

Mount Murphy Road Bridge At the South Fork of the American River

Department of Transportation
PROJECT UPDATE

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AGENDA

→ Presentation Overview

WHERE WE'VE BEEN

→ Basis of Project Development

→ Work to Date

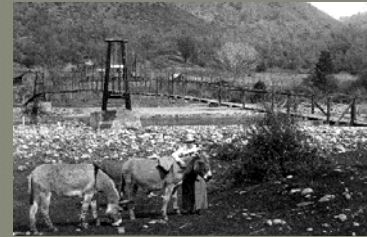
WHERE WE ARE

→ Environmental Update

→ Underground Utility District

WHERE WE'RE GOING

→ "Look Ahead" Schedule



Basis of Development

- Current bridge built in 1915
- 10.5 ft wide one-lane truss structure
- 160 ft long span
- 360 Vehicles/Day (2015 Traffic Count)
- Approx. 38,000 Pedestrians (annually)

- Sufficiency Rating (SR) =
- **2 out of 100 (2016)**, one of the Lowest Rating of ALL County Maintained Bridges (and State)

- Structurally Deficient (has Fracture Critical Members, FC inspections by Caltrans annually)

- Emergency Repair (2007)



Courtesy of Vickie Longo

Basis of Development

→ Structural Analysis and Rehabilitation Feasibility Study
(Completed in January 2014)

→ Concluded Bridge Replacement would be Needed



Retrofit Columns

Retrofit Footings

Strengthen Beams and Slabs

Work to Date

Purpose & Need

- **To provide safe and reliable passage to the traveling public across Mt. Murphy Bridge**

- Structural Analysis and Rehabilitation Feasibility Study (Jan. 2014)
 - (Concluded Retrofit Infeasible)

- Alternatives Report (May 2015)
 - (9 Alignments)

- Alternatives Feasibility Study (Sept. 2016)
 - (3 Alignments)

- Preferred On-Alignment Alternative



Work to Date

Project Timeline

- 02/07/2013: Public Meeting (Present Project)
- 04/23/2013: Begin CH2M Planning Contract (BOS Approval)
- 02/04/2014: BOS Presentation of “Rehabilitation vs. Replacement”
- 04/08, 05/28, 09/24 of 2014: SAC Workshops (3 EA)
- 12/16/2014: BOS Presentation of SAC Workshops
- 01/28/2015: Public Workshop (NOP)
- 06/14/2016: CH2M Environmental Contract (BOS Approval)
- 2016/ 2017: Various Meetings with Caltrans, FHWA, State Parks
- 01/12/2017: Public Meeting (Alternative Feasibility Study, Alternative 1 as preferred alternative)
- 02/07/2017: BOS Presentation (Project Update, Alternative 1 preferred)
- 09/05/2018: Public Meeting (Project Update, Aesthetics)



Environmental Update

- Results from Environmental & Technical Studies have continued to confirm:
- **Corridor 1 (on-alignment) is preferred environmentally** (i.e. least environmental impacts, *Alternatives Study, Feasibility Study, etc.*)



Environmental Update

↳ Advanced Planning Study

↳ (Bridge Type)

↳ FINDINGS:

↳ Cast-In-Place/ Box Girder (2-stage)

↳ Least Impacts

↳ Maintains Access (No Detour)

↳ Best Meets Purpose and Need

↳ Adaptable/ Accommodating

↳ Truss (1-stage)

↳ Greater Impacts

↳ Environment (i.e. access/
detour, viewshed, etc.)

↳ Higher Costs (and risks)

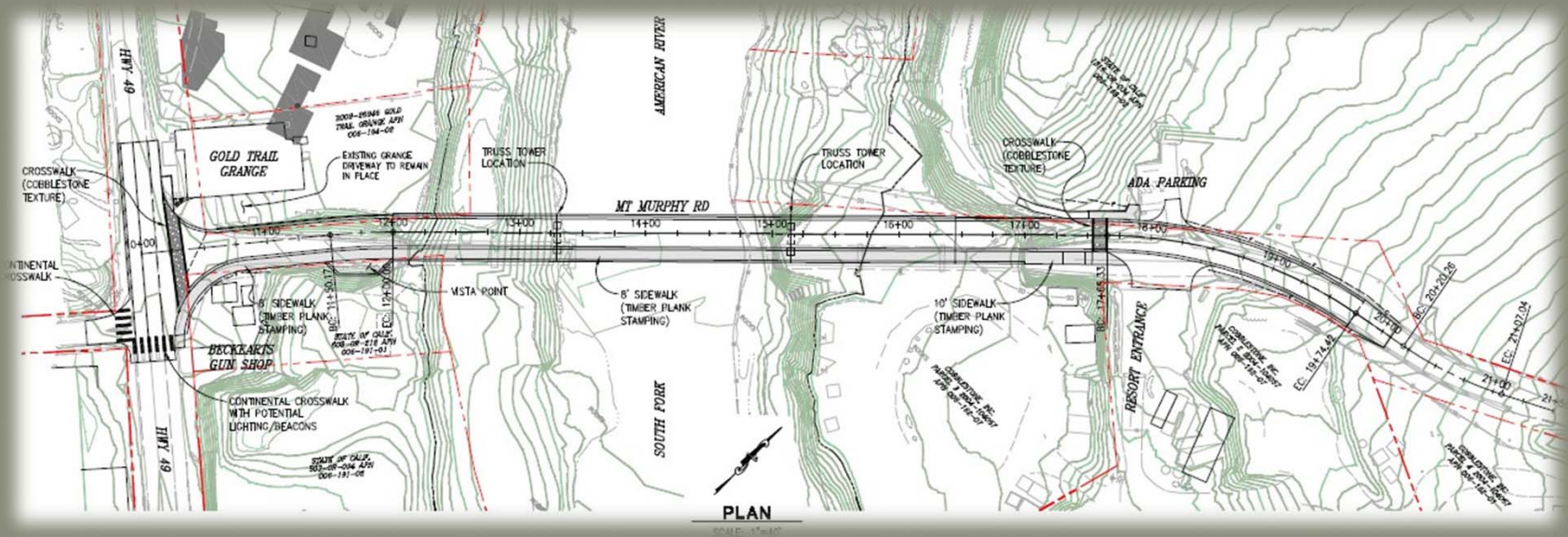
← Preferred Environmentally



PRELIMINARY CONCEPT

Environmental Update

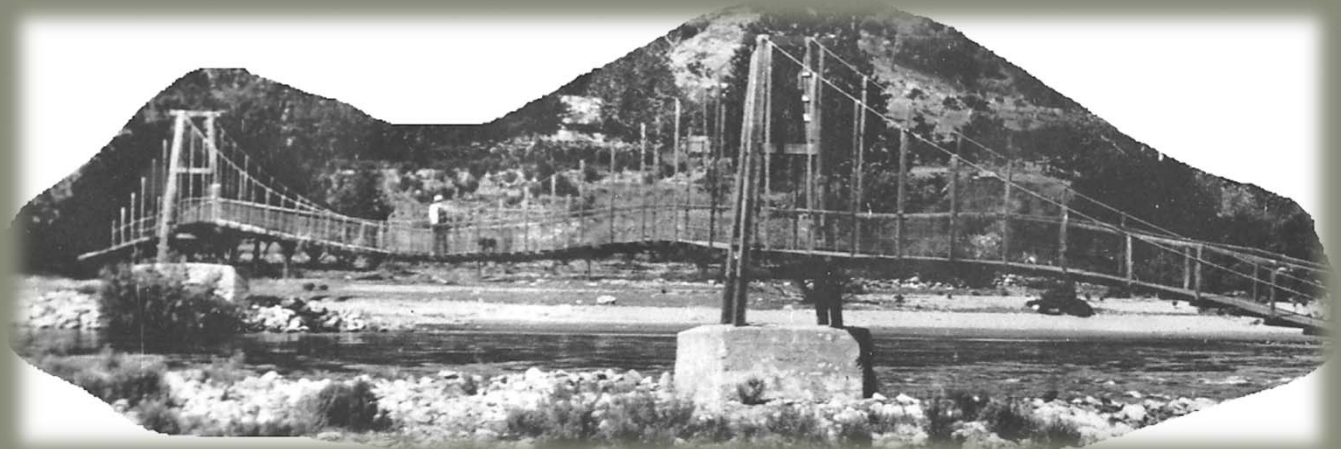
Alternative 1 (Corridor 1) – “On Alignment”



**PRELIMINARY
CONCEPT**

Environmental Update

- Integrating the Past
- Continuity
- Minimize Impacts



PRELIMINARY CONCEPT

Environmental Update



PRELIMINARY CONCEPT

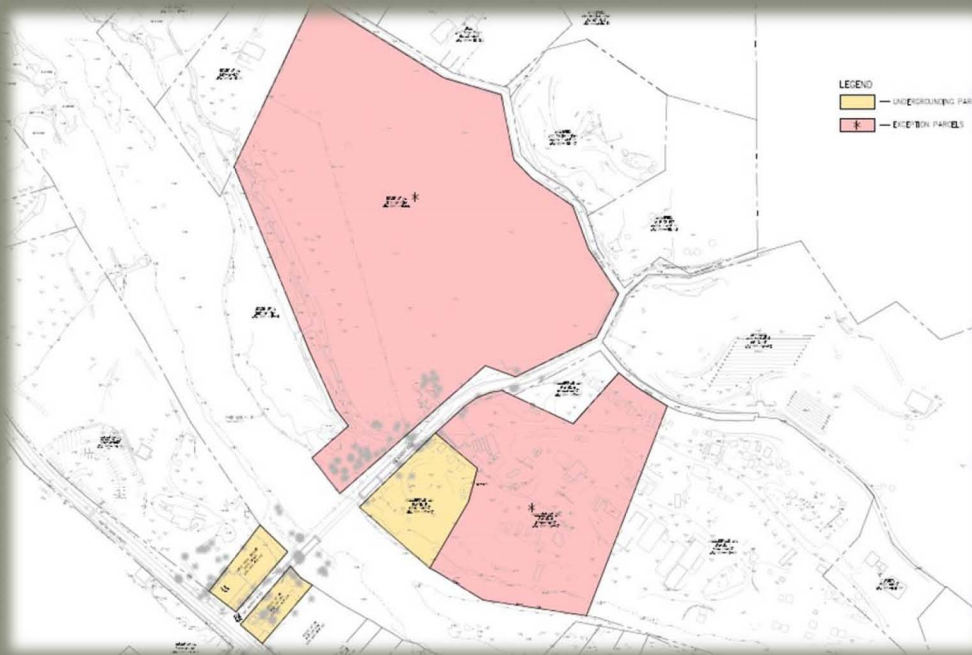
Underground Utility District



Pacific Gas and
Electric Company®



at&t



Underground Utility District

- ***What is the Underground Utility District?***

- The proposed District will relocate the existing overhead electric and communication lines to underground facilities within the Project
- The District will use funds from the Rule 20A (electric) and Rule 32A (telecommunications) Tariff Programs
- The Tariff Programs were established by the California Public Utilities Commission in 1967, exclusively for the conversion of existing overhead to underground utilities

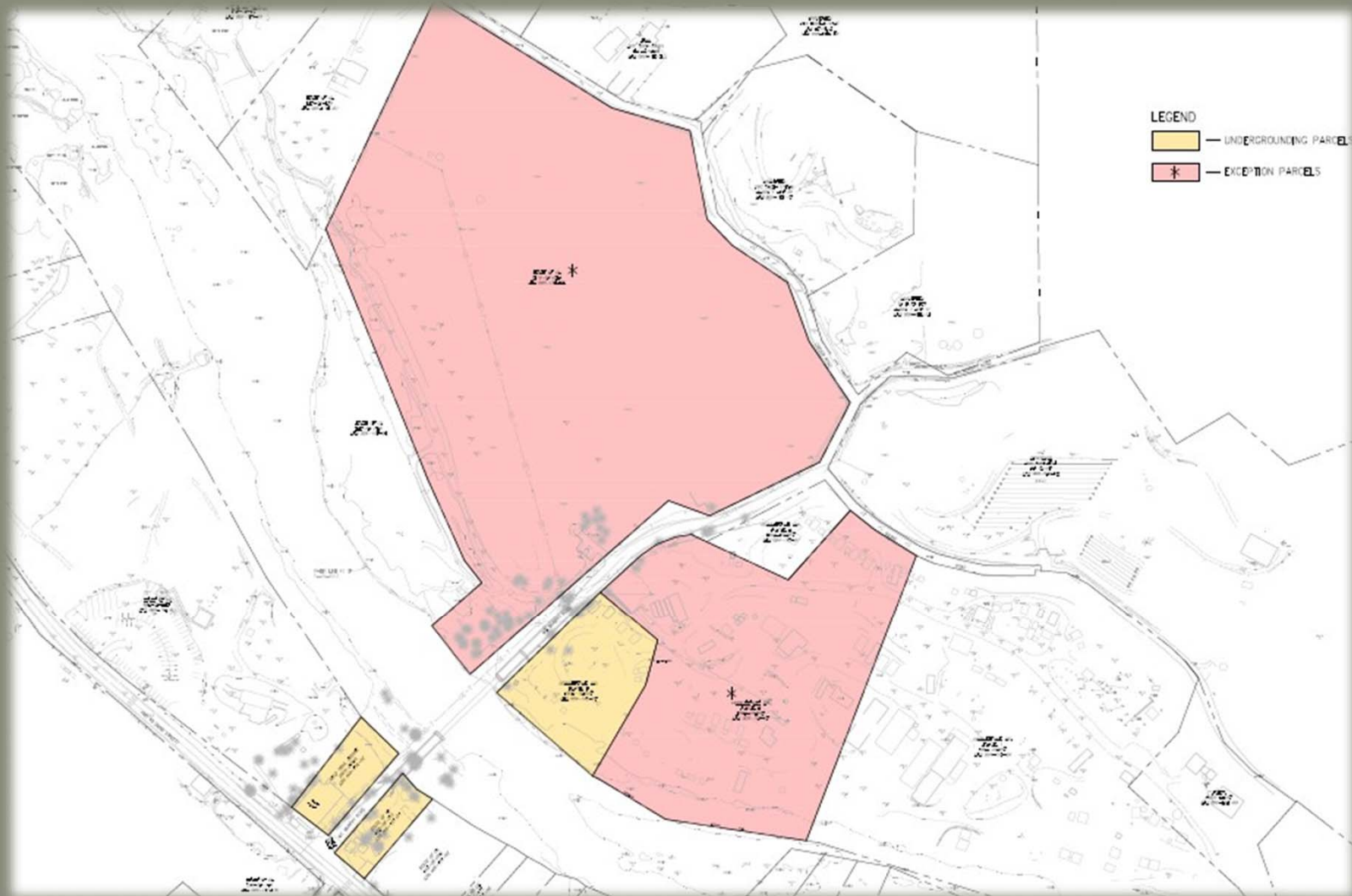
- ***Will the utility rates be affected?***

- Will not affect any utility rates
- No additional costs to affected parcels



Underground Utility District

• *Mt Murphy Bridge – Underground Utility District (UUD)*



Underground Utility District

Why is the District being created?

- Improve safety by removing poles adjacent to the roadway
- Improve the aesthetics of the area with the elimination of overhead wires and poles (restore the historic viewshed)
- Improve utility service reliability by reducing the potential of downed lines
- Eliminate the need to relocate the poles overhead and remove trees along the corridor



Underground Utility District

● Next Steps...

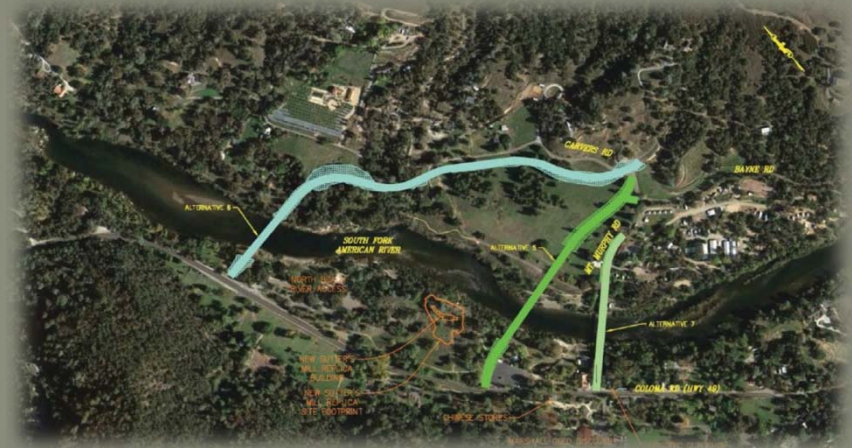
- Inform affected parcel owners and solicit for comments
- Return to Board of Supervisors for a public hearing to consider formation of the proposed District
- If approved by the Board, the Underground District work will be completed in conjunction with the Project



Environmental “Look Ahead”

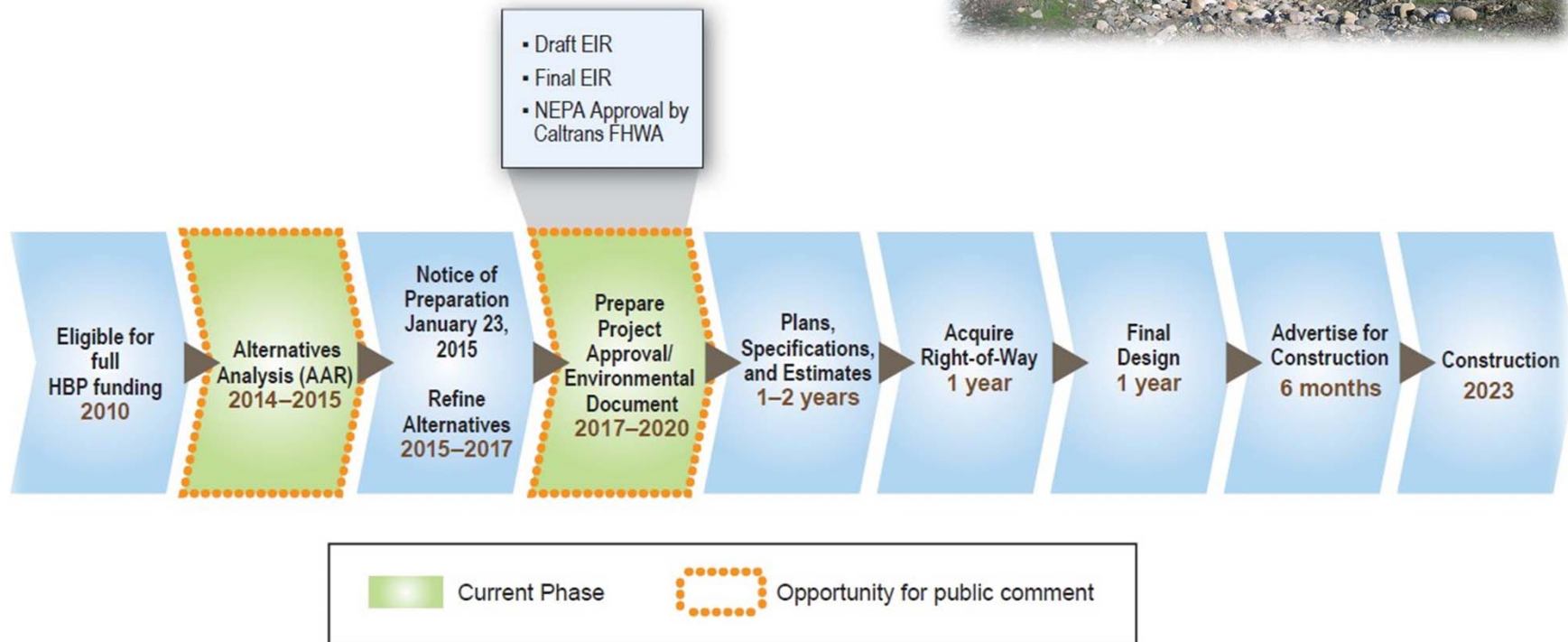
→ Environmental Process Overview

- Notice of Preparation (NOP) released January 2015
- **Evaluation of Alternatives (Technical and Environmental Studies)**
- Draft EIR distribution (45 days for public input) Late 2019
- Final EIR (includes public comments and responses) 2020
- NEPA Approval by Caltrans and FHWA 2020
- Resource Agency Permits (USACE, USFWS, CDFW, RWQCB, etc.)



Environmental “Look Ahead”

➔ Anticipated Schedule & Development Process



CONCLUDING REMARKS



PRELIMINARY CONCEPT