



## **Mosquito Road Bridge Replacement Project**

Public Workshop #2

November 15, 2014 1:30pm – 3:30pm

Mosquito Fire Protection District

### **Q&A Session Log**

The following questions were recorded during the meeting:

1. When will it be constructed?
  - A: Approximately beginning 2020.
2. How will you determine the alternatives?
  - A: Currently the County and the design consultant team are undertaking geological, environmental and other technical studies to understand and evaluate the site constraints and opportunities within the project area. In addition, the County is undertaking a comprehensive public engagement process to collaborate with and receive input from the community at key milestones during this process. Based upon the technical analysis and public input, the project team will develop several alternatives, evaluate and eliminate alternatives based upon the technical analyses and public input. Ultimately, one recommended preferred alternative will be presented to the County Board of Supervisors who will make a final decision to advance to final design and then construction.
3. Will the line of sight of the road change?
  - A: It depends on the alternative selected. Low level alternatives will largely maintain the view shed of the existing roadway and canyon. Mid and upper level alignments will alter the view shed, but will still provide views of the canyon.
4. Will you announce which alternatives will continue to be studied at the public meetings?
  - A: Yes. I. Additionally, alternatives considered for rejection will be presented to the public with reasons for the proposed rejection to gather further input from the public. In this way, the public will be involved throughout the process and will better understand how the final three alternatives studied in the environmental document are determined, and ultimately how the preferred alternative is chosen..
5. How can you sign up for information if you don't have a computer?

A: Please provide your contact information, such as name and mailing address, and request the information desired to Janet Postlewait at 2850 Fairlane Court Placerville, CA 95667.
6. What does it take to make a project fundable?
  - A: The project must adhere to the Highway Bridge Program (HBP) requirements. HBP is a federal program administered by the Federal Highway Administration (FHWA), who has delegated authority of the HBP to Caltrans in California. The HBP has strict



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guidelines for bridge replacement projects and for what the FHWA considers participating project components. Typical factors that are considered include current and future traffic volumes, traffic accident history, current roadway and bridge standards, a maximum of 400 feet of roadway approach on each end of the bridge, and maintaining traffic circulation during construction which can influence the alignment and location of the replacement bridge. Sometimes, justification can be made for components not normally acceptable for federal funds, such as longer roadway approaches. This project is very unique in its characteristic of difficult access to and from the bridge and may result in non-typical features, such as longer roadway approaches, longer bridge, etc., being funded by the HBP.

7. Will the alternative need Caltrans approval?
  - A: Yes. Due to the federal funding source, and FHWA's delegation of authority to Caltrans to administer the HBP, Caltrans approval of the alternative is necessary. This is not to say that Caltrans will be involved in the development of the alternatives. The County and its design consultant will develop the alternatives based on the project's criteria, which involves public input, and will present the alternatives to Caltrans to obtain their input regarding alternative's fundability. Assuming multiple alternatives are deemed fundable by Caltrans, then the process for alternatives selection will only involve engineering studies and public input.
8. Is funding approved through construction?
  - A: Yes. Funding is made up of HBP funds and Toll Credits which will not require any local funds for an alternative deemed fundable by Caltrans.
9. Which of the bridges will be funded?
  - A: Many bridge types are fundable. The County and its design consultants will present various types of bridges to Caltrans for their input.
10. What will happen to the old bridge?

A: The outcome of the existing bridge will be handled by the County as a separate project. This bridge replacement project will focus on the new bridge and connecting roadways. We are currently in the planning process and this includes studying the potential for the existing roadway and bridge to remain in place. The future ownership and responsibility of the existing roadway and/or bridge is an important consideration in this process.



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Hence, the reason for segregating the planning study task of the existing routes future from new bridge, but yet considering impacts and connectivity of the existing route during the planning process.

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11. Do you seek Board of Supervisors approval before or after Caltrans's approval?
  - A: Caltrans will be involved throughout the development of this project which means the County will obtain Caltrans' input on the alternatives to avoid moving forward with alternatives that Caltrans will not support from a funding standpoint. The Supervisors will ultimately decide on an alternative to be designed and constructed that Caltrans has already deemed fundable.
12. Is Caltrans the ultimate authority?
  - A: Caltrans and FHWA are responsible for determining which alternatives are fundable. Caltrans is not responsible for the development of alternatives.
13. Will Caltrans attend the public meetings?
  - A: The County has invited and will continue to ask Caltrans to attend public meetings. Caltrans has hundreds of bridge replacement projects and cannot attend all public meetings. The County will also meet with Caltrans separately to keep Caltrans abreast of the development of the alternatives.
14. During the evaluation process at what time will the public be able to look at them?
  - A: The County will gather and respond to input from the public throughout the development of the alternatives. The County and the project team will meet with the community at key milestones. Currently the County has three additional community meetings planned to discuss and collaborate with the community on the narrowing of alternatives.
15. Please make sure that the bridge is constructed by an American construction firm with American materials.
  - A: FHWA requires that the selection of the California licensed contractor is based on the lowest responsible bid and that American steel materials are used.
16. Will information on the slide areas be available on the web?
  - A: Yes.
17. Will right of way acquisition be transparent?
  - A: As the alternatives are developed, the County and project team will coordinate and negotiate with each affected property owner for the possible necessary right of way. As alternatives develop, potential right of way limits will be shown on exhibits and plans.



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18. Are the alternatives numbered by priority?
  - A: No. At this time alternative numbers are simply established by passing west to east for sequential numbering.
19. Is it a two lane bridge?
  - A: The proposed new bridge will be two lanes wide with standard shoulders.
20. Will there be a divider in between lanes?
  - A: No.
21. How high will the bridge be?
  - A: This depends on the alternative selected.
22. How wide will the bridge lanes be?
  - A: The proposed bridge will consist of two 12-foot wide lanes with 5-foot shoulders on each side for a total of a 34-foot width bridge
23. Will trailers be allowed?
  - A: Yes. The new bridge project limits are required to be designed to accommodate all types of vehicles, including large trucks, trucks with trailers, and all emergency vehicles.
24. What criterion comes first? Guard rails or speed limit?
  - A: Speed limit. The speed limit determines the necessity and type of guardrails.
25. Is there consideration of a link from a new bridge approach to possible new and/or reformed roads in the future?
  - A: This is a bridge replacement project. Future roadway projects are separate from this project. See Q&A #10.
26. Will the alternative closest to original bridge be able to hold trailers, etc.?
  - A: Yes. The new bridge and any reconstructed roadway approach will be designed and constructed to accommodate various vehicle/trailer combinations. But remaining switch backs (hairpin turns) will continue to limit access to any new lower level bridge as they currently limit access.
27. Are you going to maintain this new bridge if it is subject to graffiti?
  - A: The new bridge can be designed to discourage graffiti such as using graffiti resistant materials and finishes.
28. Are lower level alternatives discounted due to lack of access and approach for safety considerations?
  - A: Yes. Safe access and access for construction are criterion that all alternatives are being measured by.



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29. Can Caltrans be asked to drive road for context?

- A: Yes. The County has provided Caltrans staff with a site visit of the bridge site more than once.

30. Where will funding come for repairs to current roads?

- A: Repairs to existing roadways is subject to available local maintenance funds. Each need for repair is assessed based on other such needs within the county and prioritized based on limited funds. This is an ongoing process that does not end.

31. How will alternative routes be considered during construction?

- A: Given the 23 mile detour, detouring is a criterion that each alternative is being measured by. Some alternatives will require a longer duration for detouring than others. Each alternative will likely require some level of detouring regardless. But the development of each alternative is taking this into consideration so as to minimize detouring to the extent practicable.