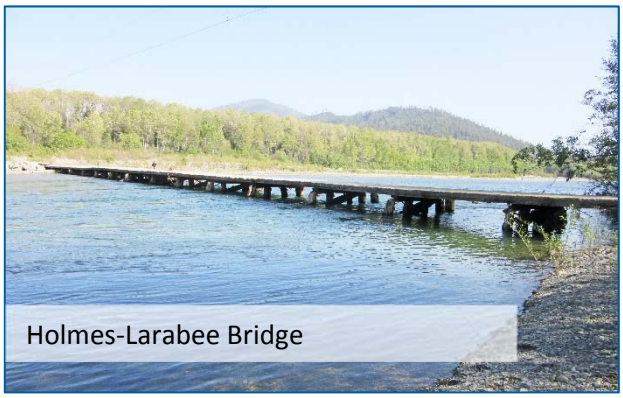
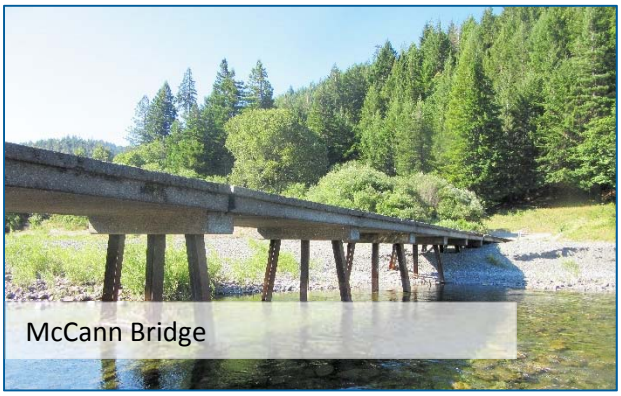
Fact Sheet | Holmes-Larabee & McCann Bridge Replacement Project



Holmes-Larabee Bridge



McCann Bridge

About the Bridges

Holmes-Larabee Bridge

The Holmes-Larabee Bridge, built in 1937, is a low-water crossing located between Holmes and Larabee on the Eel River. Currently, the bridge is only formally open 5 months a year due to the Eel River water level rising and flooding the bridge. Because of this, residents have to travel an extra 45 minutes on a steep, narrow gravel logging road across private property and that is prone to landslides.

McCann Bridge

The McCann Bridge, built in 1965, is also a low-water crossing over the Eel River that gets inundated and is formally open only 5 months a year. Residents must leave cars on both sides of the river and use a county-operated ferry boat to cross the river. In addition, several fatalities have occurred at this bridge over the years.

What is Being Proposed?

The County of Humboldt is proposing to **improve public safety** and provide residents, emergency vehicles, and resource equipment with **year-round access** across the Eel River by replacing the Holmes-Larabee and McCann bridges with full-height, full-service bridges. Because the Eel River frequently floods out the bridges, people need to have a safe, reliable way to access either side of the river.

What is the Scope of Work?

Both bridges will be developed together and on the same timeline for each task. Because of this concurrent development, we anticipate efficiencies. The Quincy Engineering team will be providing an alignment alternatives analysis, preparation and submittal of bridge type selection, constructability, geotechnical investigation, hydraulics analysis and engineering design reports.
In addition, the scope of work includes:

1. Preparing and submitting specified environmental studies and documentation relating the Project, including initiating the environmental process by completing and submitting a Preliminary Environmental Study ("PES") form and attending a field review with County and California Department of Transportation ("Caltrans") staff. Environmental services will include the appropriate studies and documents for compliance with both the National Environmental Policy Act ("NEPA") and the California Environmental Quality Act ("CEQA"), including project implementation scenarios and the description of how construction activities will occur.
2. Preparing the final design; Plans, Specifications, and Estimate (PS&E) documents; Environmental Permitting Support, and RW acquisition support.
3. Providing design services during construction.

How is the Project Phased?

Phase 1

- Prepare Basis of Design, Alignment Alternatives Analysis, Bridge Type Selection, Cost Estimates, and Project Report
- Hydraulic studies in accordance with Caltrans LAPM
- Geotechnical tests, landslide evaluation, material sampling and geotechnical design report for the bridge and approach roadways in accordance with Caltrans *Local Assistance Procedures Manual* (LAPM)
- Aerial LIDAR surveys, site surveys, hydraulic cross sections, and property boundary determination
- Develop CEQA/NEPA Environmental Documents, technical studies and regulatory permits

Phase 2

- Complete the geotechnical tests, material sampling, geotechnical design report and final hydraulics reports for the final bridge design and approach roadways in accordance with Caltrans *Local Assistance Procedures Manual* (LAPM);
- Develop detailed plans, specifications, pay item quantities, cost estimates and structural calculations pursuant to Caltrans methods,
- Develop an Independent structural and roadway check;
- Coordinate temporary and permanent relocation of utilities;
- Right of Way and permit acquisition;
- Project advertising and bidding

Phase 3

- Construction: Tentatively between 2023-2024*

  Year 1 - Construction of bridge supports (Substructure - Abutments and Piers)
  Year 2 - Construct of bridge (Superstructure - Bridge and Roadway)

*Note: The bridges may be constructed in different years depending on funding availability.

How Are the Projects Being Funded?

Both the Holmes-Larabee and McCann Bridge replacement projects are **100% federally funded** through the FHWA Highway Bridge Program utilizing the Toll Credit match, provided the projects meet FHWA and Caltrans criteria.

What Are the Next Steps?

The design team will continue the Environmental Clearance and Preliminary Engineering process leading to the construction of the bridge replacements. This process is expected to take about 7 years. The following steps to move the project forward include:

- Completing Project Studies & Environmental Documents
- Generating Final Plans, Specifications, and Estimates
- Obtaining all required regulatory agency permits
- Advertising, awarding & constructing the projects