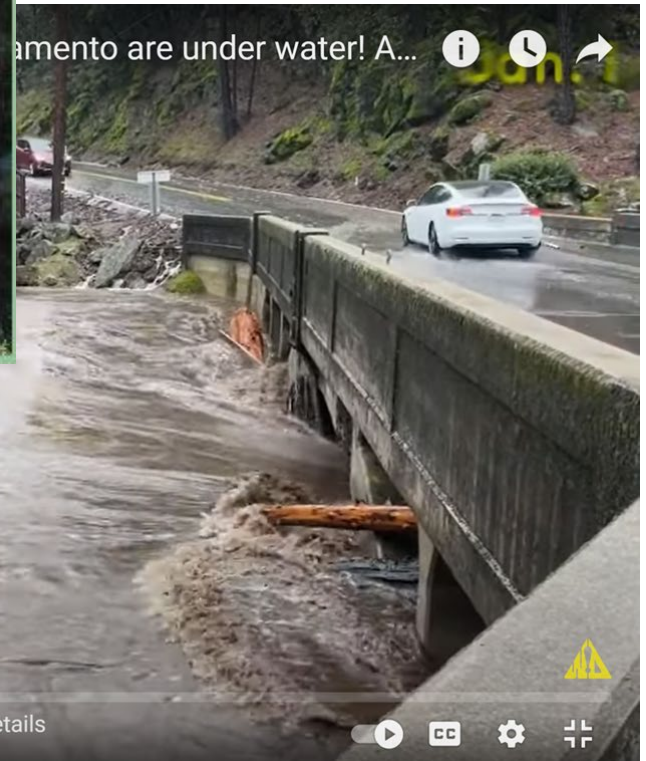




BUCKS BAR ROAD BRIDGE REPLACEMENT





Bucks Bar Road Bridge Facts

- Built in 1940
- Single Lane, 18.5-foot Wide
- 4,200 Vehicles/Day
- Single-Span Concrete Arch
- HBP Funding 88.53%
- Local Funding 11.47%
- Project Cost estimated at \$15.3M





Why Replace the Bridge?

- Insufficient opening below bridge to pass 100 year flow
- Traffic safety: built for 1941 vehicles and 1941 traffic...single lane, no shoulders, ~4,200 ADT
- Functionally Obsolete
- Structural Integrity a Concern During Major Seismic Event





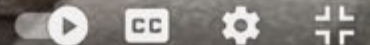
Why Replace the Bridge?

Major flooding in California! El Dorado and Sacramento are under water! A...

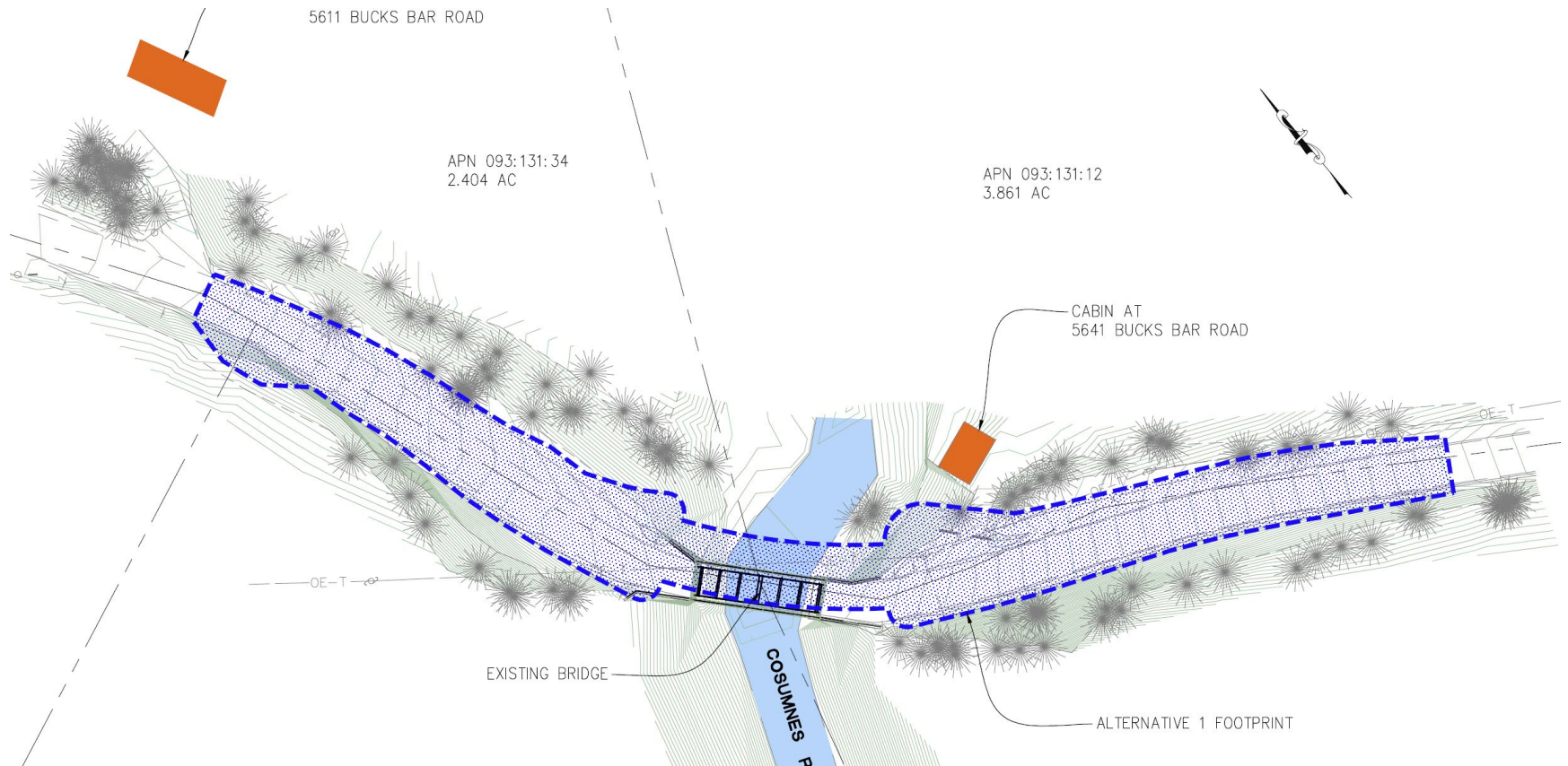


0:08 / 8:33

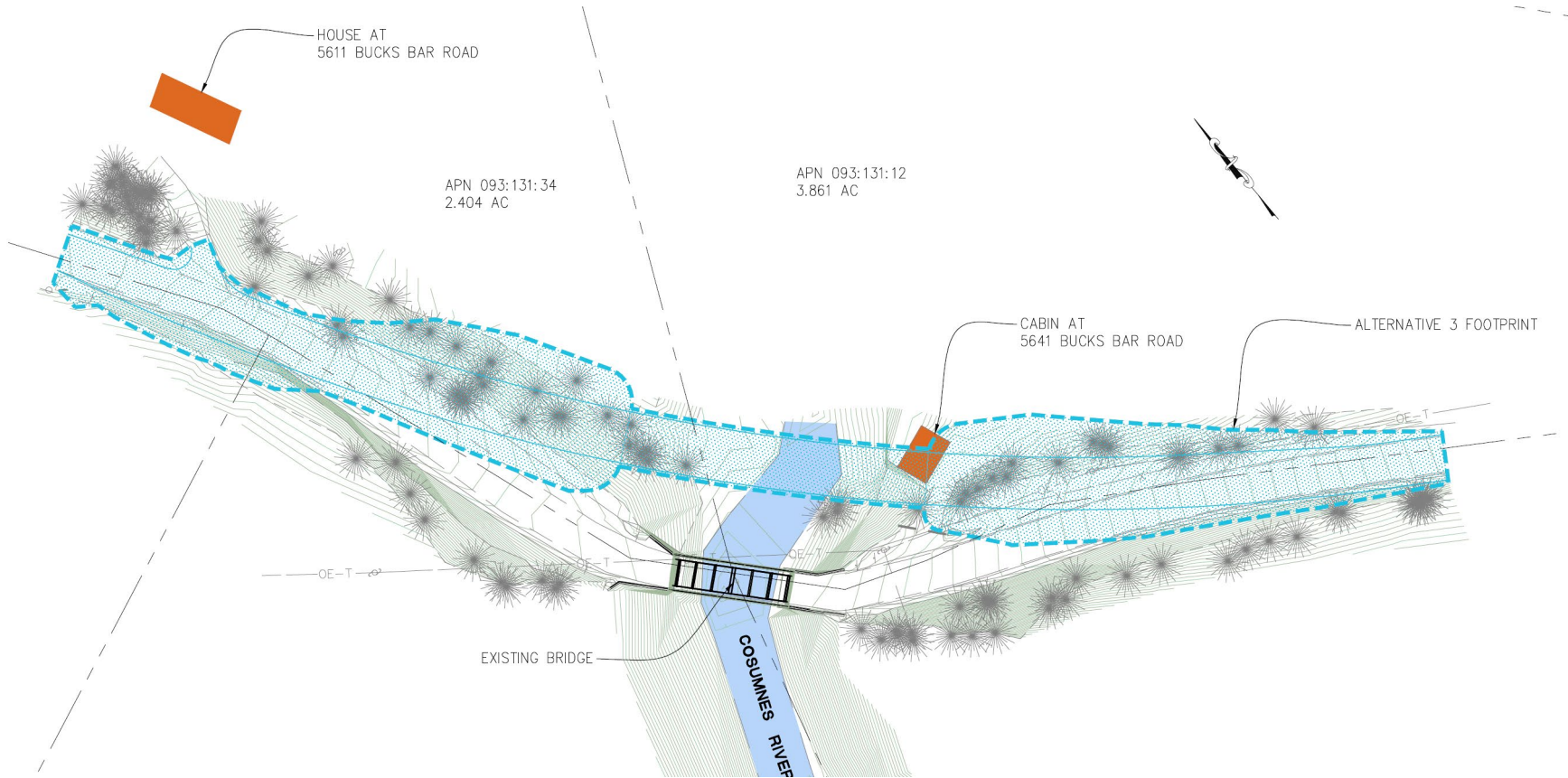
Scroll for details



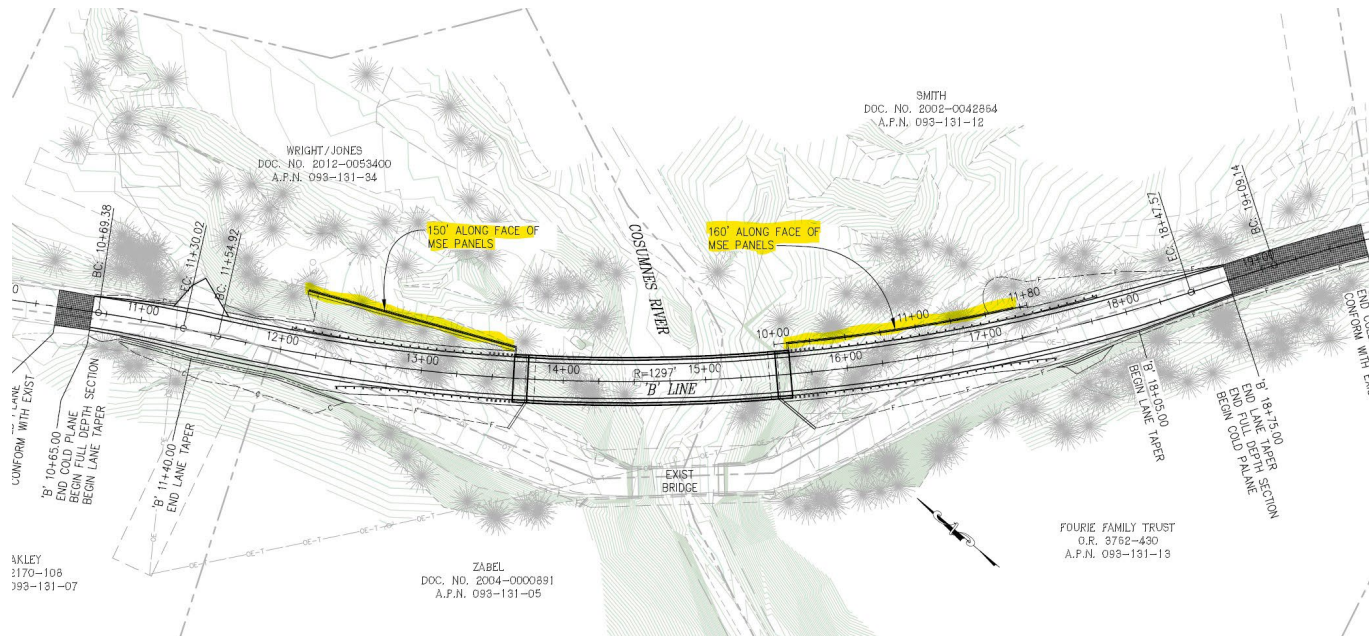
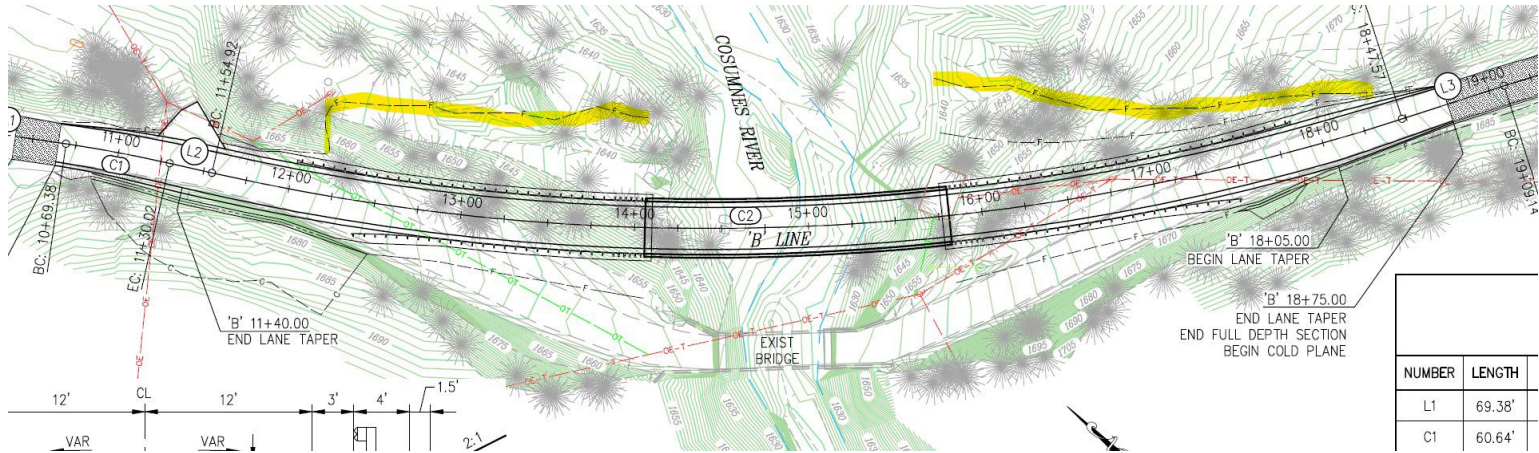
c. 2010 'on-alignment' design preferred by DOT staff



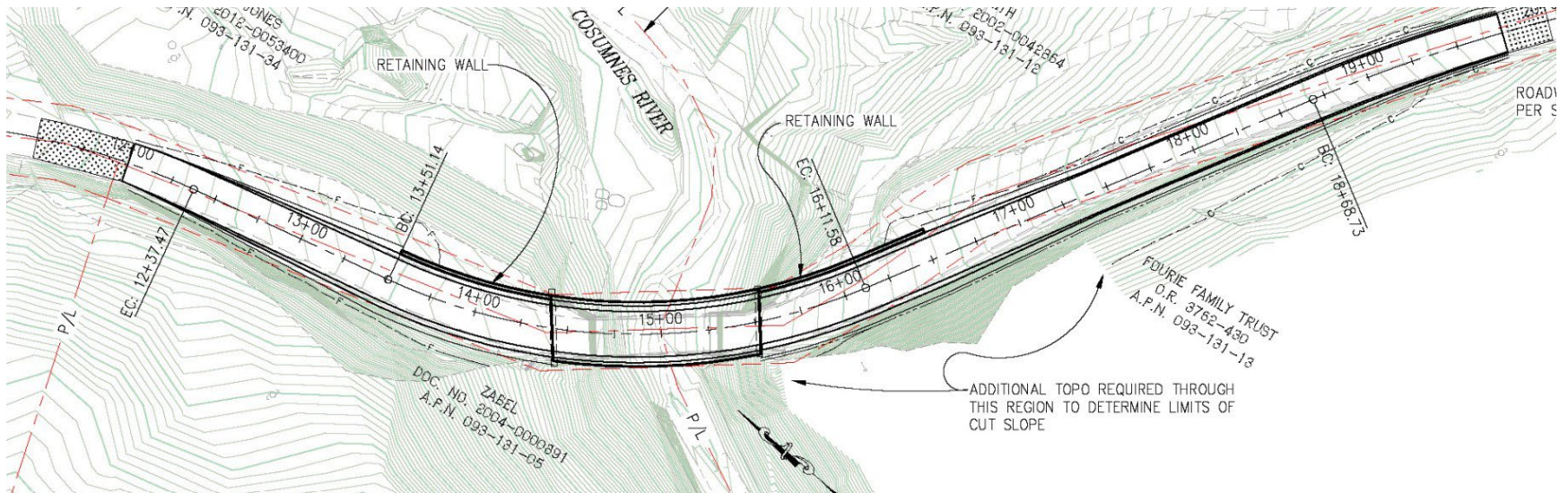
2014 BOS Directed Alignment



Alternatives History – 40 mph design speed



Proposed Project – back to ‘on alignment’



Overview of Proposed Project

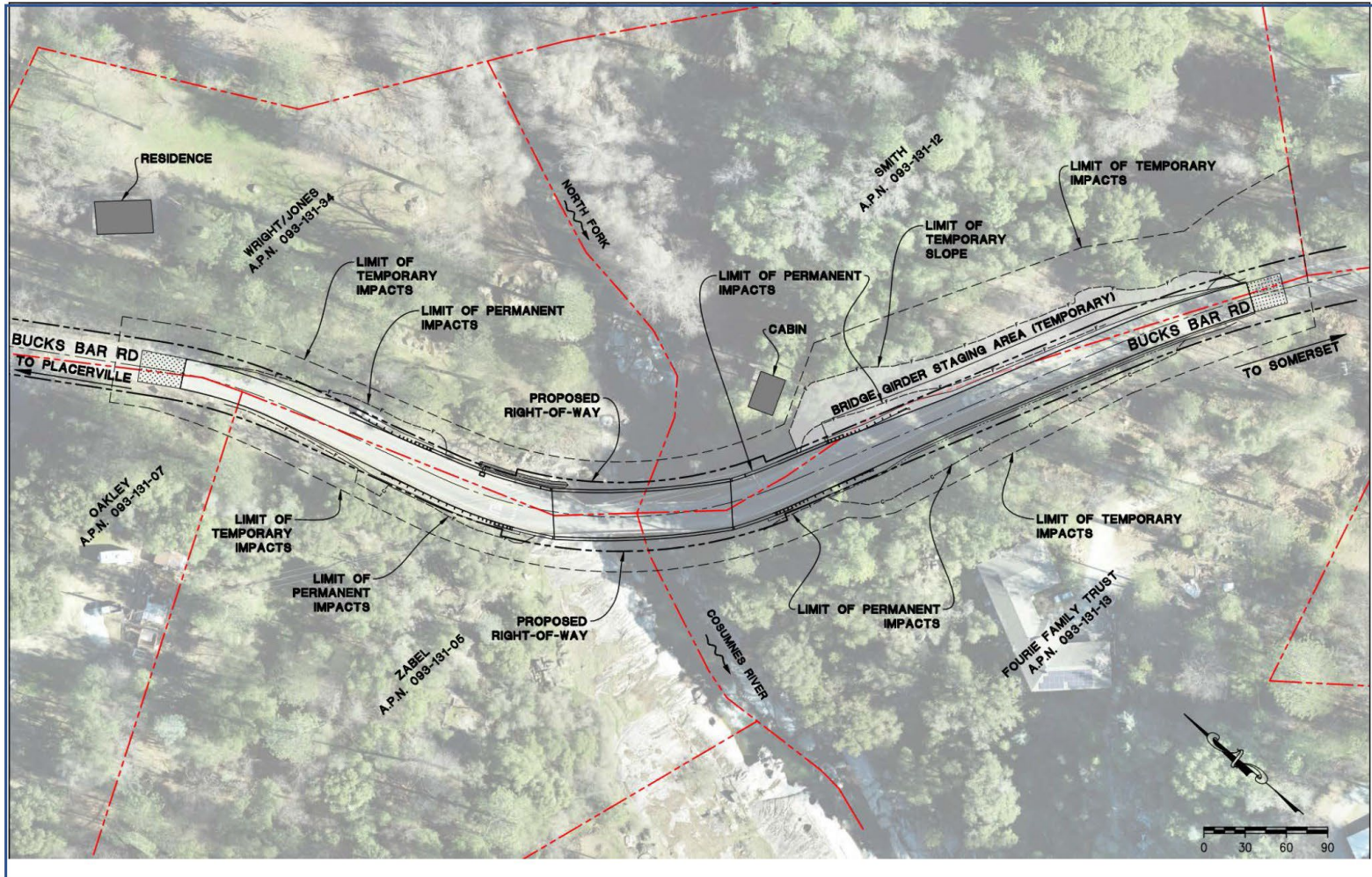


Exhibit 2-5 Plan View of Proposed Project on Bucks Bar Road



Draft EIR Significant and Unavoidable Impacts

- Removal of existing bridge
 - Listed as cultural resource on CRHR
 - Tribes have identified the 1941 bridge as a tribal cultural resource
- Construction might damage or cause relocation of tribal cultural resources that are currently unknown



Draft EIR Mitigation Measures

- Surveys for endangered animals
- Create Historic American Engineering Record for 1941 Bridge
- Follow State law if human remains are found



Draft EIR Mitigation Measures for TCRs

- Purchase Parcel 34 outright for transfer to tribally controlled trust; or
- Purchase conservation easement over portion of Parcel 34 for transfer to tribally controlled trust; or
- Contribute towards an endowment if third party can buy Parcel 34; or
- Perform ethnographic study related to site



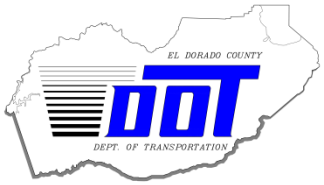
Draft EIR Mitigation Measures for TCRs

- Allow tribes quarterly access to site during construction
- Fence off TCRs, train contractor, monitor site during construction
- Follow protocols if TCRs are found during construction



Draft EIR - Other Impacts

- Full Closure of Bucks Bar Road for approximately 10 months
 - Through traffic will detour to Pleasant Valley Road and Mt. Aukum Road
 - County OES will develop an evacuation plan for Bucks Bar corridor
 - Weather will impact duration of road closure
 - DOT will include incentive/disincentive clause in project for reopening of Bucks Bar Road at bridge



Change in Profile



Project Status and Schedule

- July 17-August 30 - Circulate environmental impact report
- August 30-October 8 evaluate and respond to comments on EIR
- October 8 – ask BOS to certify EIR
- November 2024-November 2026 – right of way and design
- November 30, 2026 – Close Bucks Bar Road at bridge. Begin construction.
- Summer 2027 – reopen Bucks Bar Road at bridge.

Thank You