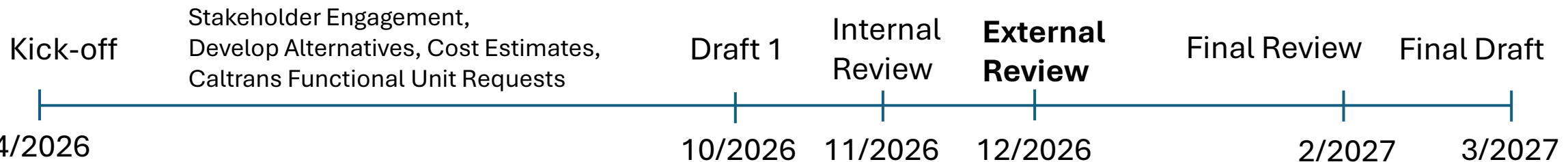


Garcia River Feasibility Study

What is this feasibility study?

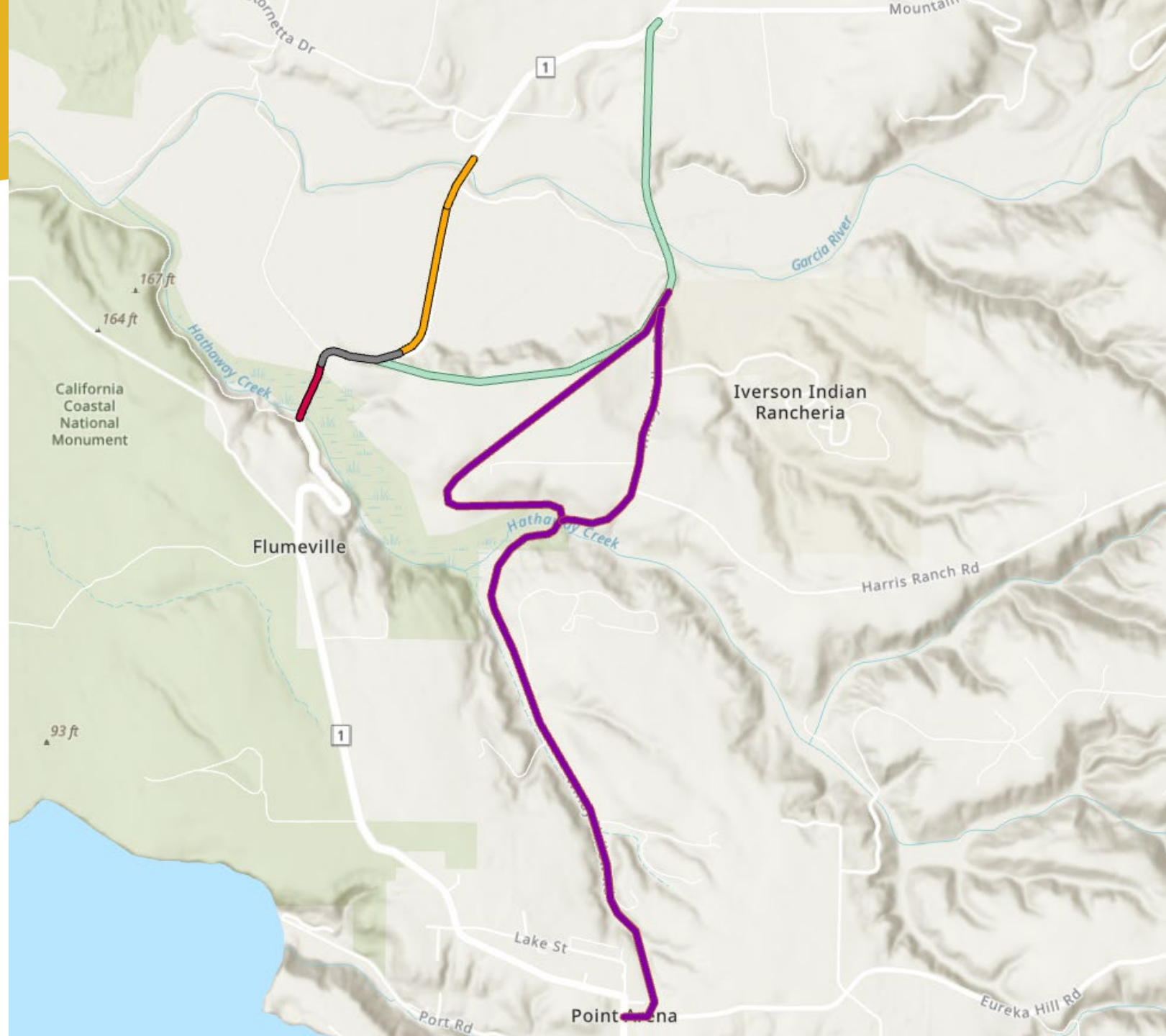
- Not a project, but rather a planning document scoping out the feasibility of alternatives for HWY 1 before a project gets funded & programmed
- Expanding on the 2017 Garcia River Climate Adaptation Feasibility Study

Timeline:



2017 Feasibility Study Alternatives

- Viaduct/Bridge on Existing Alignment
 - New study keeps this but with structure adjacent to existing HWY
- Conforming to existing elevation/road
- Windy Hollow Rd and bluff top
 - New study keeps this, but curvature improved north of Hathaway Creek
- Windy Hollow Rd all the way to Point Arena
 - **New study has removed these**
- Hathaway Creek Grade Raise and Bridge Replacement
 - New study keeps this



New Alternatives for Current Study



Conceptual purposes only
Alternative 1 & 2 viaducts

Alternative 3 – Windy Hollow Rd

Alternative 4 – Hathaway Creek bridge replacement and grade raise (all alternatives include this)



Alternative 1

Viaduct/Bridge West of Existing Alignment

- Stornetta/BLM conservation easement parcels
- Elevation 36ftNAVD88 (existing Garcia River Bridge Deck is 30ft)
- 2% cross slope for drainage
- 8ft shoulders on viaduct conform down to no shoulders



- Stornetta/BLM conservation easement parcels
- 36ft NAVD88 with a 2% cross slope
- Adjacent to existing alignment - construction and staging does not interrupt traffic
- Ties into embankment near bluff – currently no plans to change curvature here
- 8ft shoulders on viaduct conform down to no shoulders



New Alignment with New Bridge Utilizing Windy Hollow Road

Red – cut
Green – fill
Blue – new bridge

- 6% grade or less
- Curvature improved on s. end
- Intersection at cemetery removed but access maintained via Mountain View Rd
- Questions about cultural impacts to bluff area



Alternative 4

Hathaway Creek Grade Raise and Bridge Replacement Only

- All alternatives merge to include this but presented as a standalone alternative for a near-term solution & to separate out costs
- Addresses chronic flooding and majority of road closures
- 10-12ft raise of embankment
- ~40ft of fill width
- 1:1 slope with guardrails to reduce wetland impacts



Stakeholder Engagement for Current Study



Meetings held:

- BLM – Conservation Easement
- The Nature Conservancy – Stornetta Parcels east of HWY
- MCOG – now

Memo sent with invitation to meet:

- Manchester – Point Arena Band of Pomo Indians

To-Do's for engagement:

- Meet with School District
- Share web portal with the public – hope to get MCOG's help to spread the word locally
 - Questionnaire for public and tool to submit comments

Feasibility Issues



Funding

Alternatives 1 – 3 are large capital projects that would require a large amounts of funding.
Alternative 4 is more affordable.

Funding would be sought from local, state, and federal funds.

No funding sources have been secured yet, but options include:

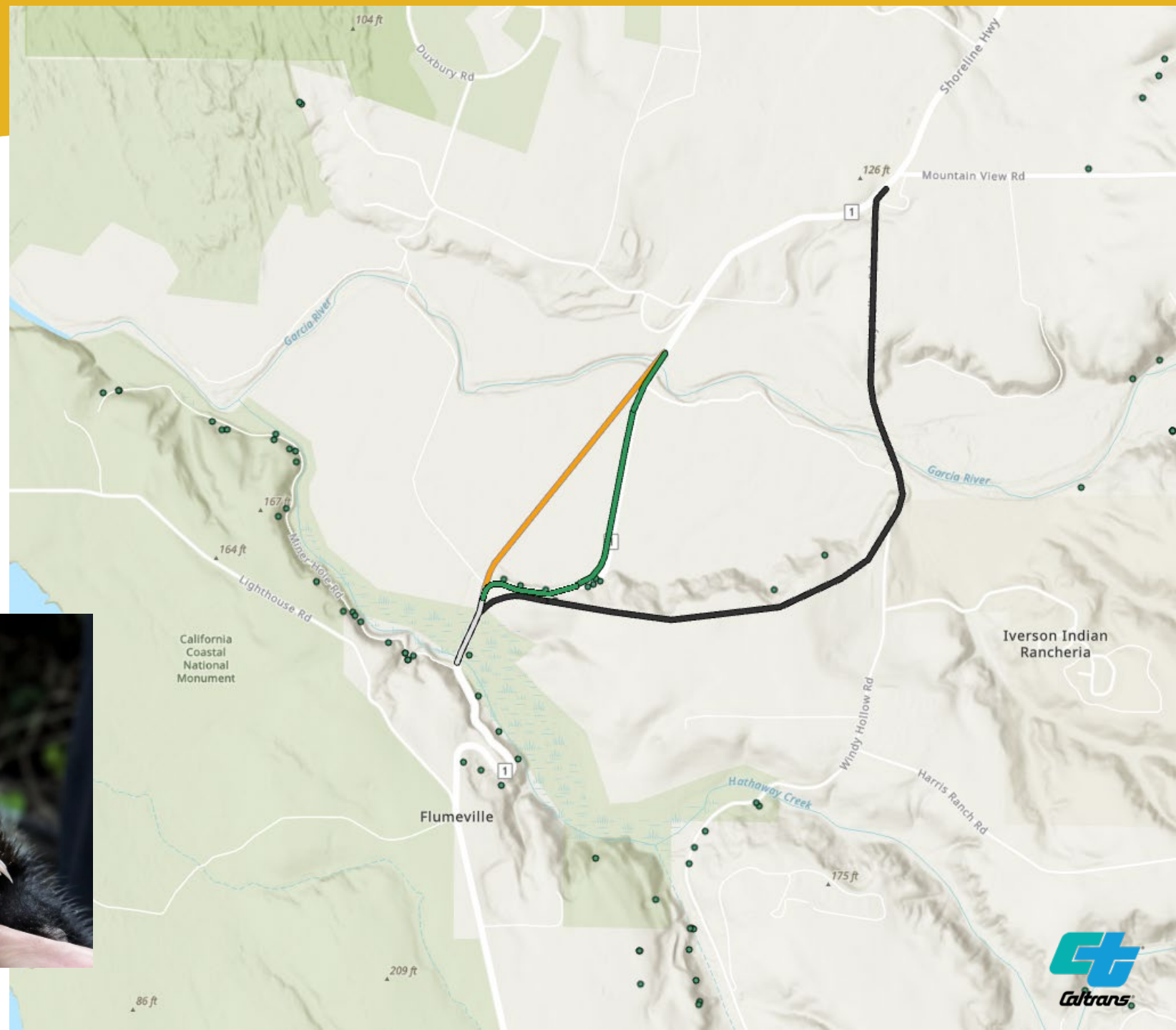
- Interregional Transportation Improvement Program (ITIP) – administered by Caltrans
- Regional Transportation Improvement Program (RTIP) – MCOG has authority to decide where to program funds
- State Highway Operation and Protection Program (SHOPP)
- Senate Bill 1 (SB 1)
- Federal Bridge Investment Program (BIP)
- Federal Tribal Transportation Program (TPP)
- Local sales tax measures

Feasibility Study team needs to work up cost estimates in next steps

Feasibility Issues

- Point Arena Mountain Beaver (PAMB) observations – federally listed endangered species and endemic.

PAMB mitigation is new to Caltrans. Study investigates a path forward for mitigation (and avoidance of disturbance where possible). A jeopardy call from USFWS can sink a project if not planned for correctly.



Feasibility Issues

 BLM Conservation Easement on Stornetta Parcels

From BLM stakeholder engagement:

Deed might require Caltrans to acquire the entire easement property since they may not be able to parse out a portion of the easement.

-  Alternative 1
-  Alternative 2
-  Alternative 3
-  Alternatives 1 - 4

