

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: February 1-2, 2006

Reference No.: 2.2b.
Action Item

From: CINDY McKIM
Chief Financial Officer

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Ref: **SUMMARY – DRAFT ENVIRONMENTAL IMPACT REPORT, ROUTE 140 IN MERCED COUNTY – REPLACE OVERHEAD AND UPGRADE HIGHWAY FACILITY IN MERCED**

ISSUE:

The California Transportation Commission (Commission) is being asked to review and comment at the February 2006 Commission meeting on the following Draft Environmental Impact Report (DEIR):

- 10-Mer-140, PM 36.5/37.6. Replace overhead and upgrade highway facility in Merced. The proposed project would replace the Bradley Overhead and upgrade the highway in Merced, in Merced County.

PROGRAMMING:

The bridge replacement is funded through the 2004 State Highway Operation and Protection Program (SHOPP) for \$23,144,000. The highway upgrade is partially funded through the 2004 State Transportation Improvement Program (STIP) for \$6,252,000 in Regional Improvement Program (RIP) funding. The total estimated project cost for both, capital and support, is \$44,691,000. The SHOPP project is fully funded. The STIP project is not fully funded. The Department is working with Merced County on developing a plan to fund the remaining project in a future STIP cycle. The projects will be combined for construction and are estimated to begin in FY 2007-08.

ALTERNATIVES BEING CONSIDERED:

- Alternative 1 – Replace existing Bradley Overhead Bridge. Widen existing two-lane highway to four lanes plus a continuous left-turn lane. Realign local streets. Add new intersections with signals.
- Alternative 2 - Replace existing Bradley Overhead Bridge. Widen existing two-lane highway to two lanes plus a continuous left-turn lane. Realign local streets.
- No-Build

An Environmental Impact Report is being prepared for this project because it will have potentially significant cultural resource impacts and noise impacts.

POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS:

- Demolition and replacement of the Bradley Overhead Bridge, a National Register-eligible historic bridge.
- Increased future noise levels for several receptors. Noise abatement is only recommended for one receptor, a mobile home park. For other receptors, abatement is either not feasible or not recommended.

PROPOSED MEASURES TO MINIMIZE HARM:

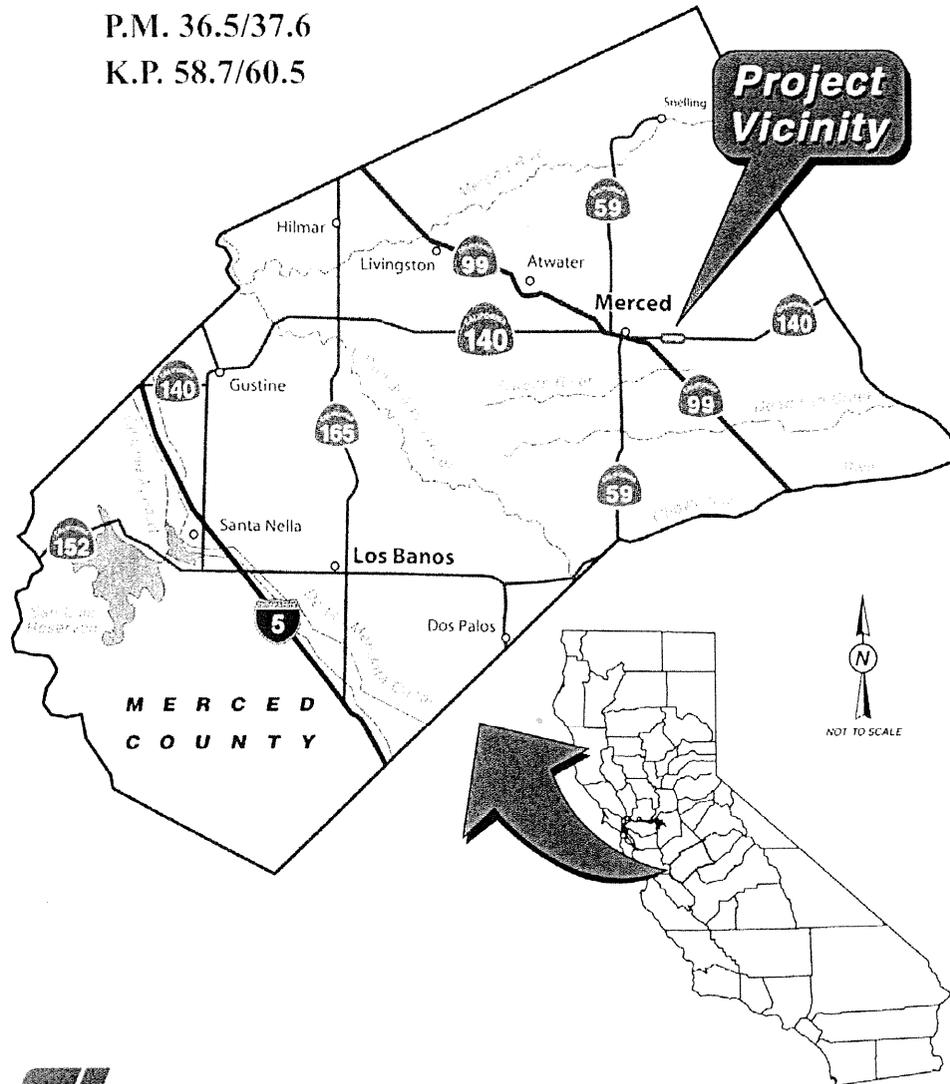
- Prepare Historic American Engineering Record documentation for the existing Bradley Overhead Bridge before construction begins. Provide to the National Park Service, and make copies available to the State Historic Preservation Officer and appropriate local archives.
- Place a soundwall on top of a safety barrier on the new Bradley Overhead Bridge to reduce noise impacts to the mobile home park.

Attachment

Project Vicinity Map

Bradley Overhead Replacement and Widening Project

P.M. 36.5/37.6
K.P. 58.7/60.5



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Figure 1 Project Vicinity Map