

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 25, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.2c.(5), Action Item

Prepared By: Philip J. Stolarski, Chief
Division of Environmental Analysis

Subject: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING
RESOLUTION**

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-20-22?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve the attached Resolution E-20-22.

BACKGROUND:

04-SCI-9, PM 4.75/4.9 RESOLUTION E-20-22

The attached resolution proposes to approve for future consideration of funding the following project for which a Final Environmental Impact Report (FEIR) has been completed::

- State Route 9 (SR 9) in Santa Clara County. Construct a new bridge within the existing bridge or replace it to address seismic and structural concerns in Santa Clara County. (PPNO 0386F)

This project is located near the City of Saratoga in Santa Clara County and proposes to address seismic and structural concerns for the Saratoga Creek Bridge on SR 9 in Santa Clara County at postmile 4.85, near the intersection of SR 9 and Sanborn Road. The project proposes to construct a new bridge within the existing bridge or replace the existing bridge with a new bridge. This project is fully funded and currently programmed in the 2018 State Highway Operation Protection Program (SHOPP) for a total of \$28,173,000 which includes Construction (capital and support) and Right of Way (capital and support). Construction is

*“Provide a safe, sustainable, integrated and efficient transportation system
to enhance California’s economy and livability”*

estimated to begin in Fiscal Year 2022-2023. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include cultural resources and biological resources.

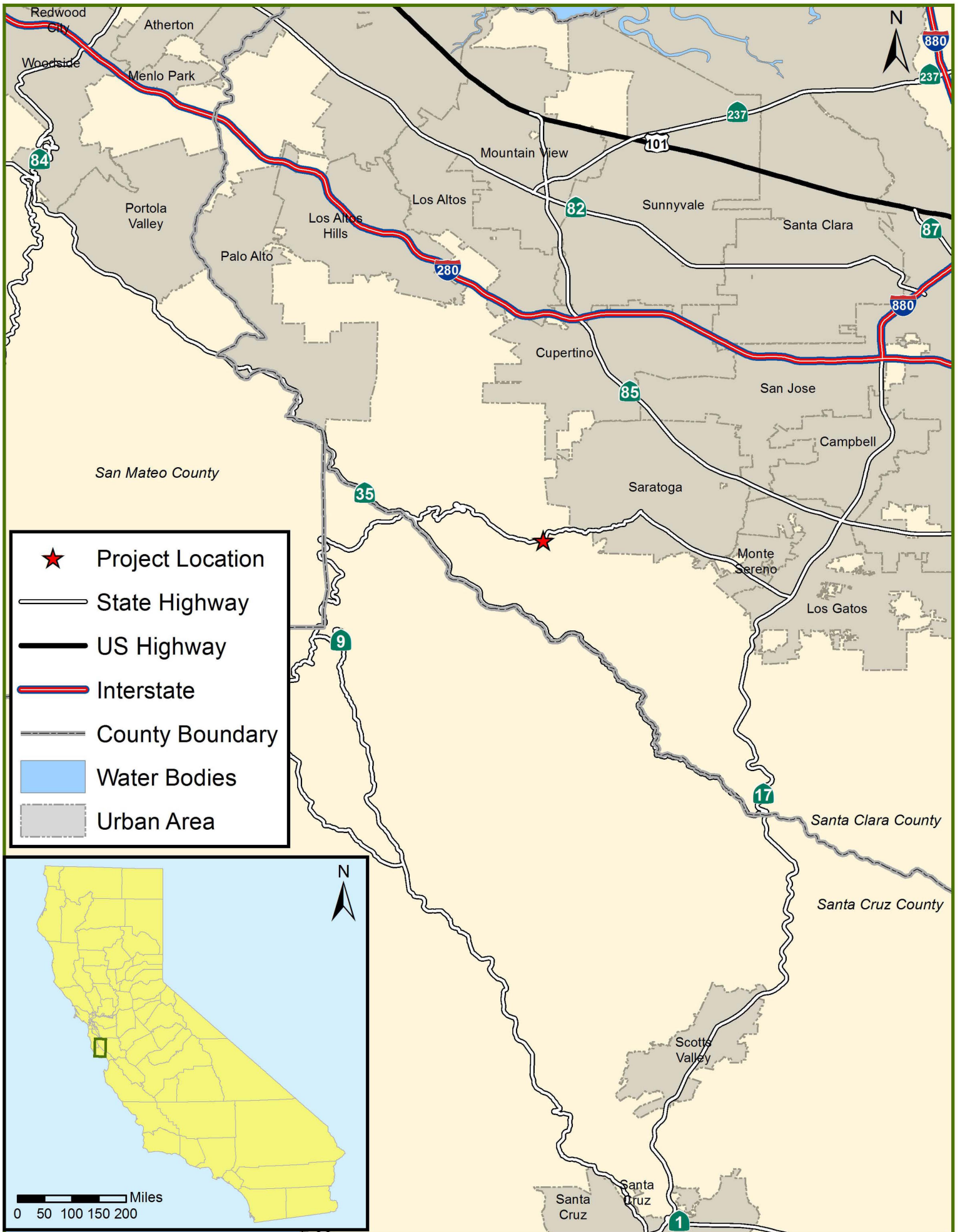
Potential impacts associated with the project can all be mitigated to below significance with the exception of cultural resources, for which a Statement of Overriding Considerations was prepared. As a result, an FEIR was prepared for the project.

Attachments

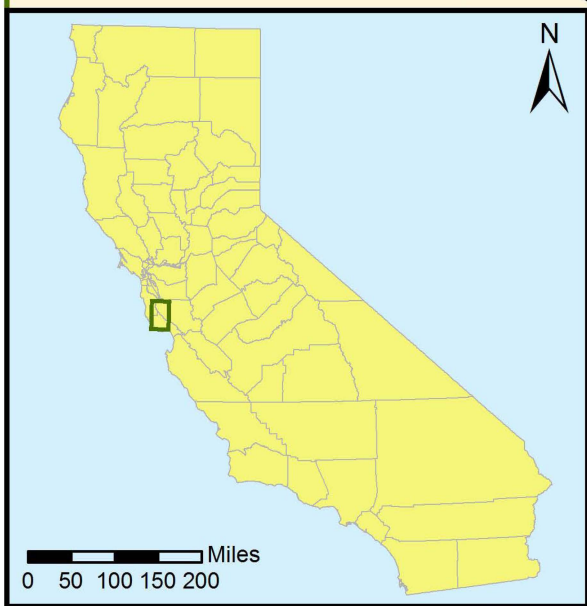
CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 04-SCI-9, PM 4.75/4.9 Resolution E-20-22

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - Saratoga Creek Bridge Project on State Route 9 (SR 9). Construct a new bridge within the existing bridge or replace it to address seismic and structural concerns in Santa Clara County. (PPNO 0386F)
- 1.2 **WHEREAS**, the Department has certified that a Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report.
- 1.4 **WHEREAS**, the project will have a significant effect on the environment.
- 1.5 **WHEREAS**, a Statement of Overriding Considerations was prepared.
- 1.6 **WHEREAS**, Findings were made pursuant to the State CEQA Guidelines.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby support approval of the above referenced project to allow for consideration of funding.



	Project Location
	State Highway
	US Highway
	Interstate
	County Boundary
	Water Bodies
	Urban Area



**CALIFORNIA ENVIRONMENTAL QUALITY ACT STATEMENT OF OVERRIDING
CONSIDERATIONS FOR THE SARATOGA CREEK BRIDGE PROJECT
WHICH PROPOSES TO CONSTRUCT A “HYBRID” BRIDGE WITHIN THE EXISTING
SARATOGA CREEK BRIDGE IN SANTA CLARA COUNTY ON STATE ROUTE-9 FROM
POSTMILE 4.75 TO 4.9 (EA: 04-3G630)**

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15093), and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21 California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following impacts have been identified as significant and not fully mitigable:

Cultural Resources:

Implementation of the preferred alternative would have a significant impact on the Saratoga Creek Bridge (Bridge No. 37-0074), which is a structure eligible to be listed on the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) and is a historical resource under CEQA. The existing Saratoga Creek Bridge is the only built environment cultural resource of its type and historical context within the Research Study Area. All Project Alternatives analyzed would have a significant, adverse impact on the Saratoga Creek Bridge as a whole by removing, or heavily altering, characteristics that qualify it for the NRHP and CRHR. There are no mitigation measures that could reduce this impact to a less-than-significant level and no prudent alternatives that retain the historic integrity of the bridge. Therefore, Caltrans has chosen the alternative that minimizes impacts to other resources as the preferred alternative.

Overriding considerations that support approval of this recommended project are as follows:

Project Overview

The proposed project is located in Santa Clara County on SR-9, a Scenic Highway, just east of the City of Saratoga. The project limits start at PM 4.75 and extend to PM 4.9. The Saratoga Creek Bridge itself is located at PM 4.85, where SR-9 crosses Sanborn Creek. The existing bridge was constructed in 1902 as a two-span, earth-filled, unreinforced concrete arch bridge with rubble masonry spandrel walls.

The purpose of the project is to maintain safe and stable connectivity along SR-9, between the City of Saratoga in Santa Clara County and the community of Felton in Santa Cruz County. The need for this project results from structural and

seismic deficiencies in the existing Saratoga Creek Bridge, which could undermine the future ability of the structure to continue providing safe, reliable traffic service.

In 2004, a Bridge Inspection Report was conducted by the Caltrans' Office of Structures Maintenance and Investigations. The bridge inspection team found no evidence of bar-reinforcing steel at the bridge abutment or at the pier. The report also revealed that the material properties do not meet the strength and mechanical property standards for current bridge design. The continued deterioration of the material properties and lack of reinforcement within the bridge make it susceptible to damage during a seismic event, particularly considering the proximity of the bridge to the San Andreas fault system approximately half a mile away.

Identification of Preferred Alternative

The project development team (PDT) applied selection criteria developed during the scoping phase of the project and refined through the environmental process, which included public comment on the draft environmental document. The PDT prioritized minimizing impacts to the traveling public and biological resources by shortening the construction duration, as well as reducing impacts to visual resources by retaining the existing facade of the existing bridge.

Alternative 1.1, the "Hybrid" Alternative, has been selected as the preferred alternative because it meets the project's purpose and need of maintaining safe connectivity on SR-9, while minimizing permanent impacts to affected resources. Specifically, the "Hybrid" Alternative retains much of the visual aesthetic of the existing structure by avoiding the removal or concealment of the current bridge's stone masonry walls, which was a recurring public comment during circulation of the draft environmental document. In addition, the "Hybrid" Alternative can be constructed in one year, as opposed to two or more years. As a result, traffic management impacts will be reduced as compared to other alternatives. Impacts to biological resources will be similarly reduced. The majority of permanent impacts to special status species, including the federally listed California red-legged frog, and their habitats are temporary and of short duration. In addition, the duration and severity of impacts to riparian habitat, Sanborn Creek, and habitat connectivity will be minimized.

Overall, no prudent and feasible alternative avoids the significant impact to the historic bridge. Therefore, the "Hybrid" Alternative was chosen because it was found to be more effective at reducing more of the impacts in the selection criteria than other Alternatives.

District Director: Tony Tavares
Print Name


Signature

1/28/2020
Date