

**NOTICE OF INTENT TO ADOPT  
A MITIGATED NEGATIVE DECLARATION  
FOR THE PROPOSED  
TEN-MILE CREEK PEDESTRIAN BRIDGE  
AT BRANSCOMB ROAD, LAYTONVILLE, CA**

**Mendocino County Department of Transportation  
340 Lake Mendocino Drive  
Ukiah, CA 95482  
707-463-4622**

## **Introduction**

This Notice of Intent serves as public notice that the Mendocino County Department of Transportation (County) has prepared and proposes to adopt a Mitigated Negative Declaration for the Ten Mile Creek Pedestrian Bridge Project. A Mitigated Negative Declaration has been prepared because no substantial evidence exists that the proposed project may have a significant environmental effect that cannot be fully mitigated to a less-than-significant level. The proposed Mitigated Negative Declaration does not signify approval or disapproval of this project by the County's decision-making bodies. The Mendocino County Board of Supervisors will consider the proposed Mitigated Negative Declaration together with any comments received during the public review process to determine whether the project will have a heretofore unidentified significant impact on the environment.

## **Project Description**

The Mendocino County Department of Transportation proposes to construct a new pedestrian bridge to replace the existing walkway that is currently affixed to the existing highway bridge (10C-0101) on Branscomb Road, where it crosses over Ten Mile Creek, near Laytonville, CA.

Branscomb Road is classified a Rural Major Collector as indicated in Appendix A: General Plan Circulation Element – Road Classifications. It begins at SH 1 at Dehaven Creek and ends at SH 101 at Laytonville.

The existing reinforced concrete highway bridge was constructed in 1952. The bridge has a Sufficiency Rating (SR) of 58.6 but it is deemed functionally obsolete. It is too narrow to meet the minimum AASHTO guidelines for width, and cannot safely accommodate non-vehicular traffic. It does not meet current design standards for safety and operations. There are neither identified sources of funding nor any established timeline for the replacement of the existing highway bridge. MCDOT will make use of Locally Administered 2012 State Transportation Improvement Program (STIP) Transportation Enhancement (TE) Off State Highway System funding, supplemented from the County's Road Fund if required for this proposed project.

The proposed bridge will be a prefabricated weathering steel truss style pedestrian bridge, approximately 120-ft long and 8-ft (nominal width, 10-ft overall) with a concrete walking surface. The bridge will span the width of the creek channel at the ordinary high water mark. The overall clear span will be aligned at the same 30° skew as the existing bridge. It will span slightly further than the total distance between the highway bridge abutments and is not obstructed by intermediate supports. The bottom horizontal elements of the new bridge will also be set 1 foot above the 100 year flood elevation which will place it higher than the existing bridge. The proposed improvements have been determined to result in "No Rise" to the Base Flood Elevation.

The bridge will be constructed such that the distance between the centerlines of the new pedestrian bridge and the existing highway bridge will be 29 feet. This distance is sufficient to allow the existing bridge to be replaced with a 22-foot half width highway bridge without conflict in the future.

Informal site visits were conducted with Mendocino County Department of Transportation, project engineers and scientists, and resource and permitting agencies in June and July 2014. These meetings were attended by representatives of US Army Corps of Engineers, NOAA National Marine Fisheries Service, North Coast Regional Water Quality Control Board, California Department of Fish and Wildlife, Caltrans Local Assistance, and Caltrans Environmental Prehistoric Archaeology. These informational meetings offered an opportunity for the agency personnel to view the site, to be advised of the various alternatives that had been evaluated such as flooding and areas that will be disturbed by the work, to understand the concerns raised during the special studies, and to answer questions and provide feedback to assist the engineers and scientists.

The construction of the bridge will conform to the standards in the American Association of State Highway and Transportation Officials (AASHTO) LRFD Guide Specifications for the Design of Pedestrian Bridges (2009 with 2015 Interim Revisions), AASHTO LRFD Bridge Design Specifications, 5th Edition, California Department of Transportation (Caltrans) amendments to the AASHTO LRFD specifications (2011), and Caltrans Seismic Design Criteria Version 1.7 (2013). The bridge project will include minor roadside drainage improvements and will incorporate ADA accessible approaches from both ends, conforming to the existing road shoulder elevations. The proposed project will allow for emergency vehicle access through the project site, although one lane traffic control is expected at a few critical times.

Construction of the proposed project would require minor clearing and grubbing including removal of eight trees, vibratory driving of piles, construction of concrete abutments and footings, assembling, hoisting and setting the prefabricated bridge assembly, and constructing the east walkway and the east and west approach ramps.

The work is planned to be performed during August and September 2015, and in no event shall work extend past October 15, without concurrence of the regulatory agencies. This proposed time period avoids nesting and migration periods for species which might be present, and is typically the time of low flow or “no flow” in Ten Mile Creek.

The proposed bridge and approaches will be constructed on the north side of Branscomb Road. Permanent right of way would be required from up to four parcels adjacent to the project site, while temporary construction easements would be required from up to four adjacent parcels. It is anticipated the contractor’s staging areas would be located in the parking area west of the adjacent feed store, and/or on the private multi-residences driveway at the east end of the project.

## **Project Location**

The Project is located in the unincorporated area of Laytonville, CA, in Mendocino County, CA, situated along County Road 429 (CR 429) also referred to as Branscomb Road. The site is approximately 0.5 miles west of State Highway 101 in the town of Laytonville, on Branscomb Road, at Mile Post 25.41. The bridge lies approximately 0.1 mile west of the west entrance to Laytonville High School. The existing vehicular bridge is located at the following approximate coordinates: Latitude 39°41’16”, Longitude 123°29’31”. The project lies within a 40 ft to 60 ft. wide Right of Way, in Section 12 of Township 21 North, Range 15 West, M.D.B.&M.; Laytonville 7.5 minute USGS quadrangle.

Ten Mile Creek drains a 20.9 square mile watershed and is tributary to the South Fork of the Eel River, flowing into the Eel River, and outletting to the Pacific Ocean approximately 220 miles north of San Francisco, approximately 5 miles west of Loleta, in Humboldt County.

## **Review Period**

As mandated by Public Resources Code §21091, the minimum public review period for this Initial Study and Proposed Mitigated Negative Declaration is 30 days because the document has been sent to the State Clearinghouse. This document is open to public review and comment from November 10, 2014 through December 11, 2014.

**Comments must be received prior to 4:30 p.m. on the last day of the comment period, December 11, 2014.**

Any comments on the document may be presented in writing to:

Mendocino County Department of Transportation  
Attn: Jackson Ford, Environmental Compliance Specialist  
340 Lake Mendocino Drive  
Ukiah, California 95482  
Phone: (707) 463-4622  
Fax: (707) 463-5474  
fordj@co.mendocino.ca.us

## **Public Meetings**

A public hearing on the subject project and the Draft Mitigated Declaration will be held and comments received on this Initial Study will be considered by the Mendocino County Board of Supervisors prior to approval of the project, in a public hearing to be held on December 16, 2014 at 9:00 am or as soon thereafter as the matter may be heard in the Board of Supervisors Chambers, 501 Low Gap Road, Ukiah, California. Oral comments may be presented to the Board of Supervisors during the public hearing.

## **Document Availability**

A copy of the Public Draft Initial Study with mitigation measures in support of the Draft Mitigated Negative Declaration and supporting technical studies are available for public review on the County's website at <http://www.co.mendocino.ca.us/dot> under the environmental documents tab or at the following locations:

Mendocino County  
Department of Transportation  
340 Lake Mendocino Drive  
Ukiah, California 95482

Mendocino County Library  
Ukiah Branch  
105 North Main Street  
Ukiah, California 95482