



# 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



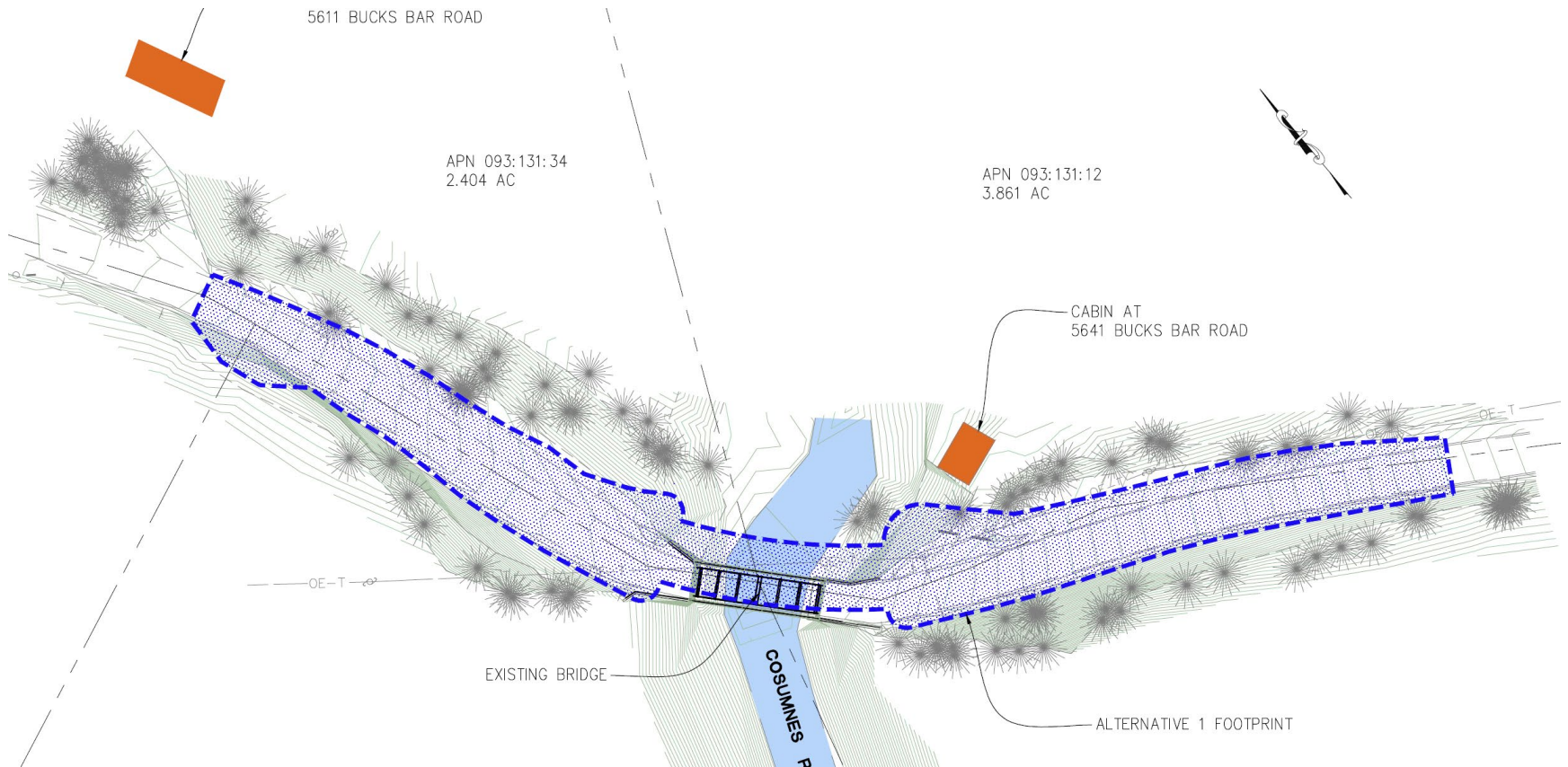


# Why Replace the Bridge?

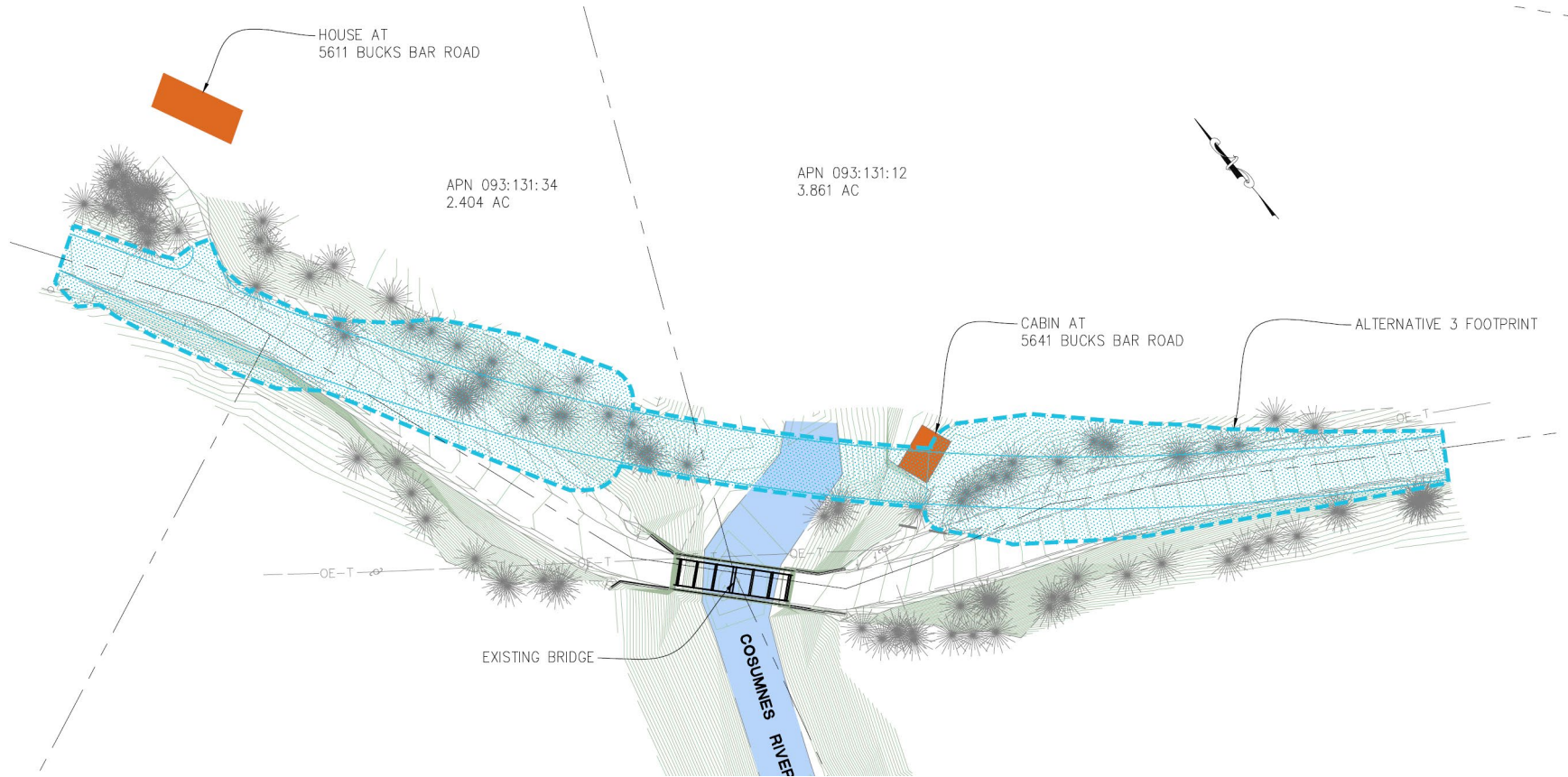
Major flooding in California! El Dorado and Sacramento are under water! A...



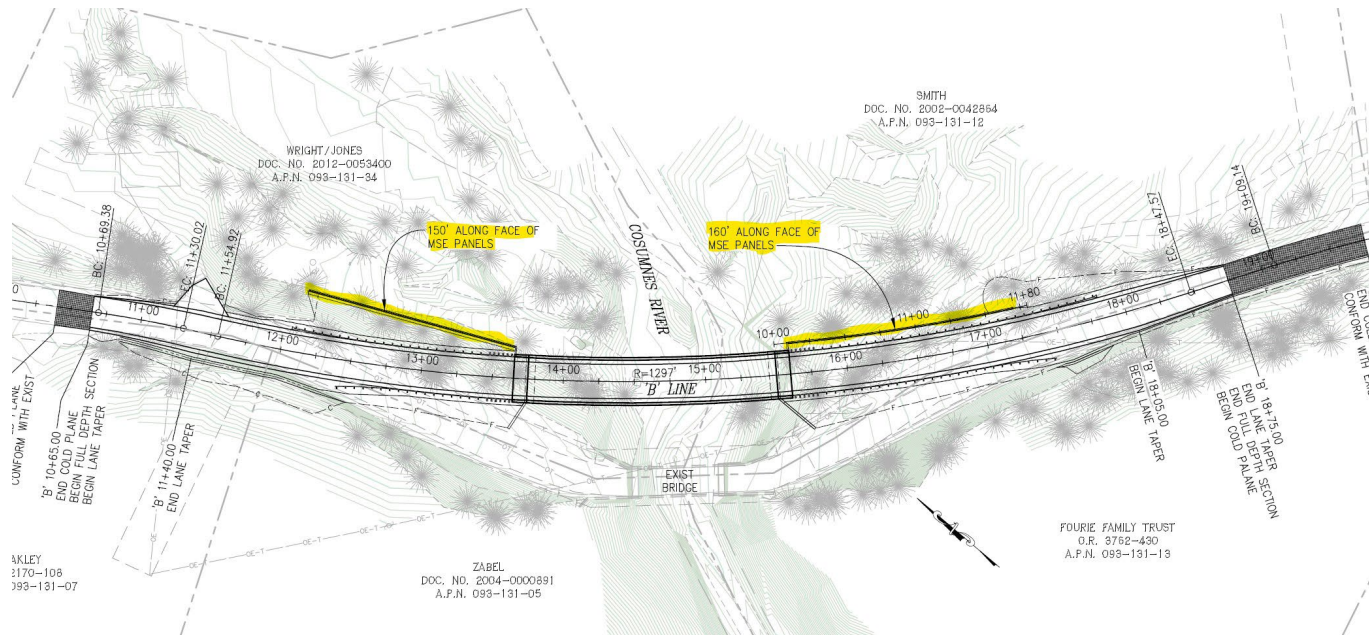
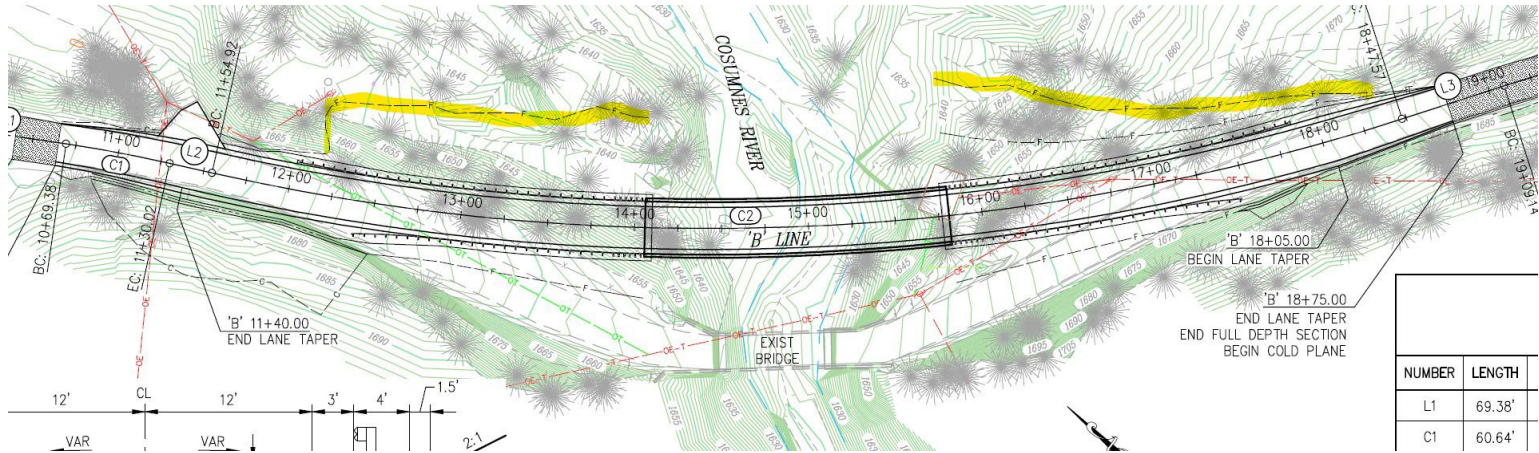
# c. 2010 'on-alignment' design preferred by DOT staff



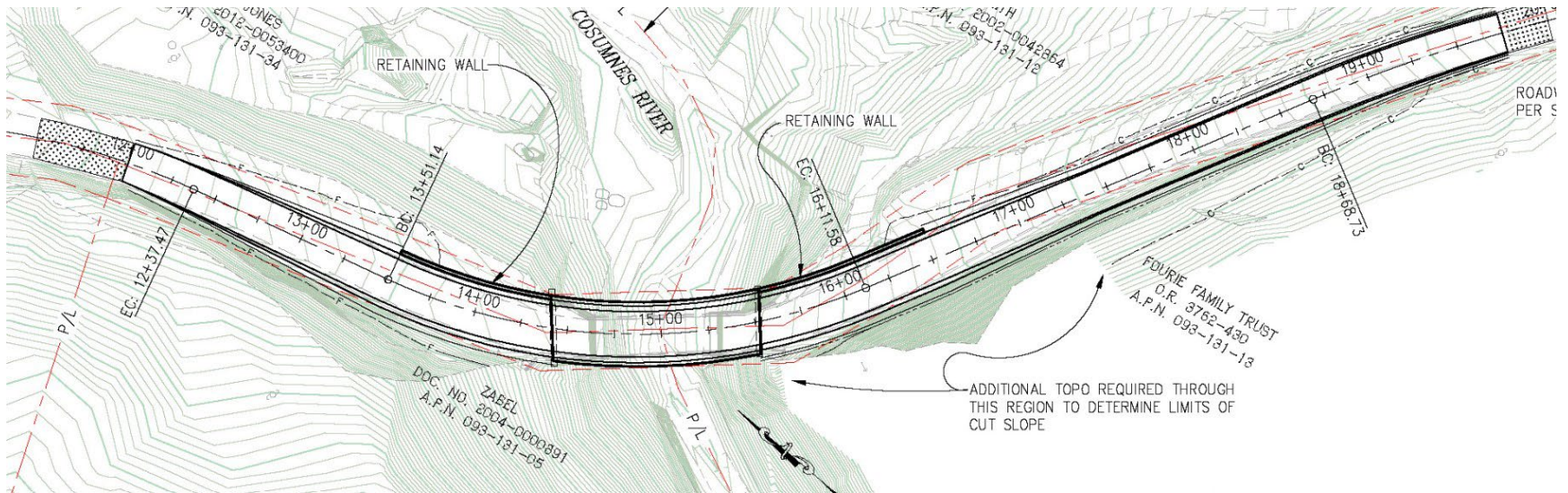
# 2014 BOS Directed Alignment



# Alternatives History – 40 mph design speed



# Proposed Project – back to ‘on alignment’ February 2021





# Overview of Proposed Project

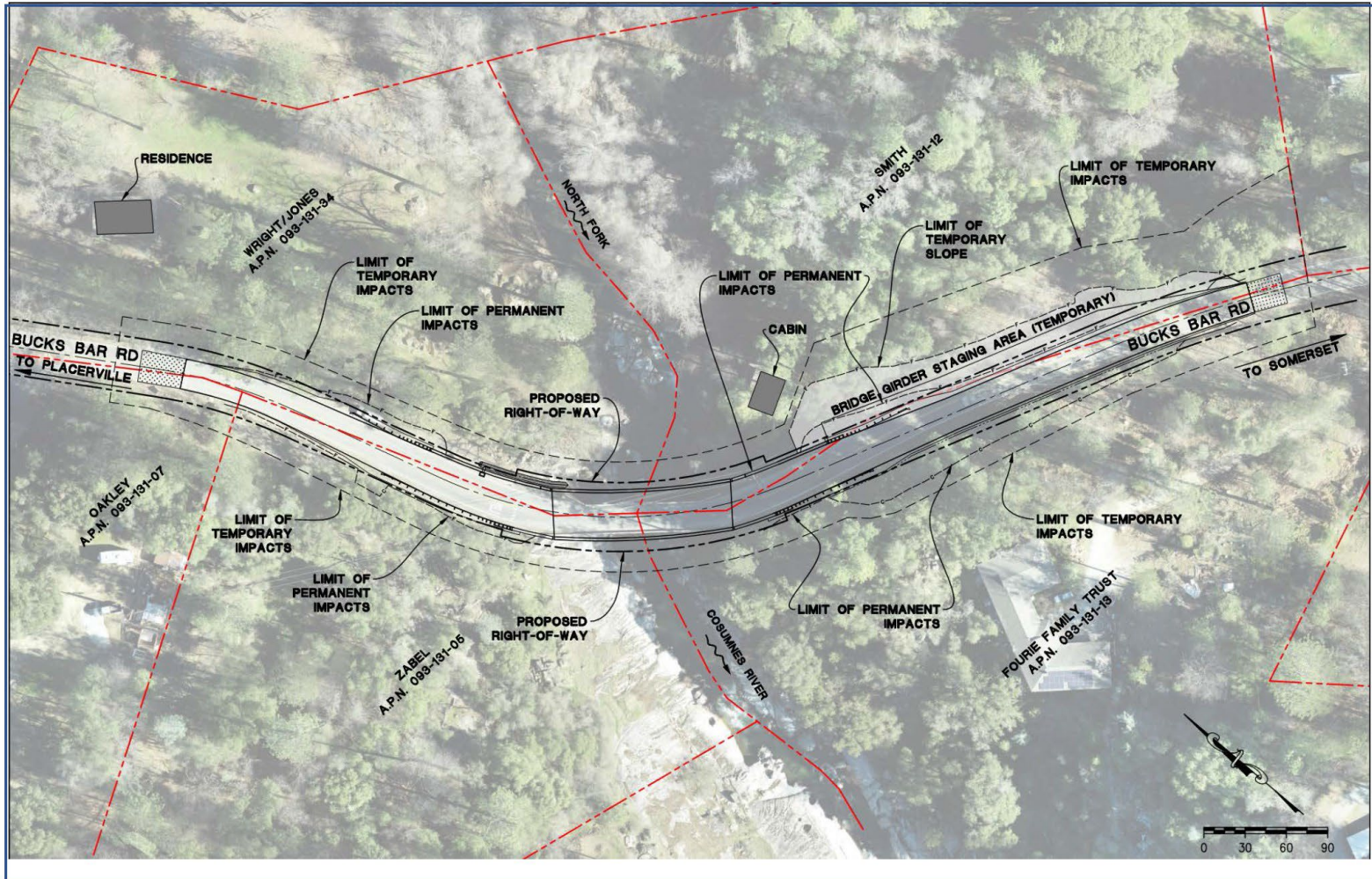


Exhibit 2-5 Plan View of Proposed Project on Bucks Bar Road



# Draft EIR Significant and Unavoidable Impacts

- Removal of existing bridge
  - Listed as cultural resource on CRHR
  - Tribes have identified the existing 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 or protected animals or plants prior to construction
- 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 conservancy;  
or
- Purchase conservation easement over portion of Parcel  
34 for transfer to conservancy; or
- Fund endowment if either purchase is made by Native  
American Land Conservancy; or
- Perform ethnographic study related to site



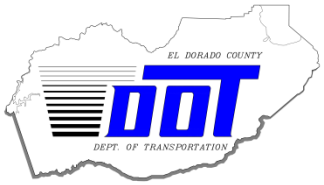
# Draft EIR Mitigation Measures for TCRs

- Allow tribes quarterly access to site during construction
- Fence off TCRs, train contractor, monitor site during construction
- NEPA compliance
  - Follow protocols per PRDMP if TCRs are found during construction
  - Protect resources during construction per ESA Action Plan



# 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 is developing an evacuation/sheltering plan for Bucks Bar corridor, per the EIR
  - Weather will impact duration of road closure
  - DOT will work with County Counsel to include incentive/disincentive clause in project for reopening of Bucks Bar Road at bridge



# Change in Profile



# Project Status and Schedule

- July 17-September 6: Circulate environmental impact report - **COMPLETE**
- August 30-October 22: evaluate and respond to comments on EIR - **COMPLETE**
- October 22 – ask BOS to certify EIR and approve project
- November 2024-November 2025 (2026?) – right of way and design
- November 30, 2025 (2026?) – Close Bucks Bar Road at bridge. Begin construction.
- Summer 2026 (2027?) – reopen Bucks Bar Road at bridge.



