



## San Antonio Road Bridge Replacement

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The County of Marin in cooperation with the County of Sonoma,  
California Department of Transportation (Caltrans),  
and Transportation Authority of Marin (TAM)

### **Frequently Asked Questions (FAQ)**

**Q: Why is the new bridge needed?**

*A: The existing bridge is at the end of its service life. There are numerous structural deficiencies including cracking and corrosion of the reinforcing steel. The existing structure also has bridge railings that do not meet current safety standards and there is no road shoulder. The new bridge will increase safety and reliability through updated design standards which will safeguard the motoring public, as well as the residents who live in the area. The existing bridge will remain because of its historical relevance and will be repurposed for bicyclists and pedestrians.*

**Q: How is the project being funded?**

*A: The project is being funded through the Highway Bridge Program (HBP), a federal program that provides funding to local agencies to improve the condition of their bridges through replacement, rehabilitation and preventive maintenance. San Antonio Road Bridge has been identified for replacement, and because it is on a local road, the project is eligible for 100% federal funding.*

**Q: What are the project limits?**

*A: The project includes the proposed bridge structure and its required conforms spanning from approximately 200 feet south and 500 feet north of the bridge on San Antonio Road. Improvements outside of these limits are not eligible for the federal bridge program funding.*

**Q: What design standards need to be met?**

*A: The roadway portion of the project is being designed in accordance with Marin County Standards, the Caltrans Highway Design Manual, and the American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets. The bridge element is being designed in accordance with the AASHTO Load and Resistance Factor Design Bridge Design Specifications with California Amendments and the latest Caltrans Bridge Design Manuals.*

**Q: What is Sonoma County's role in the project?**

*A: Sonoma is a partner in the project and a half owner of the bridge, however, Marin County is the sponsor (lead) agency.*

**Q: What is Caltrans' role in the project?**

*A: Caltrans is the environmental compliance lead agency for the project. Also, their Local Assistance Division administers the funding and ensures that the HBP requirements are met and that projects are delivered in accordance with the Federal and State requirements.*

**Q: What environmental studies have been completed for the project and where can official project environmental documents be found?**

*A: Caltrans has completed an environmental revalidation of the Final Environmental Impact Report/Environmental Impact Statement (FEIR/EIS) to address proposed refinements to the original bridge design and to verify that conditions have not changed since the original technical studies were performed. Supplemental biological, cultural and hydraulics studies have been performed to support the environmental revalidation document. So far, there appears to have been no changes to the original findings in the approved FEIR/EIS or new information that warrants preparation of a supplemental Environmental Impact Report (EIR)/EIS. No additional studies are expected to be prepared as part of the environmental process. A copy of the approved FEIR/EIS and supporting technical studies are available upon request or online at [http://www.dot.ca.gov/dist4/msn/msn\\_feir\\_s/msn\\_feir.htm](http://www.dot.ca.gov/dist4/msn/msn_feir_s/msn_feir.htm).*

**Q: How will the project take into account the riparian habitat of the creek?**

*A: Although the existing bridge supports will remain, the new bridge has been designed to span the riparian area of the creek. There will be no bridge supports in the waterway. The proposed bridge span has been reduced since the FEIR/EIS was approved from 220 feet to 200 feet and the bridge width has been reduced from 40 feet to 33 feet. The difference in the footprint of the modified bridge layout is approximately one acre. Trees removed by the project would be replaced adjacent to the roadway approaches and screen views of the new bridge from surrounding properties.*

**Q: Will the new bridge be higher than the existing bridge?**

*A: The existing bridge soffit (bottommost member) is 9.5 feet below the elevation of the 100-year storm event. The new bridge will be constructed at a higher elevation to accommodate a 100-year storm event. Note that a 100-year storm event is not a storm that is expected to occur every 100 years. Rather it is a storm event that has a 1% probability of occurring in any given year.*

**Q: If the existing bridge is to remain, why does it matter that the new bridge is raised to accommodate increased flood events?**

*A: Although the existing bridge will remain, as part of this project it will be modified to handle a 100 year flood event by installing a large culvert in the southerly bridge approach.*

**Q: How is traffic affected by the new bridge?**

*A: The project will not increase traffic capacity and will continue to have one lane in each direction on San Antonio Road.*

**Q: How will traffic speeding be affected by the new bridge?**

*A: Speed along San Antonio Road within the project limits has been analyzed and the average speeds match closely with the speed associated with a rural road of this kind (55 mph). However, within the project limits, opportunities for traffic calming measures will be analyzed by the design team during the Final Design phase of the project.*

**Q: Can the new bridge be built on the same alignment?**

*A: The existing bridge has historical significance which makes it infeasible to replace it on its current alignment. Constructing a new bridge parallel to the existing bridge was considered and withdrawn since it would confuse motorists by maintaining a “tee” intersection where the primary through movement only provides access to a few private properties.*

**Q: When will this project be built?**

*A: The current schedule for the project proposes construction starts in 2019 and ends in 2020.*