

Final Bohemian Highway Bridge over the Russian River Replacement Project PROGRAMMATIC SECTION 4(f) EVALUATION

Submitted Pursuant to:
49 USC 303



THE STATE OF CALIFORNIA
Department of Transportation as assigned



The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 USC 326.

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Executive Summary

Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303 (referred to as Section 4[f]), declares that "...it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

The purpose of this 4(f) evaluation is to present the Section 4(f) findings as proposed by the County of Sonoma (County), in coordination with the California Department of Transportation (Caltrans) for the Bohemian Highway Bridge over Russian River Replacement Project 5920(135) (Project). The existing bridge was built in 1934 and has been identified as a seismic risk. The County, in coordination with Caltrans, propose to replace the existing bridge with an improved bridge that would clear-span the low-flow Russian River channel and address long-term infrastructure, mobility, safety, community, and public use needs. The Project would be constructed over three construction seasons.

Section 4(f) also specifies that the Secretary [of Transportation] may approve a transportation program or project . . . requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if there is a determination that:

- Use of the property, including any measure(s) to minimize harm committed by the applicant, will have a *de minimis* impact (as defined in 23 CFR § 774.17)¹ on the property; or
- There is a determination that:
 - There is no prudent and feasible alternative (as defined in 23 CFR §774.17) to using that land; and
 - The program or project includes all possible planning (as defined in 23 §CFR 774.17) to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

The Federal Highway Administration (FHWA) developed five nationwide programmatic evaluations for certain federally assisted transportation improvement projects that use property of a Section 4(f) park, recreation area, wildlife or waterfowl refuge, or historic property, including a nationwide programmatic evaluation for transportation projects that result in a net benefit to a Section 4(f) property.

As described by FHWA, a net benefit "...is achieved when the transportation use, the measures to minimize harm and the mitigation incorporated into the project result in an overall enhancement of the Section 4(f) property when compared to both the future do-nothing or avoidance alternatives and the present condition of the Section 4(f) property, considering the activities, features and attributes that qualify the property for Section 4(f) protection."

¹ For historic sites, *de minimis* impact means that the Administration has determined, in accordance with 36 CFR part 800 that no historic property is affected by the project or that the project will have "no adverse effect" on the historic property in question. For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).

This 4(f) evaluation presents the 4(f) resources potentially impacted by the proposed Project, potential impacts, measures to minimize harm, and potential Project benefits.

Section 4(f) Resources

Section 4(f) resources evaluated for the Project include the Monte Rio Recreational Park District (MRRPD) beach and river areas located underneath and adjacent to the existing and proposed bridge, including MRRPD's Big Rocky, Sandy and Dutch Bill Creek beaches. These public beaches are popular recreational destination sites for tourists and locals and include a food concession, boat rentals and restrooms. Other MRRPD 4(f) resources include Koret Park and Playground, Riverfront Meadow, and the River Boulevard and Main Street Site.

A public fishing access area adjacent to the bridge known as the Monte Rio Fishing Access supports a boat ramp, restrooms and paved parking area adjacent to the existing bridge and is included in this evaluation. The improvements comprising the Monte Rio Fishing Access are located on two parcels, one parcel owned by the MRRPD (APN094-100-046), and one owned by the California Department and Fish and Wildlife (CDFW) (APN 094-100-035). The Monte Rio Fishing Access paved parking area is predominately within the CDFW parcel, with a small portion (0.09 acres) on the MRRPD parcel. CDFW has an Operating Agreement with MRRPD to manage (including operation and maintenance activities) the paved parking lot as part of the recreation area that occupies both CDFW and MRRPD parcels.

The Project is also adjacent to the Monte Rio Theater and Extravaganza (formerly and also known as the Rio Theater), which appears eligible for listing in the National Register of Historic Properties (GPA 2021), and therefore may be eligible for consideration as a 4(f) historic resource. However, the boundaries of the Rio Theater listing are limited to the footprint of the building (GPA 2021a) and the proposed bridge replacement work is limited to the edge of the northwest corner of the property, outside the limits of the building. Therefore, there will be no 4(f) permanent or temporary use of the property. Access to the theater will remain open during construction, with a pedestrian detour to access the theater implemented as necessary during reconfiguration of the northern bridge approach along Bohemian Highway. Other than the reconfiguration of the northern bridge approach, most of the noise related construction impacts would be at the existing and proposed bridge locations, further away from the theater. Best management practices (BMPs) to mitigate construction noise impacts will be implemented (summarized below and detailed in Section 6). Therefore, there will not be any 4(f) constructive use of the theater. Caltrans, as assigned by FHWA, will consult with the State Historic Preservation Office (SHPO) to obtain a determination of eligibility and finding of effect for the Rio Theater, in compliance with Section 106 of the National Historic Preservation Act, as needed, for 4(f) evaluation.

Impacts on 4(f) Properties

The Project would result in a temporary occupancy during construction, and permanent (actual) use of portions of the MRRPD beach and river areas and the Monte Rio Fishing Access.

Temporary uses during the three-year Project construction period include staging within MRRPD beach areas (ranging from approximately 3.13 to 5.05 acres per construction year) and parking areas (ranging from approximately 0.65 to 0.87 acres per construction year). Permanent uses include approximately 0.01 acre for replacement bridge columns on the beach and approximately 0.06 acres for the northern bridge approach within the Monte Rio Fishing Access parking area, on CDFW lands. Removal of the existing bridge and remnant bridge structures results in a beneficial impact, including removal of existing bridge piers (0.10 acres) and removal of a pre-1934 bridge remnant pier foot (0.01 acre). The proposed bridge structure and associated (ROW) over the beach and river would be approximately 0.87 acres and 0.33 acres, respectively. The removal of the existing bridge structure and the unused existing ROW would result in an increase of 0.59 acres, and 0.30 acres respectively.

Table ES-1, *Temporary Occupancy and Permanent (Actual) Use (in acres) of Beach, River, and Parking Areas for Bohemian Highway Bridge Replacement Project* below, provides a summary of areas temporarily occupied by staging, publicly prohibited areas (for safety), and construction easements during the three-year construction period and the areas of permanent (actual) use at Project completion.

Table ES-1 Temporary Occupancy and Permanent (Actual) Use (in acres) of Beach, River, and Parking Areas for Bohemian Highway Bridge Replacement Project

	Type of Use	Activity/Use	Construction Year 1 (Acres)	Construction Year 2 (Acres)	Construction Year 3 (Acres)	Post Construction (Acres)
Beach and River Areas	Temporary Occupancy	Staging/Publically Prohibited Areas /Temporary Easements	3.13	4.02	5.05	-
	Permanent (Actual) Use	Structural Fill (bridge columns)	-	-	-	Net benefit of 0.09 acres over existing conditions ¹
		Bridge Structure over Beach/ROW	-	-	-	0.27 acres ²
Parking Areas	Temporary Occupancy	Staging/Publically Prohibited Areas Temporary /Easements	0.65 ³	0.59 ³	0.87 ³	-
	Permanent (Actual) Use	Structural Fill (north approach)	-	-	-	0.06 ⁴
		ROW	-	-	-	0.04

- Net Beneficial Impact for Fill in Beach and River Areas = 0.09 acres.** Proposed replacement bridge structural fill (bridge columns) less removal of existing structural fill (piers/remnant piers) has a net benefit of approximately 0.09 acres (0.01 – 0.10 = 0.09 acres) – see Table A-1, Attachment A.
- Net Project Impact for Bridge Structure and ROW over Beach = 0.27 acres.** Proposed replacement bridge structure/ROW over beach less removal of the existing bridge structure/ROW over beach reduces net impact to approximately 0.27 acres (1.16 – 0.89 = 0.27 acres) – see Table A-1, Attachment A.
- For temporary reductions of parking areas during construction shown above, the County will develop a temporary parking plan that would provide at least 100% of the existing parking (See details in Measures to Minimize Harm, Section 6).
- The County will enlarge the level surface area for the Monte Rio Fishing Access paved parking area to provide additional permanent parking as a part of the Project (See details in Measures to Minimize Harm, Section 6).

Project Benefits

The proposed replacement bridge would provide a number of benefits to the local community and 4(f) resources by replacement of the existing seismically and structurally deficient bridge, with a steel-tied arch bridge with overlooks designed to enhance the community's unique character, serve as a community focal point and as an attractive destination for visitors. The replacement bridge sidewalks and travel way would be brought up to current safety and design standards. Class I and Class II bike lanes would be added, improving access and experience for pedestrians and cyclists.

The replacement bridge was designed to clear-span the low-flow summer river channel, allowing permanent removal of existing bridge piers and remnant pre-1934 pier footing from the low-flow channel, and improving water recreation opportunities as well as fisheries habitat. The Monte Rio Fishing Access paved parking area would be reconfigured, resurfaced, and restriped and the existing drainage repaired. The Project also includes revegetation of the unused portion of the existing bridge footprint and ROW, and the County would explore potential to vacate these unused areas for future community use (as allowed by Civil Code).

Measures to Minimize Harm to Section 4(f) Resources

The Project includes a number of measures to minimize harm to Section 4(f) properties. A complete list is provided in Section 6, Measures to Minimize Harm. Selected measures include:

- Access to the Monte Rio Community Center, Monte Rio fishing Access boat ramp, Big Rocky Beach and Big Rocky Beach parking area will remain open during construction. Although portions of the Big Rocky Beach parking area may be limited at times, the food concession and boat rental areas will remain accessible throughout construction. Traffic control would be implemented as needed. The County and/or its contractor will provide a description of areas restricted from public access and an estimated schedule at the start of each construction season. A dedicated point of contact will provide construction updates throughout the construction process.
- To mitigate for temporary parking reductions during construction at the Monte Rio Fishing Access paved parking area and the Big Rocky Beach unpaved parking area, the County will develop a temporary parking plan that would provide 100% of the existing parking for the duration of construction activities. This plan would include parking during the steelhead fishing season (generally between October 30 and April 1). Vehicle parking opportunities, including boat and trailers, will be guaranteed year-round at a 1:1 ratio at a location feasible for user's for the duration of Project construction activities. This temporary parking plan will be subject to review and approval by MRRPD and CDFW.
- Following construction completion, the County will reconfigure, resurface, and restripe the Monte Rio Fishing Access paved parking area in coordination with CDFW. Final parking plans would be subject to CDFW approval. The County will also incorporate drainage improvements to address existing drainage issues. CDFW will have final determination on how the Monte Rio Fishing Access paved parking area will be reconfigured, repaved, and restriped.
- Following construction, the County will revegetate disturbed areas at the MRRPD Main St/River Blvd Site and provide a small seating area or bench, as requested during coordination with MRRPD. The County will provide on-site planting plans for MRRPD to review prior to any finalization of resource agency approvals. The County will continue

coordinating with MRRPD on future use of the site. As allowed by Civil Code, the County will explore the potential to vacate the unused right-of-way, providing a potential opportunity for ownership by MRRPD.

- Resurfacing of the currently unimproved path from Main Street to Dutch Bill Creek Beach, and potential replacement of the existing bollards midway down the access, in coordination with MRRPD.
- For public safety, and allowing for use of portions of the beach during construction of the replacement bridge, the County will implement safety protection measures for recreational beach and water users including establishing a buffer area around construction, access and staging areas from which the public will be restricted (“publicly prohibited areas”). Signage, fencing and buoy rope system in the river would be installed to inform river and beach users. In addition, the County will fence, screen with trash racks, or otherwise protect the inlets and outlets of culverts for the Russian River water by-pass installed during construction to prevent people from entering.
- To minimize construction noise, construction activities, excluding activities required to occur without interruption or activities that would pose a significant safety risk to workers or citizens, or in the event of an emergency, will be limited to between the daytime hours of 7:00 a.m. and 7:00 p.m. on weekdays. No work would be allowed on holidays. Weekend work may be allowed on a limited basis, with prior approval from the County of Sonoma, Department of Transportation and Public Works, during the hours of 9:00 a.m. and 5:00 p.m. Weekend work would be under extenuating circumstances (such as equipment breakdown or other unexpected events requiring immediate correction to prevent an unsafe or unrepairable situation). In the event of weekend work approval, the County or Contractor’s staff who is dedicated to communicating with MRRPD, CDFW and the public would be proactive with communication, providing as much notice as possible.
- A portage route will be established for small boats, kayaks and canoes to access areas up and downstream of the construction work area during all three years of seasonal construction. Signage will be provided to inform river users of changed conditions and direct them to a clearly defined route around the construction site. Where feasible, temporary portage route improvements (such as staging area for landing, wooden boardwalk) will be included in coordination with MRRPD and CDFW.
- Addition of park amenities, including bike racks and picnic tables, as feasible, in coordination with MRRPD and CDFW.

With implementation of measures to minimize harm (detailed in Section 6), 4(f) use of all MRRPD and CDFW properties will be a net benefit.

MRRPD’s and CDFW both signed letters concurring (on July 18, and July 26, 2022, respectively) that the Project meets the criteria for a net-benefit determination under Section 4(f). Concurrence letters are included at the end of this document.

1. Introduction

The County of Sonoma, in cooperation with the California Department of Transportation (Caltrans), proposes to replace the existing Bohemian Highway Bridge over the Russian River Bridge (also referred to as the Monte Rio Bridge) in the unincorporated community of Monte Rio, Sonoma County, California. The existing bridge was built in 1934 and has been identified as a seismic risk. In addition, the existing

bridge does not meet current design standards and has been identified as functionally obsolete. The County, in coordination with Caltrans, propose to replace the existing bridge with an improved one that would address long-term infrastructure, mobility, safety, community, and public use needs. Collectively, the proposed replacement bridge and improvements, and removal of the existing bridge, are referred to as the Project.

This 4(f) evaluation was prepared in compliance with the provisions of Section 4(f) of the Department of Transportation Act of 1966, as amended [Section 4(f)]²; associated Federal Highway Administrations (FHWA) regulations codified in 23 Code of Federal Regulations (CFR) §774; guidance outlined in the FHWA's *Section 4(f) Policy Paper* (FHWA, 2012); and Caltrans' on-line *Standard Environmental Reference* (Caltrans, 2022). It is supported by additional analysis included in the *Bohemian Highway Bridge over Russian River Replacement Natural Environmental Study* (GPA, 2021b), *Bohemian Highway Bridge over Russian River Replacement Biological Assessment* (GPA, 2021c), and *Bohemian Highway Bridge over Russian River Replacement Project Initial Study for the Landmarks Commission Review* (County of Sonoma, 2020a). It also is supported by Project related technical reports currently in preparation, including assessments on cultural resources, noise, right-of-way, and visual resources.

1.1 Section 4(f) Applicability

Section 4(f) declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) also specifies that the Secretary [of Transportation] may approve a transportation program or project . . . requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if there is a determination that:

- Use of the property, including any measure(s) to minimize harm committed by the applicant, will have a *de minimis* impact (as defined in 23 CFR § 774.17) on the property; or
- There is a determination that:
 - There is no prudent and feasible alternative (as defined in 23 CFR §774.17) to using that land; and
 - The program or project includes all possible planning (as defined in 23 §CFR 774.17) to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Section 4(f) regulations include various exceptions to the requirement for Section 4(f) approval, outlined in 23 CFR § 774.13. If the project may result in the use of Section 4(f) property, and none of the exceptions apply, approval can be achieved through the preparation of (1) a *de minimis* impact determination or (2) an Individual Section 4(f) Evaluation, or (3) for projects with certain minor uses of a 4(f) property, a Programmatic Section 4(f), may be used if the project meets specific criteria. There are five programmatic evaluations, including the net benefit programmatic.

FHWA developed the nationwide net benefit programmatic Section to streamline the 4(f) evaluation (Programmatic Evaluation FHWA, 2005) for federally assisted transportation improvement projects on

² Although these requirements are now codified at 23 U.S.C. § 138 and 49 U.S.C. § 303, this subject matter remains commonly referred to as Section 4(f) because the requirements originated in Section 4(f) of the *Department of Transportation Act of 1966* (Pub. L. 89-670, 80 Stat. 931).

existing or new alignments that will have a minor use on a Section 4(f) park, recreation area, wildlife or waterfowl refuge, or historic property, the use of which will result in a net benefit to that property.

As defined in the Programmatic Evaluation, a net benefit "...is achieved when the transportation use, the measures to minimize harm and the mitigation incorporated into the project result in an overall enhancement of the Section 4(f) property when compared to both the future do-nothing or avoidance alternatives and the present condition of the Section 4(f) property, considering the activities, features and attributes that qualify the property for Section 4(f) protection."

1.2 Agency Authorization

The authority to administer Section 4(f) and make Section 4(f) approvals resides with the Secretary of the U.S Department of Transportation. The Secretary of Transportation has delegated authority to administer Section 4(f) to the FHWA (49 CFR 1.48).

1.2.1 Role of Caltrans as Lead Agency

In August 2005, President George W. Bush signed into law a federal transportation reauthorization bill called the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Two sections of the law allow Caltrans to assume the FHWA's responsibilities under the National Environmental Policy Act (NEPA) and other federal environmental laws, allowing the opportunity to streamline the environmental process. Caltrans assumed responsibility for NEPA implementation on July 1, 2007.

Therefore, Caltrans, in essence, is the federal agency for those projects where it assumes FHWA's environmental responsibilities. As the County of Sonoma is applying for federal funds from FHWA, Caltrans is the federal lead agency for Project NEPA approval, including for Section 4(f).

1.2.2 Role of Officials with Jurisdiction

The Section 4(f) regulations (23 CFR 774.17) define the entities and individuals who are considered the officials with jurisdiction for various types of 4(f) property. In the case of public parks, recreation areas, and wildlife and waterfowl refuges, the officials with jurisdiction are the officials of the agency or agencies that own or administer the property in question and who are empowered to represent the agency on matters related to the property. In the case of historic sites, the officials with jurisdiction are the State Historic Preservation Officer (SHPO), or, if the property is located on tribal land, the Tribal Historic Preservation Officer (THPO).

1.3 Use of Section 4(f) Properties

As defined in 23 Code of Federal Regulations (CFR) 774.17, there is a use of land from a Section 4(f) property when one of the following occurs:

- Land from a Section 4(f) property is permanently incorporated into a transportation project, which occurs when land from a Section 4(f) property is either purchased outright for transportation right-of-way or needed for a permanent easement for maintenance or other transportation-related purpose. This is also referred to as "actual use."
- The project requires a temporary occupancy of land that is adverse in terms of the Section 4(f) statute's preservation purposes. Temporary occupancies that are not adverse, as defined in 23 CFR § 774.13, are not considered Section 4(f) uses. These include:

- Duration must be temporary (i.e., less than the time needed for construction of the project), and there should be no change in ownership of the land;
 - Scope of the work must be minor (i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal);
 - There are no anticipated permanent adverse physical impacts, nor would there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis
 - The land being used must be fully restored (i.e., the property must be returned to a condition that is at least as good as that which existed prior to the project); and;
 - There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions
- There is a constructive use of the property where land from a Section 4(f) property is not incorporated into the transportation project, but the project’s proximity impacts are so severe that the protected activities, features, or attributes that qualify a property for protection under Section 4(f) are substantially impaired and the value of the resource, in terms of its Section 4(f) purpose and significance is substantially diminished.

As described in Section 3, Description of Section 4(f) Properties below, the proposed Project includes Section 4(f) areas that will be permanently incorporated as the part of the bridge structure, piers and County right-of-way. The proposed project also includes temporary occupancy of Section 4(f) lands for staging, access, and public safety buffers (also referred to as “Publicly Prohibited Areas” in this document) used during the three-year construction period.

1.4 Organization of Section 4(f) Evaluation

This evaluation is organized as follows:

- Section 1 – Introduction
- Section 2 - Description of Proposed Project and Alternatives
- Section 3 - Description of Section 4(f) Properties
- Section 4 - Impacts on a Section 4(f) Property
- Section 5 – Avoidance, Alternatives and other Findings
- Section 6 – Measures to Minimize Harm to Section 4(f) Properties
- Section 7 – Coordination and Public Involvement
- Section 8 - Conclusions
- Section 9 - References

2. Description of Proposed Project and Alternatives

The County of Sonoma (County), in cooperation with the Caltrans, proposes to replace the existing Bohemian Highway Bridge over the Russian River (also referred to as the Monte Rio Bridge) in the unincorporated community of Monte Rio, Sonoma County, California (Figure 1, Regional Location; all figures are located in Attachment B, at the end of this document). The existing bridge was constructed in 1934 and has reached the end of its service life. It has been identified as a seismic risk and is considered substandard in terms of current roadway design standards.

The bridge connects the northern and southern portions of the community of Monte Rio and provides a continuous roadway for Bohemian Highway on the north and south sides of the river, and to State Route

(SR) 116 on the north side of the river (Figure 2, Project Location, Attachment B). The existing bridge provides a critical connection across the lower Russian River in terms of community safety and access, emergency evacuation routes, and recreational access to the Russian River.

In the immediate vicinity (on each side and underneath) the bridge are several Monte Rio Recreational Park District (MRRPD) facilities, including MRRPD's Big Rocky, Sandy and Dutch Bill Creek beaches on the north and south sides of the river. Other MRRPD recreational resources include Koret Park and Playground, Riverfront Meadow, and the River Boulevard and Main Street Site. A public fishing access known as the Monte Rio Fishing Access supports a boat ramp, paved parking area, restrooms, and stairs. The improvements comprising the Monte Rio Fishing Access are located on two parcels, one parcel owned by the MRRPD (APN094-100-046), and one owned by the California Department and Fish and Wildlife (CDFW) (APN 094-100-035). The Monte Rio Fishing Access paved parking area is predominately within the CDFW parcel, with a small portion (0.09 acres) of the paved parking area on the MRRPD parcel. CDFW has an Operating Agreement with MRRPD to manage (including operation and maintenance activities) the paved parking lot as part of the recreation area that occupies both CDFW and MRRPD parcels.

The Monte Rio Theater and Extravaganza (formerly and also known as the Rio Theater) is located on the northeast side of the bridge. Figure 3A, Project Area, (Attachment B) shows the existing and proposed bridge locations. Figure 3B, Location of 4(f) Resources shows the location of the Monte Rio Fishing Access, and MRRPD public facilities (including beaches, Koret Park, Riverside Meadow, and the Main Street/River Boulevard Site), and the Rio Theater. These public properties are considered 4(f) resources, as discussed further in Section 3.

2.1 Project Purpose and Need

The purpose of the Project is to provide a safe, functional, and reliable crossing on the Bohemian Highway over the Russian River between the north and south communities of Monte Rio.

The Project area is in a region of relatively high seismicity. The most recent (2019) Caltrans Bridge Inspection Report (California Department of Transportation, 2019) for the existing multi span slab bridge notes a number of structural deficiencies and identifies the bridge as fracture critical. The following deficiencies have been observed:

- The bridge has been identified as being at seismic risk. In 2013, a detailed rehabilitation versus replacement study was performed. The Caltrans Seismic Design Criteria sets parameters for designing a bridge in order to meet an identified earthquake level, which is referred to as a "design level earthquake." During the study, the bridge was analyzed to see how it would likely perform in a design level earthquake. The study results showed that the bridge is not capable of withstanding a design level earthquake. The study showed that all of the piers had an unacceptable demand to capacity ratio for shear forces in the footings.
- Hydraulic analysis shows that the bridge does not meet the current requirements for freeboard for either 100-year or the 50-year flood events.
- Geotechnical analysis indicates that the south side in particular is prone to liquefaction of multiple layers within the upper 100 feet of the ground surface. On the north side, several potentially liquefiable layers were encountered within the upper 35 feet of the ground surface.

The existing bridge has also been identified as functionally obsolete. The two travel lanes have substandard width, and there are no shoulders. Due to insufficient width, large vehicles such as busses or semi-trailer trucks must cross the bridge alone while other traffic waits. Additionally, the narrow sidewalk width and lack of bike lanes do not provide adequate pedestrian and bicycle safety. The

existing bridge does not meet the current American Association of State Highway and Transportation Officials (AASHTO) design requirements (Load Resistance Factor Design [LRFD] Bridge Design Specification with Caltrans Amendments) (American Association of State Highway and Transportation Officials, April 2019).

The primary need of the Project is to provide a crossing that meets current seismic design standards. Failure or collapse of the bridge from an earthquake would cause long term disruption to travel, emergency response, evacuation, and the local economy.

In addition, the County has also identified peripheral project goals that include addressing existing bridge deficiencies. These improvements include a bridge design that would:

- Meet current design vehicular loading;
- Prevent overtopping during high river flows;
- Widen the roadway width to meet current standards for two-way traffic;
- Widen the sidewalk to meet current standards for pedestrian use and ADA compliance; and
- Provide dedicated bike lanes.

2.2 Proposed Project Options and Preferred Project

Project options considered include the No-Build, Rehabilitation/Retrofit; Replace and Retain; and Replace and Remove, as discussed below.

Considerations in evaluating the project options include: the impact to the community, the character of the existing bridge, the natural environment impact, flooding, service life, and cost (County of Sonoma, 2020b).

1) No-Build (Option 1)

This alternative would retain the existing bridge, with no retrofit, rehabilitation, or replacement. The existing bridge would be left in its current condition, and no structural or functional deficiencies would be corrected. Basic maintenance and repairs would continue. This option would have minimal impact on the community and natural resources, until such time that the bridge began to fail, or a seismic event occurred. This option would not meet any of the improvements required to meet seismic, vehicular loading, hydraulic, or geometric goals. Due to the potential for collapse during an earthquake, this option carries an unacceptable risk to life safety. This option would not improve vehicle, cyclist, or pedestrian access.

2) Rehabilitation/Retrofit (Option 2)

This option would include the rehabilitation of the existing bridge to meet current seismic and minimum vehicular loading standards. The following items may be included in rehabilitation:

- Repaint all structural steel
- Replace bridge bearings
- Complete replacement of bridge substructure
- Replacement of rivets with high strength bolts
- Reinforcement of structural steel members

- Replacement of bridge deck with lightweight concrete or steel deck
- Replacement of exterior barrier rail with MASH compliant rail

The rehabilitation would only partially upgrade the bridge to current structural standards. Secondary project goals listed above would not be met:

A primary goal of a rehabilitation project would be to preserve the character of the bridge, a designated County landmark. The extensive modifications required to successfully reinforce the bridge would severely alter the character of the bridge. A rehabilitation project is anticipated to have service life of 20 years before another major undertaking is required, much less than the 75-year service life anticipated for a new bridge.

In two separate studies (one in 1997, one in 2013), it was found that retrofit or rehabilitation would cost more than replacement. Considerable review with the funding partners at Caltrans determined that the rehabilitation was not the financially prudent option, and a rehabilitation project would not be funded.

Considering that rehabilitation would be more expensive, have a short service life, alter the character of the bridge, and meet few peripheral project goals, Option 2 was rejected.

3) Replace and Retain (Option 3)

This option would include the construction of a separate vehicular bridge and retain the existing bridge for pedestrian use.

To retain the existing bridge, projects like Option 1 or Option 2 would have to be considered. With pedestrian use, public safety must be maintained, and therefore an option without retrofit would not be acceptable. The seismic safety standards for vehicular and pedestrian bridges are the same, and therefore the rehabilitation of the existing bridge would be substantially similar. The character of the bridge would be impacted, reducing the benefit of retention. The permanent impact to the waterway would be greater than other options, as hydraulic issues in the area could worsen with two bridges impeding the waterway. Additionally, the cost of maintaining an additional bridge is greater. Caltrans/Federal Highway Administration does not provide funding for repair of pedestrian bridges and will not fund the rehabilitation of the pedestrian bridge or any future repairs.

The cost of a pedestrian bridge rehabilitation would be similar to the cost of a stand-alone rehabilitation. The overall cost of the project would be significantly more than other options, with a greater portion of the costs borne by the County.

Considering the costs, impacts to the character of the existing bridge, and impacts to the waterway, Option 3 was rejected.

4) Replace and Remove (Option 4)

This option would include the construction of a new bridge, and removal of the existing bridge. The option would remove all elements of the existing bridge except potentially the abutments, which may remain in place. The proposed Project includes a steel network tied-arch bridge. The new bridge would meet all the stated primary and periphery project goals. A replacement project is anticipated to have a minimum service life of 75 years.

It is expected the temporary impacts to the community and environment associated with construction of a replacement bridge would be comparable to the temporary impacts of a rehabilitation option, with negligible differences in permanent impacts. However, the proposed replacement bridge removes the existing bridge piers from the river channel and beach areas, having an overall benefit to the 4(f) resource. In addition, the new bridge is anticipated to avoid overtopping during high flows. Prior studies determined the cost of replacement is lower than the cost of rehabilitation. Considering the cost, service life, and project benefits, Option 4 is the preferred approach.

Five replacement bridge alignment alternatives were considered as shown in Figure 4, Alignment Concepts (Attachment B). Due to the location of the connecting roadways, all conceptual replacement alignments in the vicinity of the existing bridge involve the use of the MRRPD properties.

The County held multiple public community workshops to discuss the five alignment preferences, as well as aesthetic design, beach access, and other topics for the proposed bridge. At the first community meeting on September 28, 2017, the alignment alternatives were narrowed down to two (2) preferred alignments (the “dark blue” or currently proposed alignment and the “turquoise,” further west than the proposed alignment) which were then presented for discussion and live polling at the second community meeting on January 10, 2019. The “dark blue” alignment was selected by 87% of workshop participants at the January 10, 2019 community meeting and is the current proposed alignment.

2.3 Replacement Alignments Considered but Eliminated from Further Discussion

As discussed above, five alternative alignments were considered for the proposed Replace and Remove Option (Figure 4, Attachment B.). Overall, the “dark blue” or the proposed alignment was the preferred community alignment, with the “green” and “turquoise” alignments identified as secondary options. The engineering team and County staff analyzed the three preferred alignment alternatives and determined that the “dark blue” and “turquoise” alignments were the most feasible options in terms of engineering and environmental constraints. When asked to choose between these two alignments, 87% of community workshop participants preferred the dark blue alignment, which was selected as the proposed Project alignment.

All of the alignment alternatives would traverse MRRPD lands. Two of the alternative alignments (“red” and “turquoise”) could potentially have fewer impacts on MRRPD’s beach areas because they are further downstream from the existing bridge and connect to Moscow Road, rather than Main Street or Bohemian Highway. However, they both would have larger impacts to the Monte Rio Fishing Access area, and the red alignment would specifically impact the boat ramp, which was funded with Land and Water Conservation Fund Act (LWCFA) funds, and would require approval from Department of the Interior before removal (see Section 3.1 for further details on improvements built with LWCFA funds).

However, both the “red” and “turquoise” alignments were rejected due to engineering challenges, environmental constraints, higher costs, or because they did not meet the purpose and need of the project. Specifically, both the “red” and “turquoise” alignments by-pass main street stores, affect community cohesion, require additional intersections, increased cost to widen Moscow Road, difficult turning radius onto Moscow Road, and are too far for Monte Rio’s traditional Fourth of July activities and other annual events, which are celebrated from the MRRPD beaches and properties.

2.4 Proposed Project

The Project improvements include building a replacement bridge structure just west of the existing bridge and demolishing the existing bridge. The replacement bridge structure would be approximately 846 feet long and composed of the following:

- The south approach would be a continuous cast-in-place concrete post-tensioned slab structure with three spans ranging from 60 to 65 feet long.
- The main span over the Russian River would be a 390-foot-long steel tied arch structure. The peak of the arch would be approximately 65 feet high above the deck and would clear-span the low flow channel of the Russian River.
- The north approach would be a continuous cast-in-place concrete post-tensioned box girder structure with three spans ranging from 80 to 85 feet long.

The proposed bridge would be designed to meet the current adopted edition of the AASHTO LRFD Bridge Design Specification with Caltrans Amendments, and the seismic design would be in accordance with the Caltrans Seismic Design Criteria (California Department of Transportation, 2019b) and Seismic Design for Steel Bridges (California Department of Transportation, 2016). Design plans are located in Attachment C.

The bridge would vary in width, from approximately 52 feet at the approaches to approximately 60 feet at the main span. The bridge would be supported on concrete bents with deep, large diameter cast-in-drilled hole piles, embedded up to approximately 120 feet below existing grade and 60 feet below the estimated scour line, depending on the requirements of each support. Two abutments and eight piers are proposed. Rock slope protection (RSP) would be installed at both abutments. The piers at bents 2, 3, 6, 7 and 8 would be supported on two 8-foot diameter cast-in-drilled-hole (CIDH) pile shafts and the piers at bents 4 and 5 would be supported on four 8-foot diameter CIDH pile shafts. The abutments would be supported on several smaller diameter CIDH pile shafts. Permanent steel casings may be used for the CIDH piles.

The proposed roadway would be designed to meet the current AASHTO design standards (American Association of State Highway and Transportation Officials, 2019; California Department of Transportation, 2009) and provide a multimodal route for vehicles, bicycles, and pedestrians. The proposed alignment for the Bohemian Highway Bridge would connect to Main Street west of the existing bridge and east of Moscow Road, and terminate at SR 116 to the north. The proposed roadway cross section would accommodate two 12-foot vehicular lanes (one lane in each direction), concrete barriers, the steel arch members, and 5-foot shoulders/Class II bike lanes adjacent to the travel lanes, and 6-foot wide Class I multi-use sidewalk on both sides of the bridge. Signing and striping would be installed per the latest edition of the California Manual on Uniform Traffic Control Devices (MUTCD) Standards.

The proposed bridge profile would be raised to meet the 100-year flood level of 47.7 feet, with an ADA-compliant longitudinal grade to accommodate the pedestrians crossing the bridge. The proposed structure would not entirely clear the estimated 100-year flood water levels due to relatively low elevations of the approach roadways and limitations on how much they can be raised; however, preliminary analysis indicates that the proposed structure would be a substantial improvement from the existing structure, in which the existing structure would be completely overtopped by flood waters, to a condition in which less than 100 feet of the proposed bridge superstructure at the approaches would undergo pressure flow or become overtopped.

The southern approach roadway improvements would extend to the east and west along Main Street and would conform to existing grade within approximately 150 feet of the new bridge. Access to Noel's Automotive shop from Main Street would be maintained.

Reinforced concrete retaining walls on either side of the north approach roadway would support the embankment soil. The approach roadway improvements would extend east along Bohemian Highway north of the Rio Theater, west into the Monte Rio Fishing Access and MRRPD Community Center parking lot entrance, and north along Bohemian Highway toward SR 116. Approach work on the north

approach roadway would conform to grade within approximately 300 feet of the end of the replacement bridge and would not encroach into Caltrans right of way on SR 116. Embankment fill would be used to raise the roadway and reduce the existing sag in this location and improve drainage.

All utilities currently on the existing bridge would require relocation to the proposed replacement bridge. These utilities include electrical lines, telecommunication conduits, water, and gas lines. Decorative streetlights complying with Sonoma County General Plan (County of Sonoma, 2016) outdoor lighting policy will be provided on the proposed bridge, in a style similar to those on the existing bridge. Improvements of existing utilities would be coordinated with utility owners to identify the rights and relocation needs so that impacts may be properly assessed. Existing overhead power pole and guywires located on Bohemian Highway at the entrance to the MRRPD Community Center parking lot would be relocated behind the proposed sidewalk. This relocation would include all overhead electrical and telecommunication lines joining at that power pole. Existing storm drain inlets would be relocated in accordance with the new horizontal geometry and stormwater treatment elements would be included in compliance with regulatory requirements. Existing signage for the Monte Rio Fishing Access and MRRPD park facilities would be relocated, if needed.

The Project would be subject to the requirements of the 2015 Phase I Municipal Storm Sewer Systems (MS4) Permit issued by the North Coast RWQCB or subsequently issued MS4 permit (Regional Water Quality Control Board, 2015). The replacement bridge deck would drain via deck drains that outlet to the storm drain and/or storm water treatment system at the ends of the bridge. Sidewalks may be drained directly onto the roadway or may have separate drain inlets. Post-construction stormwater best management practices (BMP) would be implemented to achieve any required permanent water quality treatment and volume capture of the Project area. It is anticipated that stormwater treatment basins of approximately 100 square feet by two- to three-feet in depth would be required near each new bridge abutment. The Project includes improvements and repairs to the Monte Rio Fishing Access paved parking area drainage system, including incorporation into the project as part of the Project's Low-impact Development (LID) water treatment plans, as feasible.

2.5 Construction Scenario Summary

Project construction would be conducted over three seasons, the first two seasons would include construction of the replacement bridge and roadway approaches, and the third season would include completion and opening of the replacement bridge prior to the demolition of the existing bridge.

During the first construction season, construction vehicles and equipment would be brought into the staging areas, and material required for construction would be stockpiled onsite as needed. Potential staging areas would include the parking area northwest of the bridge, the beach west of the bridge, and a parking lot southwest of the bridge. Gravel work pads (of varying locations and areas, one in each of the three construction seasons) would be installed in the Russian River in order to construct the replacement bridge. Areas designated as "Publicly Prohibited Areas" would be delineated around construction work and staging areas for public safety.

Construction staging drawings are provided in Attachment C. Temporary use of MRRPD properties and the Monte Rio Fishing Access from construction staging are detailed in Section 4, Impacts on Section 4(f) Property, below. Additional information regarding construction sequencing is provided in the NES (GPAb, 2021).

3. Description of Section 4(f) Properties

Resources subject to Section 4(f) consideration include publicly owned lands consisting of public park/recreational areas; public wildlife and waterfowl refuges of national, state or local significance; or historic sites of national, state, or local significance, whether publicly or privately owned. Under Section 4(f), a significant historic site is defined as on, or eligible for listing in the National Register of Historic Places.

The proposed Project is adjacent to Section 4(f) resources including the MRRPD beaches and associated properties, including the Monte Rio Fishing Access. The Monte Rio Fishing Access supports a boat ramp, stairs, restrooms and a paved parking area. The improvements comprising the Monte Rio Fishing access are located on two parcels, one owned by the MRRPD (APN094-100-046) and one owned by CDFW (APN 094-100-035). The Monte Rio Fishing Access paved parking area is predominately within the CDFW parcel, with a small portion (0.09 acres) of the paved parking area on the MRRPD parcel. CDFW has an Operating Agreement with MRRPD to manage (including operation and maintenance activities) the paved parking lot as part of the recreation area that occupies both CDFW and MRRPD parcels. The Rio Theater, which appears eligible for listing in the National Register of Historic Properties (GPA Consulting, 2021) is also briefly addressed here, however, there is no 4(f) use of the theater and it will be addressed further as a part of the Section 106 consultation process between Caltrans and the State Historic Preservation Office as described below. The Parcel Map and ROW Exhibit (Attachment C) and Figures 3A Project Area and 3B Location of 4(f) Resources, (Attachment B) show the locations of the Section 4(f) properties.

3.1 Monte Rio Recreation and Park District (MRRPD) and California Department of Fish and Wildlife (CDFW)

The MRRPD was created under California Public Resources Code, Article 2, Chapter 3, Division 5 as a county recreation district and reorganized in 1960 under the revised State of California Public Resource Code, I Section 5780.11. The MRRPD was established with the mission of fostering and management of river oriented recreation and operation of the beach areas (MRRPD, 2006)

The CDFW is a state agency under the California Natural Resources Agency. The Department of Fish and Wildlife manages and protects the state's wildlife, wildflowers, trees, mushrooms, algae (kelp) and native habitats (ecosystems). The department is responsible for regulatory enforcement and management of related recreational, commercial, scientific, and educational uses. The department also prevents illegal poaching.

Map, Size and Location of MRRPD and CDFW Properties - The MRRPD district boundaries encompass an area of approximately 3.5 square miles and extend along an approximately two mile stretch of the Russian River, with the existing Bohemian Highway Bridge bisecting many of the MRRPD properties. Recreational facilities of the MRRPD located at or adjacent to the Bohemian Highway Bridge include the Monte Rio Beaches, the Monte Rio Fishing Access (excluding the paved parking area on the parcel owned by CDFW), the Monte Rio Community Center, Koret Park; and the currently undeveloped parcels referred to as the River Boulevard and Main Street Sites, described in further detail below and shown on Figure 3B. Additional MRRPD facilities in the general Project vicinity include Riverfront Meadow, Creekside (Skate) Park; Monte Rio Amphitheater; Dutch Bill Creek Trail, several community gardens; and tennis and basketball courts.

MRRPD and CDFW Existing and Planned Facilities (Description, Location and Function) MRRPD beaches and facilities are used by seasonal and permanent residents as well as tourists. Summer events such as the Fourth of July fireworks, water curtain, boat parade, and Big Rocky Games (beach and water

games); Memorial Day and Fire Department BBQs; car shows; festivals, and other events bring large crowds to the beach area and MRRPD facilities.

MRRPD and CDFW facilities in the immediate Project vicinity include:

- **MRRPD Beaches (Big Rocky, Sandy and Dutch Bill Creek Beaches)** – Monte Rio Beach is the largest public beach on the lower Russian River. On the north side of the river, Big Rocky Beach (APN 094-110-002) is located east of the Bridge and Sandy Beach (APN 094-110-001) is located west of the Bridge. Big Rocky Beach supports a summertime food concession and boat rental. Big Rocky Beach is on the same parcel together with the Riverfront Meadow (an area used for daytime events, including weddings and festivals); an unimproved parking lot that lies just north of Big Rocky Beach (in between the beach and Riverfront Meadow); and public restrooms with an accessibility ramp located between the Big Rocky Beach parking area and Riverfront Meadow. Dutch Bill Creek Beach (APN 095-160-001) is located on the south side of the Russian River.

The MRRPD beaches comprise the largest public beach along the lower Russian River and is ADA accessible. There are traditional Fourth of July events, including “Big Rocky Games” (children’s games), BBQ, lighted boat parade and fireworks.

- **CDFW and MRRPD Monte Rio Fishing Access** – The Monte Rio Fishing Access consists of a boat ramp, an American with Disabilities Act (ADA) access and a paved parking spot adjacent to the boat ramp, an access road, and two sets of stairs on MRRPD lands (APN 094-100-046) together with a paved parking area located primarily on State of California (Department of Fish and Wildlife [CDFW]) lands (APN 094-100-035). With the exception of the paved parking area on CDFW state lands, all of the Monte Rio Fishing Access amenities are on the same large (4.6 acre) MRRPD owned parcel (APN094-100-046) together Monte Rio Community Center, Koret Park and Playground, and Public Restrooms described further below.

The Monte Rio Fishing Access was constructed with Wildlife Conservation Board (WCB) funds in the 1950’s and improved several times, including improvements to the boat ramp in the 1970’s with Land and Water Conservation Fund Act (LWCFA) funds. The exact boundary of the improvements is unknown, although it appears improvements were limited to the “concrete boat launching ramp” itself (Caltrans 2021). Section 6(f) of the Department of Transportation Act prohibits the conversion of properties acquired or developed with LWCFA funds grants to a non-recreational purpose without prior approval from the Department of the Interior’s (DOI) National Park Service. However, the proposed Project does not include any permanent or temporary uses of the concrete boat ramp and no coordination with DOI is anticipated for this Project.

The MRRPD has operated and maintained the Monte Rio Fishing Access facilities through an agreement with the State throughout most of the facilities’ existence. In 2005, the State of California, through CDFW, and MRRPD signed a fifteen (15) year “Operating Agreement for Monte Rio Fishing Access.” This agreement expired in 2020. CDFW and MRRPD are currently in coordination on a new agreement.

- **MRRPD Koret Park and Playground**-Koret Park is just west of the Monte Rio Community Center and includes a play structure, grills, and picnic tables. An outdoor public restroom is located between the Monte Rio Fishing Access paved parking area and Koret Park. The Community Center and its parking area, Koret Park and Playground, Monte Rio Fishing Access, and the outdoor restrooms are all on the same parcel (094-100-046) (with the exception of the portion of the Monte Rio Fishing Access paved parking area on State/CDFW lands (004-100-035).

- **MRRPD Riverfront Meadow** – Riverfront Meadow is located at the east end of Big Rocky Beach. This area is suitable for daytime events, and can be rented for weddings and festivals. It is within the same parcel as Big Rocky Beach (APN 094-110-002). An accessibility ramp is available from the unpaved parking lot between Big Rocky Beach and Riverfront Meadow up to the public restrooms that are located on the edge of the Riverfront Meadow. A community garden is located adjacent to the restrooms.
- **MRRPD River Boulevard and Main Street Site** – The River Boulevard and Main Street Site is comprised of three parcels on the south end of the bridge, two on the east side (APNs 095-170-020 and 095-170-021) and one on the west (APN 095-160-007). The site is publicly accessible from River Boulevard by pedestrians and there are foot trails leading to the river and Dutch Bill Creek. There is a gated driveway entrance that is open for vehicle access and parking during large MRRPD events. MRRPD has conceptual plans to develop this site as a future camping area, with campsites accessible by boat, bikes, vehicles and on-foot via a connection with a future continuation of the Dutch Bill Creek Trail. Additional amenities proposed include day use picnic areas and park shelter.

Access and Usage - Access to the MRRPD facilities is by private vehicle, public bus, walking, boating, swimming, and bikes. Parking is provided at multiple locations, including the Monte Rio Fishing Access paved parking area, in front of the Community Center, and in the large unimproved parking area adjacent to Big Rocky Beach. The River Boulevard/Main Street site is used for overflow parking during large events

Vehicle and pedestrian access to the MRRPD beaches on the north side of the river is provided through the Monte Rio Fishing Access paved parking area and access road, directly to the west of the northern bridge approach. The Monte Rio Fishing Access, access road crosses under the existing bridge and leads to the unpaved parking lot adjacent to Big Rocky Beach east of the existing bridge. There are also pedestrian trails leading from the Monte Rio Fishing Access paved parking area directly to Sandy Beach. There is a smaller parking area that serves the MRRPD Community Center, located immediately in front of the MRRPD Community Center, and separated from the larger Monte Rio Fishing Access paved parking lot by public restrooms and landscaping.

Another access road located at the east end of the Big Rocky Beach unpaved parking lot connects to E Street, and then SR 116. The E street access road is closed to vehicles with a locked gate and generally available only for pedestrians. The gate is opened for vehicles exiting the unpaved parking lot during large public events, such as the Fourth of July fireworks at the beach. Access to Dutch Bill Creek Beach on the south side of the bridge is through an unimproved footpath next to Noel's Automotive on Main Street. This access has bollards at the entrance, which may be removed for emergency vehicles to reach the beach. In the past, anglers interested in vehicular boat trailer access to the upstream side of the riffle have been provided with seasonal access through the bollards at the start of the access path to the beach.

Upon County request for estimated number of beach users, MRRPD provided the County with its most recent records of boat rentals (MRRPD, 2021 and 2022). During the 2021 summer season, there were approximately 1,696 boat rentals. This is slightly less than 2019, pre-Covid, when boat rentals were 1,758 (MRRPD, 2022) However, since many visitors use the beach without renting boats, and one boat rental may be for more than one person, it is estimated that beach use is higher than boat rental records show, especially during holiday weekends and for special community events and gatherings such as Fourth of July when there are large crowds.

Relationship to Similarly used Lands in the Vicinity - Similarly used lands in the area include public and private beaches along the Russian River between the towns of Forestville and Jenner, including numerous Sonoma County Regional Park beaches (Steelhead Beach, Forestville River Access, Sunset

Beach River Park, and Guerneville River Park), the privately owned Johnson's Beach and many undeveloped beach areas that are accessed through public trail easements.

Unusual Characteristics of the Property that Enhance or Reduce its Value – Unlike other developed beaches in the vicinity, there is no charge to park at MRRPD beaches or use the beach and facilities. The MRRPD beach offers a unique public beach experience with boat rental, food concessions and developed restroom facilities not available at other public beaches in the area. The existing bridge's piers are located in the river channel, which create scour pools, a potential safety issue for swimmers that is not an issue for other nearby beaches. The existing bridge structure and piers currently separate Big Rocky and Sandy beaches.

3.2 Rio Theater

The Rio Theater located at 20396 Bohemian Highway, Monte Rio was evaluated for eligibility for inclusion in the National Register of Historic Places in the Historical Resources Evaluation Report (HRER) for the Bohemian Highway Bridge over Russian River Replacement Project (GPA Consulting, 2021a). The HRER concludes that the Rio Theater is eligible at the local level of significance under Criterion C. A building is significant under this criterion if it embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.

The HRER indicated the boundaries of the theater are the footprint of the building. (Note: the proposed Project would not affect or use the footprint of the building). Contributing elements include its massing, setback and siting on the parcel, distinctive façade, barrel arch Quonset Hut form, all windows and exterior doors. Noncontributing elements include the new rear patio that extends from the rear elevation. The Rio Theater is not designated under any local landmark programs.

Based on the results of the draft HRER, the theater is expected to be considered a historic property under Section 106. However, the boundaries of the Rio Theater listing are limited to the footprint of the building (GPA 2021) and the proposed bridge replacement work is limited to the edge of the northwest corner of the property, outside the limits of the building. Therefore, there will be no 4(f) permanent or temporary occupancy of the property.

Access to the theater will remain open during construction, with a pedestrian detour to access the theater implemented as necessary during reconfiguration of the northern bridge approach along Bohemian Highway. Other than the reconfiguration of the northern bridge approach, most of the noise related construction impacts would be at the existing and proposed bridge locations, further away from the theater. Best management practices (BMPs) to mitigate construction noise impacts will be implemented (summarized below and detailed in Section 6). Therefore, there will not be any 4(f) constructive use of the theater.

It is expected that consultation with the State Historic Preservation Office (SHPO) and other cultural resources stakeholders will be initiated. Caltrans, as assigned by FHWA, will consult with the SHPO to obtain a determination of eligibility and finding of effect for the Rio Theater, in compliance with Section 106 of the National Historic Preservation Act.

4. Impacts on Section 4(f) Property

This section includes a description of the potential uses of and benefits to 4(f) properties from the proposed Project.

4.1 Facilities, Functions, and/or other activities potentially affected

Permeant and temporary uses of and post-construction benefits for the MRRPD beach and river areas are summarized in Table A-1, *4(f) Temporary Occupancy and Permanent (Actual) Use of 4(f) Sites for Bohemian Highway Bridge Replacement Project*, Attachment A) including Big Rocky, Sandy and Dutch Bill Creek Beaches, Monte Rio Fishing Access and the Main Street and River Boulevard Sites (APNs 094-100-046; 094-110-002; 094-110-001; 095-160-001; 095-170-012; 095-160-007; 095-170-020; and 094-100-035). Temporary and permanent uses are shown in the ROW Map and Matrix Exhibit and the ROW Impacts and Benefit Exhibit, Attachment C.

Temporary impacts/use for construction staging, access and publicly prohibited areas range from approximately 3.13 to 5.05 acres over the three-year construction schedule. Permanent impacts/use are limited, and include the replacement bridge piers on the beach outside of the low flow channel on the north side of the river (approximately 0.09 acres), a column along the bank of Dutch Bill Creek (approximately <0.01 acre), and the proposed northern bridge approach within the Monte Rio Fishing Access paved parking area (approximately 0.06 acre) and the permanent ROW adjacent to the northern bridge approach (approximately 0.04 acres). The proposed bridge structure and its associated ROW over the beach and river would be approximately 0.87 acres and 0.33 acres, respectively.

No temporary impacts/use for construction or construction staging will occur in either of Koret Playground and Park or the Riverfront Meadow areas. Both of these areas will remain open and accessible during construction. The proposed replacement bridge will not adversely affect the features, attributes, or activities of these 4(f) resources.

Beneficial impacts to the beach, river and Monte Rio Fishing Access areas are also listed in the Table A-1 and shown in the ROW Impacts and Benefit exhibit, Attachment C. Beneficial impacts include, removal of existing piers within the Russian River channel (approximately 0.09 acres); removal of a pre-1934 remnant bridge pier from the low-flow river channel (approximately 0.01 acres), and removal of the existing bridge deck and ROW (approximately 0.89 acres)

4.2 Accessibility

Although limited during some portions of construction, access to beach and river areas will remain open during construction, as would some parking at the Big Rocky Beach unpaved parking area. Access to the boat ramp will remain open during construction. Accessibility to MRRPD beach and river areas, the Monte Rio Fishing Access, and parking areas are described in detail below and shown in the Access Exhibits, Attachment C.

During construction of the replacement bridge, the existing bridge would remain open. It is anticipated that traffic may need to be temporarily restricted to a single lane during some phases of construction. A traffic control would follow the MUTCD Work Area Traffic Control Handbook.

The proposed replacement bridge would provide for improved access to MRRPD facilities. Following completion of the replacement bridge and removal of the existing bridge, accessibility would be improved by a replacement bridge that meets current AASHTO design standards (American Association of State Highway and Transportation Officials, 2019; California Department of Transportation, 2009), providing a safe multimodal route for vehicles, bicycles, and pedestrians. The proposed roadway cross section would include two 12-foot vehicular lanes (one lane in each direction), and 5-foot shoulders/Class II bike lanes adjacent to the travel lanes, and 6-foot wide Class I multi-use sidewalk on both sides of the bridge, meeting ADA requirements, which are currently not available on the existing bridge. In addition to improved vehicle, pedestrian and bicycle access from the replacement bridge, proposed improvements

to access also include resurfacing the currently unimproved access road/path that connects Main Street to MRRPD's Dutch Bill Creek Beach.

4.2.1 Access to Beach Areas

Big Rocky and Sandy Beaches – Although portions of Big Rocky and Sandy Beaches would be used temporarily during construction, controlled access to the beach and river areas on the north side of the river would be provided through the Monte Rio Fishing Access and beach access roads/driveways during all phases of Project construction. The access road to the beach and Big Rocky Beach unpaved parking area would be separated from the construction work area, for example by k-rails and fencing, to provide a physical barrier between beach goers and construction activities. Where the access road crosses under any construction activities, such as under the existing bridge during demolition, protective covers would be constructed to protect cars and pedestrians from debris. A traffic control flagger may be provided where public access and construction staging areas converge, as necessary.

Dutch Bill Creek Beach - Access to Dutch Bill Creek Beach via the unimproved access road/pedestrian path would be restricted during the first and second years of construction, but open during the third year of construction. Following construction, the pathway would be resurfaced, reducing erosion and sedimentation and providing improved access for maintenance vehicles accessing the south side of the beach and river.

4.2.2 River Access (Swimming and Boating)

Recreational water activities would be on-going during construction, although some areas used for construction, staging and access would be restricted for safety. Additionally, a buffer around these areas would be implemented for additional public safety. These areas are referred to as “publicly prohibited areas” (Attachment C, Parcel Map and ROW).

River users wishing to pass downstream or upstream through the construction area during construction season one (when river passage is open) or in seasons two and three (when the gravel access pads would be installed in the river, preventing river passage) would be able to detour around the construction area by exiting the river, and using the beach, the beach parking access road and then to the boat ramp area to enter the river. River users wishing to pass through the construction area in the upstream direction would reverse this route (Access Exhibits, Attachment C). Signage would be provided to inform river users of changed conditions and direct them to a clearly defined route around the construction site. Signage would also provide information about additional boat access opportunities at River Park in Guerneville (currently under construction) approximately 4 miles from the Project site and Vacation Beach in Guerneville Park (approximately 3 miles from the Project site).

The scour holes at the locations of the existing bridge piers not in the low flow river channel will be filled with appropriate materials and the finished surface will be graded to an elevation in alignment with existing grade.

There would be no permeant impact to river access, swimming and boating; instead, recreational use of the river would be improved by removal of the existing bridge piers from the river channel post-construction.

4.2.3 Monte Rio Fishing Access - Boat Ramp and Restrooms

Public access to the boat ramp west of the Project site and restroom facilities across from the MRRPD Community Center would be maintained via the existing paved access road adjacent to the MRRPD

Community Center parking lot and west of the Monte Rio Fishing Access paved parking area throughout the entirety of the construction period, with traffic control as needed (Access Exhibits, Attachment C).

River users wishing to pass up or downstream through the construction area during all three construction seasons would be able to detour around the construction area as described in detail above.

4.2.4 Parking

The majority of the Monte Rio Fishing Access paved parking area to the south of the MRRPD Community Center would be used as a construction staging area year round, as needed, during the three-year construction period. However, portions of the Big Rocky Beach unpaved parking area would remain open throughout construction and the County would provide for at least 100% replacement of parking throughout the construction period. Measures to minimize harm and mitigate parking impacts are discussed further in Section 6.

Big Rocky Beach Parking Lot. The Big Rocky Beach unpaved parking lot is on MRRPD lands and supports an estimated 106 standard parking spaces primarily serving the Monte Rio beaches 4(f) property. During the first and second summer construction seasons, the Big Rocky Beach parking area east of the existing bridge would be available for parking. During the third summer construction season, a portion of the Big Rocky Beach unpaved parking area east of the existing bridge would be unavailable due to the removal of the existing bridge (see Attachment C, Construction Staging Drawings and Parcel Map and ROW exhibits).

Currently the Big Rocky Beach parking area is not developed, and parking spaces are not delineated, leaving individual drivers to determine parking locations. This scenario often leads to low parking space efficiency and challenges in determining the number of existing parking spaces. Based on an estimated existing 106 parking spaces, parking would be reduced to an estimated 70 parking spaces during the third year of construction.

Monte Rio Fishing Access Parking Area. The Monte Rio Fishing Access paved parking area is comprised of two parcels, including APN 094-100-035 (owned by the State/CDFW), and APN 094-100-046 (owned by MRRPD). The majority of parking area is on the CDFW parcel (0.49 acre) with a small portion (0.09 acre) on the MRRPD parcel. Currently the parking area is configured with a total of 69 parking stalls, 6 of which are ADA parking spaces, and 27 of which are pull thru to accommodate boat trailers. The existing pull-through parking spaces range in length from approximately 16 to 34 feet. This paved parking lot serves the Monte Rio Fishing Access parking area 4(f) property, the Monte Rio Beaches and the Koret Park and Playground 4(f) properties.

CDFW Portion of the Monte Rio Fishing Access Property Paved Parking Area (APN 094-100-035) - Due to the location of the proposed replacement bridge's north abutment and approach, there would be a reduction of the CDFW owned portion of the parking area (approximately 0.06 acre). To offset the reduction, the proposed Project includes plans for a retaining wall along the southside of the parking area to enlarge the available level parking area and relocate parking spaces lost due to the proposed bridge. The County will consider providing bench seating and picnic table areas in front of the new parking area.

The County has engaged CDFW to determine the post-construction parking configuration, including layout and type (pull through or standard) of parking spaces. CDFW has requested that the County provide 100 percent of the existing parking post-construction.

Currently, the County has met CDFW's request and proposed a parking configuration that includes 70 parking spaces, 28 of which are pull through, with all of the parking spaces having a length/width greater

than or equal to existing, for a net benefit of one more standard and one more pull through than currently exists (see Proposed Parking Plans, Attachment C). Initial response from CDFW on the most recently proposed post-construction parking plans indicate that CDFW may want to reduce a couple of the parking spaces. The County will implement the Proposed Parking Plans as currently configured, or if preferred, eliminate the two parking spaces (P70 and P10) initially requested for removal by CDFW. Final parking configuration will be subject to CDFW approval.

During construction, parking within the CDFW portion of the Monte Rio Fishing Access paved parking area may be reduced by approximately 0.39 to 0.45 acres, depending upon the construction year.

As a result of the on-going coordination with CDFW and MRRPD, the County has committed to off-set temporary and permanent parking impacts by the following measures:

Post Construction:

- The County will provide a conceptual plan to CDFW for 4(f) review to demonstrate the capability of returning 100% or more of the pull-through parking spaces (see Attachment C, Proposed Parking Plans). The County will iterate parking plans as needed on this concept to find a configuration that is suitable to the needs of CDFW. Final parking plan configuration will be subject to CDFW approval and agreed upon during the ROW negotiation phase of the Project.
- Based on conversations with MRRPD, the entrance to the parking lot tends to flood in moderate storms. As a part of the proposed Project, drainage improvements to the parking area will be included in Project plans.
- The County will resurface (pave) and restripe the entire Monte Rio Fishing Access parking area at the completion of the Project. CDFW will have final determination on how the Monte Rio Fishing Access paved parking area will be reconfigured, repaved, and restriped.

During Construction:

- The County will develop a temporary parking plan that would provide at least 100% of the existing parking for the duration of construction activities. This temporary parking plan will be subject to review and approval by MRRPD and CDFW. Vehicle parking opportunities, including boat and trailers, will be guaranteed year-round at a 1:1 ratio at a location feasible for users for the duration of Project construction activities.
- The County will provide specification language for review by CDFW regarding parking for the steelhead fishing season during construction, providing 100% of existing parking for boat trailers during the fishing season (generally between October 1 and April 30, with specific fishing periods determined annually). This may include opening up portions of the parking area during certain dates through the construction process or finding alternative nearby off-site parking.
- CDFW will review demand for canoe, kayak, and fishing boat use and boat trailer parking between April 30 to Oct 1, so that the County can evaluate the need and provide parking, providing 100% of existing parking for boat trailers during this time.
- The parking surfaces will be provided in comfortably usable condition between construction seasons. The County will provide specification language for review by CDFW regarding parking area condition and maintenance during construction.

- Construction equipment and materials will be demobilized from the staging areas in the parking lots during winter. Plans for any materials or equipment that may be left in place over winter will be addressed in the Stormwater Pollution Prevention Plan (SWPPP) to comply with stormwater pollution requirements.

MRRPD Portion of Monte Rio Fishing Access Property Paved Parking Area (APN 094-100-046) and Unpaved Big Rocky Beach Parking Area (APN 094-110-002) - Temporary impacts from construction staging to the MRRPD-owned portion of the Monte Rio Fishing Access paved parking area would be approximately 0.09 acres during each construction season. There are no permanent impacts to MRRPD's portion of the Monte Rio Fishing Access parking area. The Big Rocky Beach unpaved parking area would be left in the same condition as it was prior to construction, with at least as many parking spaces available as pre-construction. The scour holes at the locations of the existing bridge piers not in the low flow river channel will be filled with appropriate materials and the finished surface will be graded to an elevation in alignment with existing grade. Parking areas adjacent to the Monte Rio Community Center would not be affected by the Project and would remain open during and after construction.

The off-sets for temporary parking impacts during construction listed above for CDFW would also off-set temporary parking impacts for MRRPD, including guaranteed year-round parking opportunities for vehicles at a 1:1 ratio, at a location feasible for users for the duration of Project construction activities. In addition, the County has committed to:

- For temporary reductions in parking at Big Rocky Beach, where there are no delineated parking spaces, the County will add delineated parking stalls to increase parking capacity during the summer season. Proposed methods of delineating parking stalls may include concrete wheel stops, signage, concrete markers, fabric strips affixed to the ground or other methods to be mutually agreed upon and subject to review and approval by MRRPD.

4.3 Visual

The Project would include replacing the existing bridge, which is prominent visual feature of the area. The proposed bridge would appear visually different and slightly larger; however, the proposed bridge would be a visually distinctive and attractive bridge (See photo simulations, Figures 5 and 6, Attachment B). The County has coordinated with the community regarding bridge design elements through the community engagement process, where the community has drawn upon the existing setting and local history to inspire the design of the bridge (see Section 7).

The proposed bridge would not include piers within the low flow channel, removing visual obstructions to views of the river as compared to the existing structure. The proposed bridge would be larger in size and would include new vertical arch members, increasing the prominence of the bridge in the landscape. The curved lines of the arches and piles would be different from the straight lines of the existing bridge design; however, the proposed arches would match the natural curved outlines of the hills in the background. Overall, the proposed bridge would be a visually distinctive and attractive bridge, and the visual character of the proposed bridge would ultimately be complimentary to the landscape.

Photo simulations of the proposed bridge are provided in Figures 5 and 6, Attachment B.

4.4. Noise

The proposed replacement bridge will not increase transportation noise levels, because it will not generate a permanent increase in traffic or shift travel lanes closer to any sensitive noise receptors. Short-term construction activities would periodically increase ambient noise levels at the Project site and

vicinity, including the recreational beach areas. However, noise levels will return to pre-project levels when Project is completed.

Standard noise BMPs will be implemented during construction to reduce noise levels when possible, including:

- Use of mufflers on combustion engines used during construction
- Restricted construction hours during evening and early morning hours on weekdays and no work on holidays. Weekend work may be allowed, on a limited basis, with prior approval from the Department of Transportation and Public Works, during the hours of 9:00 a.m. and 5:00 p.m. Weekend work would be under extenuating circumstances (such as equipment breakdown or other unexpected events requiring immediate correction to prevent an unsafe or unrepairable situation). In the event of weekend work approval, the County or Contractor's staff who is dedicated to communicating with MRRPD, CDFW and the public would be proactive with communication, providing as much notice as possible;
- Avoidance and minimization of construction activities, storage, and staging from recreational beach and river areas to the maximum extent practicable. As much as feasible, the contractor will avoid work on weekends and limit the loudest activities to before noon to avoid the busiest times for recreational users at the beach. Conversations with the public and with stakeholders will continue through construction, and practices will be examined and adjusted to limit impacts to beach users.

4.5. Vegetation

The Project will require the removal of a small amount (approximately 0.26 acres) of riparian vegetation, primarily on Dutch Bill Creek, outside of MRRPD lands. Based on 35% design plans, approximately seven trees are anticipated to be removed along Dutch Bill Creek, although only three trees are anticipated to be removed from MRRPD lands. On the north side of the river, approximately five trees are expected to be removed from the perimeter of the Monte Rio Fishing Access parking area and along the access road to the beach. BMP's include avoidance of vegetation removal to the extent practicable, including measures to protect trees in place, as possible and revegetation of temporary disturbed areas.

To mitigate for permanent impacts on riparian habitat and trees, one or more of the following: (1) on-site mitigation; (2) the purchase of in-lieu fees; (3) off-site mitigation; and/or (4) purchase of mitigation bank credits. Mitigation will be at a minimum ratio of 2:1 for permanent impacts and 1:1 for temporary impacts; however, the final ratio will be established through consultation and coordination with regulatory agencies (including CDFW) during the environmental permitting process. The County will provide on-site planting plans for MRRPD and CDFW to review prior to any finalization of resource agency approvals.

4.6. Wildlife

Salmonids The Russian River and Dutch Bill Creek are known spawning and rearing streams for Coho salmon and steelhead and the Russian River is known spawning and rearing waters for Chinook salmon. Coho salmon is listed as endangered under Federal Endangered Species Act (FESA) and California Endangered Species Act (CESA) and steelhead and Chinook salmon area listed as threatened under FESA. The Russian River and Dutch Bill Creek are designated as critical habitat for Coho and steelhead and the Russian River is designated as critical habitat for Chinook salmon. (National Marine Fisheries Service, 1999); therefore, portions of the Russian River and Dutch Bill Creek in the Project area are considered critical habitat for Coho salmon, steelhead or Chinook salmon.

In order to construct the new bridge, work within the Russian River and Dutch Bill Creek will be required and a water by-pass installed, the by-pass will require the placement of gravel work pads and pipes in flowing water. The water by-pass, installation gravel, and vegetation removal necessary to construct the proposed Project would potentially affect listed salmonids.

However, the completed Project will have an overall benefit to salmonids with the removal of existing bridge piers from the river channel, and removal of pre-1934 bridge remnant pier footing that remains in the river channel. In addition, through discussions and an additional request from the National Marine Fisheries Service (NMFS) for habitat improvements in the area, the County will provide for a restoration project within Dutch Bill Creek that will be implemented by a local, experienced restoration practitioner in the amount of \$250,000. Funds for this restoration project will be provided to a local conservation agency/practitioner with experience in Dutch Bill Creek on or before the start of construction. Approval of the proposed restoration project will be subject to review and approval by NMFS to ensure that the project results in long-term benefits to the listed salmonid species. Eligible restoration projects are categorized as follows: instream habitat improvements, instream barrier modification for fish passage improvement, streambank and riparian habitat restoration, upslope watershed restoration, removal of small dams (permanent, flashboard and other seasonal), creation of off-channel/side-channel habitat features and water conservation projects (developing alternative off-stream water supply, water storage tanks, and water measuring devices).

The Bohemian Highway Bridge over Russian River Replacement Project Biological Assessment (BA) (GPA, 2021c) includes a detailed discussion of salmonids, potential impacts and minimization and avoidance measures. Caltrans submitted the BA to NMFS on May 5, 2021 for initiation of Section 7 Consultation under FESA. A Biological Opinion for the Project was issued by NMFS January 31, 2022. Additional detailed information regarding other general and special-status wildlife is provided in the NES (GPA, 2021b).

4.7 Air Quality

The Project is within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), which is currently designated as a nonattainment area for State and federal ozone standards, the State PM10 standard, and State and federal PM2.5 standards. The Project does not generate additional traffic that generate emissions over existing and would not conflict with or obstruct implementation of the applicable air quality plan.

State and Federal standards have been established for the “criteria pollutants”: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide and particulates (PM10 and PM2.5). The pollutants NO_x (nitrogen oxides) and reactive organic gases (ROG) form ozone in the atmosphere in the presence of sunlight. The principal source of ozone precursors is vehicle emissions, although stationary internal combustion engines are also considered a source. Because the Project does not generate new traffic, there would be no violation of air quality standards. Construction of the Project would temporarily generate criteria air pollutants. Based on the BAAQMD thresholds of significance for ROG, NO_x, PM10, and PM2.5, neither the uncontrolled engine nor controlled engine construction scenarios would result in emissions above the BAAQMD significance thresholds (Illingworth & Rodkin, Inc, 2021). The Project will not have a cumulative increase in any criteria pollutant, as it will not generate additional traffic.

4.8 Water Quality

Temporary decreases in water quality from Project construction activities would be mitigated by implementation of avoidance and minimization measures and BMPs described in NES (GPA, 2021b).

Permits from the Regional Water Quality Control Board, Army Corps of Engineers, and California Department of Fish and Wildlife will be obtained prior to Project implementation. Compliance with the BMPS included in the NES and requirements set forth by permits, including the Project's Low-impact Development (LID) water treatment plans would ensure that water quality standards are not violated.

5. Avoidance Alternatives and Other Findings

This section addresses the alternative findings and demonstrates that there are no feasible and prudent alternatives to the use of MRRPD Section 4(f) resources.

1) Do nothing.

The Do-Nothing Alternative is not feasible and prudent because it would retain the bridge without any retrofit, rehabilitation or replacement. The existing bridge would be left in its current condition, and no structural or functional deficiencies would be corrected. It would neither address nor correct the existing bridge's safety issues nor improve the pedestrian and bicycle access, bring roadway standards up to date. The existing piers would remain in the river channel, creating scour and unsafe conditions for water recreationists and obstructions for salmonids. There would be no improved water treatment or improved parking facilities. In addition, the Do Nothing Alternative would eventually result in bridge failure, resulting in roadway closure and decreased access to the MRRPD beaches, and ultimately, potential bridge collapse in the event of an earthquake.

2) Improve the transportation facility in a manner that addresses purpose and need without use of the Section 4(f) resources.

It is not feasible and prudent to avoid Section 4(f) resources, as the bridge functions to connect the northern and southern portions of Monte Rio along Bohemian Highway and all bridge removal and replacement alternatives evaluated would impact the MRRPD Section 4(f) resources, including MRRPD beaches and the Monte Rio Fishing Access. In addition it is not feasible and prudent to avoid Section 4(f) resources by using engineering and design or transportation systems management techniques, such as retrofitting, rehabilitation, minor location shifts, changes in engineering design standards, use of retaining walls and/or other structures and traffic diversions or other traffic management measures since implementing such measures are infeasible and would still impact the Section 4(f) resources. The transportation needs of the Project could therefore not be met in this manner.

3) Build a new facility at a new location without a use of the Section 4(f) property.

It is not feasible and prudent to avoid Section 4(f) properties by constructing at a new location as the bridge is the connection between the north and south sides of the existing Bohemian Highway. Constructing at another location would not address the specific transportation need at this location. All options would involve either retrofitting or rehabilitation of the existing bridge, which are not feasible or prudent, or removal and replacement of the existing bridge. All of the retrofit, rehabilitation or removal and replacement options would use the Section 4(f) properties

The Project involves improvements that both meet the transportation needs and benefit access to the 4(f) properties by improving vehicular, pedestrian and cyclist access, improving beach and river access and use, improving fish habitat, as well improved stormwater and parking improvements post-construction.

6. Measures to Minimize Harm to the Section 4(f) Property

The following measures to minimize harm to Section 4(f) property are proposed as a part of the Project:

- **Community Engagement:** The County has engaged with the Monte Rio and Lower Russian River Communities for input on the bridge type, alignment, and design during multiple community meetings. Meetings were held at the MRRPD Community Center, via web surveys and zoom meetings (See Section 7, Coordination, for details). Input from community outreach efforts were incorporated into the Project.
- **Permanent Improvements to MRRPD River, Beach, Parking, and Future Facilities.** In addition to a replacement bridge over MRRPD beach and river areas that would meet current seismic safety standards, reducing the safety risk to beach users, the Project includes a number of features that permanently improve MRRPD facilities, including:
 - Replacement bridge will provide improved vehicular, pedestrian and cyclist access to MRRPD sites, including replacement with roadways and sidewalks that meet current American with Disabilities (ADA) design standards
 - In addition to wider roadways and sidewalks that are ADA compliant, the proposed replacement bridge is designed to include a Class I and Class II bike lanes. The bike lanes will provide improved access for cyclists to MRRPD beaches and other properties, and well as an improved riding experience for cyclists and pedestrians in the general vicinity
 - The removal of the existing bridge and its piers will open up the low-flow river channel, improving conditions for water recreation, and fisheries habitat. The soil around the existing piers has washed away, creating deep scour pools that can present a safety hazard to water users, as well as to the overall bridge structure. The replacement bridge was designed to clear-span the low-flow river channel, improving water recreational opportunities and fisheries habitat.
 - Similar to existing bridge pier removal, removal of the remnants of a pre-1934 pier footing from the river channel as a part of Project would remove a potential safety hazard, and improve recreational water use conditions and aquatic habitat for salmonids.
 - The replacement bridge was designed with significant input from the community to be an attractive asset that would enhance the community's unique character and serve as a focal point for the community and an attractive destination for visitors. During the course of three community meetings and a web-based survey, the County solicited input from the community on bridge type, design, themes, and architectural amenities, resulting in the selection of the steel-tied arch with view overlooks on each side of the bridge.
 - Resurfacing of the currently unimproved path from Main Street to Dutch Bill Creek, and potential replacement of the existing bollards midway down the access, in coordination with MRRPD. The improvements would allow for better emergency vehicle access to Dutch Bill Creek and reduce erosion and sedimentation. The County would coordinate with MRRPD to determine if resurfacing and replacing the bollards along the path is desired and develop a mutually agreed upon plan for MRRPD's review and approval.
 - Following construction, the Monte Rio Fishing Access paved parking area would be reconfigured, repaved and restriped in coordination with MRRPD and CDFW. Proposed plans include the construction of a retaining wall to allow for reconfiguration. The Project includes improvements to the Monte Rio Fishing Access parking area drainage system, including incorporation into the project as part of the Project's Low-impact Development (LID) water treatment plans, as feasible.

- Following construction, the County will revegetate disturbed areas within the Main Street/River Boulevard Site and provide a small seating area or bench, as requested by MRRPD. The County will continue coordinating with MRRPD on future use of the site. As allowed by Civil Code, the County will explore the potential to vacate the unused right-of-way, providing a potential opportunity for ownership by MRRPD.
- Addition of park amenities, including bike racks and picnic tables, as feasible, in coordination with MRRPD and CDFW.
- **Temporary Parking during Construction** To mitigate for temporary parking reductions during construction at the Monte Rio Fishing Access paved parking area and Big Rocky Beach unpaved parking area, the County will develop a temporary parking plan that would provide 100% of the existing parking for the duration of construction activities. This temporary parking plan will be subject to review and approval by MRRPD and CDFW. Vehicle parking opportunities, including boat and trailers, will be guaranteed year-round at a 1:1 ratio at a location feasible for users for the duration of Project construction activities. For temporary reductions in parking at Big Rocky Beach, the County will also delineate parking stalls to increase parking capacity. Proposed methods of delineating parking stalls may include concrete wheel stops, signage, concrete markers, fabric strips affixed to the ground or other methods to be mutually agreed upon and subject to review and approval by MRRPD.
- **Implementation of Safety Protection Measures for Recreational Beach and Water Users:** To minimize and avoid harm to recreational beach and water users, a buffer area around construction, access and staging areas will be restricted from public use as “publically prohibited areas” (Attachment C, Construction Staging Drawings and Parcel Map and ROW). Publically prohibited areas will be delineated with signage, fenced, or otherwise marked to limit access and protect the public from construction activities. In addition to a “publically prohibited area” buffer, the bypass culverts would also be fenced (or screened with trash racks) at their inlet and outlets to prevent people from entering.
- **Traffic Control during Construction:** During all periods of construction, access across the river between the north and south areas of Monte Rio will remain open. Although traffic may be diverted through lane closures and re-routing, a traffic control plan, including notification prior to and during construction, will be implemented.
- **Construction Noise Minimization Avoidance and Minimization:** Short-term construction activities would require motorized construction equipment that would result in potential noise impacts to MRRPD beach and water users. Noise avoidance, minimization and mitigation measures include conformance to Section 14-8.02, “Noise Control,” of the Caltrans Standard Specifications. Other minimization measures include:
 - Use of a muffler for internal combustion engines
 - Construction activities, excluding activities required to occur without interruption or activities that would pose a significant safety risk to workers or citizens, or in the event of an emergency, shall be limited to between the daytime hours of 7:00 a.m. and 7:00 p.m. No work would be allowed on holidays. Weekend work may be allowed, on a limited basis, with prior approval from the Department of Transportation and Public Works, during the hours of 9:00 a.m. and 5:00 p.m. Weekend work would be under extenuating circumstances (such as equipment breakdown or other unexpected events requiring immediate correction to prevent an unsafe or unrepairable situation). In the event of weekend work approval, the County or Contractor’s staff who is dedicated to communicating with MRRPD, CDFW and the public would be proactive with communication, providing as much notice as possible.

- Portable/stationary equipment (e.g., generators, compressors) and equipment staging areas will be located at the furthest distance from the nearest residential dwelling, and, where feasible, from the beach areas.
- As directed by the County resident engineer, the contractor shall implement appropriate additional noise abatement measures including, but not limited to, the installation of temporary noise barriers, turning off idling equipment after no more than five minutes of inactivity, and rescheduling construction activity to avoid noise-sensitive days or times.
- As much as feasible, the contractor will avoid work on weekends and limit the loudest activities to before noon to avoid the busiest times for recreational users at the beach. Conversations with the public and with stakeholders will continue through construction, and practices will be examined and adjusted to limit impacts to beach users.
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7. Coordination and Public Involvement

To meet requirements under 23 CFR § 771.11, *Early coordination, public involvement and project development*, the County engaged with the community of Monte Rio and surrounding areas starting early in planning process specifically on project need, bridge type, alignment, design among and recreational access, among other issues. Community engagement was conducted through a series of workshops at MRRPD's Monte Rio Community Center, web-based surveys, and virtual Zoom meetings. In addition, the County coordinated with MRRPD Board members and staff on multiple occasions, including at and in-between community engagement events and MRRPD meetings. A summary of community events and coordination with MRRPD is provided below.

7.1 Community Meetings and Outreach Events

Several outreach events and community meetings were held at the MRRPD Community Center, virtually and by online survey to obtain community input on while developing the proposed Project, including:

- **December 16, 2015 - Community Informational Meeting.** Held at the MRRPD's Monte Rio Community Center to provide information about project history, existing bridge condition, available funding, overview of bridge study to replace the bridge, environmental and planning processes, and timeline as well as answer questions and solicit feedback.
- **September 28, 2018 - Community Workshop #1.** A community workshop held at MRRPD's Monte Rio Community Center to discuss the bridge replacement process and potential alignments for the replacement bridge. Community input was actively solicited from workshop participants through a small group activity aimed at identifying preferences and concerns for different alignment concepts and to collect early input on uses, aesthetics, and features of the replacement bridge and surrounding properties.
- **January 10, 2019 - Community Workshop #2.** A second community workshop held at MRRPD's Monte Rio Community Center to discuss the preferred alignments for the new bridge and about roadway configuration options. Community input was actively solicited from workshop participants through a facilitated discussion and live polling activities aimed at identifying community preferences including preferred alignments, roadway configuration and design and aesthetics and design features of the replacement bridge.
- **July/August 2020 - Web Based Community Survey.** The County of Sonoma conducted an online survey to solicit community feedback regarding the replacement of Bohemian Highway Bridge across the Russian River in Monte Rio. Specifically, the survey asked the community

about the type of bridge (steel truss or steel-tied arch) and the placement of the sidewalk (inside or outside of the steel structure). The survey received 478 responses.

When considered side by side, 76% percent of participants selected the steel-tied arch as their preferred bridge type and 92% of participants supported the sidewalk on the outside of the steel bridge structure.

- **December 1, 2020 – Sonoma County Landmarks Commission Meeting to Consider the Bohemian Highway Bridge over the Russian River Replacement Project.** A virtual public meeting held via Zoom due to public health requirements during which the Landmarks Commission considered the potential effect of the project on the historic resource and solicited public input prior to providing its recommendation to the County's Department of Transportation and Public Works (DTPW) that the existing bridge be removed and a replacement bridge be constructed, per DTPW's proposed plans.
- **March 4, 2021 - Community Workshop #3.** A third community workshop held virtually via Zoom due to public health requirements focused on obtaining feedback on the community preferred architectural scenario including thematic (redwood, historic railroad or valley watershed) amenities and bridge color, informational signage, lamppost style, and potential bridge arch lighting.
- **April 14, 2021 – Bohemian Highway Bridge over the Russian River California Environmental Quality Act (CEQA) Scoping Meeting.** Virtual scoping meeting held via Zoom due to public health requirements. The presentation included a project overview, schedule, environmental analysis to be covered in the Environmental Impact Report (EIR) and opportunity for stakeholders and interested members of the public to submit comments, either written or verbal, on the scope of the environmental issues to be addressed in the EIR.
- **August 18, 2021 – Sonoma County Bicycle and Pedestrian Advisory Committee Meeting** – Virtual public meeting held via Zoom due to public health requirements. The presentation included review of the Project's proposed 5-foot shoulders/Class II bike lanes adjacent to the travel lanes, and 6-foot wide Class I multi-use sidewalk on both sides of the bridge. The County solicited both public Sonoma County Bicycle and Pedestrian Advisory Committee (SCBPAC) input. The SBPAC voted unanimously that the proposed bridge design presented is consistent with the policies in the 2010 Sonoma County Bicycle and Pedestrian Plan. In addition, the SBPAC stated that the inclusion of the bicycle and pedestrian facilities on the bridge would provide much improved multi-modal travel across the Russian River in Monte Rio.
- **May 6, 2022 –30 Day Public Review of the Draft Bohemian Highway Bridge Replacement Project Programmatic Section 4(f) Evaluation -** The Draft Bohemian Highway Bridge Replacement Project Programmatic Section 4(f) Evaluation was released for a 30-day public review on May 6, 2022. The notice of availability for the draft document was posted at the Project site and printed in the Press Democrat newspaper on May 6, 2022. Notice of availability was also sent directly to MRRPD and CDFW via email. (Other than comments from MRRPD and CDFW, as discussed below, no comments from the public were received).

7.2 MRRPD and CDFW Section 4(f) Coordination Meetings

MRRPD and CDFW meetings included:

- **January 6, 2021 - Virtual Zoom Meeting with MRRPD Facilities and Safety Sub-Committee.** County staff provided a detailed review of the Monte Rio Bridge Replacement Project, sharing design plans and construction staging drawings with MRRPD staff and consultants. The meeting focused on discussion of construction activities and those MRRPD areas that would be temporarily used for construction, staging and access. The purpose of the meeting was to solicit feedback on potential measures to minimize harm to MRRPD resources. County staff provided an overview of the National Environmental Policy Act (NEPA) Section 4(f) process and the Project's benefits. Following the meeting, County staff provided MRRPD with the design plans and construction staging drawings and MRRPD provided the County with their Memorandum of Understanding with CDFW for the Fishing Access and Boat Ramp parking areas.
- **March 1 2021 – Site Meeting with CDFW** County staff met with CDFW on site. Prior to the meeting, County provided design plans and construction staging drawings to CDFW. The focus of the meeting was to describe construction activities and discuss MRRPD areas that would be temporarily used for construction, staging and access and solicit feedback on potential minimization measures to reduce harm. County staff provided an overview of the National Environmental Policy Act (NEPA) Section 4(f) process and the Project's benefits.
- **June 1, 2021 – Virtual Zoom Meeting with MRRPD** At the request of the County, MRRPD Chairman Steve Baxman, and Administrator Sherry Pimsler and MRRPD's consultant, Praxis Architects met to discuss MRRPD's long and short term plans for a campground east and west of the existing southern abutment and possible future plans for the a pedestrian trail along Dutch Bill Creek. In addition, the County requested information on annual beach use.
- **August 2, 2021 – Virtual Zoom Meeting with MRRPD, CDFW and Caltrans** This meeting included representatives of Caltrans, CDFW and MRRPD. The County and Caltrans provided and presentation of the 4(f) process, including 4(f) roles and responsibilities, project overview, potential impacts to 4(f) resources. The County and Caltrans answered CDFW and MRRPD questions, and listened to concerns, which focused on the parking reductions during and after construction and impacts on recreational anglers and beach users.
- **September 13, 2021 – Virtual Zoom Meeting with CDFW and Caltrans** Meeting scheduled to review CDFW concerns regarding parking and potential impacts to angler's and recreational users if parking is unavailable. During the meeting, CDFW clarified times of peak demand for anglers and the need for pull-through parking spaces for boat trailers; condition of the parking surface during construction, and post-construction parking capacity and configuration. The County agreed to return the parking area to 100% or more of the existing pull-through parking spaces and to continue to iterate parking plans to meet CDFW needs, with a final plan to be agreed upon during the ROW negotiation phase.

Subsequent to this meeting, the County provided CDFW with a proposed plan (Attachment C) to provide one more standard and one more pull-through parking space than the existing configuration. This was accomplished by proposing construction of a retaining wall along the south side of the parking area to accommodate additional parking area post construction.

Subsequent to this meeting, CDFW requested via email the removal of two of the parking spaces (P70 and P10) and asked for additional information on the proposed retaining wall to expand the south side of the parking area as well as information on shoreline angler access. Additional access information was provided to CDFW via email on April 5, 2022 and also shared with MRRPD on April 8, 2022.

- **April 8, 2022 – Virtual Zoom Meeting with MRRPD Facilities and Safety Committee** Meeting schedule to review parking plans and discuss recreational access during construction. Other items discussed included MRRPD's preference for planting and small

seating area/bench for the southern abutment after construction, current use of the River Boulevard and Main Street Site for overflow parking during large events and potential use of gravel in this area to reduce dust, and pedestrian improvements wherever possible, particularly a crosswalk on the north approach. In addition, MRRPD requested that the canoe/kayak portage route be well marked and signed, with potential improvements to ease efforts portaging boats, which could include a staged landing area and pathway.

- **May 26, 2022 –CDFW Virtual Zoom Meeting with County** Meeting scheduled to address any questions CDFW may have on Draft Bohemian Highway Bridge over the Russian River Replacement Project Programmatic Section 4(f) Evaluation dated May 6, 2022. Based on CDFW preliminary review, there are no major issues. CDFW will provide comments regarding ownership of the Monte Rio Fishing Access paved parking area to the County. (CDFW comments were received on June 9, 2022, and County responses were provided to CDFW on June 29, 2022).
- **June 1, 2022 – MRRPD Facilities and Safety Committee Public Meeting at Monte Rio Community Center** – A public, in-person meeting of the MRRPD Facilities & Safety Committee was held at the Monte Rio Community Center. On the agenda was Caltrans's intent to make a net benefit finding on the Bohemian Highway over the Russian River Bridge Replacement Project. The Committee discussed potential revisions to the Draft Bohemian Highway Bridge over the Russian River Replacement Project Programmatic Section 4(f) Evaluation dated May 6, 2022. The Committee then agreed to submit the revisions to the County. There were no public comments. (The County received MRRPD's comments on June 2, 2022).
- **July 6, 2022 - MRRPD Facilities and Safety Committee Public Meeting via Zoom**– A public meeting of the MRRPD Facilities and Safety Committee was held via Zoom. County staff from Department of Public Works and Permit Sonoma joined the meeting. MRRPD staff had received the County's June 28, 2022 response to MRRPD's June 2, 2022 comments on the Draft Programmatic Section 4(f). The Committee discussed that the County had agreed to incorporate the majority of the requested revisions, but there were a few more additional minor issues to provide to the County (MRRPD provided the additional comments to the County on July 6, 2022 and the County responded on July 8). The committee indicated that the next step was to make a positive recommendation to the MRRPD Board on July 11. There were no public comments.
- **July 11, 2022 MRRPD Board of Directors Public Meeting via Zoom**- A public meeting of the MRRPD Board of Directors was held via Zoom. During the meeting, the MRRPD Facilities and Safety Committee indicated that the County had accepted all of MRRPD's comments on the Draft Programmatic Section 4(f). The Facilities and Safety Committee recommended the MRRPD Board of Director's concurrence on the Programmatic Section 4(f). The MRRPD board then voted unanimously to approve. There were no public comments.

Other than comments from MRRPD and CDFW, there were no public comments on the Draft Programmatic Section 4(f).

MRRPD provided a signed concurrence letter on July 18, 2022. CDFW provided a signed concurrence letter on July 26, 2022. Both MRRPD's and CDFW's signed letters concur that the Project meets the criteria for a net-benefit determination under Section 4(f). Concurrence letters are included in Attachment D.

8. Conclusions

Table 1, *Section 4(f) Determinations*, below, provides the Section 4(f) determination for the CDFW and MRRPD 4(f) resources. All of the 4(f) resource determinations are either “Net Benefit” or “No 4(f) Use.” These findings are considered valid unless new information is obtained or the proposed effects change to the extent that a new analysis is needed.

The 4(f) resources would be returned to a condition that is the same or improved as compared to its condition prior to the Project. Overall access to the 4(f) resources would be improved by the proposed Project through the construction of the seismically safer and widened replacement bridge and bike lanes, allowing improved and safer access for vehicle, pedestrian and bicycle traffic.

The County coordinated with MRRPD and CDFW as the officials with jurisdiction over the 4(f) resources, at the Project site and prepared a Draft Programmatic Section 4(f) for a 30-day review period. CDFW and MRRPD provided comments, which were addressed by the County. CDFW and MRRPD both provided concurrence that the Project meets the Section 4(f) criteria for a net-benefit under Section 4(f).

Table 1 – Section 4(f) Determinations

4(f) Resource	Section 4(f) Determination	Rationale for Determination
MRRPD Beaches (Big Rocky, Sandy and Dutch Bill Creek Beach)	Net Benefit	<p>The proposed replacement bridge will improve access to the beaches and will be constructed to meet current seismic safety standards. Improved pedestrian and cyclist access includes Class I and Class II bike lanes</p> <p>With removal of the eight (8) existing bridge piers and the pre-1934 remnant bridge pier from river and beach, the low flow river channel will be opened up, improving conditions for water recreation and fisheries habitat.</p> <p>The currently unimproved access path from Main Street to Dutch Bill Creek Beach will be re-surfaced, allowing improved access to the beach and river for water recreation users and anglers.</p>
Monte Rio Fishing Access	Net Benefit	<p>No changes or construction activities are proposed for the boat ramp. Access to the boat ramp will remain open during construction.</p> <p>Following construction, the Monte Rio Fishing Access paved parking area would be reconfigured, repaved and restriped in coordination with MRRPD and CDFW. In addition, improvements to the Monte Rio Fishing Access paved parking area drainage system would be improved and may be incorporated into the project as part of the Project's Low Impact Development (LID) water treatment plans, as feasible. In addition, the proposed bridge would provide improved access to the Monte Rio Fishing Access and river.</p> <p>To mitigate for temporary parking reductions at Monte Rio Fishing Access and Big Rocky Beach parking areas, the County will develop a temporary parking plan that would provide 100% of the existing parking for the duration of construction activities, including a plan for parking during the steelhead fishing season (generally between October 30 and April 1), providing 100% of the parking for boat trailers during the fishing season.</p>
Koret Park and Playground	No 4(f) Use	<p>No changes or construction activities are proposed for Koret Park and Playground. Access to this area will remain open during construction.</p>
Riverfront Meadow	No 4(f) Use	<p>No changes or construction activities are proposed for Riverfront Meadow. Access to this area will remain open during construction.</p>
Main Street and Riverfront Boulevard Site	Net Benefit	<p>Following construction, the County will improve the disturbed areas adjacent to the existing southern abutment, with plantings and small seating area or bench, as requested by MRRPD. The County will continue coordinating with MRRPD on future use of the unused roadway, post construction. As allowed by Civil Code, the County will explore the potential to vacate the unused right-of-way, providing a potential opportunity for ownership by MRRPD.</p>
Rio Theater and Extravaganza	No 4(f) Use	<p>Proposed replacement bridge work is limited to the edge of the northwest corner of the theater property, outside the limits of the building structure (which are the boundaries of the Rio Theater listing for Section 106 of the National Historic Preservation Act purposes). Therefore, there will be no 4(f) permanent or temporary use of the property. Access to the theater will remain open during construction. Best management practices (BMPs) to mitigate construction noise impacts will be implemented and, there will not be any (4) f constructive use of the theater. Caltrans, as assigned by FHWA, will consult with the State Historic Preservation Office (SHPO) to obtain a determination of eligibility and finding of effect for the Rio Theater, in compliance with Section 106 of the National Historic Preservation Act.</p>

9. References

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- 2016. *Seismic Design for Steel Bridges, Second Edition*.
- 2009. *California Manual of Uniform Traffic Control Devices (MUTCD) 2009 and the California Supplement 2014, Revision 3*.

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- 2020b, Bohemian Highway Bridge over Russian River – Project Option Discussion, prepared by County of Sonoma, Department of Transportation and Public Works November 12, 2020.
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Federal Highway Administration, 2012. Section 4(f) Policy Paper. U.S. Department of Transportation, Federal Highway Administration, Office of Planning, Environment, and Realty. July 2012

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- 2021a. Bohemian Highway Bridge over Russian River Replacement Project Natural Environmental Study, March 2021.
- 2021b. Bohemian Highway Bridge over Russian River Replacement Project Biological Assessment Study, April 2021.

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- 2021. E-mail from Sherry Pimsler, MRRPD District Administrator to Deborah Waller, Permit Sonoma and with numbers of boat rentals at Big Rocky Beach from 2014 to 2019. June 6, 2021
- 2006. MRRPD Master Plan 2025. Monte Rio Recreational and Parks District.

Regional Water Quality Control Board, 2015. Order No. R1-2015-0030, NPDES No. CA0025054, National Pollutant Discharge Elimination System Permit and Waste Discharge Requirements for Discharges from the Municipal Storm Sewer Systems. October 8, 2015.

Attachment A

**Table A1 - Temporary Occupancy and Permanent
(Actual) Use of 4(f) Sites for Bohemian Highway Bridge
Replacement Project**

Table A1 –4(f) Temporary Occupancy and Permanent (Actual) Use of 4(f) Sites for Bohemian Highway Bridge Replacement Project

4(f) Site/Use	Parcel Number (ownership/acres)	Total Acres	Year 1 – Temporary Construction/ Occupancy (acres)	Year 2 – Temporary Construction/ Occupancy (acres)	Year 3 – Temporary Construction/ Occupancy (acres)	Post Construction Permanent Impact/ Actual Use (acres) - Fill	Proposed Bridge Structure (over beach) and ROW areas (acres)	Beneficial Post Construction (acres)
MRRPD Big Rocky and Sandy Beaches/ Recreational Beach and River Areas	094-110-002 (MRRPD/6.62) 094-110-001 (MRRPD/2.90) 095-170-012 (MRRPD)5.00 ⁱ	14.52	2.28 - staging, publically prohibited areas, gravel pad 0.11 - parking	2.77 - staging, publically prohibited areas, gravel pad 0.11 - parking	3.56 - staging, publically prohibited areas, gravel pad 0.39 -parking	0.009 Eight (8) replacement bridge columns on beach	0.73 - bridge structure over beach (0.54 acres) and adjacent ROW (0.19 acres)	0.06 - Removal of 8 existing bridge piers from beach (0.04 acres) and river channel (0.02` acres) 0.89 - Removal of existing bridge deck (0.59 acres) and adjacent ROW (0.30 acres)
MRRPD Dutch Bill Beach	095-160-001 (MRRPD/2.71)	1.60	0.65 - staging, publically prohibited areas, gravel pad	1.05 - staging, publically prohibited areas, gravel pad	1.16 - staging, publically prohibited areas, gravel pad	<0.001 - One (1) replacement bridge column along bank of Dutch Bill Creek	0.43 - bridge structure over beach (0.33 acres) and adjacent ROW (0.10 acres)	0.04 – Removal of 3 existing bridge piers from river bank 0.01¹ - removal of pre-1934 bridge pier from river channel
Monte Rio Fishing Access/Parking and Riparian Areas (CDFW and MRRPD)	094-100-046 (MRRPD/3.13)	3.13	0.17 - publically prohibited areas 0.09 - staging in parking area	0.17 - publically prohibited areas 0.09 - staging in parking area	0.17 - publically prohibited areas 0.09 - staging in parking area	No permanent impact to or use	None	Construction of a retaining wall and reconfiguration, repaving, and restriping of parking area with asphalt concrete. Design layout of parking spaces and restriping in coordination with CDFW and MRRPD. Repair of and improvements to existing parking area drainage system, with integration into proposed replacement bridge Low Impacted Development (LID) water quality features, as feasible.
	094-100-035 (CDFW/0.82)	0.82	0.03 acres (publically prohibited areas) 0.45 acres (staging in parking area)	0.03 (publically prohibited areas) 0.39 (staging in parking area)	0.03 (publically prohibited areas) 0.39 (staging in parking area)	0.06 acres – proposed bridge structure northern approach fill (parking)	0.04 ROW adjacent to proposed bridge structure northern approach	
River Blvd & Main St Properties	095-170-020 (MRRPD/0.70) 095-160-007(MRRPD/0.0.33)	0.88	None	None	0.16 (publically prohibited area)	No permanent Impact or use	None	Revegetate and small seating area or bench, as requested by MRRPD. The County will continue to coordinate with MRRPD on revegetation and seating plans.
Totals		20.95	Staging/Prohibited Areas – 3.13 Parking- 0.65	Staging/Prohibited Areas – 4.02 Parking- 0.59	Staging/Prohibited Areas – 5.05 Parking- 0.0.87	Beach Areas - 0.01 (Replacement bridge columns) Parking Area - 0.06 (Replacement bridge northern approach)	Proposed Bridge Structure - 0.87 Proposed Bridge ROW – 0.33	Existing Bridge Piers (11 piers)– 0.09² Pre-1934 Remnant Pier Removal - 0.01 Existing Bridge Structure – 0.59 Existing Bridge ROW - 0.30

1. Estimate of 0.005 acres was rounded up to 0.01 acres. Portions of the remnant pier footing may be submerged under river bed and therefore its area may be larger than estimated here.

2. Approximately 0.09 acres (rather than 0.10 acres) based on rounding

Attachment B

Figures

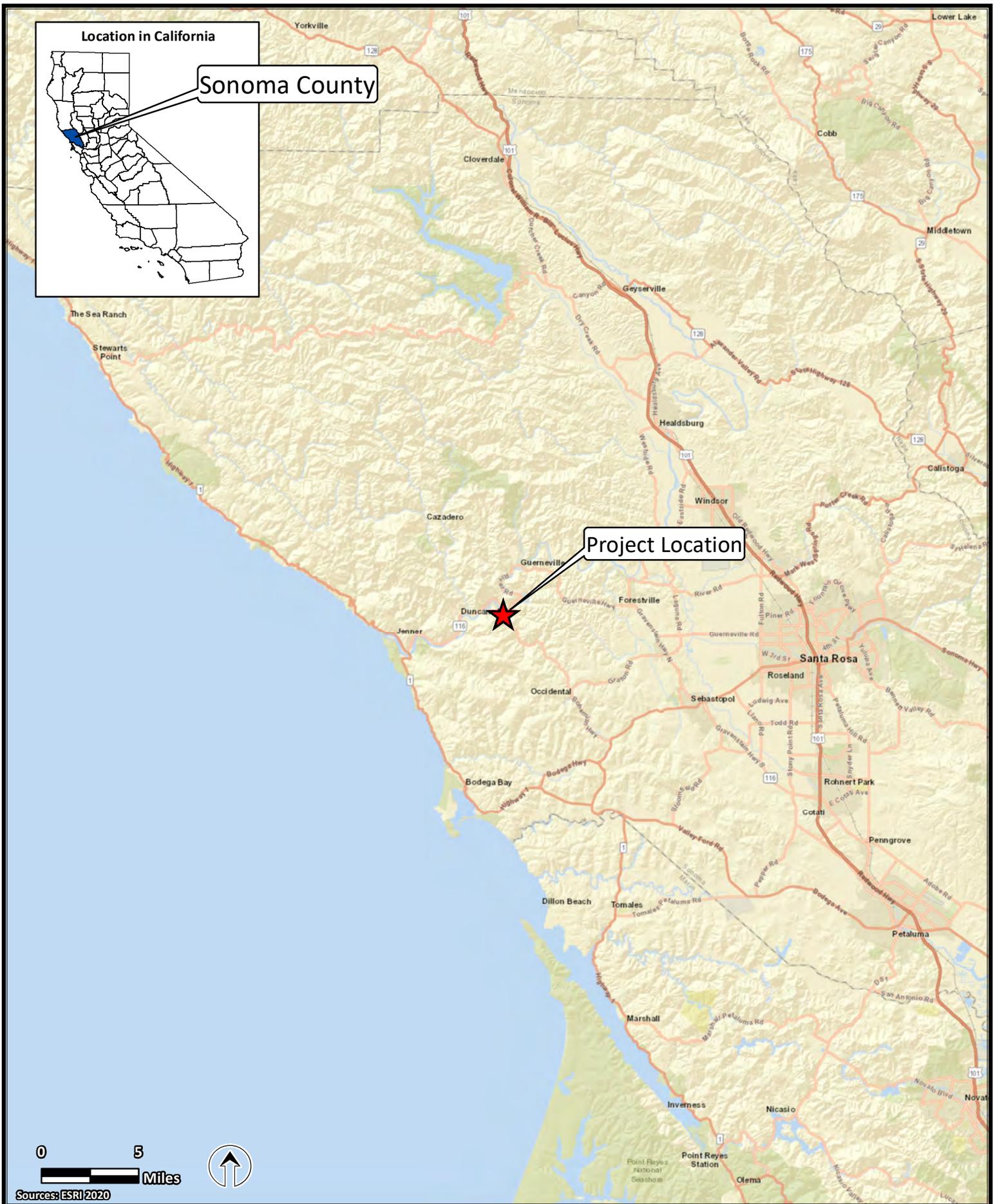
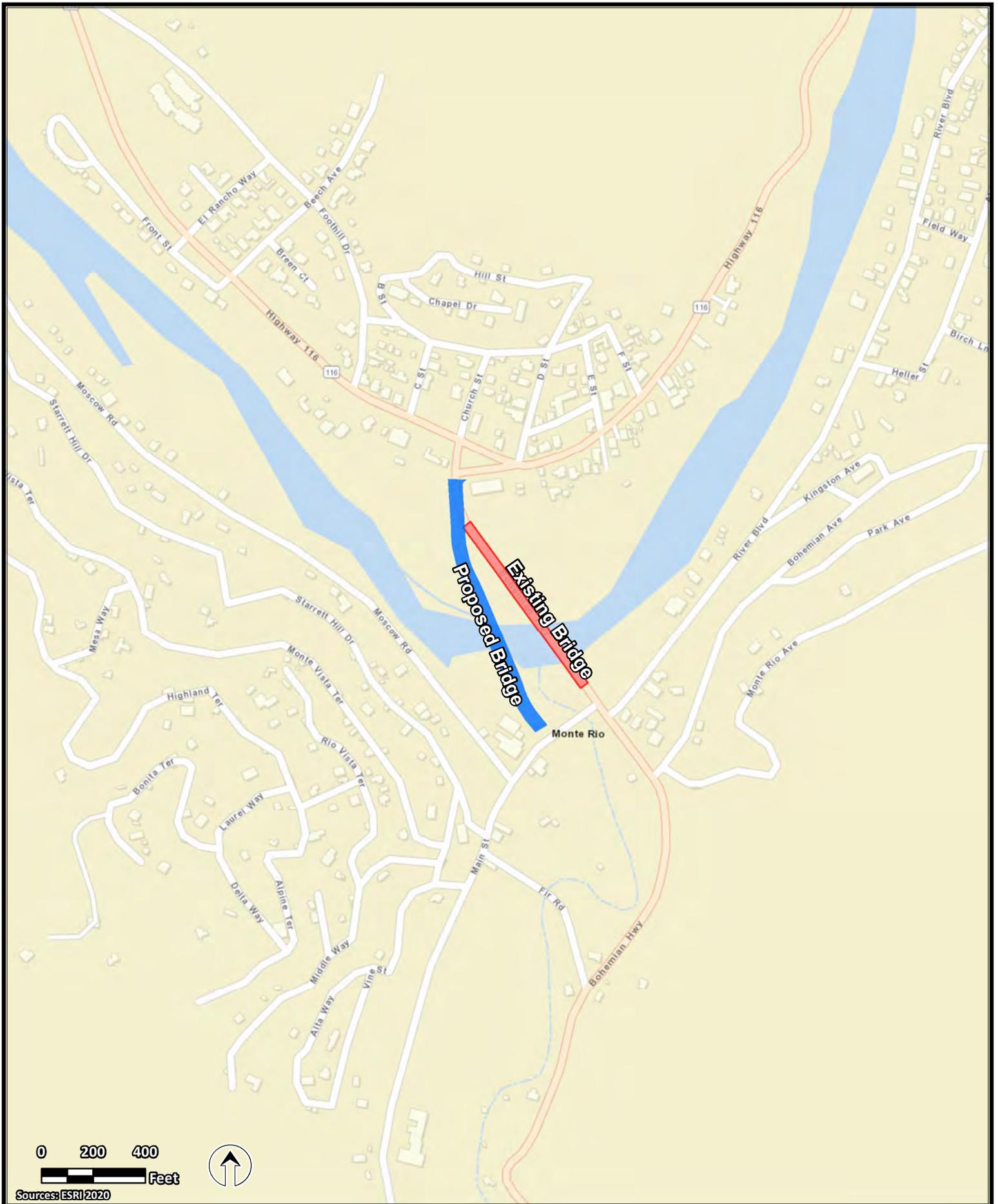
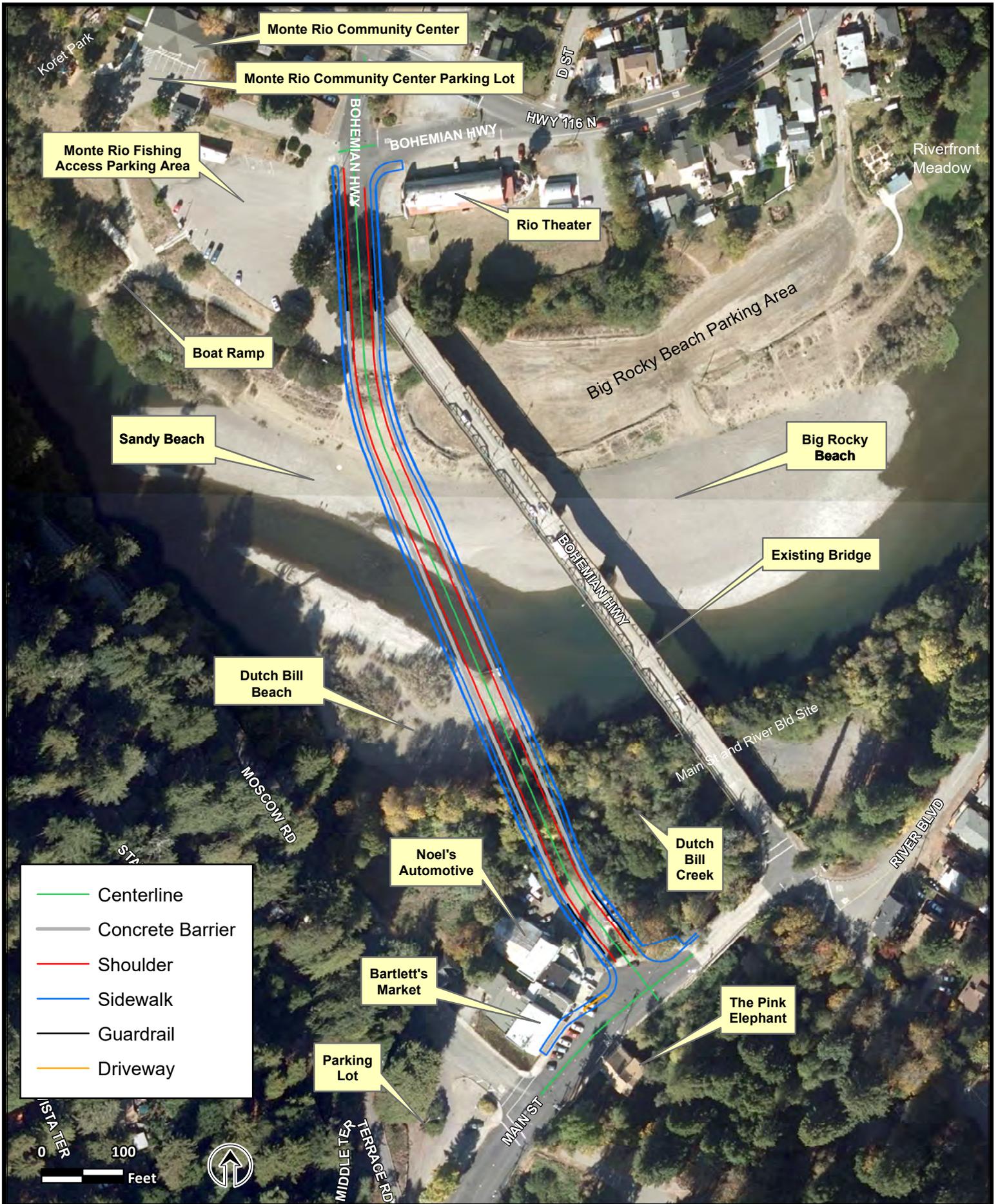


FIGURE 1. REGIONAL LOCATION Bohemian Highway Bridge Over Russian River Replacement



**FIGURE 2. PROJECT LOCATION
Bohemian Highway Bridge Over Russian River Replacement**





Sources: ESRI 2020.



FIGURE 3A PROJECT AREA
Bohemian Highway Bridge Over Russian River Replacement

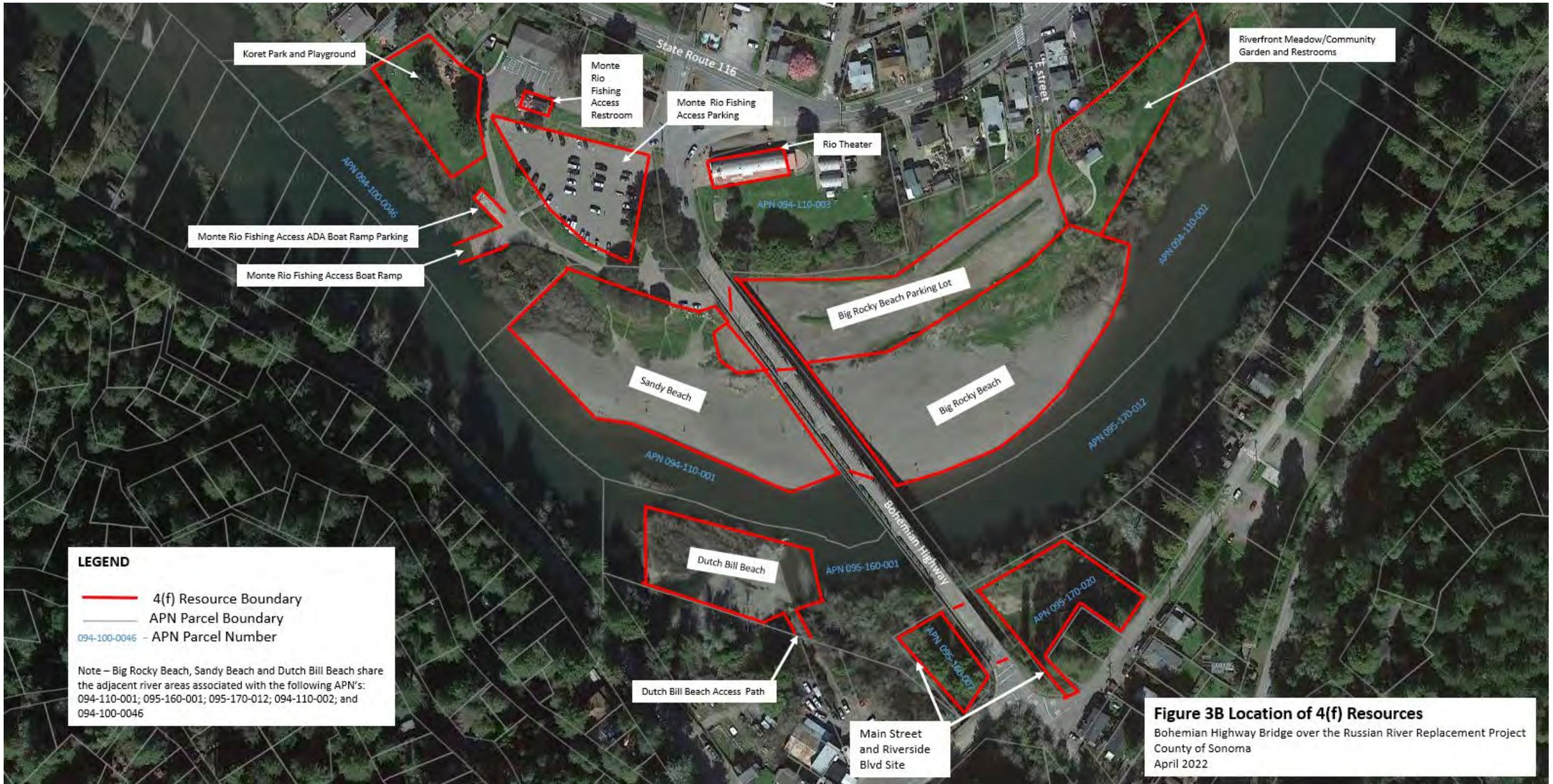
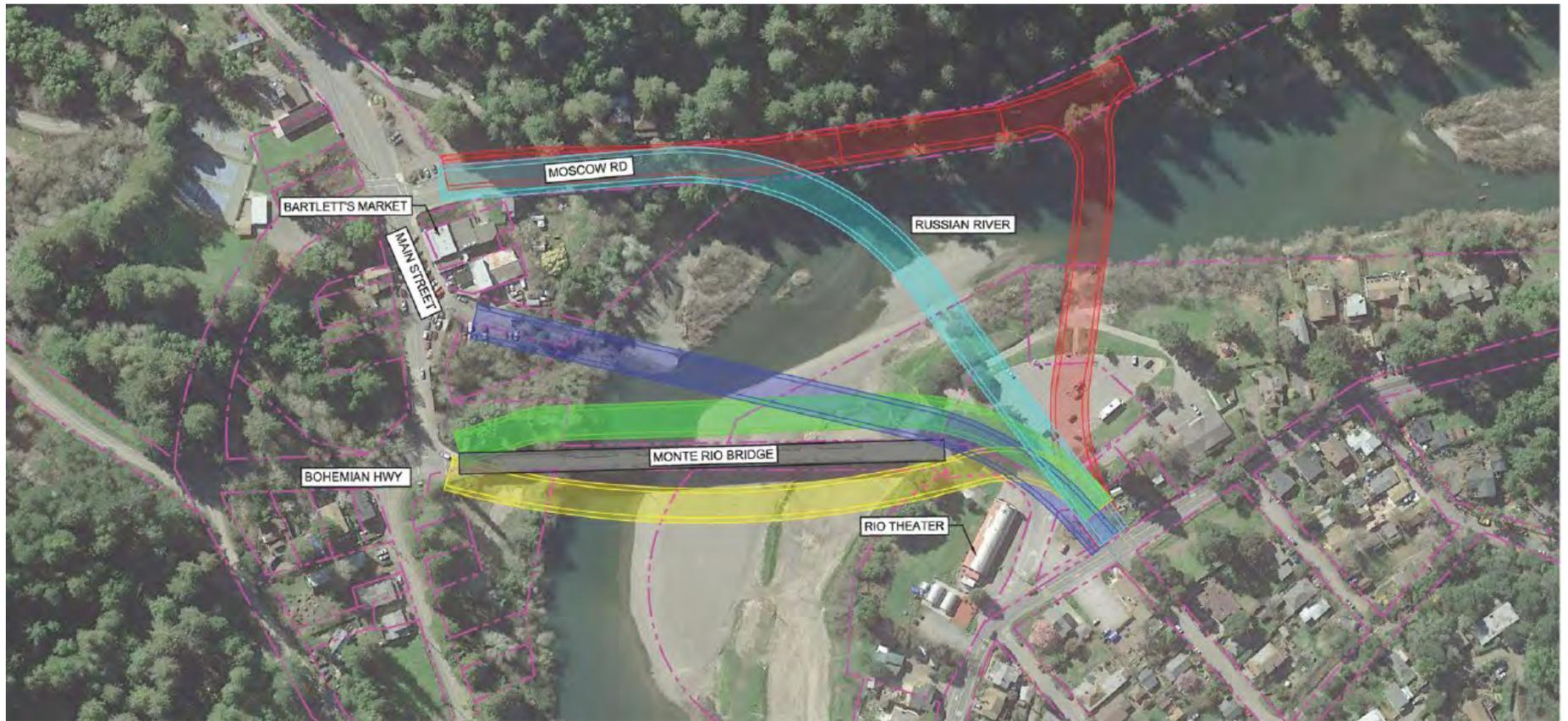


Figure 4 Alignment Concepts



Note - Proposed bridge shown in gray for simulation purposes only; bridge paint color to be determined.

Sandy Beach -View from Sandy Beach looking Southeast
Post-Construction Simulation



Figure 5 - Visual Simulation - Sandy Beach
Bohemian Highway Bridge over the Russian River
Replacement Project
County of Sonoma
April 2022

Note - Proposed bridge shown in gray for simulation purposes only; bridge paint color to be determined.

View from Moscow Road
looking east-
Post-Construction
Simulation

Figure 6 - Visual Simulation, Moscow Road
Bohemian Highway Bridge over the Russian
River Replacement Project
County of Sonoma
April 2022



Attachment C - Plans

- **Design Plans**
- **Construction Staging Drawings (Years 1, 2 and 3)**
- **Parcel Map and ROW (Years 1, 2 and 3) - Staging and Publicly Prohibited Areas**
- **ROW Map and Matrix**
- **ROW Impacts and Benefits**
- **Access Exhibits**
- **Monte Rio Fishing Access Existing Parking and Proposed Parking Plans**

Design Plans

INDEX TO PLANS

SHEET No.	DWG No.	TITLE
1	T1	TITLE SHEET

ROAD PLANS

SHEET No.	DWG No.	TITLE
2	X-1	CONSTRUCTION NOTES, LEGEND, ABBREVIATIONS AND TYPICAL SECTIONS
3	PP-1	PLAN AND PROFILE
4	PP-2	PLAN AND PROFILE
5	PP-3	PLAN AND PROFILE
6	CD-D1	CONSTRUCTION DETAILS
7	SD-1	STORMWATER TREATMENT PLAN
8	SD-2	STORMWATER TREATMENT PLAN
9	PD-1	PAVEMENT DELINEATION
10	PD-2	PAVEMENT DELINEATION
11	TC-1	TRAFFIC CONTROL-SEASON 1
12	TC-2	TRAFFIC CONTROL-SEASON 2
13	TC-3	TRAFFIC CONTROL-SEASON 3
14	U-1	UTILITY PLAN
15	U-2	UTILITY PLAN

LANDSCAPE MITIGATION PLANS

SHEET No.	DWG No.	TITLE
16	LD.0	COVER SHEET
17	L1.0	PLANTING MITIGATION PLAN
18	L1.1	SITE IMPROVEMENT PLAN
19	L1.2	OVERLOOK ENLARGEMENT
20	L2.0	TREE MITIGATION PLANTING PALETTE
21	L2.1	CONCEPT MITIGATION PLANTING PALETTE
22	L2.2	CONCEPT ORNAMENTAL PLANTING PALETTE
23	L2.3	PLANTING DETAILS
24	L2.4	PLANTING DETAILS

BRIDGE PLANS

SHEET No.	DWG No.	TITLE
25	S1	GENERAL PLAN No. 1
26	S2	GENERAL PLAN No. 2
27	S3	GENERAL PLAN No. 3
28	S4	FOUNDATION PLAN

COUNTY OF SONOMA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC WORKS

PROJECT PLANS FOR CONSTRUCTION OF
**BOHEMIAN HIGHWAY BRIDGE OVER THE
RUSSIAN RIVER REPLACEMENT PROJECT**

(EXISTING COUNTY BRIDGE No. 20C-0018)
(NEW COUNTY BRIDGE No. XXX-XXXX)

FEDERAL PROJECT No. STPL2-6920(135)

COUNTY ROAD No. 8002A
FROM P.M. 20.12 TO P.M. 30.00
NET LENGTH
0.23 MILES



VACINITY MAP
NO SCALE

VERTICAL DATUM:
NAVD 88

BASIS OF BEARINGS:
CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE II (BASED ON CALIFORNIA SURVEYING AND DRAFTING VRN, BASED ON CSRS CORS POSITIONS, EPOCH 2011.00). DISTANCE AND STATIONING ARE GROUND DISTANCES. MULTIPLY BY 0.99996312 TO OBTAIN GRID DISTANCES.

RIGHT OF WAY DETERMINATION:
FOR ROAD RIGHT OF WAY DETERMINATION, SEE RECORD OF SURVEY RECORDED IN BOOK 154 OF MAPS AT PAGES 21-22.

STANDARDS:
TO BE SUPPLEMENTED BY CALTRANS 2018 STANDARD PLANS AND CALTRANS 2018 STANDARD SPECIFICATIONS.

NOTE:
THE CONTRACTOR SHALL POSSESS CLASS A LICENSE AND HAZARDOUS SUBSTANCE REMOVAL CERTIFICATION AT THE TIME OF AWARD.

APPROVED FOR CONSTRUCTION:

JOHANNES J. HOEVERTSZ, P.E., DIRECTOR DATE
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
R.C.E. 67468

PLAN CHECK SET/ NOT FOR CONSTRUCTION (12/18/20)

DESIGN BY	JW	
DRAWING BY	DW	
CHECKED BY		

CONSTRUCTION COMPLETED	
DATE	BY

BROOK CARROSA ASSOCIATES INC
STRUCTURAL ENGINEERS

RESIDENT ENGINEER AS BUILT DRAWINGS BY: _____

BY APPROVED: _____

REG. THE CALIFORNIA BOARD OF REGISTERED PROFESSIONAL ENGINEERS NO. 288-2013

COUNTY OF SONOMA
DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS
JOHANNES J. HOEVERTSZ, P.E. DIRECTOR

TITLE SHEET	ROAD NUMBER
BOHEMIAN HIGHWAY BRIDGE OVER THE RUSSIAN RIVER REPLACEMENT PROJECT	SUBJECT NUMBER
	FISCAL YEAR
	SHEET NUMBER
	TOTAL SHEETS

12/18/20

CONSTRUCTION NOTES:

- 1. PROTECT IN PLACE (ITEM)
- 2. SAWCUT
- 3. REMOVE PAVEMENT LIMITS AS SHOWN ON PLAN
- 4. REMOVE CURB LIMITS AS SHOWN ON PLAN
- 5. REMOVE SIDEWALK AS SHOWN ON PLAN
- 6. CONSTRUCT NEW AC PAVEMENT SECTION
- 7. CONSTRUCT CURB (TYPE A1-C) PER COUNTY STD. PLAN 220
- 8. CONSTRUCT CURB & GUTTER PER COUNTY STD. PLAN 220
- 9. CONSTRUCT AT THICK SIDEWALK PER COUNTY STD. PLAN 220
- 10. CONSTRUCT COMMERCIAL ORNAMENT PER COUNTY STD. PLAN 608
- 11. CONSTRUCT CURB RAMP FROM BOR TO EXH PER CALTRANS STD. PLAN 458A (CASE PER PLAN)
- 12. GRIND EXISTING PAVEMENT (0.10 MIN) AND CONSTRUCT AC OVERLAY TO FINISHED GRADE PER PLAN
- 13. CONSTRUCT MEDIAN GUARD RAILING WITH IN-LINE TERMINAL SYSTEM END TREATMENT PER CALTRANS STD. PLAN RSP 4770, TYPE 17A LAYOUT
- 14. CONSTRUCT MEDIAN GUARD RAILING WITH IN-LINE TERMINAL SYSTEM END TREATMENT PER CALTRANS STD. PLAN RSP 4770, TYPE 17A LAYOUT
- 15. CONSTRUCT RETAINING WALL
- 16. PROPOSED BRIDGE STRUCTURE

LEGEND:

- RIGHT OF WAY LINE
- SAWCUT
- UNARMED
- RETAINING WALL
- EXISTING ELECTRICAL
- EXISTING STREET LIGHT CONDUIT
- EXISTING GAS
- EXISTING JOINT OVERHEAD
- EXISTING WATER
- EXISTING SANITARY SEWER
- EXISTING SEWER ORDN
- EXISTING TELECOMMUNICATION
- EXISTING TELEPHONE
- EXISTING ROADSIDE SIGN
- INSTALL ROADSIDE SIGN
- CHANGE OF PAVEMENT COORDINATION DETAIL
- DIRECTION OF TRAVEL
- AC PAVEMENT IMPROVEMENTS
- CONCRETE PAVEMENT IMPROVEMENTS
- HOO IMPROVEMENTS
- REMOVE PAVEMENT

ABBREVIATIONS:

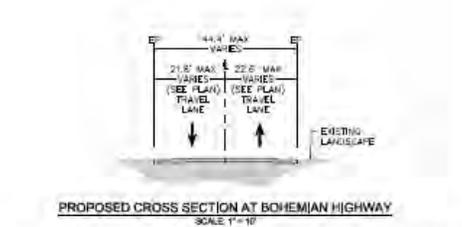
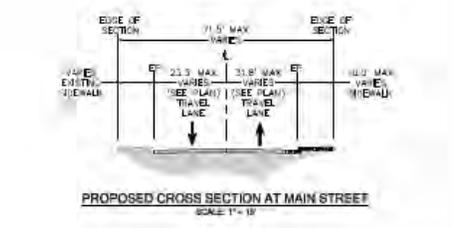
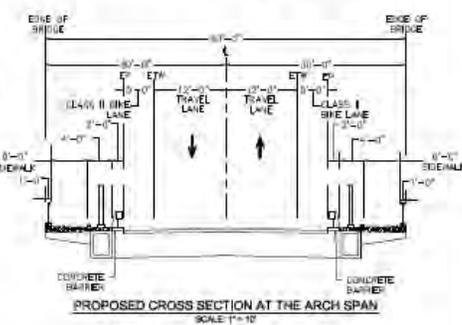
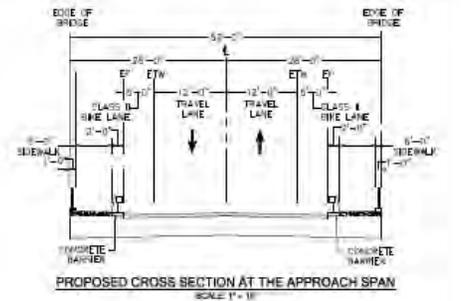
- | | | | |
|--------|------------------------|------|--|
| AB | ADJUSTABLE GATE | AWC | WATER GAS AND ELECTRIC PROPOSED |
| AD | ADDITION | BE | BEAM |
| AC | ASPHALT CONCRETE | BL | BULL BOX |
| ADCR | ADDRESS | CC | PORTLAND CEMENT CONCRETE |
| AVE | AVENUE | PE | PEDESTRIAN |
| BO | BEIGN OF CURVE | PI | POINT OF INTERSECTION |
| BOR | BEIGN OF CURB RETURN | PIV | POINT OF VERTICAL INTERSECTION |
| BS | BEGIN | POC | POINT ON CURVE OR POINT OF CONNECTION |
| BVC | BEGIN VERTICAL CURVE | PF | POWER POLE |
| D&C | CURE AND GUTTER | PT | POINT OF TANGENCY |
| DS | CATCH BASIN | PVC | PORTLAND CEMENT |
| DF | CURE FACE OR CURB FOOT | PAV | PAVEMENT |
| DI | CAST IRON | Q | RATE OF FLOW |
| DP | CAST IRON PIPE | R | RADIUS |
| CLL | CENTER LINE | RD | RETAINING CURB |
| COM | COMPLICATION | RCF | REINFORCED CONCRETE P.C.C. |
| CONC | CONCRETE | RD | ROAD |
| CONST | CONSTRUCTION | RHW | Roadway |
| CONSTR | CONSTRUCTION | REV | REVISION |
| COV | COVER | REV | REVISION |
| CR | CURB | RI | RIDGE |
| CR | CURB | R/S | RIGHT OF WAY |
| CR | CURB | R/W | RIGHT OF WAY |
| CR | CURB | S | SOUTH OF SLOPE |
| CR | CURB | SE | SANITARY SEWER |
| CR | CURB | SD | STORM DRAIN |
| CR | CURB | SDH | STORM DRAIN HANDBOLE |
| CR | CURB | SL | STREET LIGHT (ELECTRICAL) |
| CR | CURB | SP | SQUARE FEET |
| CR | CURB | SR | SHOULDER |
| CR | CURB | SRHW | STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION |
| CR | CURB | SSWH | SANITARY SEWER HANDBOLE |
| CR | CURB | ST | STREET |
| CR | CURB | STA | STATION |
| CR | CURB | STO | STANDARD |
| CR | CURB | SW | SEWARD |
| CR | CURB | T | TANGENT |
| CR | CURB | TC | TOP OF CURB |
| CR | CURB | TCB | TEMPORARY CONSTRUCTION BASEMENT |
| CR | CURB | TOP | TOP OF PIPE |
| CR | CURB | TS | TRAFFIC SIGNAL |
| CR | CURB | TY | TELEPHONE |
| CR | CURB | UN | UNKNOWN |
| CR | CURB | US | UNKNOWN |
| CR | CURB | V | VALVE OR VEIT |
| CR | CURB | VS | VERTICAL CURVE |
| CR | CURB | W | WATER |
| CR | CURB | W1 | WATER OF WEST OF NORTH |
| CR | CURB | WW | WATER WET |
| CR | CURB | WV | WATER VALVE |
| CR | CURB | # | NUMBER OR POWER |
| CR | CURB | 4:1 | 4:1 SLOPE |
| CR | CURB | A | 4 HORIZONTAL TO 1 VERTICAL AND |
| CR | CURB | @ | AT |
| CR | CURB | Ø | DIAMETER |
| CR | CURB | L | PROPERTY LINE |

SIGNING AND STRIPING NOTES:

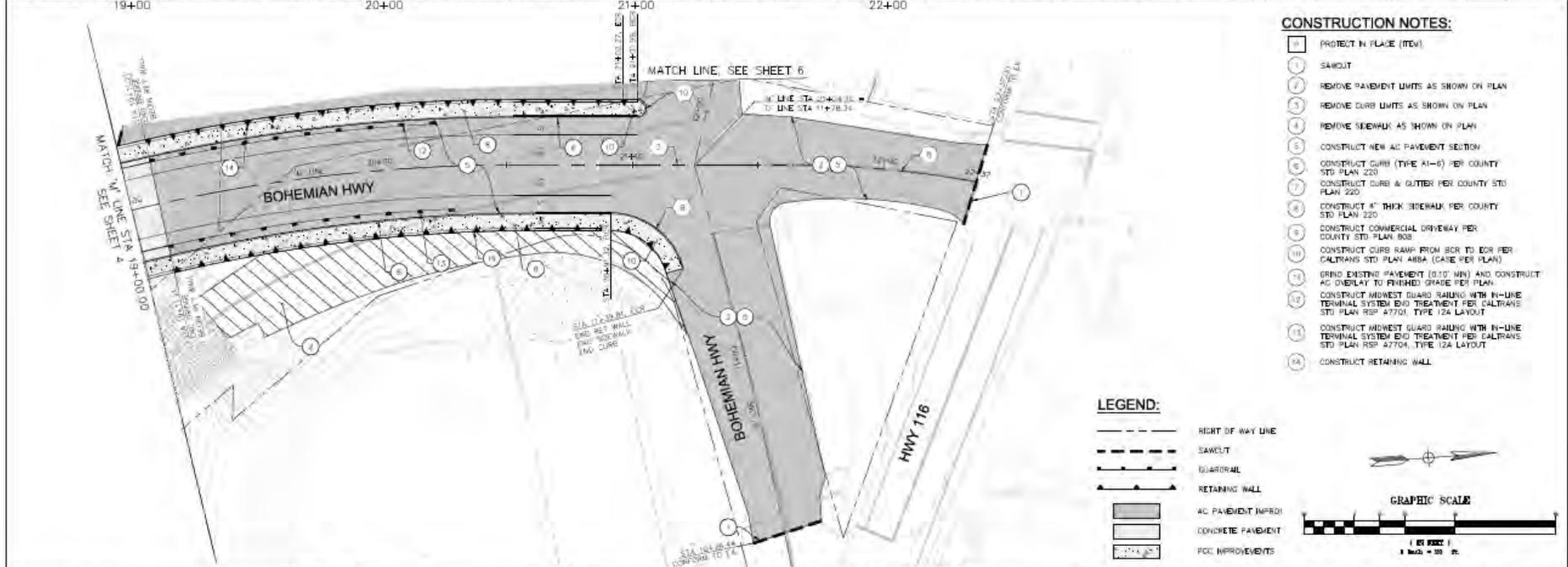
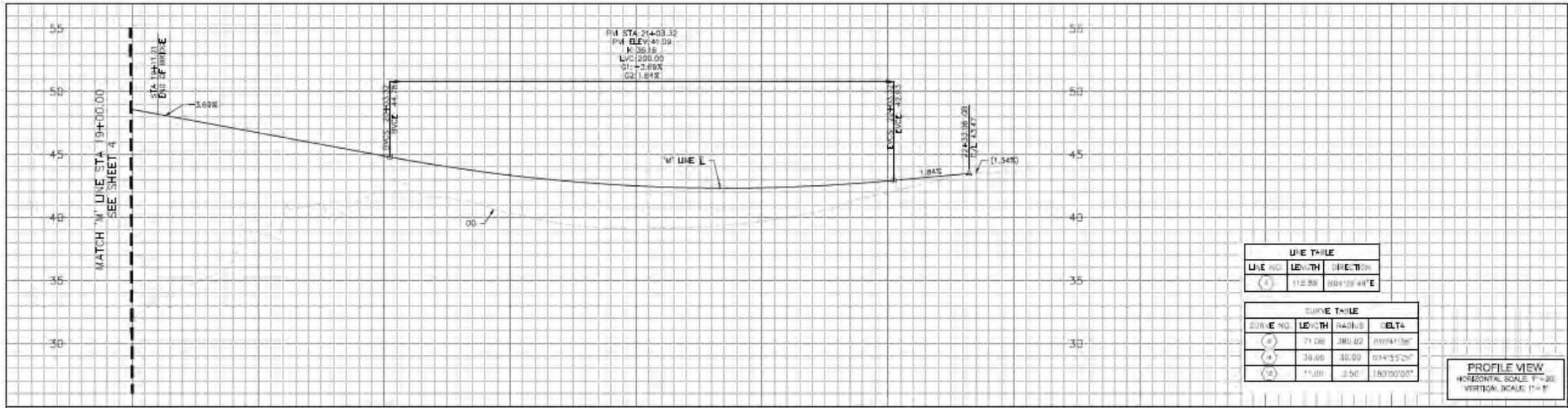
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- 5. INSTALL WHITE LADDER CROSSWALK MARKING AS SHOWN ON CALTRANS STD. PLAN NO. 424F
- 6. INSTALL 12" WHITE UNIT LINE AS SHOWN ON CALTRANS STD. PLAN NO. 424E
- 7. INSTALL PAVEMENT MARKING AS SHOWN ON CALTRANS STD. PLAN NO. 424C AND 424D
- 8. INSTALL "ONE LANE" MARKING AS SHOWN ON CALTRANS STD. PLAN NO. 424B
- 9. INSTALL ONE LANE ARROW AS SHOWN ON CALTRANS STD. PLAN NO. 424A
- 10. INSTALL 12" WHITE ONE LANE LINE AS SHOWN ON CALTRANS STD. PLAN NO. 4200 DETAIL 15
- 11. INSTALL WHITE RIGHT EDGE LINE AS SHOWN ON CALTRANS STD. PLAN NO. 4200 DETAIL 27B
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- 13. INSTALL ADA PARKING STALL STRIPING AND MARKINGS

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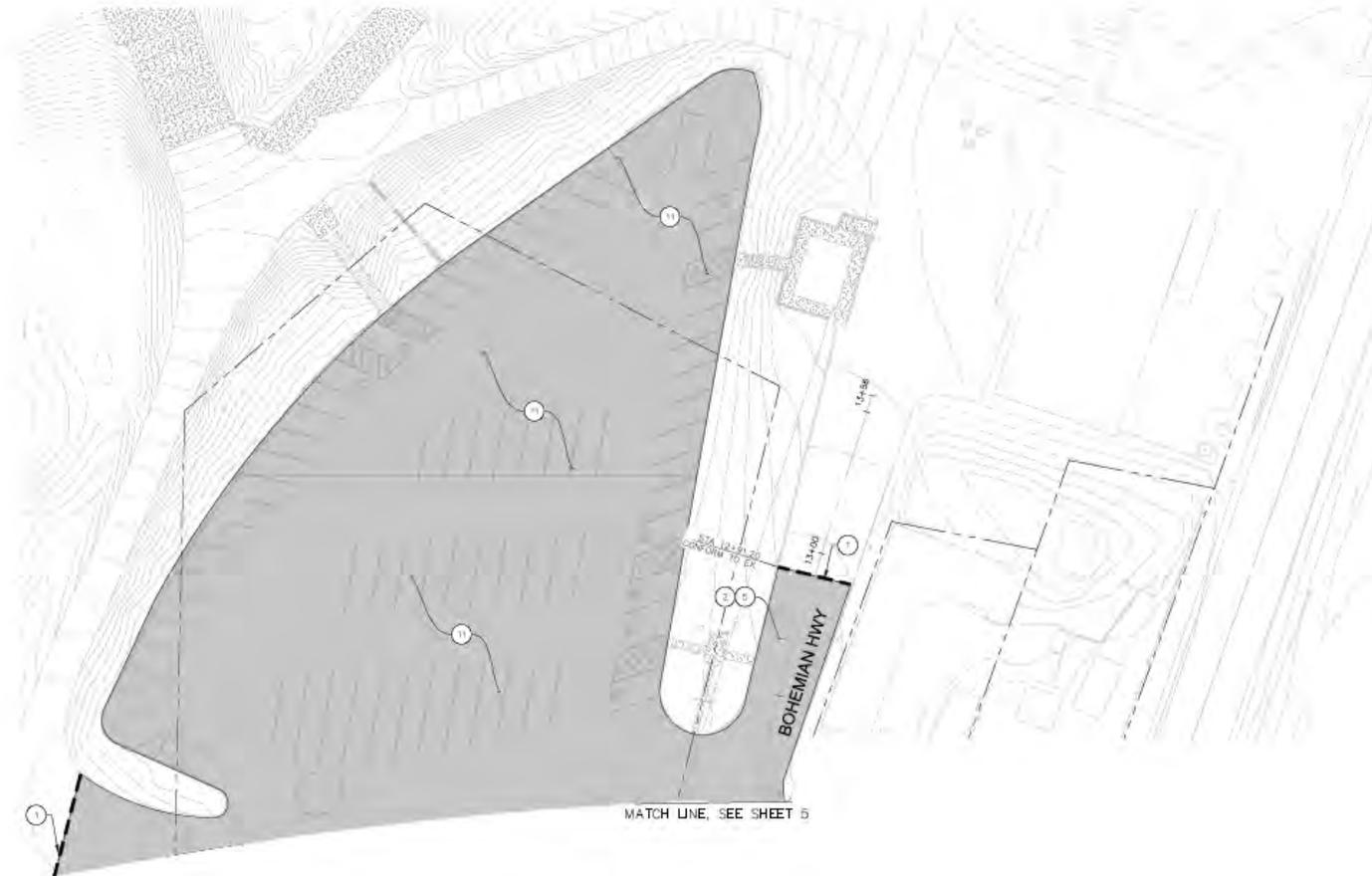
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- 4. REMOVE EXISTING UTILITY



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			DATE:	DESIGNED BY:	CHECKED BY:		BOHEMIAN HIGHWAY BRIDGE OVER THE RUSSIAN RIVER REPLACEMENT PROJECT		



DESIGN BY	LS	REGISTERED CIVIL ENGINEER	CONSTRUCTION COMPLETED:	BY: [Signature]	DATE: [Date]		NO BEST APPROXIMATION TO BE COMPLETED AFTER CONSTRUCTION	RESIDENT ENGINEER AS BUILT DRAWINGS BY: [Signature] DATE: [Date]	APPROVED BY: [Signature] DATE: [Date]		BKF 100 BGR		COUNTY OF SONOMA DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS JOHANNES J. HANFPERESS, P.E., DIRECTOR	PLAN AND PROFILE		ROAD NUMBER	200-0118
DRAWING BY	LS	PLANS APPROVAL DATE	DATE	DATE	DATE									SUBJECT NUMBER	011025		
CHECKED BY	SA	PLANS APPROVAL DATE	DATE	DATE	DATE	REGAL YEAR	18-00	SHEET NUMBER	2	TOTAL SHEETS	2						

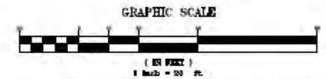


CONSTRUCTION NOTES:

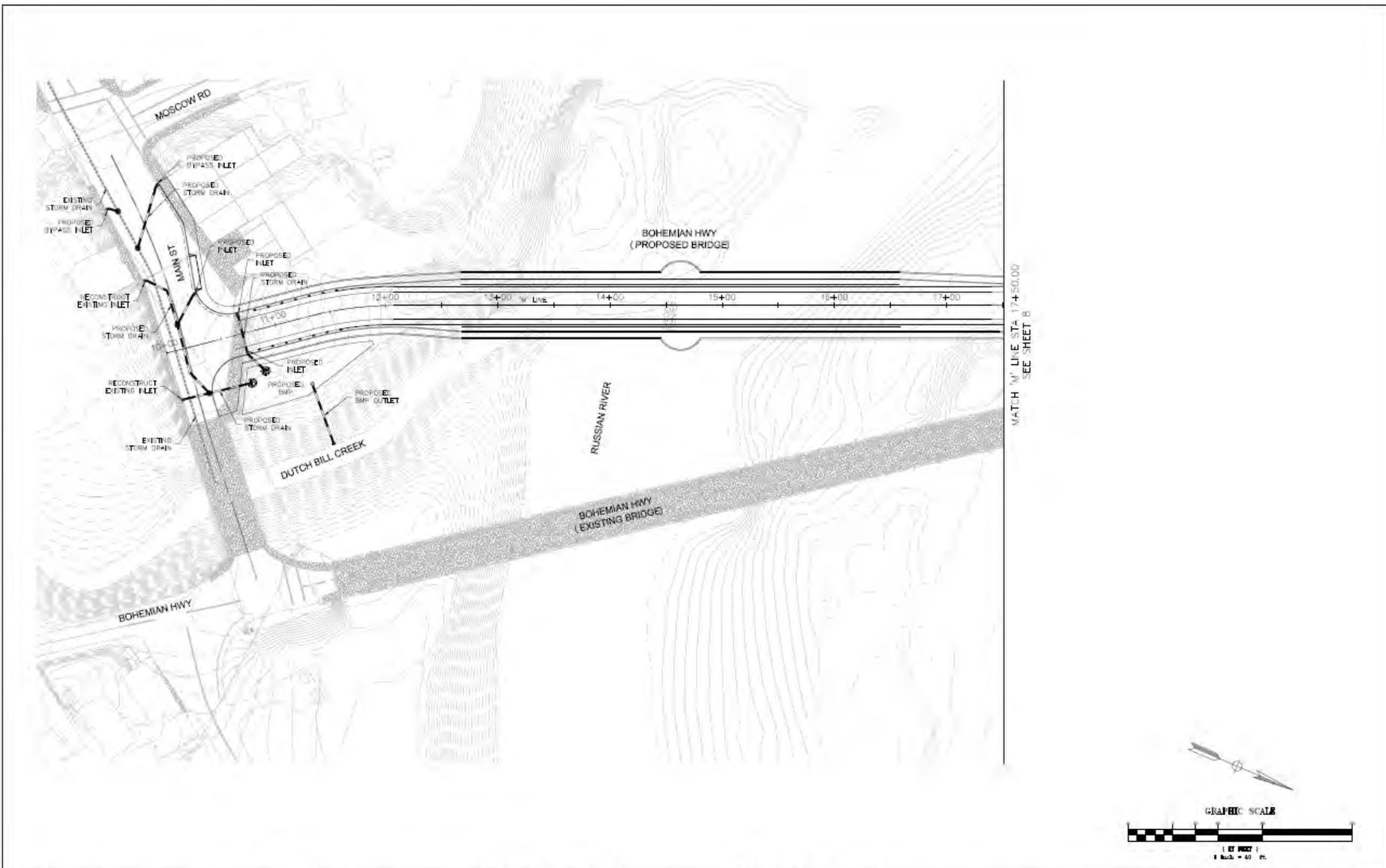
- 7 PROTECT IN PLACE (TEW)
- 1 SAWCUT
- 2 REMOVE PAVEMENT LIMITS AS SHOWN ON PLAN
- 3 CONSTRUCT NEW AC PAVEMENT SECTION
- 5 GRIND EXISTING PAVEMENT (3.15' MAX) AND CONSTRUCT AC OVERLAY TO FINISH GRADE PER PLAN

LEGEND:

- RIGHT OF WAY LINE
- SAWCUT
- GUARDRAIL
- RETAINING WALL
- AC PAVEMENT IMPROVEMENTS
- CONCRETE PAVEMENT IMPROVEMENTS
- PCC IMPROVEMENTS

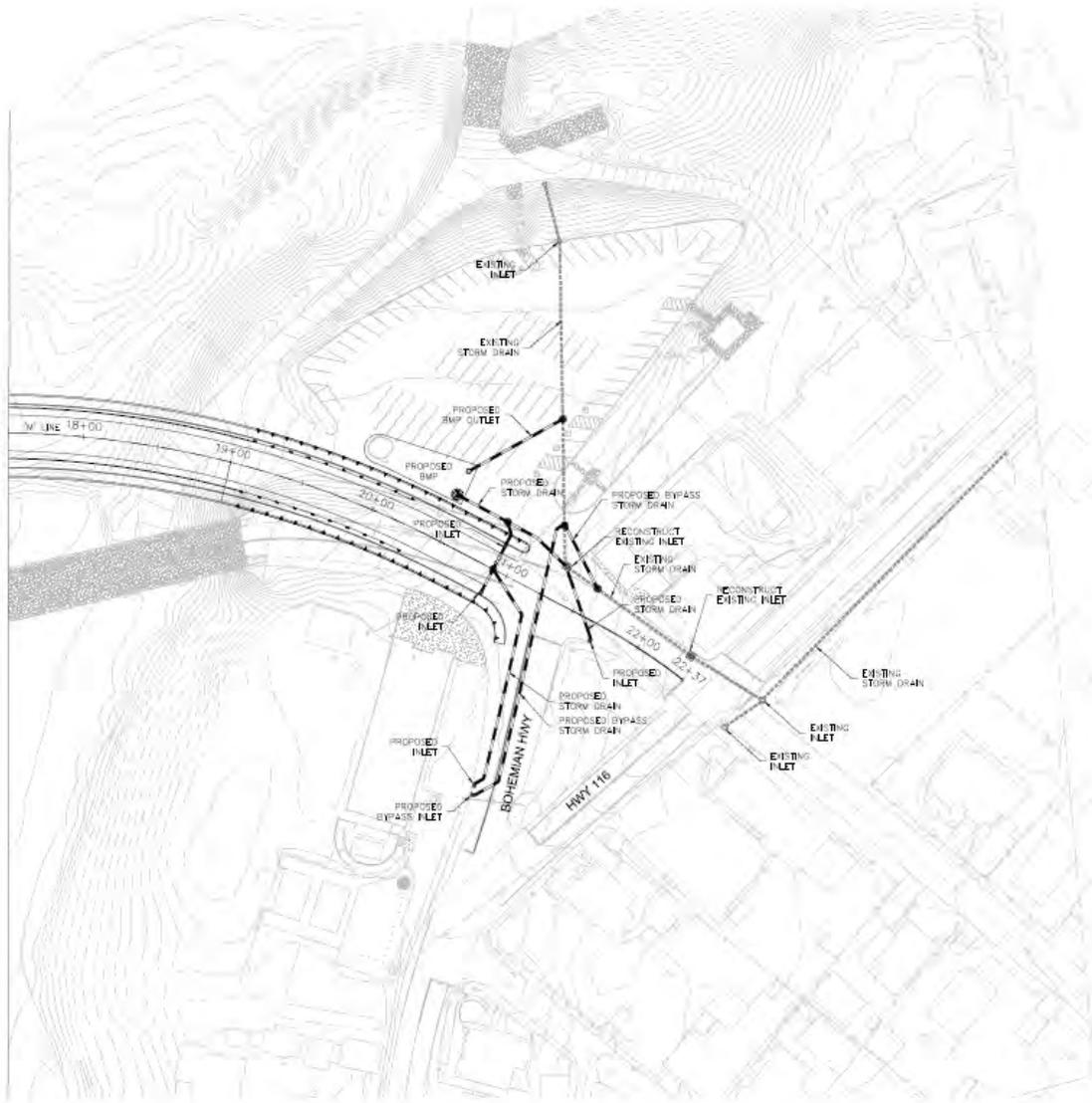


DESIGN BY	LS	REGISTERED CIVIL ENGINEER		CONSTRUCTION COMPLETED			COUNTY OF SONOMA DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS JOHANNES J. HONVORISEZ, P.E., DIRECTOR	CONSTRUCTION DETAIL	ROAD NUMBER	300-0018
DRAWING BY	LS	PLANS APPROVAL DATE		NO SUELT INFORMATION TO BE COMPLETED AFTER CONSTRUCTION RESIDENT ENGINEER AS SUELT DRAWINGS BY:	H&F ENGINEERS 4015 MACARTHUR COURT, SUITE 400 SANFORD, TEXAS, CA 92080 T: (440) 333-6960				SUBJECT NUMBER C11009	ROAD YEAR 18-20
CHECKED BY	SA	IN ORDER TO DEVELOP AND DESIGN OF THE 14.0-FT. AND BRIDGE AND ENGINEERING - CONSTRUCTION DETAILS, ETC. 2022/05/09 11:37 AM		DATE _____ BY APPROVAL: _____ _____	WISSE CARPONA ASSOCIATES INC STRUCTURAL ENGINEERS 710 The Alameda San Francisco, CA 94102 TEL: 415-398-3000			SHEET NUMBER 6	TOTAL SHEETS 	



DESIGN BY	LS	REGISTERED CIVIL ENGINEER		CONSTRUCTION COMPLETED	DATE	BY	APPROVED		 	 COUNTY OF SONOMA DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS ARMANDO J. HERRERA, P.E., DIRECTOR	ROAD NUMBER	220-0079	
DRAWING BY	LS	PLANS APPROVAL DATE		DATE	REGISTERED ENGINEER	AS BUILT DRAWINGS BY					SUBJECT NUMBER	071009	
CHECKED BY	SA	IN WITNESS WHEREOF, I, THE ENGINEER, DO HEREBY SET MY HAND AND SEAL AT SONOMA, CALIFORNIA, THIS 24th DAY OF FEBRUARY, 2024.								RISAL YEAR	16-20		
										SHEET NUMBER	7	TOTAL SHEETS	7

MATCH 'W' LINE STA 17+50.00
SEE SHEET 7



DESIGN BY: LS
DRAWING BY: LS
CHECKED BY: SA



NO BUILD INFORMATION TO BE
CHANGED BY CONSTRUCTION

CONSTRUCTION COMPLETED:
DATE: _____ BY: _____

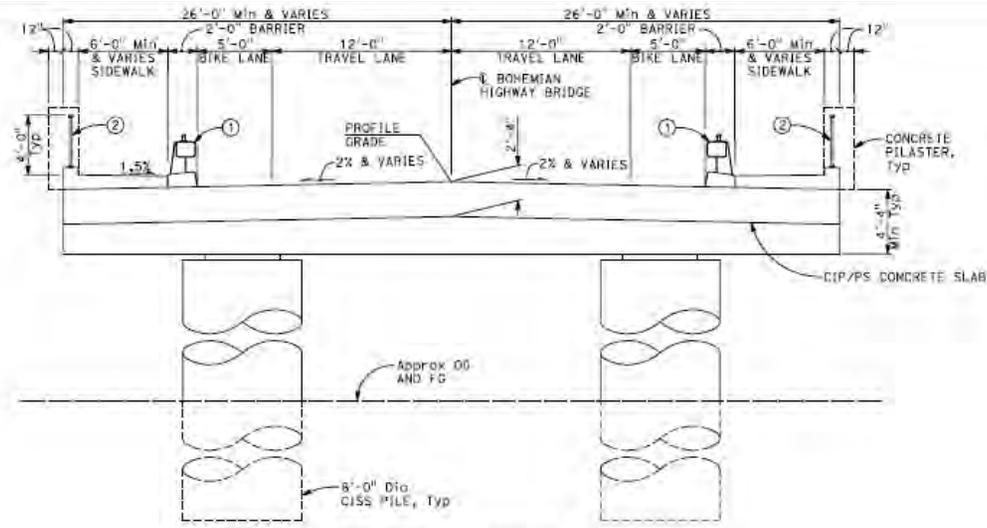
APPROVED BY: _____
DATE: _____



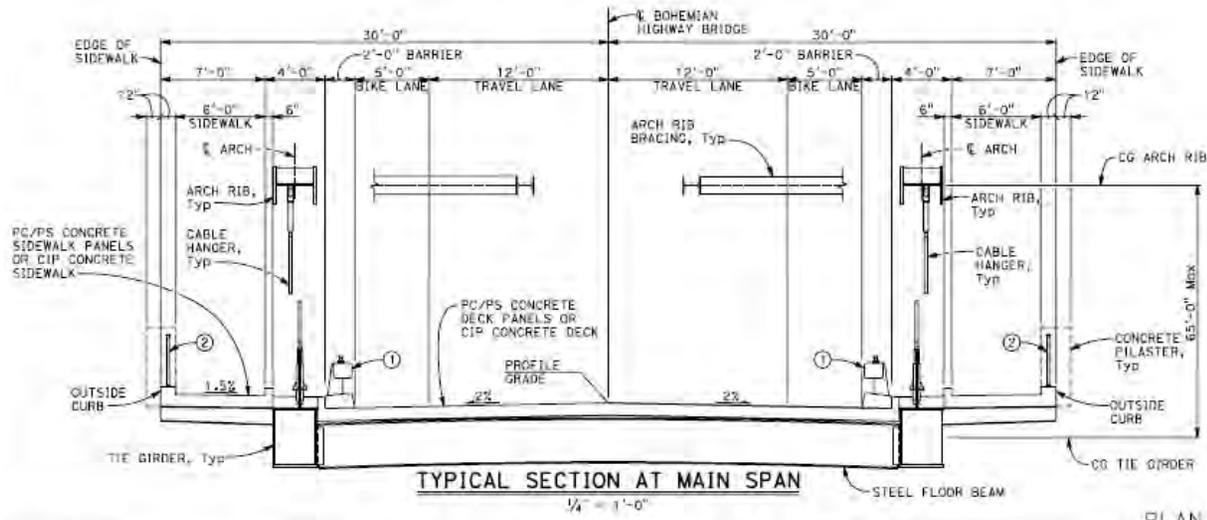
COUNTY OF SONOMA
DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS
JOHANNES J. HENNINGER, P.E., DIRECTOR

STORMWATER TREATMENT PLAN
**BOHEMIAN HIGHWAY BRIDGE OVER THE
RUSSIAN RIVER REPLACEMENT PROJECT**

ROAD NUMBER	200-0018
SHEET NUMBER	01009
SCALE	10'-0"
SHEET NUMBER	6
TOTAL SHEETS	



TYPICAL SECTION AT SOUTH APPROACH
1/4" = 1'-0"



TYPICAL SECTION AT MAIN SPAN
1/4" = 1'-0"

- NOTES:
 ① MASH Rated Concrete Barrier
 ② Steel pedestrian railing

PLAN CHECK SET/ NOT FOR CONSTRUCTION (12/15/20)

DESIGN BY	JDY	REGISTERED STRUCTURAL ENGINEER
DRAWING BY	AC	PLANS APPROVAL DATE
CHECKER BY		



CONSTRUCTION COMPLETED	
DATE	BY

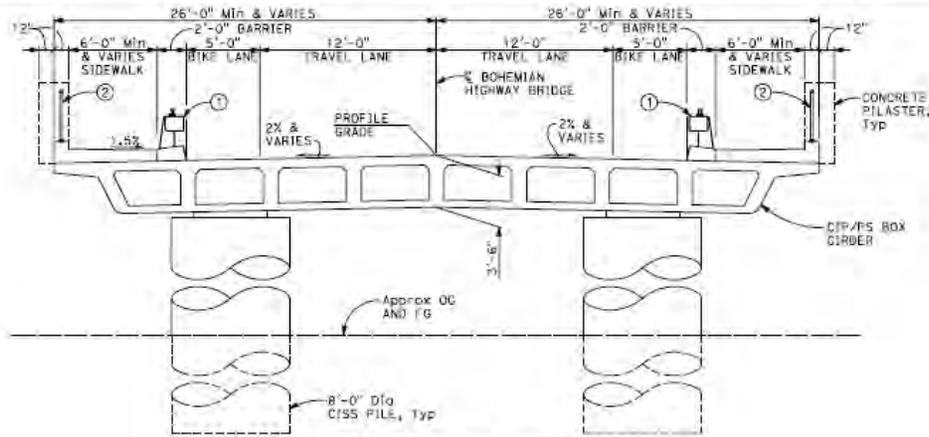
ROSS CARROSA ASSOCIATES INC
 STRUCTURAL ENGINEERS
 1000 11th Street, Suite 200
 San Francisco, CA 94103
 415-778-8815



COUNTY OF SONOMA
 Department of Transportation & Public Works
 JOURNALING & RECORDING P.J. LINDSTROM

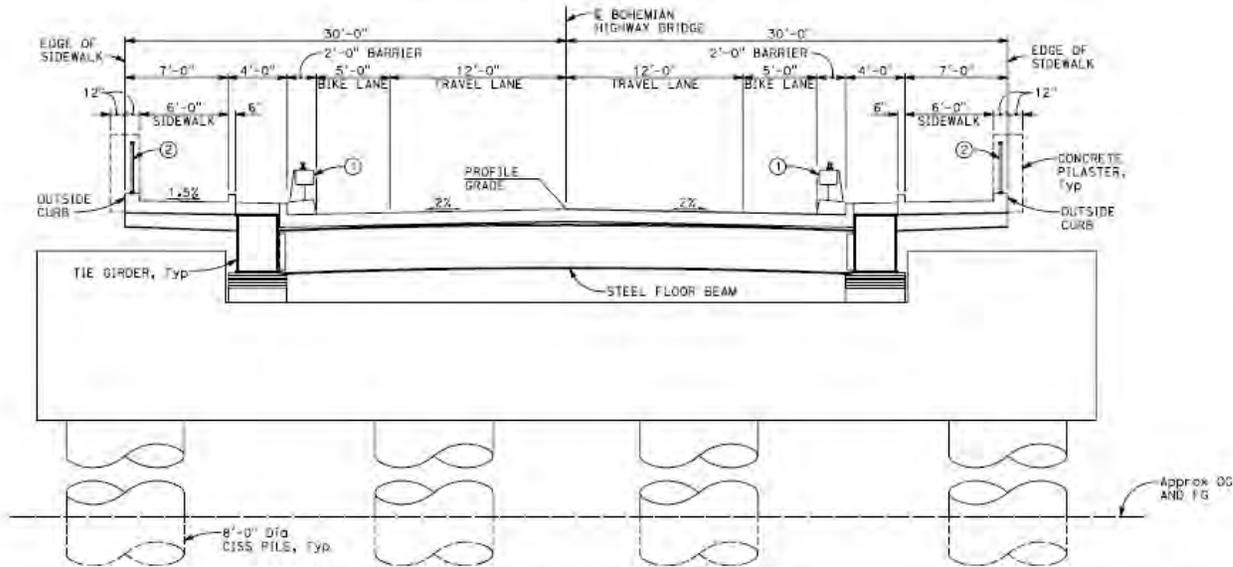
GENERAL PLAN No. 2	ROAD NUMBER
BOHEMIAN HIGHWAY BRIDGE OVER THE RUSSIAN RIVER REPLACEMENT PROJECT	SUBJECT NUMBER
	FISCAL YEAR
	SHEET NUMBER
	TOTAL SHEETS

1001787428



TYPICAL SECTION AT NORTH APPROACH

1/4" = 1'-0"



TYPICAL SECTION AT BENT 4 AND BENT 5

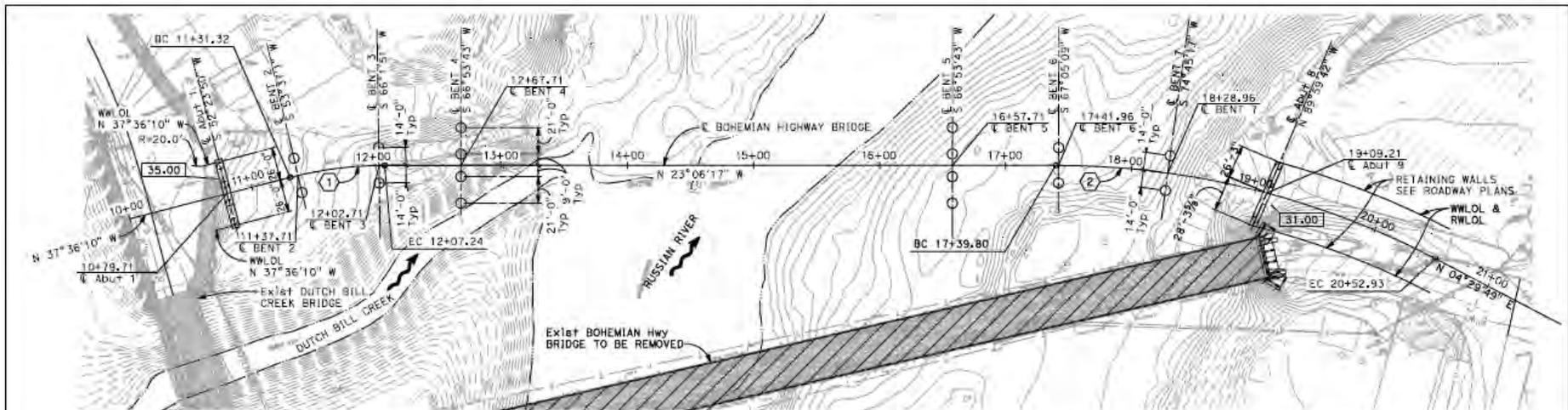
1/4" = 1'-0"

NOTES:

- ① MASH Rated Concrete Barrier
- ② Steel pedestrian railing

PLAN CHECK SET/ NOT FOR CONSTRUCTION (12/17/20)

DESIGN BY	JHW		CONSTRUCTION COMPLETED			GENERAL PLAN No. 3	ROAD NUMBER	
DRAWING BY	AK		REGISTERED STRUCTURAL ENGINEER			REGISTERED ENGINEER AS BUILT DRAWINGS BY	BOHEMIAN HIGHWAY BRIDGE OVER THE RUSSIAN RIVER REPLACEMENT PROJECT	BUDGET NUMBER
CHECKED BY			DATE			DATE	BY	APPROVED
						TOTAL SHEETS		



CURVE DATA				
CURVE	R	Δ	T	L
①	300.00'	14°29'54"	38.16'	75.91'
②	650.00'	27°36'06"	159.66'	313.13'

FOUNDATION PLAN

1" = 40'



NOTES:

1. Contour interval is 1'-0"
2. Utilities shown are for illustrative purposes only, not all utilities shown. Verify utility locations and whether they are to be relocated, abandoned, etc, with Road Plans.
3. For property delineations and descriptions, see Road Plans.

BENCH MARK AND DATUM				
MONUMENT	COORDINATES		Elev (NAVD 88)	DESCRIPTION/LOCATION
	NORTHING	EASTING		
Pt 1	-	-	40.12	MAG NAIL & WASHER, SET IN CONCRETE AT THE SOUTHEAST CORNER OF BOHEMIAN HWY AND D STREET.

Note: Elevation is based on NAVD 88 by GPS observations utilizing the California Survey & Drafting Supply VSN.

Hydrologic Summary for Bridge No. xx-xxxx (Design Hydraulics Study by WRECO)		
Drainage Area: 1390 mi ²		
Frequency	Design Flood	Base Flood
	50-year	100-year
Discharge	98,000 cfs	107,000 cfs
Water Surface Elevation at Bridge	45.9 ft	47.6 ft

Floodplain data are based upon information available when the plans were prepared and are shown to meet federal requirements. The accuracy of said information is not warranted by Biggs Cardosa Associates and interested or affected parties should make their own investigation.

PILE DATA TABLE						
LOCATION	PILE TYPE	NOMINAL RESISTANCE (kips)		CUT-OFF ELEVATION (ft)	DESIGN TIP ELEVATION (ft)	SPECIFIED TIP ELEVATION (ft)
		COMPRESSION	TENSION			
Abut 1	60" CISS	-	-	-	-	-
BENT 2	96" CISS	-	-	-	-	-
BENT 3	96" CISS	-	-	-	-	-
BENT 4	96" CISS	-	-	-	-	-
BENT 5	96" CISS	-	-	-	-	-
BENT 6	96" CISS	-	-	-	-	-
BENT 7	96" CISS	-	-	-	-	-
Abut 8	60" CISS	-	-	-	-	-

- Notes:
1. Design tip elevations for Abutments and Bents are controlled by: (a) Compression; (b) Tension; (c) Lateral Load.
 2. Tip Elevation shall not be raised above specified Tip Elevation.

SCOUR DATA TABLE		
SUPPORT No.	LONG TERM (DEGRADATION AND CONTRACTION SCOUR ELEVATION (ft))	SHORT TERM (LOCAL) SCOUR DEPTH (ft)
Abut 1	N/A	N/A
BENT 2	11.8	7.8
BENT 3	-18.4	8.1
BENT 4	-18.4	15.2
BENT 5	-18.4	16.1
BENT 6	-0.6	13.5
BENT 7	-0.6	19.7
Abut 8	N/A	N/A

- LEGEND:
- Indicates Bridge Removal
 - Indicates Existing Structure
 - Indicates LOW Flow Line
 - Indicates Flow Direction
 - Indicates Bottom of Footing Elevation
 - Indicates existing spot elevations
 - Indicates CISS Pile

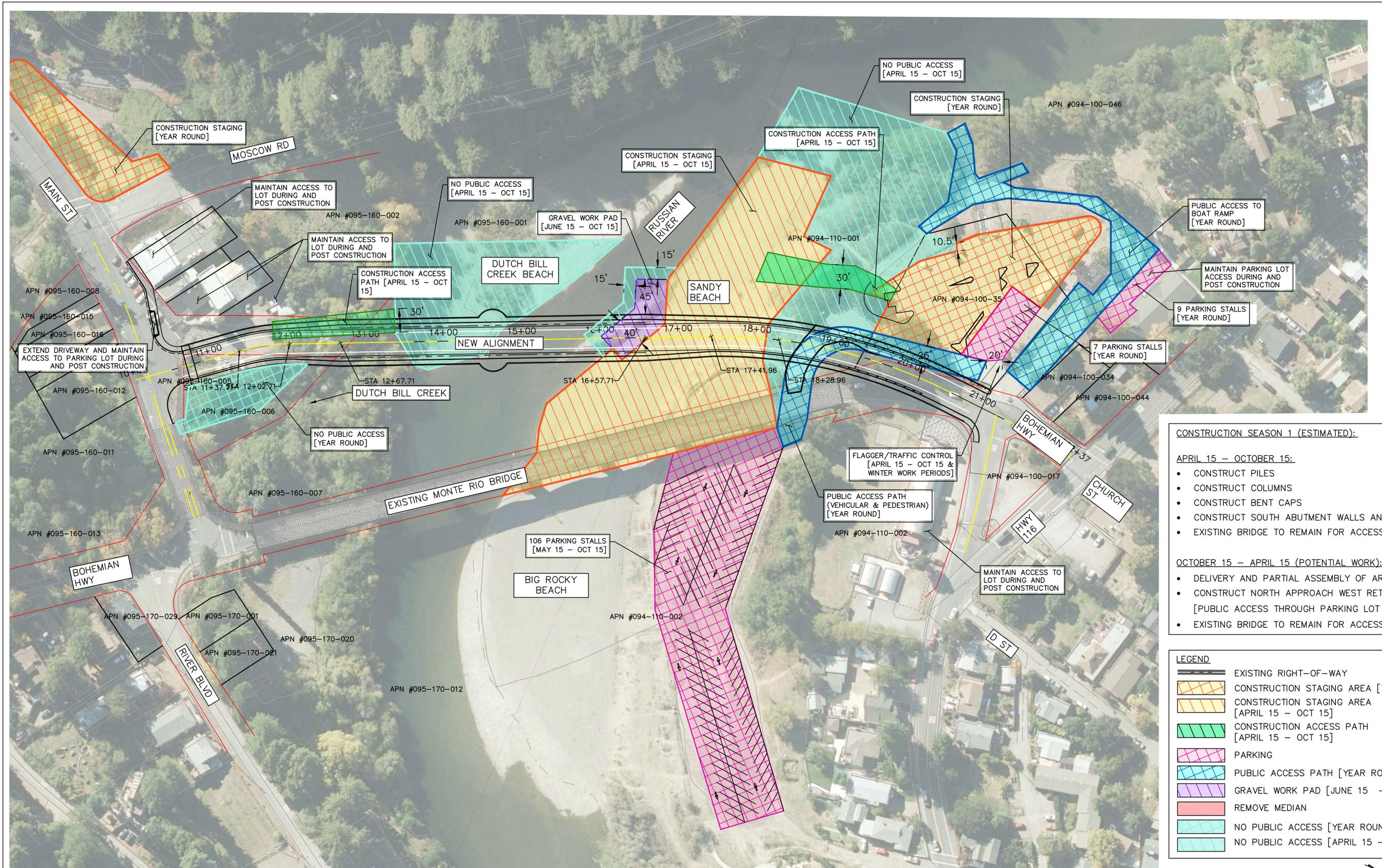
PLAN CHECK SET/ NOT FOR CONSTRUCTION (12/15/20)

DESIGN BY: JCV	JOY	CONSTRUCTION COMPLETED:	REGISTERED STRUCTURAL ENGINEER	RESIDENT ENGINEER AS BUILT DRAWINGS BY:	BY APPROVED:	FOUNDATION PLAN	ROAD NUMBER
DRAWING BY: SMV	SMV	DATE:	PLANS APPROVAL DATE:	DATE:	DATE:	BOHEMIAN HIGHWAY BRIDGE OVER THE RUSSIAN RIVER REPLACEMENT PROJECT	BUDGET NUMBER
CHECKED BY:							FISCAL YEAR
							SHEET NUMBER
							TOTAL SHEETS



ROAD NUMBER	
BUDGET NUMBER	
FISCAL YEAR	
SHEET NUMBER	34
TOTAL SHEETS	34

Construction Staging Drawings (Years 1, 2 and 3)



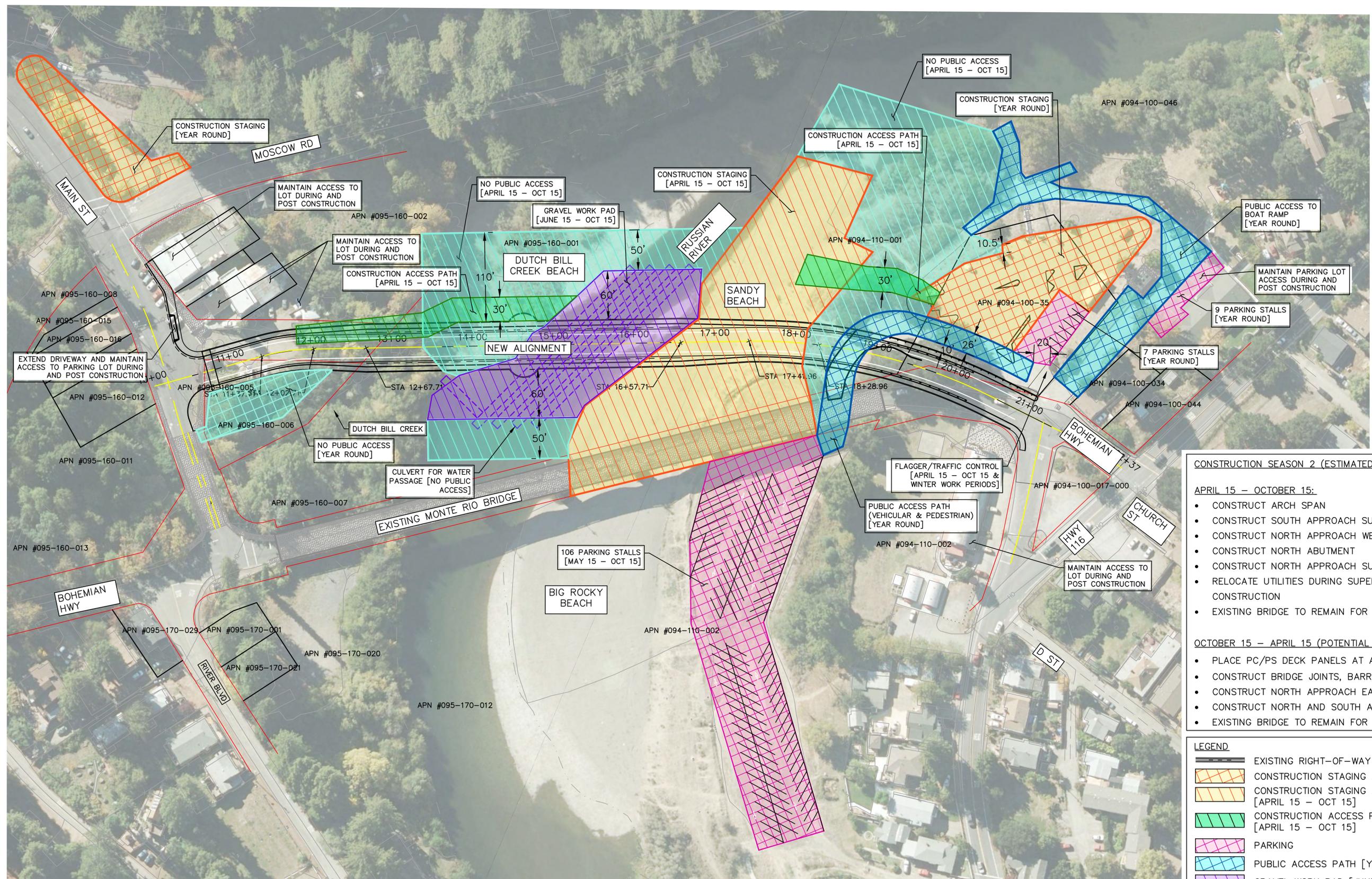
- CONSTRUCTION SEASON 1 (ESTIMATED):**
- APRIL 15 – OCTOBER 15:**
- CONSTRUCT PILES
 - CONSTRUCT COLUMNS
 - CONSTRUCT BENT CAPS
 - CONSTRUCT SOUTH ABUTMENT WALLS AND WINGWALLS
 - EXISTING BRIDGE TO REMAIN FOR ACCESS
- OCTOBER 15 – APRIL 15 (POTENTIAL WORK):**
- DELIVERY AND PARTIAL ASSEMBLY OF ARCH ELEMENTS
 - CONSTRUCT NORTH APPROACH WEST RETAINING WALL [PUBLIC ACCESS THROUGH PARKING LOT SHIFTS WEST]
 - EXISTING BRIDGE TO REMAIN FOR ACCESS

LEGEND

	EXISTING RIGHT-OF-WAY
	CONSTRUCTION STAGING AREA [YEAR ROUND]
	CONSTRUCTION STAGING AREA [APRIL 15 – OCT 15]
	CONSTRUCTION ACCESS PATH [APRIL 15 – OCT 15]
	PARKING
	PUBLIC ACCESS PATH [YEAR ROUND]
	GRAVEL WORK PAD [JUNE 15 – OCT 15]
	REMOVE MEDIAN
	NO PUBLIC ACCESS [YEAR ROUND]
	NO PUBLIC ACCESS [APRIL 15 – OCT 15]

BASED ON 35% DESIGN

DESIGN BY	LS	REGISTERED CIVIL ENGINEER	CONSTRUCTION COMPLETED:	BKF ENGINEERS 4675 MACARTHUR COURT, SUITE 400 NEWPORT BEACH, CA 92660 T: (949) 526-8460	 COUNTY OF SONOMA DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS JOHANNES J. HOEVERTSZ, P.E., DIRECTOR	CONSTRUCTION STAGING EXHIBIT – SEASON 1	ROAD NUMBER	20C-0018
DRAWING BY	LS	PLANS APPROVAL DATE 7/14/2022	RESIDENT ENGINEER AS BUILT DRAWINGS BY:	BIGGS CARDOSA ASSOCIATES INC STRUCTURAL ENGINEERS 865 The Alameda San Jose, California 95126 408-298-5515		BOHEMIAN HIGHWAY BRIDGE OVER THE RUSSIAN RIVER REPLACEMENT PROJECT	BUDGET NUMBER	C11009
CHECKED BY	SA	78003 Exp 9-30-21 SHEILA AMPARO REGISTERED PROFESSIONAL ENGINEER CIVIL STATE OF CALIFORNIA	DATE			FISCAL YEAR	19-20	
			BY			SHEET NUMBER		
			APPROVED			TOTAL SHEETS		



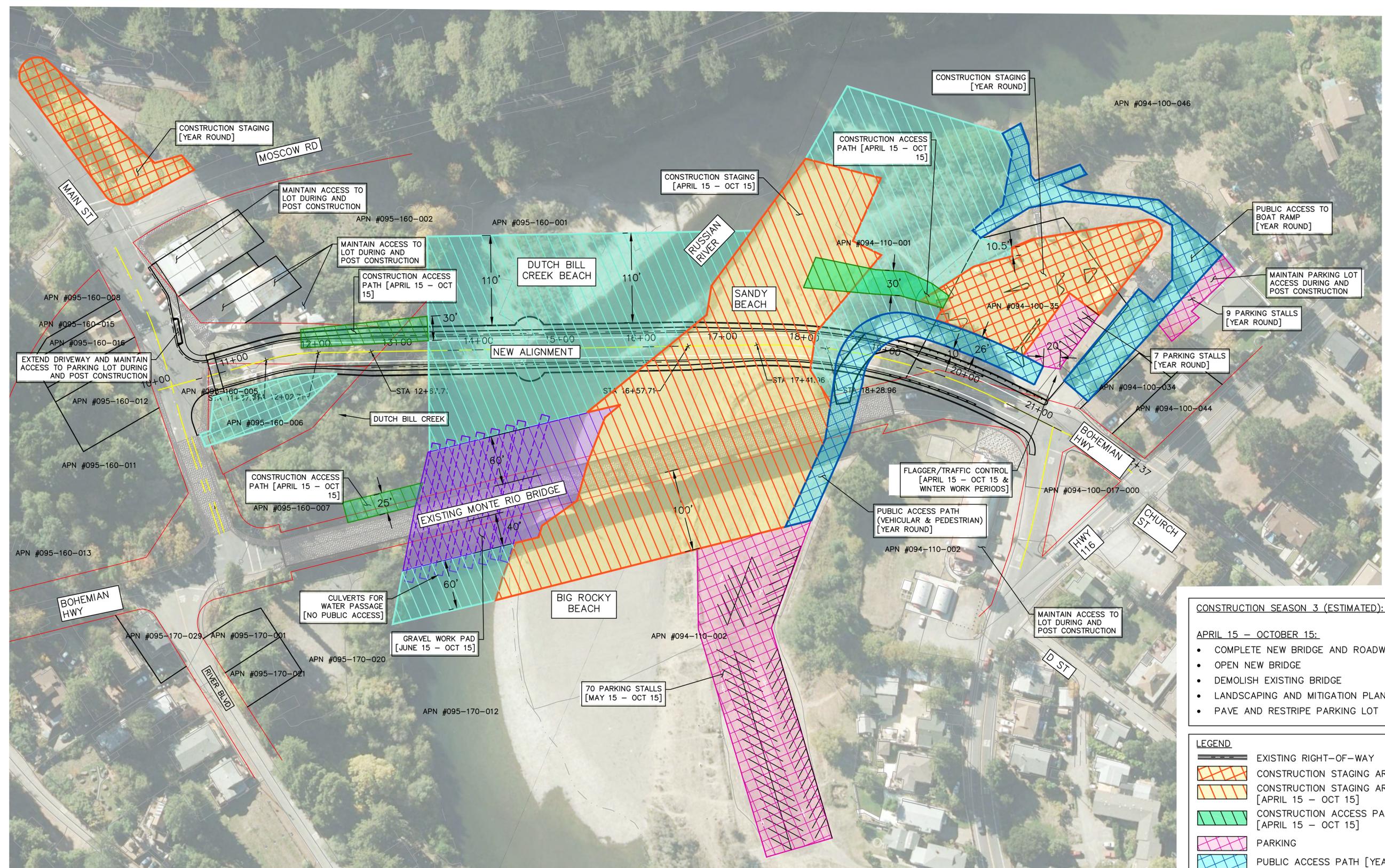
- CONSTRUCTION SEASON 2 (ESTIMATED):**
- APRIL 15 – OCTOBER 15:**
- CONSTRUCT ARCH SPAN
 - CONSTRUCT SOUTH APPROACH SUPERSTRUCTURE
 - CONSTRUCT NORTH APPROACH WEST RETAINING WALL
 - CONSTRUCT NORTH ABUTMENT
 - CONSTRUCT NORTH APPROACH SUPERSTRUCTURE
 - RELOCATE UTILITIES DURING SUPERSTRUCTURE CONSTRUCTION
 - EXISTING BRIDGE TO REMAIN FOR ACCESS
- OCTOBER 15 – APRIL 15 (POTENTIAL WORK):**
- PLACE PC/PS DECK PANELS AT ARCH SPAN
 - CONSTRUCT BRIDGE JOINTS, BARRIERS RAILINGS, LIGHTS
 - CONSTRUCT NORTH APPROACH EAST RETAINING WALL
 - CONSTRUCT NORTH AND SOUTH APPROACH ROADWAYS
 - EXISTING BRIDGE TO REMAIN FOR ACCESS

LEGEND

	EXISTING RIGHT-OF-WAY
	CONSTRUCTION STAGING AREA [YEAR ROUND]
	CONSTRUCTION STAGING AREA [APRIL 15 – OCT 15]
	CONSTRUCTION ACCESS PATH [APRIL 15 – OCT 15]
	PARKING
	PUBLIC ACCESS PATH [YEAR ROUND]
	GRAVEL WORK PAD [JUNE 15 – OCT 15]
	NO PUBLIC ACCESS [YEAR ROUND]
	NO PUBLIC ACCESS [APRIL 15 – OCT 15]

BASED ON 35% DESIGN

DESIGN BY	LS	REGISTERED CIVIL ENGINEER	CONSTRUCTION COMPLETED:	BKF ENGINEERS 4675 MACARTHUR COURT, SUITE 400 NEWPORT BEACH, CA 92660 T: (949) 526-8460	 COUNTY OF SONOMA DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS JOHANNES J. HOEVERTZ, P.E., DIRECTOR	CONSTRUCTION STAGING EXHIBIT – SEASON 2	ROAD NUMBER	20C-0018
DRAWING BY	LS	PLANS APPROVAL DATE 7/14/2022	RESIDENT ENGINEER AS BUILT DRAWINGS BY:	BIGGS CARDOSA ASSOCIATES INC STRUCTURAL ENGINEERS 865 The Alameda San Jose, California 95126 408-298-5515		BOHEMIAN HIGHWAY BRIDGE OVER THE RUSSIAN RIVER REPLACEMENT PROJECT	BUDGET NUMBER	C11009
CHECKED BY	SA	78003 Exp 9-30-21 SHEILA AMPARO REGISTERED PROFESSIONAL ENGINEER CIVIL STATE OF CALIFORNIA	DATE	BY	APPROVED	FISCAL YEAR	19-20	
							SHEET NUMBER	
							TOTAL SHEETS	



- CONSTRUCTION SEASON 3 (ESTIMATED):**
- APRIL 15 – OCTOBER 15:**
- COMPLETE NEW BRIDGE AND ROADWAY APPROACHES
 - OPEN NEW BRIDGE
 - DEMOLISH EXISTING BRIDGE
 - LANDSCAPING AND MITIGATION PLANING
 - PAVE AND RESTRIPE PARKING LOT

LEGEND

	EXISTING RIGHT-OF-WAY
	CONSTRUCTION STAGING AREA [YEAR ROUND]
	CONSTRUCTION STAGING AREA [APRIL 15 – OCT 15]
	CONSTRUCTION ACCESS PATH [APRIL 15 – OCT 15]
	PARKING
	PUBLIC ACCESS PATH [YEAR ROUND]
	GRAVEL WORK PAD [JUNE 15 – OCT 15]
	NO PUBLIC ACCESS [YEAR ROUND]
	NO PUBLIC ACCESS [APRIL 15 – OCT 15]

BASED ON 35% DESIGN

DESIGN BY	LS	REGISTERED CIVIL ENGINEER
DRAWING BY	LS	
CHECKED BY	SA	



"AS BUILT" INFORMATION TO BE COMPLETED AFTER CONSTRUCTION	
DATE	BY

CONSTRUCTION COMPLETED:

RESIDENT ENGINEER AS BUILT DRAWINGS BY:

BY APPROVED



COUNTY OF SONOMA
DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS
JOHANNES J. HOEVERTZ, P.E., DIRECTOR

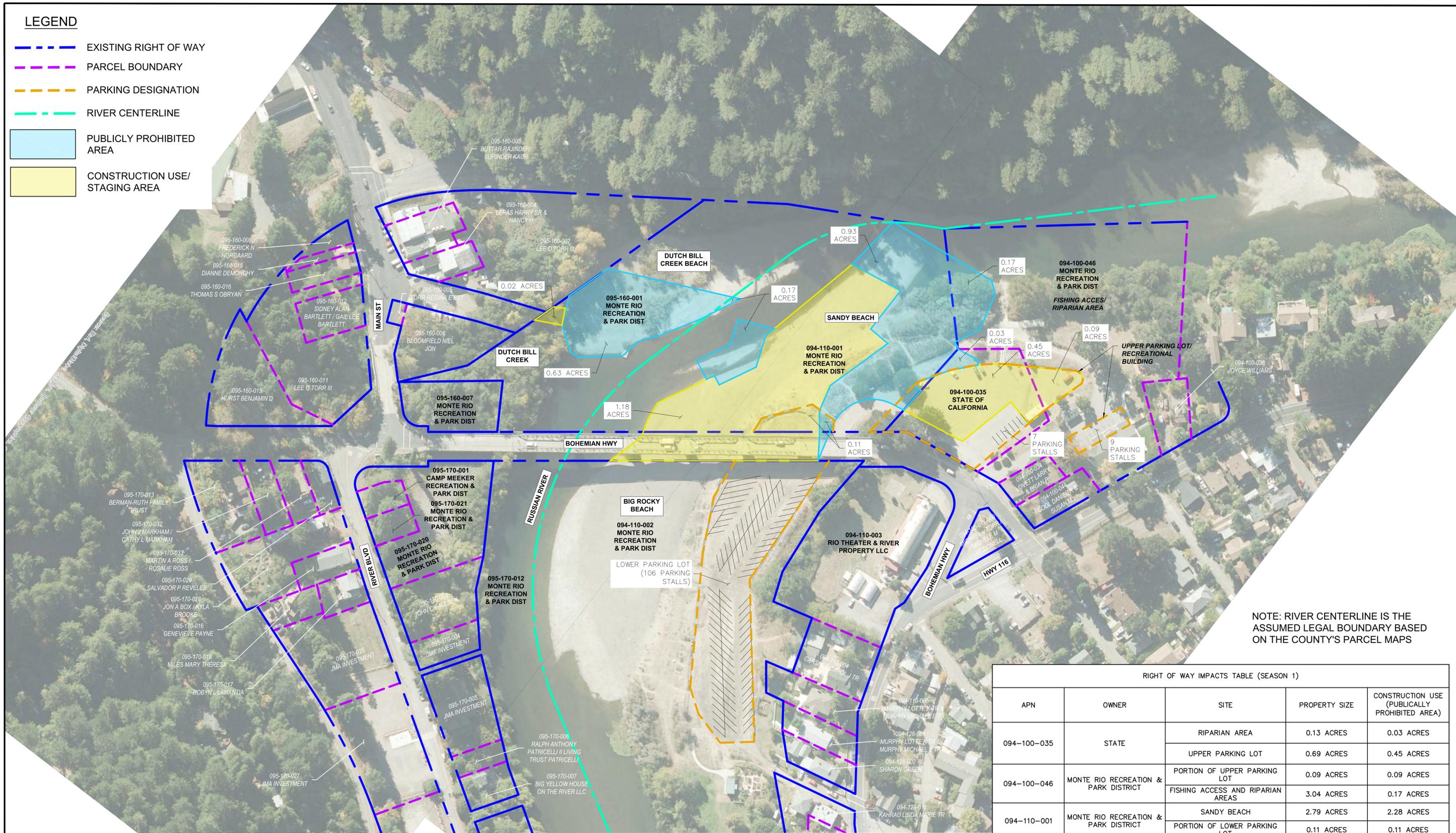
CONSTRUCTION STAGING EXHIBIT – SEASON 3		ROAD NUMBER	20C-0018
BOHEMIAN HIGHWAY BRIDGE OVER THE RUSSIAN RIVER REPLACEMENT PROJECT		BUDGET NUMBER	C11009
		FISCAL YEAR	19-20
		SHEET NUMBER	
		TOTAL SHEETS	

PLANS APPROVAL DATE
 \BKF-BAK\VL4\2016\161020_REPLACEMENT OF THE MONTE RIO BRIDGE EXHIBITS\19 - CONSTRUCTION STAGING\MONTE RIO CONSTRUCTION STAGING EXHIBIT (SEASON 3).DWG 7/14/2022 4:36 PM

Parcel Map and Right-of-Way (Years 1, 2 and 3)

LEGEND

- EXISTING RIGHT OF WAY
- PARCEL BOUNDARY
- PARKING DESIGNATION
- RIVER CENTERLINE
- PUBLICLY PROHIBITED AREA
- CONSTRUCTION USE/ STAGING AREA



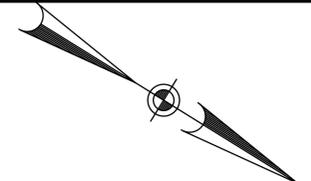
NOTE: RIVER CENTERLINE IS THE ASSUMED LEGAL BOUNDARY BASED ON THE COUNTY'S PARCEL MAPS

RIGHT OF WAY IMPACTS TABLE (SEASON 1)

APN	OWNER	SITE	PROPERTY SIZE	CONSTRUCTION USE (PUBLICLY PROHIBITED AREA)
094-100-035	STATE	RIPARIAN AREA	0.13 ACRES	0.03 ACRES
		UPPER PARKING LOT	0.69 ACRES	0.45 ACRES
094-100-046	MONTE RIO RECREATION & PARK DISTRICT	PORTION OF UPPER PARKING LOT	0.09 ACRES	0.09 ACRES
		FISHING ACCESS AND RIPARIAN AREAS	3.04 ACRES	0.17 ACRES
094-110-001	MONTE RIO RECREATION & PARK DISTRICT	SANDY BEACH	2.79 ACRES	2.28 ACRES
		PORTION OF LOWER PARKING LOT	0.11 ACRES	0.11 ACRES
095-160-001	MONTE RIO RECREATION & PARK DISTRICT	DUTCH BILL CREEK BEACH	1.60 ACRES	0.65 ACRES

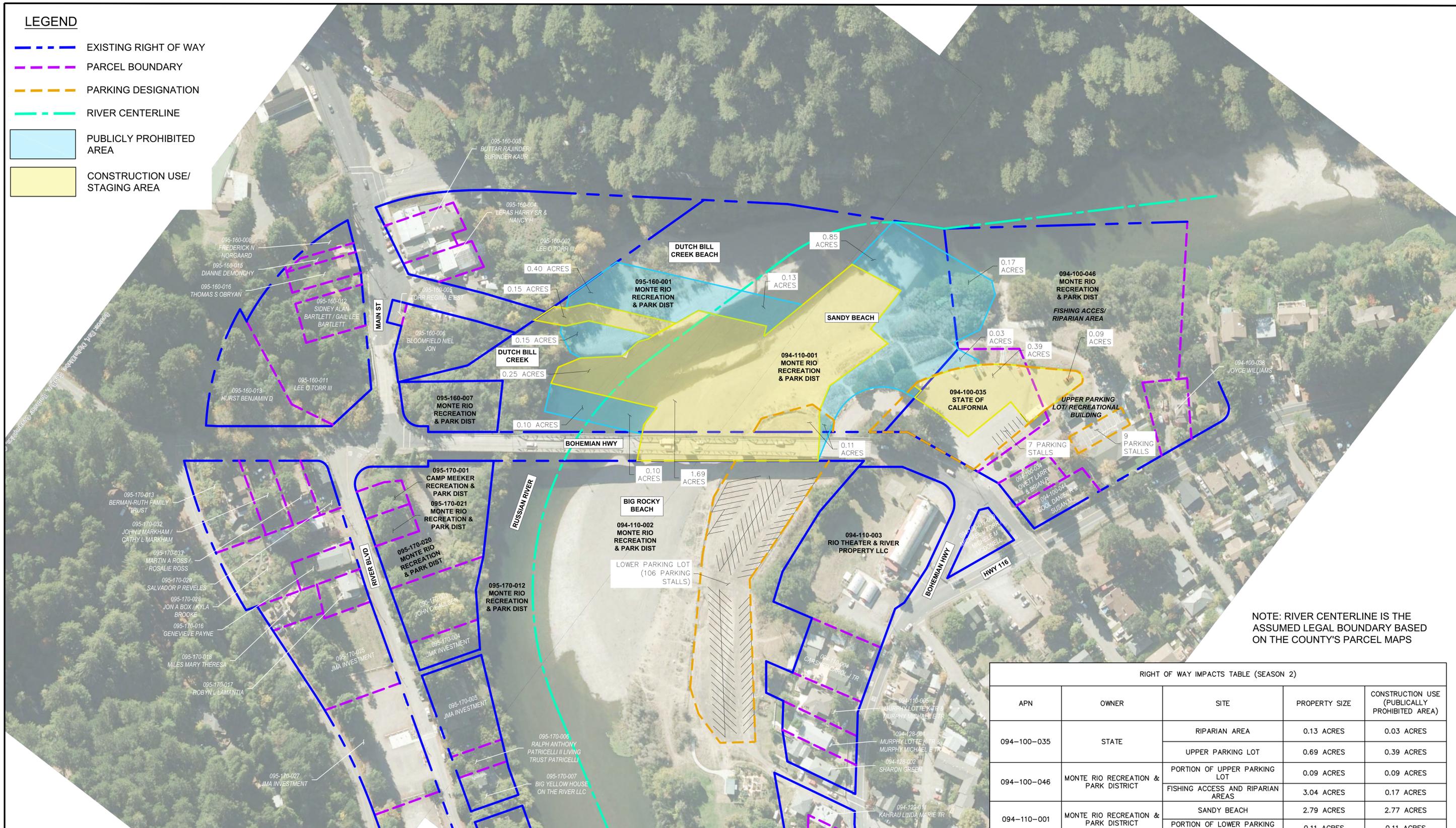
BASED ON 35% DESIGN

**BOHEMIAN HIGHWAY BRIDGE REPLACEMENT PROJECT
PARCEL MAP - DURING CONSTRUCTION (SEASON 1)
TOWN OF MONTE RIO, CALIFORNIA
JULY 2021**



LEGEND

- EXISTING RIGHT OF WAY
- PARCEL BOUNDARY
- PARKING DESIGNATION
- RIVER CENTERLINE
- PUBLICLY PROHIBITED AREA
- CONSTRUCTION USE/ STAGING AREA

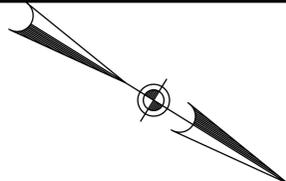


NOTE: RIVER CENTERLINE IS THE ASSUMED LEGAL BOUNDARY BASED ON THE COUNTY'S PARCEL MAPS

RIGHT OF WAY IMPACTS TABLE (SEASON 2)

APN	OWNER	SITE	PROPERTY SIZE	CONSTRUCTION USE (PUBLICALLY PROHIBITED AREA)
094-100-035	STATE	RIPARIAN AREA	0.13 ACRES	0.03 ACRES
		UPPER PARKING LOT	0.69 ACRES	0.39 ACRES
094-100-046	MONTE RIO RECREATION & PARK DISTRICT	PORTION OF UPPER PARKING LOT	0.09 ACRES	0.09 ACRES
		FISHING ACCESS AND RIPARIAN AREAS	3.04 ACRES	0.17 ACRES
094-110-001	MONTE RIO RECREATION & PARK DISTRICT	SANDY BEACH	2.79 ACRES	2.77 ACRES
		PORTION OF LOWER PARKING LOT	0.11 ACRES	0.11 ACRES
095-160-001	MONTE RIO RECREATION & PARK DISTRICT	DUTCH BILL CREEK BEACH	1.60 ACRES	1.05 ACRES

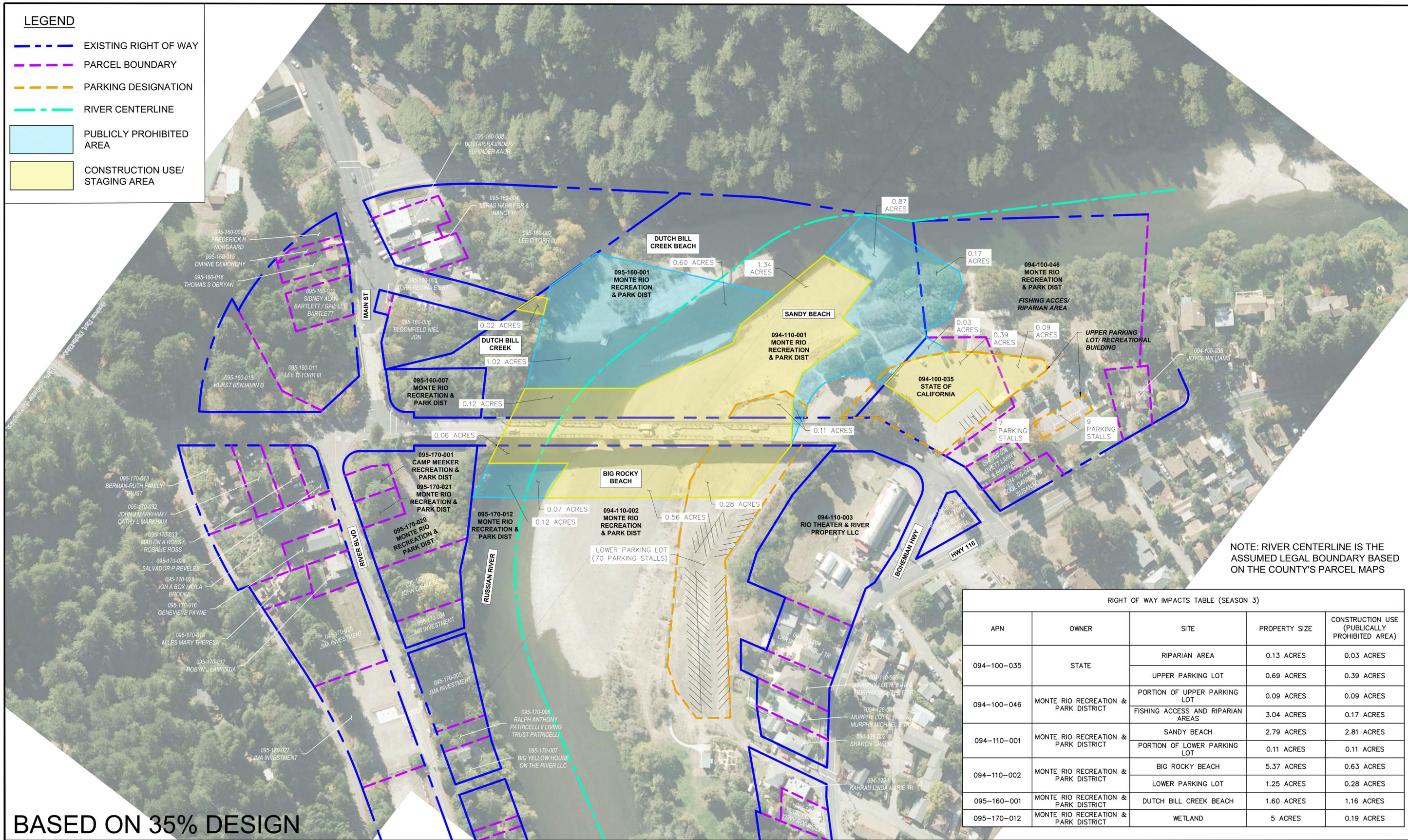
BASED ON 35% DESIGN



**BOHEMIAN HIGHWAY BRIDGE REPLACEMENT PROJECT
PARCEL MAP - DURING CONSTRUCTION (SEASON 2)
TOWN OF MONTE RIO, CALIFORNIA
JULY 2021**

LEGEND

- EXISTING RIGHT OF WAY
- PARCEL BOUNDARY
- PARKING DESIGNATION
- RIVER CENTERLINE
- PUBLICLY PROHIBITED AREA
- CONSTRUCTION USE/ STAGING AREA

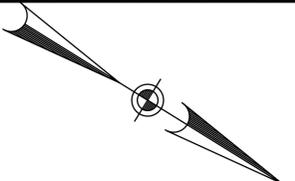


NOTE: RIVER CENTERLINE IS THE ASSUMED LEGAL BOUNDARY BASED ON THE COUNTY'S PARCEL MAPS

RIGHT OF WAY IMPACTS TABLE (SEASON 3)

APN	OWNER	SITE	PROPERTY SIZE	CONSTRUCTION USE (PUBLICLY PROHIBITED AREA)
094-100-035	STATE	RIPARIAN AREA	0.13 ACRES	0.03 ACRES
		UPPER PARKING LOT	0.69 ACRES	0.39 ACRES
094-100-046	MONTE RIO RECREATION & PARK DISTRICT	PORTION OF UPPER PARKING LOT	0.09 ACRES	0.09 ACRES
		FISHING ACCESS AND RIPARIAN AREAS	3.04 ACRES	0.17 ACRES
094-110-001	MONTE RIO RECREATION & PARK DISTRICT	SANDY BEACH	2.79 ACRES	2.81 ACRES
		PORTION OF LOWER PARKING LOT	0.11 ACRES	0.11 ACRES
094-110-002	MONTE RIO RECREATION & PARK DISTRICT	BIG ROCKY BEACH	5.37 ACRES	0.63 ACRES
		LOWER PARKING LOT	1.25 ACRES	0.28 ACRES
095-160-001	MONTE RIO RECREATION & PARK DISTRICT	DUTCH BILL CREEK BEACH	1.60 ACRES	1.16 ACRES
095-170-012	MONTE RIO RECREATION & PARK DISTRICT	WETLAND	5 ACRES	0.19 ACRES

BASED ON 35% DESIGN



BOHEMIAN HIGHWAY BRIDGE REPLACEMENT PROJECT

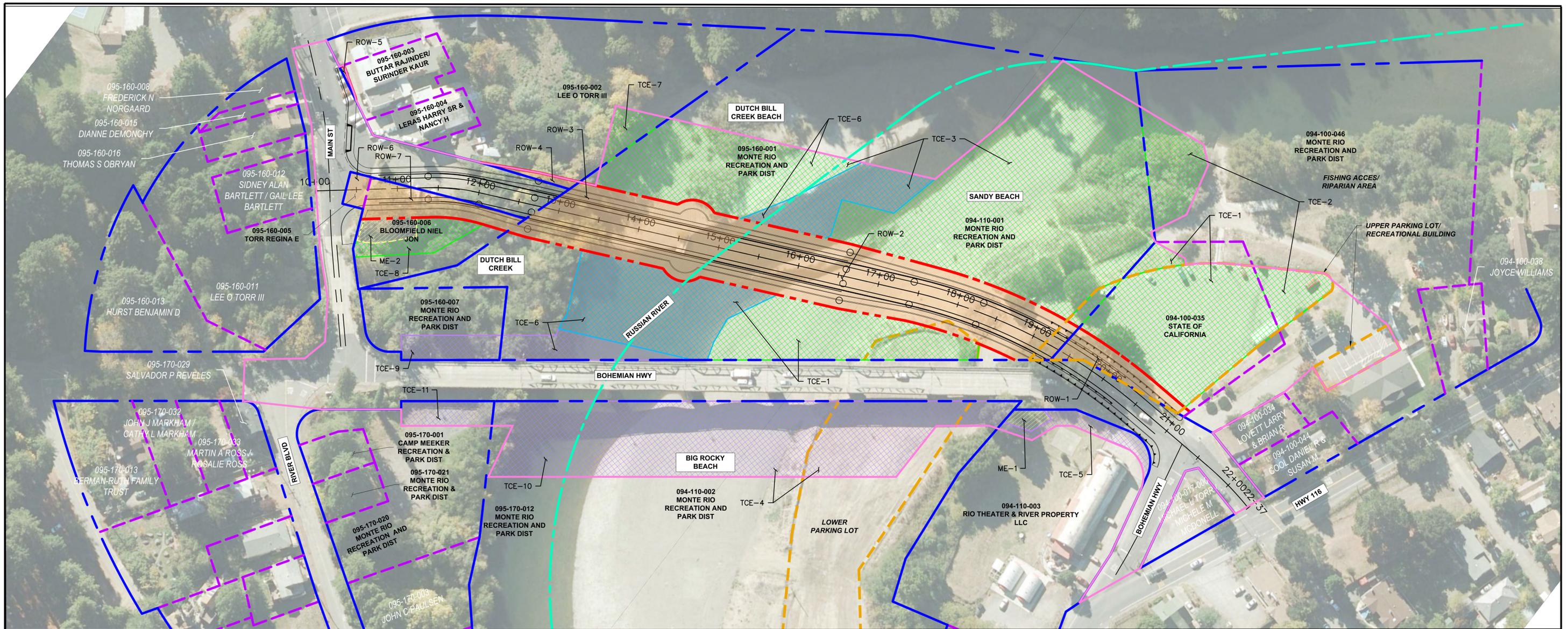
PARCEL MAP - DURING CONSTRUCTION (SEASON 3)

TOWN OF MONTE RIO, CALIFORNIA

JULY 2021

BKF
 4675 MACARTHUR COURT
 SUITE 400
 NEWPORT BEACH, CA 92660
 (949) 526-8460
 www.bkf.com

Right-of-Way Map and Matrix



LEGEND

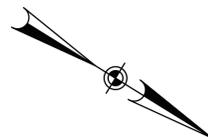
- EXISTING RIGHT OF WAY
- PARCEL BOUNDARY
- PARKING DESIGNATION
- SURVEYED RIVER LINE
- PROPOSED RIGHT OF WAY
- CONSTRUCTION AREA BOUNDARY
- RIGHT OF WAY TAKE
- MAINTENANCE EASEMENT
- TCE (ALL SEASONS)
- TCE (SEASONS 2 & 3)
- TCE (SEASON 3 ONLY)

RIGHT OF WAY & MAINTENANCE EASEMENT MATRIX					
NO.	APN	OWNER	SITE	AREA (SF)	
ROW-1	094-100-035	STATE OF CALIFORNIA	UPPER PARKING LOT	4,179	
ROW-2	094-110-001	MONTE RIO RECREATION AND PARK DISTRICT	SANDY BEACH	31,503	
			LOWER PARKING LOT	455	
ROW-3	095-160-001	MONTE RIO RECREATION AND PARK DISTRICT	DUTCH BILL CREEK BEACH	18,948	
ROW-4	095-160-002	LEE O TORR III	PRIVATE PROPERTY	774	
ROW-5	095-160-003	BUTTAR RAJINDER/SURINDER KAUR	PRIVATE PROPERTY	144	
ROW-6	095-160-005	TORR REGINA E	PRIVATE PROPERTY	1,040	
ROW-7	095-160-006	BLOOMFIELD NIEL JON	PRIVATE PROPERTY	5,759	
ME-1	094-110-003	RIO THEATER & RIVER PROPERTY LLC	PRIVATE PROPERTY	1,015	
ME-2	095-160-006	BLOOMFIELD NIEL JON	PRIVATE PROPERTY	1,847	

TEMPORARY CONSTRUCTION EASEMENT MATRIX					
NO.	APN	OWNER	SITE	DURATION	AREA (SF)
TCE-1	094-100-035	STATE OF CALIFORNIA	UPPER PARKING LOT	ALL SEASONS	27,352
TCE-2	094-100-046	MONTE RIO RECREATION AND PARK DISTRICT	UPPER PARKING LOT	ALL SEASONS	4,243
			FISHING ACCESS/ RIPARIAN AREA	ALL SEASONS	7,467
TCE-3	094-110-001	MONTE RIO RECREATION AND PARK DISTRICT	SANDY BEACH	ALL SEASONS	66,180
				SEASONS 2 & 3	8,486
			LOWER PARKING LOT	ALL SEASONS	4,116
TCE-4	094-110-002	MONTE RIO RECREATION AND PARK DISTRICT	BIG ROCKY BEACH	SEASON 3	26,930
			LOWER PARKING LOT	SEASON 3	14,586
TCE-5	094-110-003	RIO THEATER & RIVER PROPERTY LLC	PRIVATE PROPERTY	SEASON 3	3,474
TCE-6	095-160-001	MONTE RIO RECREATION AND PARK DISTRICT	DUTCH BILL CREEK BEACH	ALL SEASONS	21,351
				SEASONS 2 & 3	11,113
				SEASON 3	4,412
TCE-7	095-160-002	LEE O TORR III	PRIVATE PROPERTY	ALL SEASONS	2,571
TCE-8	095-160-006	BLOOMFIELD NIEL JON	PRIVATE PROPERTY	ALL SEASONS	3,700
TCE-9	095-160-007	MONTE RIO RECREATION AND PARK DISTRICT		SEASON 3	3,643
TCE-10	095-170-012	MONTE RIO RECREATION AND PARK DISTRICT	WETLAND	SEASON 3	9,000
TCE-11	095-170-020	MONTE RIO RECREATION AND PARK DISTRICT		SEASON 3	3,363

NOTE: RIVER CENTERLINE IS THE ASSUMED LEGAL BOUNDARY BASED ON THE COUNTY'S PARCEL MAPS

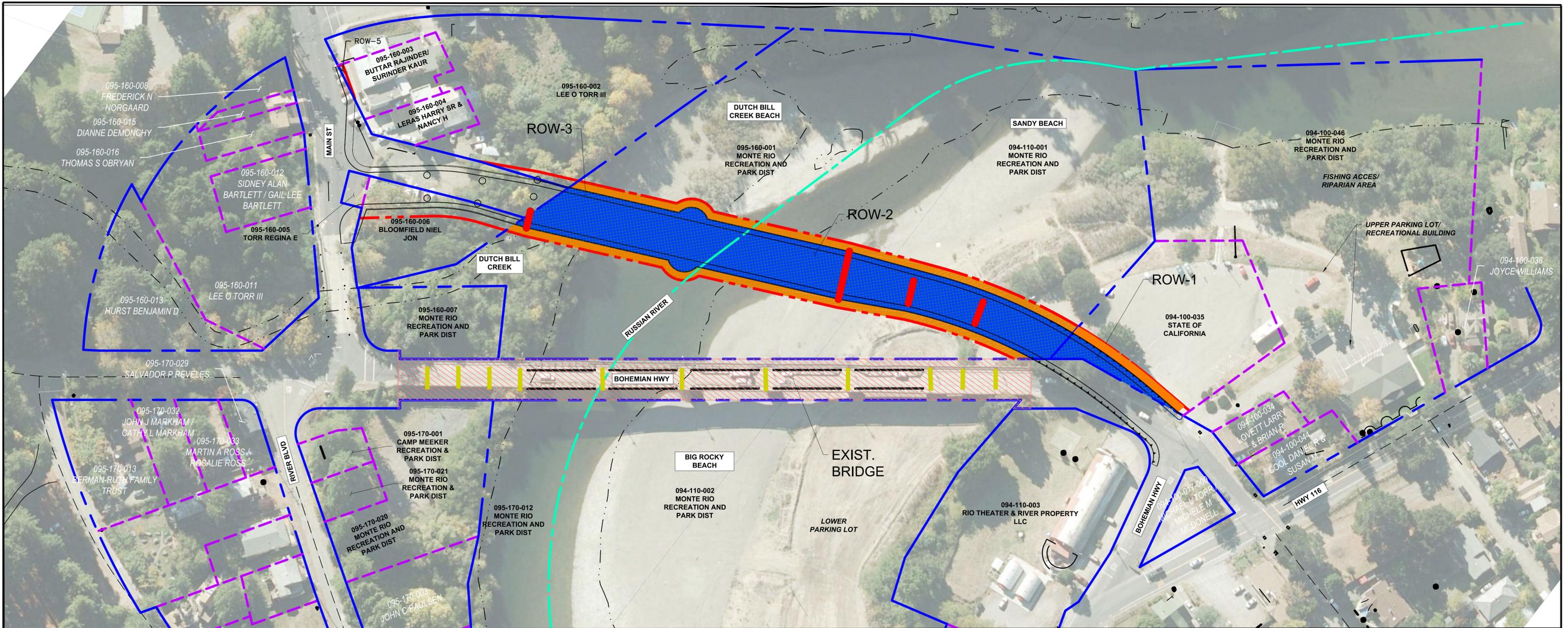
BASED ON 35% DESIGN



BOHEMIAN HIGHWAY BRIDGE REPLACEMENT PROJECT
RIGHT OF WAY MAP & MATRIX
 TOWN OF MONTE RIO, CALIFORNIA
 AUGUST 2021

Right-of-Way Impacts and Benefits

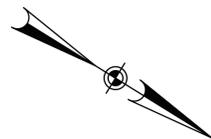
\\BKF-OAK\VOL4\2016\161020_REPLACEMENT OF THE MONTE RIO BRIDGE\ENGINEERING\EXHIBITS\29- EX&PR BRIDGE AREA FOR 4FMR- AREA EXHIBIT.DWG -WAKA - December 23, 2021



EXISTING BRIDGE TO BE REMOVED MATRIX							
NO.	BRIDGE R/W TO R/W AREA (SF)	BRIDGE STRUCTURE SURFACE AREA (SF)	R/W TO BRIDGE EDGE AREA (SF)	OCCUPIED BY COLUMN AREA (SF)			
				SOUTH SIDE	RIVER	NORTH SIDE	TOTAL
EXIST. BRIDGE	38,816	25,900	12,916	1,086	1,086	1,814	3,986

PROPOSED BRIDGE RIGHT OF WAY IMPACT MATRIX								
NO.	APN	OWNER	SITE	BRIDGE R/W TO R/W AREA (SF)	BRIDGE STRUCTURE SURFACE AREA (SF)	R/W TO BRIDGE EDGE AREA (SF)	OCCUPIED BY COLUMN AREA (SF)	
ROW-1	094-100-035	STATE OF CALIFORNIA	UPPER PARKING LOT	4,179	2,570	1,609	0	
ROW-2	094-110-001	MONTE RIO RECREATION AND PARK DISTRICT	SANDY BEACH & LOWER PARKING LOT	31,958	23,632	8,326	1,079	
ROW-3	095-160-001	MONTE RIO RECREATION AND PARK DISTRICT	DUTCH BILL CREEK BEACH	18,948	14,286	4,662	220	

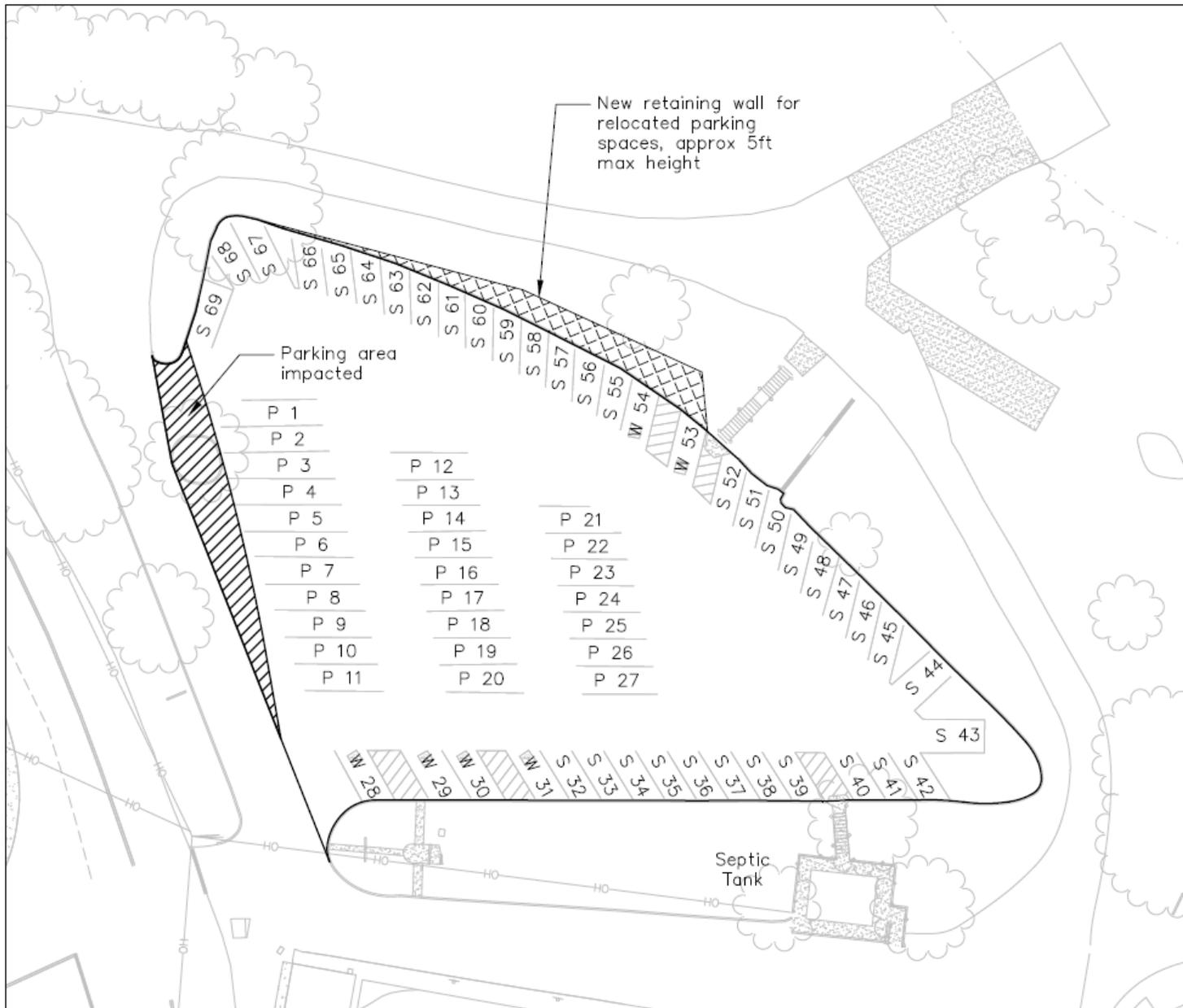
BASED ON 35% DRAFT



BOHEMIAN HIGHWAY BRIDGE REPLACEMENT PROJECT
BRIDGE RIGHT OF WAY IMPACT
 TOWN OF MONTE RIO, CALIFORNIA
 DECEMBER 2021



Monte Rio Fishing Access Existing Parking and Proposed Parking Plans



Parking Lot Data — Existing:

Existing Space Summary			
Type	Length (ft)	Width	Count
Pull Through	33-34	8.5	3
Pull Through	31-32	8.5	2
Pull Through	29-30	8.5	2
Pull Through	27-28	8.5	1
Pull Through	26	8.5	1
Pull Through	25	8.5	10
Pull Through	24	8.5	7
Pull Through	16	8.5	1
Pull Through Subtotal			27
WheelChair	18	9	6
Standard	18	10.5	2
Standard	18	8.5	34
Standard Subtotal			36
Total			69

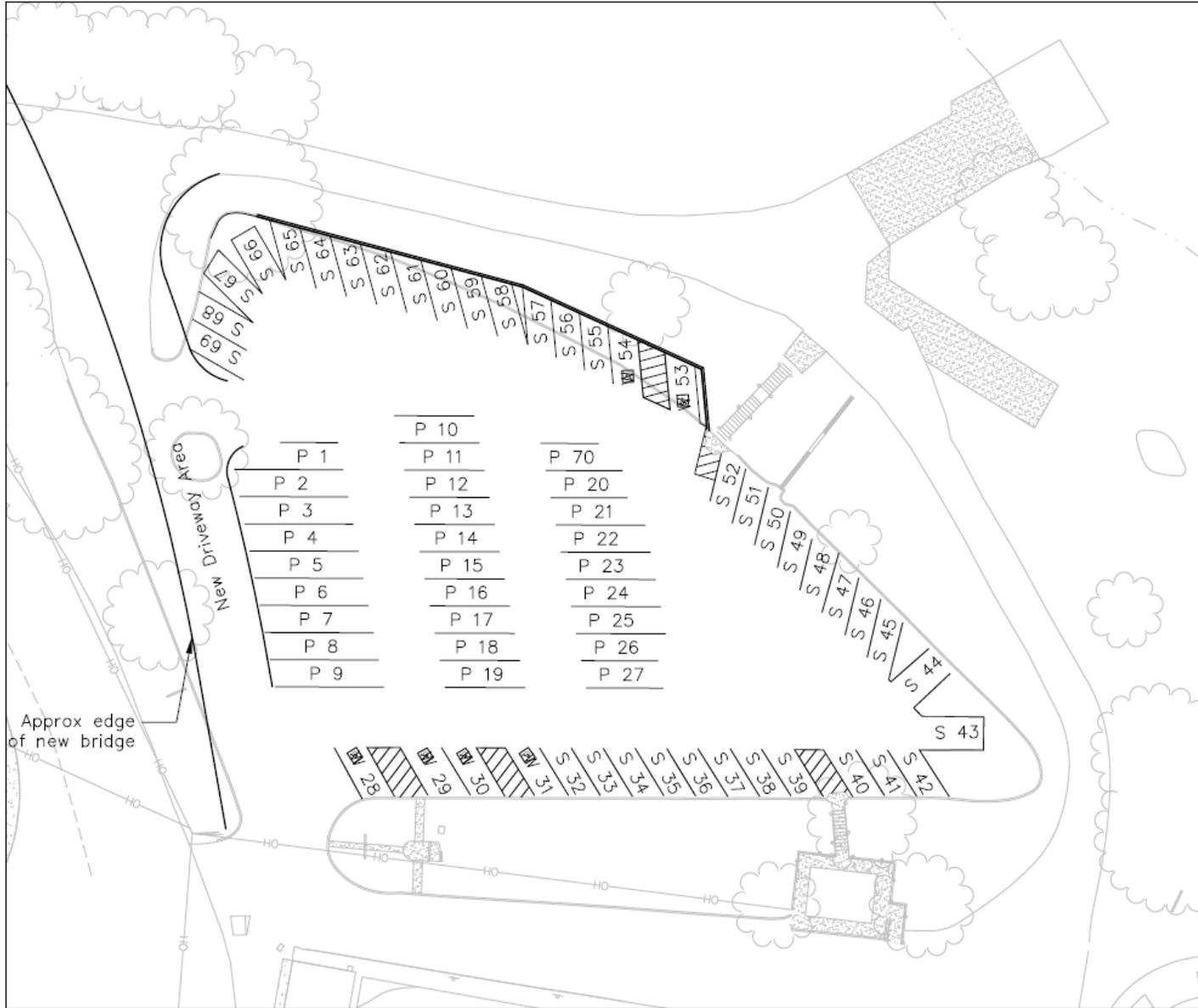
Parking Exhibit
Existing Condition

Exhibit is intended to show potential permanent impacts to the existing parking from the Monte Rio Bridge Replacement project. This exhibit identifies existing parking facilities and shows the direct impact to the parking facilities. Other impacts are not addressed on this exhibit.

For CDFW and MRRPD
Monte Rio Bridge Replacement

Prepared By:
Samuel Baumgardner-Kranz
County of Sonoma
10/12/2021

Monte Rio Fishing Access Proposed Parking Plans



Parking Lot Data – Proposed Concept:

Conceptual New Space Summary			
Type	Length	Width	Count
Pull Through	34	8.5	8
Pull Through	28	8.5	4
Pull Through	25	8.5	10
Pull Through	24	8.5	4
Pull Through	18	8.5	2
Pull Through Subtotal			28
WheelChair	18	9	6
Standard	18	10.5	2
Standard	18	8.5	34
Standard Subtotal			36
Total			70

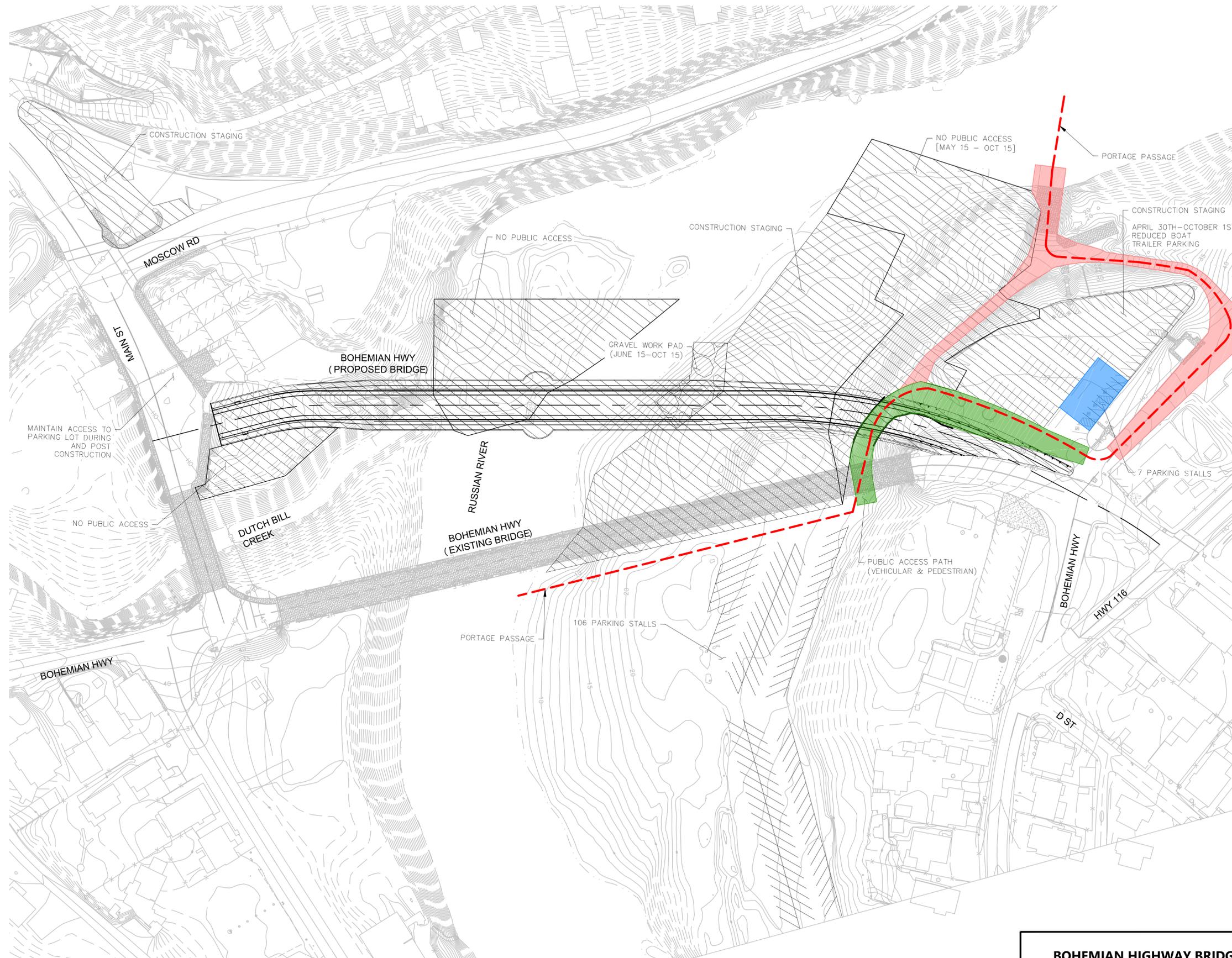
Parking Exhibit Existing Condition

Exhibit is intended to provide proof of concept for final parking condition during section 4(f) evaluations. Final configuration will be determined through mutual cooperation between Sonoma County, CDFW and MRRPD

For CDFW and MRRPD Monte Rio Bridge Replacement

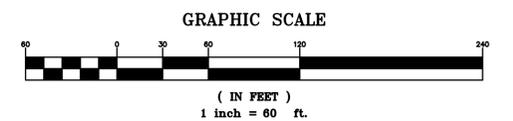
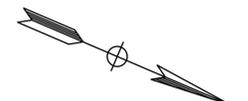
Prepared By:
Samuel Baumgardner-Kranz
County of Sonoma
10/12/2021

Access Exhibits



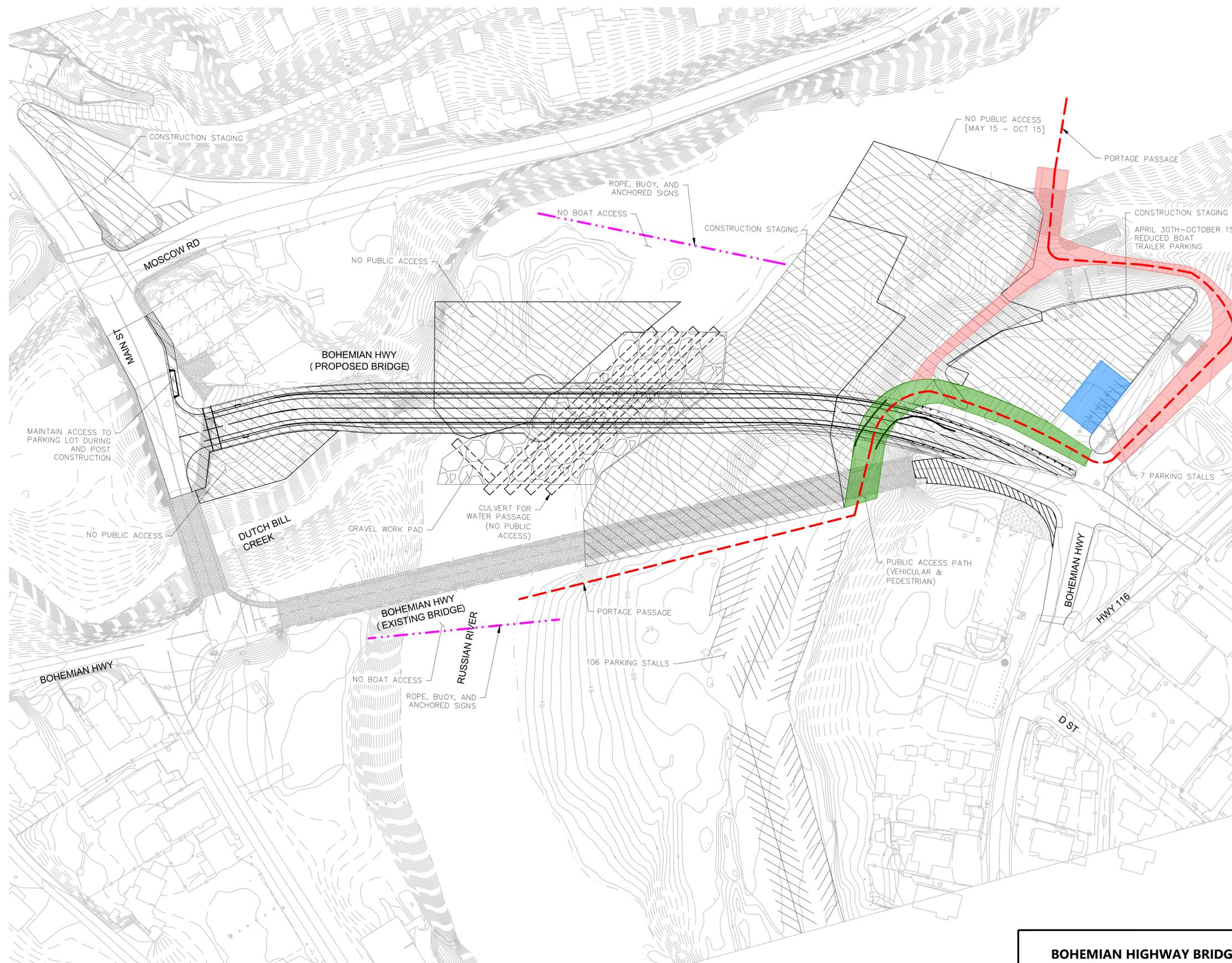
CONSTRUCTION SEASON 1
 (ESTIMATED: MAY 15 - OCTOBER 15)

- LEGEND:**
- LAUNCH ACCESS PATH
 - BEACH ACCESS PATH
 - PARKING
 - PORTAGE PASSAGE
 - CONSTRUCTION AREA
 - GRAVEL WORK PAD



BASED ON 35% DESIGN

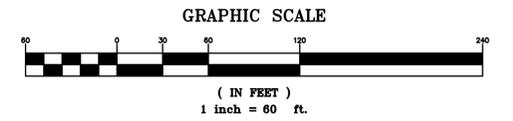
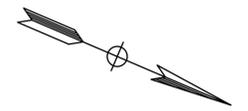
<p>BOHEMIAN HIGHWAY BRIDGE REPLACEMENT PROJECT BEACH AND ANGLER ACCESS EXHIBITS TOWN OF MONTE RIO, CALIFORNIA MARCH 2022</p>	<p>BKF ENGINEERS 4675 MACARTHUR CT. SUITE 400 NEWPORT BEACH, CA 92660 (949) 526-8460 www.bkf.com</p>
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CONSTRUCTION SEASON 2
 (ESTIMATED: MAY 15 - OCTOBER 15)

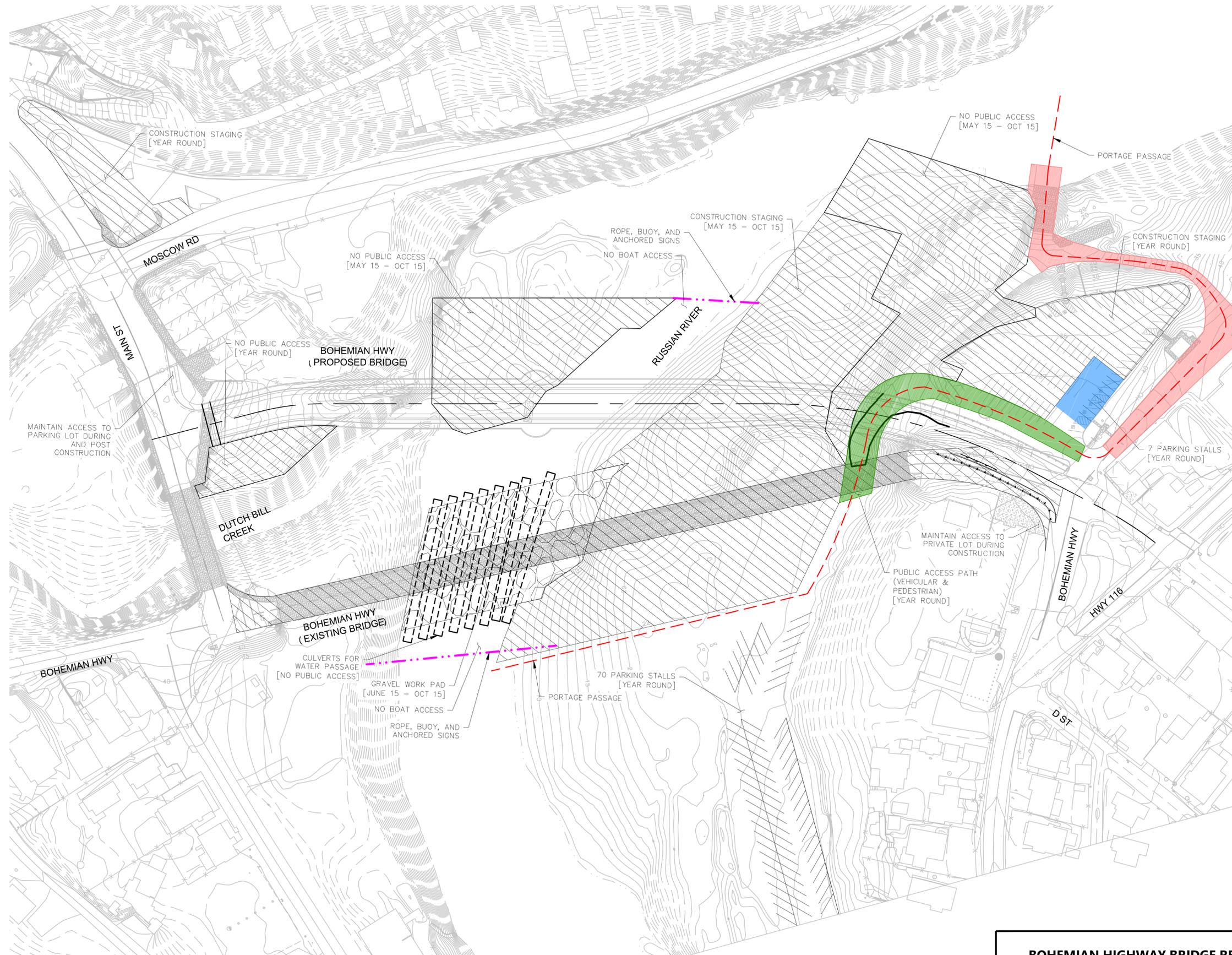
- LEGEND:**
- LAUNCH ACCESS PATH
 - BEACH ACCESS PATH
 - PARKING
 - ROPE, BUOY, AND ANCHORED SIGNS
 - PORTAGE PASSAGE
 - CONSTRUCTION AREA
 - GRAVEL WORK PAD

ROPE BUOY LOCATION SUBJECT TO REVISION PENDING RIVER AND CONSTRUCTION CONDITIONS.



BASED ON 35% DESIGN

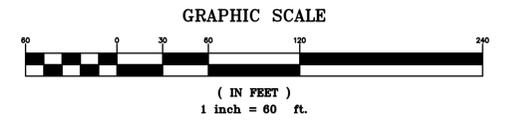
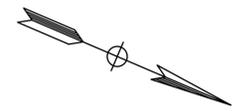
<p>BOHEMIAN HIGHWAY BRIDGE REPLACEMENT PROJECT BEACH AND ANGLER ACCESS EXHIBITS TOWN OF MONTE RIO, CALIFORNIA MARCH 2022</p>	<p>BKF ENGINEERS 4675 MACARTHUR CT. SUITE 400 NEWPORT BEACH, CA 92660 (949) 526-8460 www.bkf.com</p>
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CONSTRUCTION SEASON 3
ESTIMATED: MAY 15 - OCTOBER 15

- LEGEND:**
- LAUNCH ACCESS PATH
 - BEACH ACCESS PATH
 - PARKING
 - ROPE, BUOY, AND ANCHORED SIGNS
 - PORTAGE PASSAGE
 - CONSTRUCTION AREA
 - GRAVEL WORK PAD

ROPE BUOY LOCATION SUBJECT TO REVISION PENDING RIVER AND CONSTRUCTION CONDITIONS.



BASED ON 35% DESIGN

<p>BOHEMIAN HIGHWAY BRIDGE REPLACEMENT PROJECT BEACH AND ANGLER ACCESS EXHIBITS TOWN OF MONTE RIO, CALIFORNIA MARCH 2022</p>	<p>BKF ENGINEERS 4675 MACARTHUR CT. SUITE 400 NEWPORT BEACH, CA 92660 (949) 526-8460 www.bkf.com</p>
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Attachment D

Officials with Jurisdiction Letters of Concurrence

Signed Letter from MRRPD dated July 18, 2022

Signed Letter from CDFW dated July 26, 2022



Integrated Waste
Road & Bridge Operations
Sonoma County Airport
Sonoma County Transit

Johannes J. Hoevertsz, Director

Trish Pisenti, Deputy Director- Transportation & Operations
Janice Thompson, Deputy Director- Engineering & Maintenance

June 28 2022

Stephen K. Baxman
Chair, Board of Directors
Monte Rio Recreation and Park District
P.O. Box 877
Monte Rio, CA 95462

Re: Bohemian Highway Bridge over the Russian River Replacement Project
Section 4(f) Net Benefit Impact Determination
Monte Rio Recreation and Park District, Monte Rio California

Dear Mr. Baxman,

The County of Sonoma (County), in cooperation with the California Department of Transportation (Caltrans), proposes to replace the existing Bohemian Highway Bridge over the Russian River Bridge ("bridge") in the unincorporated community of Monte Rio, Sonoma County, California. The County is the Lead Agency pursuant to the California Environmental Quality Act. Caltrans, under authority delegated by the Federal Highway Administration, is the Lead Agency pursuant to the National Environmental Policy Act.

The County on behalf of Caltrans, seeks the concurrence from the Monte Rio Recreation and Park District (MRRPD), as one of the officials/entities with jurisdiction over the Monte Rio Fishing Access and as the official/entity with jurisdiction over the MRRPD recreational areas with the net benefit determination made by Caltrans for these public recreational properties pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, codified at 23 U.S.C § 138 and 49 U.S.C. §303 (commonly referred to as Section 4(f)) and implemented in 23 C.F.R. Part 774.

This letter summarizes the proposed Project; effects of the Project on 4(f) resources; proposed permeant improvements, and proposed measures to minimize harm, resulting in a net benefit to 4(f) resources. A request for MRRPD signature of concurrence is provided at the end of this letter.

Proposed Project

As detailed in the *Bohemian Highway Bridge over the Russian River Replacement Project Programmatic Section 4(f) Evaluation* (4(f) Evaluation) (County of Sonoma, 2022), the existing bridge was built in 1934 and has been identified as a seismic risk. In addition, the existing bridge does not meet current design standards and is functionally obsolete. The

County, in coordination with Caltrans, propose to replace the existing bridge with an improved one that would address long-term infrastructure, mobility, safety, community, and public use needs. Together, the proposed replacement bridge and removal of the existing bridge are referred to as the Project. Figure 1, Project Footprint, attached, shows the existing bridge and proposed bridge alignment.

In the immediate vicinity of the Project is the Monte Rio Fishing Access which supports a boat ramp, restrooms and paved parking area adjacent to the existing bridge, The improvements comprising the Monte Rio Fishing Access are located on two parcels, one parcel owned by MRRPD and one parcel owned by the California Department of Fish and Wildlife (CDFW). The Monte Rio Fishing Access paved parking area is predominately on the CDFW parcel, with a small portion (0.09 acres) of the paved parking area on the MRRPD parcel. CDFW has an Operating Agreement with MRRPD to manage (including operation and maintenance activities) the paved parking lot as part of the recreation area that occupies both CDFW and MRRPD parcels. In addition, there are several MRRPD publicly accessible recreational areas adjacent to the existing bridge, including Big Rocky, Sandy and Dutch Bill Creek Beaches, Koret Park and Playground, Riverside Meadow, and the MRRPD Main Street and River Boulevard Site. Figure 2, Location of 4(f) Resources, attached, shows 4(f) resources.

Project options considered included 1) No-Build; 2) Rehabilitation/Retrofit; 3) Replace and Retain; and 4) Replace and Remove. As discussed in the 4(f) Evaluation, only Option 4, Replace and Remove, was determined feasible. Five replacement bridge alignment alternatives were considered. Due to the location of the connecting roadways, all replacement alignments near the existing bridge involve the use the MRRPD and CDFW 4(f) properties. After multiple public community workshops to discuss alignment preferences, as well as beach access, design, and other topics, the proposed alignment (Figure 1) was selected as the preferred alignment.

The proposed Project provides a number of permanent improvements and measures to minimize harm, including:

- The proposed replacement bridge will provide improved vehicular, pedestrian and cyclist access to MRRPD sites, including replacement with wider roadways and sidewalks that meet current American with Disabilities (ADA) design standards;
- The proposed replacement bridge will include Class I and Class II bike lanes. The bike lanes will provide improved access for cyclists to MRRPD beaches and other properties, and well as an improved riding experience for cyclists and pedestrians in the general vicinity;
- During all periods of construction, access across the river between the north and south areas of Monte Rio will remain open. Although traffic may be diverted through lane closures and re-routing, a traffic control plan, including notification prior to and during construction, will be implemented.

- The removal of the existing bridge and its piers will open up the low-flow river channel, improving conditions for water recreation, and fisheries habitat. Soil around the existing piers has washed away, creating deep scour pools that can present a safety hazard to water users, as well as to the overall bridge structure. The scour holes at the locations of the existing bridge piers not in the low flow river channel will be filled with appropriate materials and the finished surface will be graded to an elevation in alignment with existing grade. The replacement bridge was designed to clear-span the low-flow river channel, improving water recreational opportunities and fisheries habitat;
- Similar to existing bridge pier removal, removal of the remnants of a pre-1934 pier footing from the river channel as a part of Project will remove a potential safety hazard, and improve recreational water use conditions and aquatic habitat for salmonids;
- Following construction, the County will revegetate any disturbed areas at the MRRPD Main Street/River Boulevard Site and provide a small seating area or bench, as requested during coordination with MRRPD. The County will continue coordinating with MRRPD on future use of the site. As allowed by Civil Code, the County will explore the potential to vacate the unused right-of-way, providing a potential opportunity for ownership by MRRPD.
- Should mitigation for tree removal result in replacement on-site, the County will provide on-site revegetation planting plans for MRRPD and CDFW to review prior to any finalization of resource agency approvals.
- Resurfacing of the currently unimproved access path from Main Street to Dutch Bill Creek Beach, and potential replacement of the existing bollards midway down the access, in coordination with MRRPD;
- Addition of 4(f) resource amenities, including bike racks and picnic tables, as feasible, in coordination with MRRPD and CDFW.
- Access to the Monte Rio Fishing Access boat ramp, Big Rocky Beach, and Big Rocky Beach parking area will remain open during construction. Although portions of the Big Rock Beach parking area may be limited at times, the boat ramp, and Big Rocky Beach food concession and boat rental areas will remain accessible throughout construction. The County and/or its contractor will provide a description of areas restricted from public access and an estimated schedule at the start of each construction season. A dedicated point of contact will provide construction updates throughout the construction process. Traffic control will be implemented, as needed;
- To mitigate for temporary parking reductions during construction at the Monte Rio Fishing Access and Big Rocky Beach, the County will develop a temporary parking plan that would provide 100% of the existing parking for the duration of construction activities. This plan would include parking during the steelhead fishing season

(generally between October 30 and April 1) with the goal of providing 100% of the parking for boat trailers during the fishing season. This temporary parking plan will be subject to review and approval by MRRPD and CDFW during the right-of-way (ROW) phase of the Project;

- Following construction, the Monte Rio Fishing Access parking area will be reconfigured, repaved and restriped in coordination with MRRPD and CDFW. Final parking plans will be subject to CDFW determination and approval. Proposed plans include the construction of a retaining wall to allow for reconfiguration. In addition, improvements to the Monte Rio Fishing Access parking area drainage system will be incorporated into the project and included as part of the Project's Low Impact Development (LID) water treatment plans and the County will consider providing bench seating and a picnic table area in front of the new parking area, as feasible;
- To minimize construction noise, construction activities, excluding activities required to occur without interruption or activities that would pose a significant safety risk to workers or citizens, or in the event of an emergency, will be limited to between the daytime hours of 7:00 a.m. and 7:00 p.m. on weekdays. No work will be allowed on holidays. Weekend work may be allowed on a limited basis, with prior approval from the County of Sonoma, Department of Transportation and Public Works, during the hours of 9:00 a.m. and 5:00 p.m. Weekend work would be conducted under extenuating circumstances (such as equipment breakdown or other unexpected events requiring immediate correction to prevent an unsafe or unrepairable situation). In the event of weekend work approval, the County or Contractor staff who is dedicated to communicating with MRRPD, CDFW and the public, would be proactive with communication, providing as much notice as possible.

Other noise minimization measures include:

- Conformance to Section 14-8.02, "Noise Control," of the Caltrans Standard Specifications;
- Use of a muffler for internal combustion engines;
- Portable/stationary equipment (e.g., generators, compressors) and equipment staging areas will be located at the furthest distance from the nearest residential dwelling, and, where feasible, from the beach areas.
- As directed by the County resident engineer, the contractor shall implement appropriate additional noise abatement measures including, but not limited to, the installation of temporary noise barriers, turning off idling equipment after no more than five minutes of inactivity, and rescheduling construction activity to avoid noise-sensitive days or times.
- As much as feasible, the contractor will avoid work on weekends and limit the loudest activities to before noon to avoid the busiest times for recreational

users at the beach. Conversations with the public and with stakeholders will continue through construction, and practices will be examined and adjusted to limit impacts to beach users.

- For public safety, and allowing for use of portions of the beach during construction of the replacement bridge, the County will implement safety protection measures for recreational beach and water users including establishing a buffer area around construction, access and staging areas from which the public will be restricted (“publicly prohibited areas”). Signage, fencing and buoy rope system in the river will be installed to inform river and beach users. In addition, the County will fence, screen with trash racks, or otherwise protect the inlets and outlets of culverts for the Russian River water by-pass installed during constructions to prevent people from entering;
- A portage route will be established for small boats, kayaks, and canoes to access areas up and downstream of the construction work area during all three years of seasonal (April – October) construction. Signage will be provided to inform river users of changed conditions and direct them to a clearly defined route around the construction site. Where feasible, temporary portage route improvements (such as staging area for landing, wooden boardwalk) will be included in coordination with MRRPD and CDFW.

CDFW and MRRPD 4(f) Resources

The following includes a summary of temporary occupancy and permanent use of 4(f) resources, as discussed in the 4(f) Evaluation.

Monte Rio Fishing Access

Parking Areas - The Monte Rio Fishing Access consists of a boat ramp, access road, an American with Disabilities Act (ADA) parking spot adjacent to the boat ramp, two sets of stairs, and a restroom located on MRRPD lands (APN 094-100-046) and a paved parking area located primarily on CDFW lands (APN 094-100-035). CDFW has an Operating Agreement with MRRPD to manage (including operation and maintenance activities) the paved parking lot.

Temporary occupancy of the CDFW owned portions of the Monte Rio Fishing Access parking area during the three-year construction schedule range from approximately 0.39 to 0.45 acres for staging and equipment access. Additional portions of the CDFW property (approximately 0.03 acres) surrounding the parking lot will be temporarily restricted each year, as “publicly prohibited areas” for public safety during construction, as needed. Permanent use of the CDFW portion of the Monte Rio Fishing Access includes approximately 0.06 acres of the paved parking area and approximately 0.04 acres for the replacement bridge ROW.

Temporary occupancy of the MRRPD owned portion of the Monte Rio Fishing Access parking area includes approximately 0.09 acres during each construction year. Portions of this MRRPD property (approximately 0.17 acres) surrounding the parking lot also will be

temporarily restricted each year, as “publicly prohibited areas” for public safety during construction, as needed. There is no permanent use of the MRRPD owned portions of the Monte Rio Fishing Access.

Boat Ramp -- No changes or construction activities are proposed for the boat ramp. Access to the boat ramp will remain open during construction, with traffic control as needed.

With permanent improvements to 4(f) resources and the minimizations of harm provided above, the proposed Project provides a net benefit to the Monte Rio Fishing Access.

MRRPD Beaches (Big Rocky, Sandy and Dutch Bill Creek Beaches) – The MRRPD Monte Rio Beach consists of several beaches, including Big Rocky Beach (APN 094-110-002) and Sandy Beach (APN 094-110-001) on the north side of the Russian River and Dutch Bill Creek Beach (APN 095-160-001) located on the south side of the river. Big Rocky Beach supports a summertime food concession and boat rental, and has an adjacent parking area. Dutch Bill Creek Beach (APN 095-160-001) is accessible by an unimproved access path.

Temporary occupancy of Big Rocky, Sandy, and Dutch Bill Creek Beaches for staging, construction and “publicly prohibited areas” range from approximately 2.93 to 4.72 acres during the three-year construction schedule. Temporary occupancy of the Big Rocky Beach parking area ranges from approximately 0.11 to 0.39 acres during each construction season.

Post-construction, there will be an increase of approximately 0.01 acres of beach and river areas area. This is due to the clear span replacement bridge design and removal of the existing bridge piers, and remnant bridge pier footing from the pre-1934 bridge.

With the permanent improvements and access to 4(f) resources and with minimizations of harm detailed above, the proposed Project provides a net benefit to the MRRPD beaches and river areas.

MRRPD Main Street and River Boulevard Site The MRRPD River Boulevard and Main Street Site is composed of three parcels on the south end of the existing bridge, two on the east side (APN 095-170-020, 095-170-021) and one on the west (APN 095-160-007). The site is publicly accessible from River Boulevard by pedestrians and there are unimproved footpaths leading to the river and Dutch Bill Creek. There is a gated driveway entrance that is used for vehicle access and parking during large MRRPD events. The site has also been used as a staging area for holiday hayrides and events.

Temporary occupancy of the Main Street and River Boulevard Site includes approximately 0.16 acres for “publicly prohibited areas” for removal of the existing bridge during the third year of construction. There is no permanent use.

With permanent improvements and access to 4(f) resources and with minimizations of harm detailed above, the proposed Project provides a net benefit to the MRRPD’s Main Street/River Boulevard Site.

MRRPD Riverfront Meadow- Riverfront Meadow is located on MRRPD’s property (APN 094-110-002), together with Big Rocky Beach and the Big Rocky Beach parking area. The

Riverfront Meadow area is suitable for daytime events, including festivals. The area includes restrooms and a community garden.

There is no temporary occupancy or permanent use of Riverfront Meadow.

MRRPD Koret Park and Playground- Koret Park and Playground is located on MRRPD's property (APN 094-100-046), just west of the Monte Rio Community Center and includes a play structure, grills and picnic tables.

There is no temporary occupancy or permanent use of Koret Park and Playground.

Concurrence

Pursuant to 23 C.F.R. § 774.5, if MRRPD concurs with Caltrans' findings set forth in this letter, the County must receive concurrence from MRRPD in writing in order for Caltrans to approve the use of the Section 4(f) properties for the Bohemian Highway over the Russian River Bridge Replacement Project, as discussed above.

The County respectfully requests your reply to this letter by July 18, 2022. Should you have any questions or need additional information, please feel free to contact Samuel Baumgardner-Kranz, Sonoma County Department of Transportation and Public Works via email at Samuel.Baumgardner-Kranz@sonoma-county.org or by phone at (707) 565-2401. Concurrence regarding this matter should also be directed to Samuel Baumgardner-Kranz County, Sonoma, Department of Transportation and Public Works, La Plaza B, 2300 County Center Drive, Suite B 100, Santa Rosa, California 95403.

We look forward to continuing to work with MRRPD as the Bohemian Highway over the Russian River Bridge Replacement Project moves forward.

Sincerely,



Samuel Baumgardner-Kranz
Senior Engineer,
County of Sonoma, Department of
Transportation and Public Works

Cc:

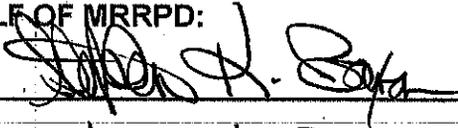
Sherry Pimsler, MRRPD
Stephanie Felch, Praxis Architects
Brian Grant, Praxis Architects
Tom Holstein, Caltrans
John Mack, County of Sonoma
Deborah Waller, County of Sonoma

Attachments – Figure 1 and Figure 2

As the official/entity with jurisdiction over the Monte Río Fishing Access and MRRPD beaches and recreational areas, the Monte Río Recreation and Park District (MRRPD) concurs in the determination that the proposed Bohemian Highway over the Russian River Bridge Replacement Project as described above and in the Bohemian Highway Bridge over the Russian River Replacement Project Programmatic Section 4(f) Evaluation would not adversely affect the activities, features, or attributes of the 4(f) properties that make them eligible for protection under Section 4(f). Therefore, MRRPD agrees that the Bohemian Highway over the Russian River Bridge Replacement Project proposed permanent use of the Monte Río Fishing Access meet the criteria for a net-benefit determination under Section 4(f) of the USDOT Act of 1966 (23 U.S.C. § 138 and 49 U.S.C. § 303 and implemented in 23 C.F.R. Part 774). MRRPD has been informed that, based on its concurrence, Caltrans intends to make the net-benefit determinations regarding the Monte Río Fishing Access, thus satisfying Caltrans requirements under Section 4(f).

ON BEHALF OF MRRPD:

Signature



Name

STEPHEN K. BAYMAN

Title

BOARD CHAIR

Date

7-14, 2022



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Bay Delta Region
2825 Cordelia Road, Suite 100
Fairfield, CA 94534
(707) 428-2002
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



July 22, 2022

Mr. Samuel Baumgardner-Kranz, SE
County of Sonoma
Department of Transportation & Public Works
2300 County Center Drive, Suite B 100
Santa Rosa, CA 95403

Subject: California Department of Fish and Wildlife Concurrence with the Bohemian Highway over the Russian River Bridge Replacement Project Programmatic Section 4(f) Evaluation

Dear Mr. Baumgardner-Kranz:

The California Department of Fish and Wildlife (CDFW) owns the Monte Rio Fishing Access (MRFA), located in Sonoma County. CDFW concurs in the determination that the proposed Subject Project, as described in the Bohemian Highway Bridge over the Russian River Replacement Project Programmatic Section 4(f) Evaluation and in accordance to the conditions that were agreed to with CDFW, would not adversely affect the activities, features, or attributes of the 4(f) properties that make them eligible for protection under Section 4(f). Therefore, CDFW agrees that the Subject Project's proposed permanent use of the MRFA meet the criteria for a net benefit determination under Section 4(f) of the USDOT Act of 1966 (23 U.S.C. § 138 and 49 U.S.C. § 303 and implemented in 23 C.F.R. Part 774). CDFW has been informed that, based on its concurrence, Sonoma County Permit and Resource Management Department intends to make the net benefit determinations regarding the MRFA, thus satisfying Caltrans requirements under Section 4(f).

Should you have any questions, please feel free to contact Mr. Brian Shelton, Environmental Scientist, at (707) 428-2002 or Brian.Shelton@wildlife.ca.gov; or Mr. John Krause, Senior Environmental Scientist (Supervisory), at (415) 454-8050 or John.Krause@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Erin Chappell
Erin Chappell
Regional Manager
Bay Delta Region