriction and steep channel slopes improving channel hydraulics. The new single-span bridge will also minimize environmental impacts on Williams Creek by avoiding the need to construct bridge supports inside the active channel. To construct the new bridge, Powerhouse Road in the Project area will need to be closed during construction. Three residential driveways located north and south of the bridge will be maintained to allow access during construction. Two viable detour routes will be available via Gibson Lane and Eel River Road. The detour would add approximately six (6) minutes of travel time. It is anticipated that construction would be completed within one season.

The estimated total cost of the project is \$2,100,000. The project is federally funded primarily through the Federal Highway Bridge Program, \$1,859,130 (88.53%), with the local match being \$240,870 (11.47%) reimbursed through the Toll Credits Program.

Pursuant to California Environmental Quality Act (CEQA) requirements, an Initial Study (IS) has been completed for this project. The study supports the adoption of a Mitigated Negative Declaration (MND). The attached MND includes the State Clearinghouse review period letter of compliance. The State Clearinghouse received no comments during the 30-day review period. CEQA further requires that the lead agency provide for public review of the IS/MND. The County provided notice of the IS/MND through publication, posting and mailing. Public comments received up to the public hearing date of July 11, 2017, will be provided during the Board's meeting.

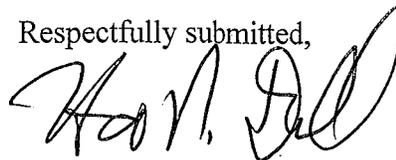
The Department of Transportation maintains, based on the Initial Study, it is appropriate for the Board to adopt the proposed MND for the project. The draft report which includes a Mitigation Monitoring and Reporting Program is available for review at the following website: <https://www.mendocinocounty.org/government/environmental-documents>. The proposed bridge construction is expected to greatly improve safety without causing significant impacts. Construction of the bridge is scheduled to begin in the summer of 2018, pending receipt of applicable permits and federal funding.

Based on the foregoing considerations, I recommend and request adoption of the proposed MND, and that the Director of Transportation be given authorization and direction to file the applicable Notice of Determination.

A draft Resolution for adoption of the proposed MND and related documents are enclosed.

I will, of course, respond to any questions that the Board may have.

Respectfully submitted,



HOWARD N. DASHIELL
Director of Transportation

Enclosures

cc: DOT Project File B1202