Draft 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.

Date of Approval

Tom Holstein
Senior Environmental Planner
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.”

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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 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 known as the Monte Rio Fishing Access supports a boat ramp, restrooms and parking area adjacent to the existing bridge and is included in this evaluation. The Monte Rio Fishing Access is jointly owned and operated by the California Department and Fish and Wildlife (CDFW) and MRRPD.

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. 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

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

1. **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.
2. **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.
3. 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).
4. The County will enlarge the level surface area for the Monte Rio Fishing Access 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 permeant 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 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.

- 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.

- Following construction completion, the County will reconfigure, resurface, and restripe the Monte Rio Fishing Access 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.

- Following construction, the County will revegetate disturbed areas at the MRRPD Main Si/River Blvd 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.

- Resurfacing of the currently unimproved path from Main Street to Dutch Bill 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.

- A portage route will be established for small boats, kayaks and canoes to access areas up and downstream of the construction work area during the second and third year of construction when construction work pads are installed in the river. 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.

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 Action 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.

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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).
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 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 beaches on the north and sides of the river, Koret Park and Playground, Riverside Meadow, and a public fishing access and boat ramp referred to as the Monte Rio Fishing Access. The Monte Rio Fishing Access area includes a parking area owned by California Department and Fish and Wildlife (CDFW) and operated in coordination with MRRPD. 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 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 would 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 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 (jointly owned by MRRPD and CDFW). 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 encompasses an area of approximately 3.5 square miles and extends approximately along a two mile reach 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, Monte Rio Fishing Access, 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 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 and is on the same parcel together with the Riverfront Meadow, an area used for daytime events, including weddings and festivals. An unimproved parking lot lies just north of Big Rocky Beach, in between the beach and Riverfront Meadow. Public restrooms with an accessibility ramp are available between the Big Rocky Beach parking area and Riverfront Meadow. Dutch Bill 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 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 parking area located on State of California (Department of Fish and Wildlife [CDFW]) lands (APN 094-100-035). With the exception of a portion of the 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 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 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 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 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 composed of two parcels on the south end of the bridge, one on the east side (APN 095-170-020) 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 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 MMPRD beaches on the north side of the river is provided through the Monte Rio Fishing Access 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 parking lot adjacent to Big Rocky Beach east of the existing bridge. There are also pedestrian trails leading from the Monte Rio Fishing Access 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 parking lot by public restrooms and landscaping.

Another access road located at the east end of the Big Rocky Beach 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 parking lot during large public
events, such as the Fourth of July fireworks at the beach. Access to Dutch Bill 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.

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 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 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 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 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 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 Beach** - Access to Dutch Bill 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 seasons two and three (when the gravel access pads would be installed in the river) would detour around the access pads 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 Guernewood Park (approximately 3 miles from the Project site).
There would be no permanent 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 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 construction seasons two and three (when the gravel access pads would be installed in the river) would detour around the access pads 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 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 Parking lot is on MRRPD lands (APN 094-110-002) 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 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 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). Both parcels include other areas such as landscaping and riparian vegetation, the boat ramp, driveway access, and other park amenities. 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 parking lot serves the Monte Rio Fishing Access parking area 4(f) property and the Monte Rio Beaches and the Koret Park and Playground 4(f) properties.

CDFW Portion of the Monte Rio Fishing Access Property (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
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 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 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.

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.
- The County will provide specification language for review by CDFW regarding parking for the steelhead fishing season during construction, with the goal of 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, with the goal of 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.

**MRRPD Portion of Monte Rio Fishing Access Property** (APN 094-100-046) - Temporary impacts from construction staging to the MRRPD-owned portion of the Monte Rio Fishing Access 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 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. 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. 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 a 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). Therefore, the visual character of the area would be otherwise largely unchanged.

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.
- Avoidance and minimization of construction activities, storage, and staging from recreational beach and river areas to the maximum extent practicable

4.4. 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 during the environmental permitting process.

4.5. 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 discussed 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 NFMS January 31, 2022.
Additional detailed information regarding other general and special-status wildlife is provided in the NES
(GPA, 2021b).

4.6 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 NOx
(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, NOx,
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.

4.7 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:
o 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

o 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

o 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.

o 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.

o 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.

o 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.

o Following construction, the Monte Rio Fishing Access 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.

o 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.

o 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 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. This temporary parking plan will be subject to review and approval by MRRPD and CDFW. For temporary reductions in parking at Big Rocky
Beach, the County will 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 “publicly prohibited areas” (Attachment C, Construction Staging Drawings and Parcel Map and ROW). Publicly 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 “publicly 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.
  - 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.

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.**
• **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-model travel across the Russian River in Monte Rio.

### 7.2 MRRPD and CDFW Section 4(f) Coordination Meetings

County meetings with MRRPD and CDFW 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 temporary 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.

Following the 30-day public review and consultation of this document, the results will be incorporated in this section. After the results of the public review are incorporated, concurrence from the official with jurisdiction of the 4(f) properties, including MRRPD and CDFW, will be sought.

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.
**Table 1 – Section 4(f) Determinations**

<table>
<thead>
<tr>
<th>4(f) Resource</th>
<th>Section 4(f) Determination</th>
<th>Rationale for Determination</th>
</tr>
</thead>
<tbody>
<tr>
<td>MRRPD Beaches (Big Rocky, Sandy and Dutch Bill Beach)</td>
<td>Net Benefit</td>
<td>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. 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. The currently unimproved access path from Main Street to Dutch Bill Beach will be re-surfaced, allowing improved access to the beach and river for water recreation users and anglers.</td>
</tr>
<tr>
<td>Monte Rio Fishing Access</td>
<td>Net Benefit</td>
<td>No changes or construction activities are proposed for the boat ramp. Access to the boat ramp will remain open during construction. Following construction, the Monte Rio Fishing Access parking area would be reconfigured, repaved and restriped in coordination with MRRPD and CDFW. In addition, improvements to the Monte Rio Fishing Access 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. 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) with the goal of providing 100% of the parking for boat trailers during the fishing season.</td>
</tr>
<tr>
<td>Koret Park and Playground</td>
<td>No 4(f) Use</td>
<td>No changes or construction activities are proposed for Koret Park and Playground. Access to this area will remain open during construction.</td>
</tr>
<tr>
<td>Riverfront Meadow</td>
<td>No 4(f) Use</td>
<td>No changes or construction activities are proposed for Riverfront Meadow. Access to this area will remain open during construction.</td>
</tr>
<tr>
<td>Main Street and Riverfront Boulevard Site</td>
<td>Net Benefit</td>
<td>No changes or construction activities are proposed for the boat ramp. Access to the boat ramp will remain open during construction. 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.</td>
</tr>
<tr>
<td>Rio Theater and Extravaganza</td>
<td>No 4(f) Use</td>
<td>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.</td>
</tr>
</tbody>
</table>
9. References


- 2021. Email from Tom Holstein, Senior Environmental Planner, to Deborah Waller, Permit Sonoma confirming 6(f) properties and boundary. July 2, 2022.


- 2020b, Bohemian Highway Bridge over Russian River – Project Option Discussion, prepared by County of Sonoma, Department of Transportation and Public Works November 12, 2020.


Monte Rio Recreational and Park District (MRRPD), 2022. E-mail from Sherry Pimsler, MRRPD District Administrator to Deborah Waller, Permit Sonoma and with numbers of boat rentals at Big Rocky Beach during 2020 and 2021. February 21, 2022

- 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


**Attachment A**

**Table A1 - Temporary Occupancy and Permanent (Actual) Use of 4(f) Sites for Bohemian Highway Bridge Replacement Project**
<table>
<thead>
<tr>
<th>(4f) Site/Use</th>
<th>Parcel Number (ownership/ acres)</th>
<th>Total Acres</th>
<th>Year 1 – Temporary Construction/ Occupancy (acres)</th>
<th>Year 2 – Temporary Construction/ Occupancy (acres)</th>
<th>Year 3 – Temporary Construction/ Occupancy (acres)</th>
<th>Post Construction Permanent Impact/ Actual Use (acres) - Fill</th>
<th>Proposed Bridge Structure (over beach) and ROW areas (acres)</th>
<th>Beneficial Post Construction (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MRRPD Big Rocky and Sandy Beaches/ Recreational Beach and River Areas</td>
<td>094-110-002 (MRRPD/6.62) 094-110-001 (MRRPD/2.90) 095-170-012 (MRRPD)</td>
<td>14.52</td>
<td>2.28 - staging, publically prohibited areas, gravel pad 0.11 - parking</td>
<td>2.77 - staging, publically prohibited areas, gravel pad 0.11 - parking</td>
<td>3.56 - staging, publically prohibited areas, gravel pad 0.39 -parking</td>
<td>0.009 Eight (8) replacement bridge columns on beach 0.73 - bridge structure over beach (0.54 acres) and adjacent ROW (0.19 acres)</td>
<td>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)</td>
<td></td>
</tr>
<tr>
<td>MRRPD Dutch Bill Beach</td>
<td>095-160-001 (MRRPD/2.71)</td>
<td>1.60</td>
<td>0.65 - staging, publically prohibited areas, gravel pad</td>
<td>1.05 - staging, publically prohibited areas, gravel pad</td>
<td>1.16 - staging, publically prohibited areas, gravel pad</td>
<td>&lt;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)</td>
<td>0.04 – Removal of 3 existing bridge piers from river bank 0.01' - removal of pre-1934 bridge pier from river channel</td>
<td></td>
</tr>
<tr>
<td>Monte Rio Fishing Access/Parking and Riparian Areas (CDFW and MRRPD)</td>
<td>094-100-046 (MRRPD/3.13)</td>
<td>3.13</td>
<td>0.17 - publically prohibited areas 0.09 - staging in parking area</td>
<td>0.17 - publically prohibited areas 0.09 - staging in parking area</td>
<td>0.17 - publically prohibited areas 0.09 - staging in parking area</td>
<td>No permanent impact to or use None</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>River Blvd &amp; Main St Properties</td>
<td>095-170-020 (MRRPD/0.70) 095-160-007(MRRPD/0.0.33)</td>
<td>0.88</td>
<td>None</td>
<td>0.03 (publicly prohibited areas) 0.39 (staging in parking area)</td>
<td>0.03 (publicly prohibited areas) 0.39 (staging in parking area)</td>
<td>0.06 acres – proposed bridge structure northern approach fill (parking) 0.04 ROW adjacent to proposed bridge structure northern approach</td>
<td>No permanent Impact or use None</td>
<td>Revegetate and small seating area or bench, as requested by MRRPD. The County will continue to coordinate with MRRPD on revegetation and seating plans.</td>
</tr>
</tbody>
</table>

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
Figure 3B Location of 4(f) Resources
Bohemian Highway Bridge over the Russian River Replacement Project
County of Sonoma
April 2022
Figure 4  Alignment Concepts
Note - Proposed bridge shown in gray for simulation purposes only; bridge paint color to be determined.
Note - Proposed bridge shown in gray for simulation purposes only; bridge paint color to be determined.
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
**Curve Data**

<table>
<thead>
<tr>
<th>Curve</th>
<th>R</th>
<th>A</th>
<th>T</th>
<th>L</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>300.00</td>
<td>14°</td>
<td>39.15</td>
<td>75.31</td>
</tr>
<tr>
<td>2</td>
<td>650.00</td>
<td>27°</td>
<td>69.60</td>
<td>313.13</td>
</tr>
</tbody>
</table>

**Foundation Plan**

**Bench Mark and Datum**

<table>
<thead>
<tr>
<th>Monument</th>
<th>Coordinates</th>
<th>Description/Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pt 1</td>
<td></td>
<td>Vandail &amp; Washer, set in concrete at the southeast corner of Bohemian HWY and D Street.</td>
</tr>
</tbody>
</table>

**Pile Data Table**

<table>
<thead>
<tr>
<th>Location</th>
<th>Pile Type</th>
<th>Nominal Resistance (Kips)</th>
<th>Cut-off Elevation (ft)</th>
<th>Design Tip Elevation (ft)</th>
<th>Specified Tip Elevation (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>About 1</td>
<td>60'' CISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bent 2</td>
<td>96'' CISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bent 3</td>
<td>96'' CISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bent 4</td>
<td>96'' CISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bent 5</td>
<td>96'' CISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bent 6</td>
<td>96'' CISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bent 7</td>
<td>96'' CISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>About 8</td>
<td>60'' CISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**

1. Design tip elevations for abutments and piers are controlled by (a) Compression (b) Tension (c) Structural Loads.
2. Tip Elevations shall not be raised above specified Tip Elevation.

**Scour Data Table**

<table>
<thead>
<tr>
<th>Support No.</th>
<th>Long Term (Design) and Construction Scur Depth (ft)</th>
<th>Short Term (Local) Scur Depth (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>About 1</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Bent 2</td>
<td>11.8</td>
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<td>Bent 3</td>
<td>-18.4</td>
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<td>Bent 4</td>
<td>-18.4</td>
<td>15.2</td>
</tr>
<tr>
<td>Bent 5</td>
<td>-18.4</td>
<td>16.1</td>
</tr>
<tr>
<td>Bent 6</td>
<td>-16.4</td>
<td>13.9</td>
</tr>
<tr>
<td>Bent 7</td>
<td>-0.6</td>
<td>-0.6</td>
</tr>
<tr>
<td>About 8</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Legend:**

- Indicates Bridge Removal
- Indicates Existing Structure
- Indicates Clear Flow Line
- Indicates Flow Direction
- Indicates Load of Existing Elevations
- Indicates existing spill elevations
- Indicates C35 Pipe

**Plan Check:** Set/NOT FOR CONSTRUCTION (12/15/20)
Construction Staging Drawings (Years 1, 2 and 3)
Construction Staging – Season 1

[Map of construction staging areas with labels and dates indicating availability and access]

DRAFT

[Stamp and signature areas on the map]
Parcel Map and Right-of-Way (Years 1, 2 and 3)
Right-of-Way Map and Matrix
Right-of-Way Impacts and Benefits
New retaining wall for relocated parking spaces, approx 5ft max height

Parking area impacted

Parking Lot Data — Existing:

<table>
<thead>
<tr>
<th>Type</th>
<th>Length (Ft)</th>
<th>Width (Ft)</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pull Through</td>
<td>31-34</td>
<td>8.5</td>
<td>3</td>
</tr>
<tr>
<td>Pull Through</td>
<td>31-32</td>
<td>8.5</td>
<td>2</td>
</tr>
<tr>
<td>Pull Through</td>
<td>29-30</td>
<td>8.5</td>
<td>2</td>
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<tr>
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<td>27-28</td>
<td>8.5</td>
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<tr>
<td>Pull Through</td>
<td>26</td>
<td>8.5</td>
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<tr>
<td>Pull Through</td>
<td>25</td>
<td>8.5</td>
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<tr>
<td>Pull Through</td>
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<td>7</td>
</tr>
<tr>
<td>Pull Through</td>
<td>16</td>
<td>8.5</td>
<td>1</td>
</tr>
<tr>
<td><strong>Pull Through Subtotal</strong></td>
<td><strong>27</strong></td>
<td></td>
<td></td>
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<tr>
<td>WheelChair</td>
<td>18</td>
<td>9.5</td>
<td>6</td>
</tr>
<tr>
<td>Standard</td>
<td>18</td>
<td>10.5</td>
<td>2</td>
</tr>
<tr>
<td>Standard</td>
<td>18</td>
<td>8.5</td>
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<tr>
<td><strong>Standard Subtotal</strong></td>
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</tr>
<tr>
<td><strong>Total</strong></td>
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<td></td>
<td><strong>69</strong></td>
</tr>
</tbody>
</table>

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 NBRPO
Monte Rio Bridge Replacement
Prepared By: Samuel Baumgardner-Krann
County of Sonoma
10/12/2021
Monte Rio Fishing Access Proposed Parking Plans

Parking Lot Data - Proposed Concept:

<table>
<thead>
<tr>
<th>Type</th>
<th>Length</th>
<th>Width</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pull Through</td>
<td>34</td>
<td>8.5</td>
<td>3</td>
</tr>
<tr>
<td>Pull Through</td>
<td>28</td>
<td>8.5</td>
<td>4</td>
</tr>
<tr>
<td>Pull Through</td>
<td>25</td>
<td>8.5</td>
<td>11</td>
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<tr>
<td>Pull Through</td>
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<td>8.5</td>
<td>4</td>
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<tr>
<td>Pull Through</td>
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<td>Pull Through Subtotal</td>
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<td></td>
</tr>
<tr>
<td>Wheel Chair</td>
<td>18</td>
<td>9</td>
<td>6</td>
</tr>
<tr>
<td>Standard</td>
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<td>1</td>
</tr>
<tr>
<td>Standard</td>
<td>18</td>
<td>8.5</td>
<td>3</td>
</tr>
<tr>
<td>Standard Subtotal</td>
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<td></td>
</tr>
<tr>
<td>Total</td>
<td>70</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Parking Exhibit Existing Condition:

Exhibit is intended to provide proof of concept for final parking condition during section 6(1) evaluations. Final configuration will be determined through mutual cooperation between Sonoma County, CDPW, and MRRPD.

For CDPW 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)
Access- Construction Season 2

CONSTRUCTION SEASON 2
(ESTIMATED: MAY 15 - OCTOBER 15)

Note – Rope buoy location subject to revision pending river and construction conditions.
Note – Rope buoy location subject to revision pending river and construction conditions.