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Trinity River Restoration		
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May 16, 2003

Trinity River Restoration Program
P.O. Box 1300,
Weaverville, CA 96093

RE: Draft EA/EIR Trinity River Bridges Project
Salt Flat Bridge--Comment Number One

Gentlemen:

The "Proposed Action" and "Alternative One" do not provide for a turnaround on River right for emergency response vehicles. The lives of our emergency response personnel need to be safeguarded. Experience from the recent Lewiston fire demonstrates that seconds do count in responding to emergencies and evacuating residents.

a.

My reading of "Article 2, Emergency Access," of Ordinance No. 1162, Fire Safe Ordinance for Trinity County, indicates that a turnaround is required. The project proposes to construct a new bridge and approaches to an existing subdivision of some 25 homes with no feasible back door escape route. (See Appendix K for possible land access routes)

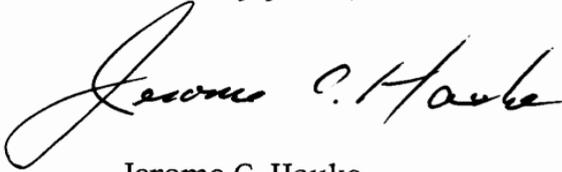
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May 14, 2003

Alternative Two is a prudent design that includes a turnaround. It takes the safety of emergency response personnel into account. No reason is given for omitting a turnaround from the "Proposed Action" or "Alternative One".

The Draft EA/EIR's selection of Salt Flat Bridge alternatives lacks consistency in the critical area of safety for emergency response personnel.

Sincerely yours,

A handwritten signature in cursive script that reads "Jerome C. Hauke". The signature is written in black ink and is positioned to the left of the typed name.

Jerome C. Hauke

cc: Arnold Whitridge, Chairman, TAMWG
Jesse Cox, Chairman, Trinity County Fire Safe Council
Bill Britton, District Forester, CDF

RESPONSE TO COMMENT: 1

Jerome C. Hauke

1-a: Thank you for your comments. The bridges do not require turnarounds in accordance with Ordinance No. 1162. Please reference comment #18 from Mr. Bill Britton, California Department of Forestry. The additional paved area shown at the Alternative 2 right approach provides terminal snow removal area at the end of a public road. This design element description will be incorporated into Section 2.4.1 (Description of Proposed Action and Project Alternatives, Salt Flat)

- Page 2-37 of the EA/EIR has been revised to read:

Alternative 2 is essentially the same bridge design as Alternative 1. The fundamental difference between these alternatives is ownership. Under Alternative 2, the new bridge structure would become publicly owned. As a publicly owned feature, the bridge and associated roadway will be under the jurisdiction of Trinity County or some other public entity. The Trinity County Transportation Department Design Guidelines were used in the development of this alternative, with the following differences incorporated into Alternative 2:
- Bridge Width 2 12-foot lanes (24-foot width)
- Roadway Width 2 12-foot lanes, 2 2-foot shoulders (paved)
- Roadway surface Asphaltic concrete
- Roadway drainage Crowned and/or ditched with approved energy dissipater
- Snow Removal Provide terminal area for snow removal at right approach

Figure 2-6 (Alternative 2 site layout) provides additional details on this alternative.