



# County of Yolo

DEPARTMENT OF COMMUNITY SERVICES  
PUBLIC WORKS DIVISION

292 West Beamer Street, Woodland, CA; 95695-2598; (530) 666-8775; FAX (530) 666-8156; [www.yolocounty.org](http://www.yolocounty.org)

## MEMBERS:

DISTRICT 1 Samuel Bivins  
DISTRICT 2 Bruce Eldridge  
DISTRICT 3 Kevin Spesert  
DISTRICT 4 Steve Zehner  
DISTRICT 5 Hans Strandgaard  
AT LARGE Olin Woods

County Staff: Darlene Comingore

## Meeting Minutes

Cache Creek Conference Room; Thursday, September 22, 2016, 4:00 – 5:30 PM

### DISCUSSION ITEMS

1. Nathan Newell, a Senior Civil Engineer from Solano County attended the meeting to answer questions about the Stevenson Rd. Bridge project.
  - a. Nathan is the engineer in charge of the Stevenson Rd. Bridge project for Solano County. The preliminary environmental work for the project is finishing up. Solano County will hold additional public meetings on the project as the process moves forward.
  - b. The project is in a federal flood protection zone and the Central Valley Flood Protection Board (CVFPB) is one of the permitting agencies that the County has to go through. The environmental review process is not yet over. There are many regulatory agencies involved in the permitting process. The next step for Solano County is the CEQA/NEPA environmental review stage. They expect the NEPA signoff by Caltrans to come within a month and then they will move on to the CEQA requirements.
  - c. The design phase is also 35% complete (preliminary design)-as necessary to do the environmental work. This is a retrofit project of a historic bridge, which means they have to try to keep the appearance of the old bridge but also repair all the weaknesses they have discovered during analysis of the old bridge. The County has been working on the project for more than 10 years. Some of the members of the bridge have very high demand to capacity ratios-meaning the members have to be significantly strengthened, but the bridge is in pretty good shape considering its age. Some time ago the County began a rehabilitation project for the bridge, but that work was never done. Solano County will be involved in peer review of the retrofit engineering which will be performed by Quincy Engineering, a consultant to the County. A subconsultant to Quincy has already started the hydraulic modeling of Putah Creek which flows under the bridge, but

the bridge design will need to be further along to know how the hydraulics are impacted. Another of the design engineer's subcontractors, Alta Vista, is using drones and infrared scanning, to map out the whole bridge in 3D to look for areas that need to be repaired. There are large de-laminated spots of concrete and some corrosion of the bar reinforcing that will need to be repaired. Hans asked if the County has good as-builts to know what bar reinforcing is inside the concrete. Nathan said determining the size and spacing of the internal bar reinforcement is part of Alta Vista's job.

d. There are very few old concrete tied arches like the Stevenson Road Bridge. There is another tied arch bridge that is very similar in Rumsey in Yolo County, and another one on SR160 crossing the Delta. Solano County BOS wanted the Stevenson Road bridge preserved since it is historic. The cost of retrofitting the bridge was estimated at \$6 million in 2007 (when the last estimate was done) but it will probably cost \$10 million or more in today's dollars to do the retrofit. The project is funded by the State under the bridge seismic safety program though Caltrans has apparently not given final approval for a retrofit project (as opposed to a replacement project), but Solano County is confident they'll receive approval.

e. To improve the safety of the roadway approach several different roadway realignments are being considered for the south end to eliminate the two 90 degree turns required today when entering the bridge. There are three road realignments being considered for the project-some go further west than others to make a smoother transition and to increase the design speed, however, Nathan doesn't expect the longest and most westward alignment to get funded due to the higher cost. Caltrans has limits on how much approach work can be done under the seismic safety program, which is intended to repair deficient bridges. UC Davis owns some of the property on the south east side of the bridge that will be used to access the construction-they are hoping to maintain an access way to the creek from their property once the construction is completed.

f. The bridge will be closed for one construction season and a 13.7-mile detour will be required. Solano County will do a lot of public relations work to avoid problems with the road closure and to minimize opposition to the project. They feel closing the bridge will lead to the lowest construction cost. Hans suggested that it might be possible for the work to be done in phases such that the closure duration could be reduced, perhaps even keeping a lane open for use by the many bicyclists and cars that use the bridge. Nathan did not have the traffic counts yet which were in progress. Nathan said that the County will look at staging requirements to minimize the disruption to traffic, for example, some of the substructure work can probably be done while the bridge is open to traffic. The County has also reached out to the neighbors around the bridge and to some bicycle groups but Nathan is not sure about whether any Davis bike groups have been contacted.

g. The current bridge is covered in graffiti. At one point, there was discussion about mitigation for removing the "art" but that is no longer being considered. The retrofit of the bridge will require removal of all of the graffiti that covers the bridge and the bridge will likely have to be tented to prevent the removed paint from getting into the waterway below the bridge.

h. Nathan realizes that more public outreach is needed even though the mitigated

negative declaration has been issued. There was some public outreach through the Putah Creek Coordinating Committee in December 2013. He plans to have additional sessions in the near future. The County expects to be under construction by the summer of 2018.

i. The bridge railing is deficient and will be replaced with a similar open railing that meets current code. The road closures that occurred this week were necessary to be able to do the geotechnical work for the bridge design. A crane was used to lower the drill rig into the areas where geotechnical explorations were being done and no traffic could pass while this was being done.

j. Upon questioning about whether a bridge replacement might be a more economical choice than retrofit, Nathan noted that the County has gone very far down the path with the retrofit of the historic structure and that considering other options at this point would be unlikely.

k. Nathan noted that the approach roadways to the bridge will be improved to have 10-foot wide lanes with 4-foot wide shoulders.

## 2. Approval of Minutes of July 28, 2016

a. Item 4 (track relocation), second paragraph, 5 lines down: Garbage trucks will have to GO through Davis (add GO).

b. Item one, fourth paragraph: should distinguish: West side of UC Davis campus

c. The minutes were approved as corrected

## 3. Public Works Update (Comingore)

a. Darlene Comingore said that the Clarksburg and South River Road repaving projects are basically done, they're on to striping.

## 4. Next Meeting Agenda Items

Hans noted that someone from YCTD will be at next meeting to discuss Yolobus in West Sac and Kings stadium as well as street car update.

5. Next Meeting Date, Time and Location- October 27, 2016 4:00 pm  
Cache Creek Conference Room.