

**San Antonio Road Bridge Replacement Project – Public Work Shop No.2 (January 23, 2017)**  
**Frequently Asked Questions (FAQ)**

1. What is the bridge project's schedule?	The Project has had two public meetings with time in between to address public concerns and revise the design concept. The County is proceeding with final design in 2017 and anticipates construction to start in 2019.
2. How is flooding in the area around the bridge being addressed in the design?	The bridge design will include culverts sized to divert floodwater around the new and existing bridges to decrease the upstream flooding for the 100-year flood event. The flood channel under the structure will also serve as a wildlife passage when it's not being used for flood diversion purposes.
3. Can a new visual simulation be prepared?	Yes. Marin County is preparing a photo rendering and will make it available on the project webpage.
4. What will the bridge railing look like?	The new bridge will have open style barrier and railing with stacked rock accents and a metal railing for pedestrians and bicycles. Below is the tentative concept railing:
	
5. How thick will the bridge deck be?	The bridge will be 8-3/4 feet thick which is needed to support the 200 foot long single-span. The long span structure is proposed to minimize impacts to the environmentally sensitive areas of the creek.

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6. Will safe access be provided to the side road? Was a left turn pocket from San Antonio Road onto the local access road considered?	The bridge intersection is being designed to provide a clear line of sight for vehicles and bicyclists. A left turn pocket was evaluated but the local access road to the northeast only serves three private properties and thus the low traffic volumes making the turn do not warrant provision of a separate left turn pocket. Adequate sight distance will be provided along San Antonio Road to allow them to adjust their speeds and stop if needed. In addition, additional warning signs will be installed to alert drivers of the potential for reduced speeds and cross traffic ahead. High visibility striping will also be implemented.
7. Will the side road accommodate large trucks and farm vehicles?	The side road will be designed to accommodate the California Legal Design Vehicle (see below) turning a 50-foot radius curve, which can also accommodate school buses and the vast majority of farm vehicles.
8. Are there any traffic improvements that can be made on D Street and I Street?	D Street and I Street are outside of the scope of the bridge project. However, Sonoma County is aware of their condition and will continue to assess them as part of the roadway improvements program under which Sonoma is responsible for managing 1,384 miles of local roads within Sonoma County.
9. Were traffic volumes analyzed?	Recent traffic counts indicate that Average Daily Traffic (ADT) volumes have doubled since the overpass was opened. Current ADT volumes on San Antonio Road are below the capacity of 4,000 vehicles per day for 2-lane rural roadways and are considered acceptable by both Counties.
10. Can traffic speed be reduced?	<p>Marin and Sonoma Counties have asked both the CHP and the Sheriff for speed enforcement on San Antonio Road. A speed study performed in the area of the bridge determined the enforceable speed limit is 55 mph south of the bridge and 45 mph north of the bridge</p> <p>The bridge was originally designed for 45 mph in the Caltrans EIR/EIS and, due to environmental constraints, has been reduced to the current design for 35 mph. Speed warning signs and other advisory signs will be posted.</p> <p>The project team also looked into the applicability of speed bumps/humps (speed tables), stop signs, a dedicated left turn pocket and designing the new intersection to maintain the current left turn configuration but concluded that these are not appropriate for the following reasons:</p> <ul style="list-style-type: none"> <li>○ <u>Speed bumps/humps</u>: Are not suitable where speeds are expected to be greater than 30 mph and cause delays for</li> </ul>

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	<p>emergency response vehicles and thus would not be supported by the Marin County Fire Department. They also are not supported by the County of Marin's Board Policy which is intended for them to be used on minor residential roads.</p> <ul style="list-style-type: none"><li>○ <u>Stop Signs:</u> All way stop signs at the intersection of San Antonio road with the local access road are not warranted due to the very low traffic volume on the local Access road when compared to the traffic volumes on San Antonio Road. In addition Per Section 2B.05 of the Manual on Uniform Traffic Control Devices (MUTCD), stop signs should not be used for speed control and should be installed in a manner that minimizes the number of vehicles having to stop.</li><li>○ <u>Re-establish Left Turn Intersection:</u> The existing intersection north of the bridge crossing does not meet current design standards nor is it intuitive to drivers traveling in the prevailing route along San Antonio Road. This design does not meet current design principles.</li></ul>
11. How do we know that the hydrology results are accurate? The bridge seems too high.	<p>The hydrology firm on record is WRECO and they are a well-established and experienced firm that also has intimate knowledge of the project watershed as they performed similar efforts for Caltrans downstream on San Antonio Creek.</p> <p>In an effort to show transparency and provide reassurance that the results were accurate the County of Marin shared the hydraulic model with an independent hydrologist hired by Mr. Deroy and a meeting was held on April 17, 2017. After a long and detailed discussion it was determined that no reduction in the 100-year flood elevation could be justified based on the information supplied by the third party hydrologist review. However, the project team will continue to look for opportunities to reduce the bridge height during the final design phase; in particular, when analyzing the structural thickness of the bridge deck and bypass culvert(s).</p>
12. Can story poles be erected to show the proposed bridge height?	The County has already provided survey stakes at the request of Mr. Deroy and, in lieu of story poling, will be providing a visual photo rendering of the proposed bridge that will be made public on the County of Marin webpage, once available.
13. How can we maintain the rural character and stay informed?	Community outreach and engagement have been fundamental in developing the design of the new bridge. Over the course of the past two years, including both public meetings, we clearly heard the communities concerns; bridge height, traffic safety, traffic volumes, speeding, and rural character. The goal and challenge for both Counties is to balance architectural and rural design features with the technical design codes, standards and regulations for roadway and bridge safety. The project team will continue to keep the community informed via the

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	County of Marin webpage: <a href="http://www.marincounty.org/depts/pw/divisions/engineering/san-antonio-bridge-repl-project">http://www.marincounty.org/depts/pw/divisions/engineering/san-antonio-bridge-repl-project</a>
14. What historic elements prevent the old bridge from being removed?	The existing bridge has historical significance because it is the earliest remaining standard concrete girder bridge to be designed by the California Highway Commission (1917). The State Historic Preservation Officer (SHPO) finds that the bridge should remain in place. The bridge will continue to be inspected, and if found to be unsafe will be closed to public use.
15. Will there be additional environmental studies?	The EIR/EIS is being revalidated by Caltrans in accordance with environmental regulations. No significant changes have been noted.  A copy of the approved FEIR/EIS and supporting technical studies are available upon request or online at: <a href="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</a> .
16. How will bicycles be accommodated?	The bridge replacement project will be followed by a future phase of the Marin Sonoma Narrows project that will construct wider lanes to accommodate bicycles along San Antonio Road. This will connect San Antonio frontage road with Petaluma Blvd.  For more information visit: <a href="http://www.dot.ca.gov/d4/msn/">http://www.dot.ca.gov/d4/msn/</a>
17. When will construction on US 101 be completed in the area?	The Marin-Sonoma Narrows Project will continue into the foreseeable future because there are many phases tied into the project.  For more information please visit: <a href="http://www.dot.ca.gov/d4/msn/">http://www.dot.ca.gov/d4/msn/</a>