



Project Name: State Route 128 Hopper Slough Bridge Replacement Project
DIST-CO-RTE-PM: 04-NAP-128-5.12
EA:04-4J830
EFIS ID: 0416000038

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
STATEMENT OF OVERRIDING CONSIDERATIONS**

FOR

**REPLACEMENT OF THE EXISTING BRIDGE THAT SPANS
BALE SLOUGH AT POST MILE (PM) 5.12 ON STATE ROUTE 128, IN NAPA
COUNTY, CALIFORNIA.**

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:

As described in the Draft EIR prepared for the State Route 128 Hopper Slough Bridge Replacement Project, the Project would result in significant impacts to Aesthetics and Biological Resources that cannot be reduced to a less than significant level by feasible mitigation measures. These significant, unavoidable impacts include:

- Damaging scenic resources, due to the removal of mature oaks that form tree tunnels along portions of the roadway.
- Degrading the existing visual character of public views of the site, due to the removal of mature oaks that have high levels of memorability and vividness.
- Adversely effecting riparian habitat, due to the removal of trees and vegetation within the riparian corridor of Bale Slough.

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

Caltrans finds that the significant, unavoidable adverse impacts identified in the EIR for this Project are outweighed by the benefits of the Project:



Purpose

The purpose of the Project is to address the deficiencies of the existing Hopper Slough Bridge using current Caltrans geometric standards that would provide the traveling public with a safer highway.

Need

The Project is needed due to the bridge's geometric deficiencies. The bridge rails, shoulder widths, and lane widths do not meet Caltrans standards, and the bridge approaches have differential settlement relative to the bridge. The current structure is not compatible with the Napa Countywide Bicycle Plan, which recommends Class II bike lane facilities throughout the Project limits.

The bridge was built in 1921 and is at the end of its service life and in need of replacement. The current structure has required repairs to maintain its operation. An approximately 1.5-inch-wide crack and a loss of surface concrete measuring 3 feet long by 2.5 feet wide with a depth of 1.5 feet was repaired on Abutment 1 on the western end of the bridge. The loss of surface concrete exposed one longitudinal and one transverse reinforcing bar. Currently, there are several spalls in the bottom face of Girder 2 near Abutment 1, with transverse rebar exposed at midspan, and one spall in the bottom face of Girder 1 at the quarter point and a similar spall near Abutment 1. The spall near Abutment 1 exposes rebar. During Caltrans routine inspection on April 15, 2021, the spalls in the bottom of Girders 1 and 2 on the superstructure were given a condition state rating of CS-3, which is described as "poor" in the Caltrans Bridge Element Inspection Manual. There are several spalls on the face of Abutment 2. During Caltrans routing inspection on April 15, 2021, the abutment cracking on the substructure were given a condition state rating of CS-4, which is described as "severe" in the Caltrans Bridge Element Inspection Manual. Both the superstructure and substructure display multiple structural deficiencies.

Build Alternatives

Design alternatives were developed to meet the project purpose and need while avoiding or minimizing environmental effects. Overall, 13 different Build Alternatives were considered, and all but two were rejected prior to the preparation of the Draft EIR/EA for various reasons, including concerns related to minimizing impacts on environmental resources, visual effects, and safety. The Build Alternatives that were considered in the Draft EIR/EA included Build Alternatives 3F-6' and 1F-6'; the third



alternative that was analyzed in the Draft EIR/EA was the No-Build Alternative under which the proposed project would not occur.

Identification of the Preferred Alternative

Caltrans formed a Project Development Team consisting of representatives from multiple functional offices, including environmental, design, maintenance, right-of-way, and project management, to develop and analyze the Preferred Alternative. During the public comment period, Build Alternative 1F-6' was unanimously preferred by public, business, and agency comments that specified the shorter construction timeframe as the main reason for preference. In response to support received during the comment period, Caltrans has identified Build Alternative 1F-6' Single-Span Bridge as the Preferred Alternative.

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Signature

06/21/2022

Date