

Project Description

Caltrans proposes to replace the current bridge structure on State Route (SR) 1 in Marin County at Post Mile (PM) 0.0, south of the town of Point Reyes Station.

The proposed project would replace the current bridge with a new design that meets seismic safety standards.

The project is located on SR 1 where it crosses Lagunitas Creek, just south of where the creek feeds into Tomales Bay. Lagunitas Creek is the main stem of the largest watershed in Marin County and is considered important habitat for multiple listed aquatic species. The current bridge also serves as the main entry point into Point Reyes Station from the south. It is an important connector for emergency services located in Point Reyes Station as well as for accessing other services within the community.

Project Alternatives

The following alternatives are under consideration in this project:

Build Alternatives

- **Alternative 1 – Steel Truss 3-span Bridge:** a 150 foot long, three span steel truss bridge, one span will be 100 feet long and two spans will be 25 feet long. This bridge will look similar to the current bridge style and will have piers constructed at approximately the same locations as the existing bridge piers. These piers will be built at the outer edges of the creek channel.
- **Alternative 2 – Steel Truss 1-span Bridge:** a 150 foot long, one span steel truss bridge will replace the current bridge. It will require two-150 foot long vertical steel trusses that will be 20 feet tall and a single overhead lateral bracing steel truss to tie them together. The new piers will be constructed on the creek banks.
- **Alternative 3 – Precast three span Concrete Girder Bridge:** a 150 foot long bridge with one span that is 100 feet long and two spans that are 25 feet long. It will have with pre-cast concrete piers located at the outer edges of the creek channel, approximately where the current piers are located. The concrete bridge deck will be built in place. The new piers will be built at the outer edges of the creek channel, approximately in the same location as the current bridge piers.
- **Alternative 4 – Suspension Bridge:** a 150 foot long bridge with no piers. A suspension cable bridge supports the bridge deck with suspended steel cables anchored at the top of bridge towers that are located at the ends of the bridge. There will be four reinforced concrete towers, one at each corner of the new bridge. These towers will be 20-25 feet high.
- **Temporary Bridge Alternative A –** a 150 foot long bridge with two spans and a single pier in the middle of the creek channel. The bridge will have one lane of traffic with a sidewalk on one side. Traffic will be directed with lights on both sides of the temporary bridge.
- **Temporary Bridge Alternative B –** a 150 foot bridge with three spans and a pier on either side of the outer edges of the creek channel. The bridge will have one lane of traffic with a sidewalk on one side. Traffic will be directed with lights on both sides of the temporary bridge.

No-Build Alternative

The no-build alternative proposes to maintain the existing conditions without upgrading to comply with current seismic safety standards.

Discussion of Potential Impacts

A preliminary environmental analysis conducted for the project to identify potential areas of concern for human and natural resources that may be affected permanently or temporarily by the project. Resources that would be potentially affected by the project include biological resources, hazardous materials, aesthetics, transportation/traffic, public services, utilities/service systems, hydrology/water quality, noise, and recreation. Resources that are not likely to be affected by the project are: housing, agriculture, forestry, cultural resources, mineral resources, soils, population, and geology.

The following discussion addresses the potential effects of the project related to those topics considered to be potentially affected.

Biological Resources

Formal Section 7 consultation will be necessary with both the U.S. Fish and Wildlife Service and the National Marine Fisheries Service.

- The creek is considered habitat for six special status species within the project area. The California red-legged frog, Chinook salmon, steelhead, California freshwater shrimp, Coho Salmon, and tidewater goby.
- The upland area around the creek in the project area contains habitat for two special status species, the Myrtle's silverspot butterfly and the northern spotted owl.
- All of the alternatives will involve construction activities in and adjacent to the creek (cofferdam, removal of the current bridge piers, pile driving for the temporary bridges, and pier construction).
- Work windows will exclude pile driving and vegetation removal during the nesting season of migratory birds and the breeding season of the northern spotted owl.
- Work windows will exclude stream work during the wet season to avoid and minimize impacts to aquatic species.

A two year rare plant survey will be conducted.

Construction activities including cofferdams, dewatering of part of the creek channel, construction of temporary and permanent structures in the creek channel, excavation of the creek channel, pile driving, and other in-water work will result in impacts to jurisdictional waters.

Hazardous Materials

Lead paint may be found on the metal trusses of the current bridge. Standard Caltrans best management practices will be implemented to avoid lead contamination of the surrounding area resulting from the removal of the current metal trusses.

Aesthetics

Tree removal, the removal of the current bridge, and the design of the new bridge may have aesthetic impacts on the character of the surrounding area.

Transportation/traffic

The current bridge is a key route for travel between the town of Point Reyes Station and the areas south and to the west of Lagunitas Creek. Temporary increases in travel time are expected as a result of the single lane available on the temporary bridge designs. The design of the final

bridge will allow the same capacity of traffic to travel across Lagunitas Creek, so there are no expected permanent impacts, or increase in vehicular capacity.

Public Services

The temporary increases to travel times across the bridge are expected to impact emergency services from Point Reyes Station to the areas west and south of the project site.

Utilities/Service Systems

There are at least three utility lines that will need to be relocated due to overhead clearance issues. There are also some utility pipes/lines located on the current bridge that will be relocated temporarily to the temporary bridge and then attached to the final bridge structure after completion of the project.

Hydrology/Water Quality

Construction impacts are expected along the creek banks from construction and removal of the bridge substructure. Caltrans erosion control measures should minimize and avoid some of these impacts. Impacts are also expected from the construction and dewatering of the cofferdam. Placement and removal of bridge piers in the creek channel are expected to have permanent and temporary impacts depending on which design alternative is chosen for final construction.

Noise

Temporary noise impacts are expected due to pile driving for the temporary bridge construction and the permanent bridge construction.

Recreation

A trail head to the Tomales Bay Ecological Reserve is located adjacent to the bridge. This trail head will be temporarily relocated during construction.

Scoping Process

A public meeting is planned for March 19, 2015 at the West Marin Elementary School from 7pm to 9 pm. This will be an open house meeting with a brief presentation to introduce the project to the attendees. The 30 day scoping comment period will begin on this date and extend until April 20, 2015. After this, the comments will be gathered together and a Scoping Summary Report will be compiled and made available to the public. Notice of the public scoping meeting will be given by running advertisements in the local newspapers, creation of a publicly available website, post cards mailed to nearby residences, and fliers posted in public places within, and around, Point Reyes Station.