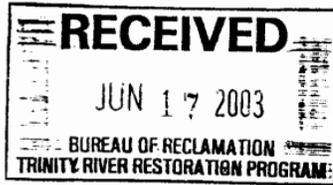


June 17, 2003

Trinity River Restoration Program  
 PO Box 1300  
 Weaverville, California 96093



Re: Trinity River Bridges Project EA/DEIR

I appreciate the opportunity to provide input to the Trinity River Restoration Program's Bridges Project. As a Salt Flat property owner, my questions and comments pertain primarily to the bridge replacement at Salt Flat. I have included in this letter to you a copy of my letter of public comment I expect to present to the Trinity County Planning Commission on June 17.

Upon reading the Trinity River Bridges Project EA/DEIR, I came up with the following questions and comments. Some of my questions are for more detail or clarification, and may result in further questions, comments or requests. Other comments identify what seem to be errors or omissions.

1. p 2-14 Table 2-3: Shows  $Q_{1997}=14,900$  where all other references to  $Q_{1997}=11,000$  a.
2. p 2-29: I didn't see a scour analysis included for Alternative 1 b.
3. p 2-30: Last line of first paragraph "If access is needed ... a ramp will be constructed ..." Who would the ramp be constructed for and why? c.
4. p 2-30: Right-of-Way. What are the details of these BLM requirements? d.
5. p 2-38 Right-of-Way: states BLM can convey a permanent easement to the County (under Alternative 2), why not to Salt Flat (under Alternative 1)? e.
6. p 3.2-12 Proposed Land Uses: states "...the potential for Salt Flat Bridge... to be used as an access route for logging trucks does exist." Could this happen only with the permission of the property owners except under Alternative 2 (public road)? f.
7. p 3.2-27 Alternative 1: "The BLM would need to enter into a ROW agreement with the Salt Flat Homeowners Association with the potential need to post a bond...". What would the bond be for and who would post it? g.
8. p 3.2-27 Impact 3.2-3 & Impact 3.2-4: The mitigation (SF-2b) for Impact 3.2-2 calls for the BOR/BLM/Trinity County to "develop a facility to accommodate increased public access. At a minimum, a public restroom, parking, and trash collection facility will be installed." Does this construction need to be considered under Impact 3.2-3 and Impact 3.2-4 for Alternative 2? h.
9. p 3.9-12 Local, Salt Flat: all information in this section pertaining to number of lots, houses, primary residences, mobile homes, etc. is completely wrong. Since none of the other bridge analyses include this detailed information, can it just be deleted from the Salt Flat section? If not, it should be corrected. i.
10. p 3.18-14 Impact 3.18-4: states that "Goose Ranch Road is the primary roadway that would be subjected to wear-and-tear, as well as Lewiston Road and Salt Flat Road." The mitigation measures (SF-4a and SF-4b) address the wear & tear on j.

Goose Ranch Road, but not Salt Flat Road. *The mitigation measures need to provide surveys and rehabilitation for the Salt Flat Road system, similar to those provided for Goose Ranch Road.*

- 11. p 4-17 Significant Unavoidable Adverse Impacts states "The environmental analysis conducted for the proposed Project did not identify any significant and unavoidable impacts." Impact 3.2-2 Alternative 2 did. Is this not addressed here because it's not the "proposed action"?
- 12. p 5-2 December 12, 2002: Goose Ranch Road property owners Jim Bonk, Ernie Nachreiner and Bob Whalley were also present and provided input at this meeting.

k.

l.

In addition to the above questions and comments, I have the following questions about the project that may fall outside the scope of the EA/DEIR.

- 13. In Alternative 1, would the administrative access requested by the BLM be transferable? That is, if they did a land swap with a private party (e.g., SPI), would the private party inherit the access rights?
- 14. What happens if the new bridge/road does not stand up to the higher flows? What if any part of it fails for any reason? Who do we turn to?
- 15. What are the bridge maintenance requirements / specifications?
- 16. What requirements, if any, will the TRRP/BOR/BLM have regarding liability?
- 17. How will bridge ownership be transferred? To whom?
- 18. What are the specific right-of-way / easement requirements?
- 19. What are the details of any required BLM permits or agreements?
- 20. Would the installation of a new bridge have any effect on property taxes paid by any of the affected property owners?
- 21. Are there any income or gift taxes issues associated with this project?

m.

n.

o.

p.

q.

r.

s.

t.

u.

I look forward to your response.

Sincerely,

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## RESPONSE TO COMMENT: 20

### Nancy Tennyson

20-a: Thank you for your comments. The number in the table is in error.

- Table 2-3 of the EA/EIR has been revised as shown:

| <b>TABLE 2-3</b><br>FLOW DISCHARGES AT SALT FLAT BRIDGE @ RM= 106.94<br>NEW BRIDGE UPSTREAM OR DOWNSTREAM OF EXISTING BRIDGE<br>TRINITY DAM DISCHARGES PLUS TRIBUTARY FLOWS |   |  |
|---|---|--|
| <b>Flow description</b>   | <b>LC = 1781.5<br/>TOD = 1784.0<br/>(cfs)</b>         | <b>Water Surface<br/>Elevations (ft)</b> |
| Return Period Peak Flow (Annual with ROD) <sup>a</sup>  | Q <sub>50</sub> = 11,700<br>Q <sub>100</sub> = 12,900 | El. = 1779.4<br>El. = 1779.9             |
| Maximum Controlled - Flow Release <sup>b</sup>  | Q <sub>MCR</sub> = 14,900                             | El. = 1780.6                             |
| Estimated flow during 1/1/97 <sup>c</sup>   | Q <sub>1997</sub> = <u>11,000</u>                     | El. = 1779.0                             |

20-b: The scour analysis for the Proposed Action is considered to be adequate for the Alternative 1 and 2 bridges as noted in Appendix J, “Hydraulic Scour and Riprap Sizing Analysis”, page 28.

- Page 2-29 of the EA/EIR has been revised to read:

[Table 2-6 footnotes]

#### Scour Analysis

Due to the close proximity and similarity of bridge geometry, the Proposed Action scour estimates are assumed to apply to Alternative 1. The scour depths would likely be controlled by the same factors identified for the Proposed Action.

#### Alignment and Design Speed

20-c: Thank you for your note. The paragraph noted in your comment does not adequately reflect the design of Alternative 1.

- The paragraph at the top of page 2-30 of the EA/EIR has been revised to read:  
The proposed alignment from the left (from Goose Ranch Road) descends towards the proposed bridge at a 7.2 percent grade and through a 100-foot vertical curve to elevation 1781.9 feet msl. From this point, the road ascends at a 0.8 percent grade for approximately 600 feet to the bridge left abutment. The proposed bridge begins at Station. 5+00, and continues at a 0.8 percent grade across the river. A 140-foot vertical curve from the end of the bridge is used to tie the new proposed roadway profile to the existing 11.4 percent grade.

**Table 2-7** shows top of approach, top of deck, and top of structure elevations for Alternative 1 and Alternative 2. Typically, approach road elevations are the same as the top of bridge deck elevations.

20-d: The Right-of-Way section on EA/EIR pages 2-30, 31 is sufficiently detailed for this level of analysis. Further and more precise details regarding the listed requirements are dependent on actual land easement or transfer negotiations.

20-e: The reference on page 2-38 is to Alternative 2 for the Salt Flat Bridge. Please refer to the Response to Comment 3-a.

20-f: Regarding the potential for Salt Flat Bridge to be used as an access route for logging trucks, you are correct that it could only happen if the property owners gave permission. In the case of Alternative 2, property owners would still need to give permission for use of existing roads through the Salt Flat subdivision.

20-g: Please refer to response to comment #3.

20-h: The significance of the impact of, and the mitigation for, Alternative #2 public bridge construction is adequately described in Impact 3.2-2 and related mitigation measures. There are no detailed plans to develop public access facilities at the site.

20-i: Thank you for your comment regarding existing land uses in the Salt Flat community. Information on the type and location of dwelling and other structures was based on Trinity County parcels maps and zoning information.

- In light of your concerns, the following text is deleted from Section 3.9-1, page on page 3.9-12 of the EA/DEIR.

Section 3.9.1, page 3.9-12

***Salt Flat***

The Salt Flat community is residential and does not provide any socioeconomic benefit to Trinity County beyond property tax revenues. Existing land uses are rural residential; approximately 21 parcels comprise the community. ~~Eight parcels contain single family homes used as the owner's primary residence, two parcels contain single family residences that are not the owner's primary residence, four parcels contain mobile homes and are utilized part of the time, one parcel contains multiple rental units (Mobile Home Parks, Single Family Living Units), and four parcels are vacant and zoned for residential use.~~ The majority of existing parcels have been subdivided to their fullest extent and therefore present no potential for development. In addition, many of the existing parcels fall into Flood Hazard, Scenic Conservation Overlay, or Open Space zoning districts, making further development difficult. The private timberland located near Salt Flat Bridge is zoned for Timberland Production. No businesses are located within or adjacent to the Salt Flat ESL.

20-j: The Salt Flat Road system (within the subdivision) will not be impacted by bridge construction. Approximately one-half of the existing Salt Flat Road, east of the proposed and alternative bridges is designed as newly constructed roadway. The contract specifications will include requirements for the contractor to leave the remaining portion of Salt Flat Road in as-good a condition as exists during a pre-construction survey.

20-k: Yes, the statement refers to the Proposed Action.

20-l: Thank you for your comment. The individuals noted in your comment were present at the December 12, 2002 meeting.

20-m: Any administrative access BLM would receive to inspect a right-of-way (ROW) grant would not be transferable. This question refers to Alternative 1, not the proposed action.

20-n: The new bridge will sustain significantly higher flows than the existing bridge and will be built to current standards. The landowners will be responsible for maintenance of the bridge. Following large storm events where a state of emergency is declared, private structures are eligible for no- or low-interest loans to make necessary repairs through FEMA or the California Office of Emergency Services. The USDA- Natural Resources Conservation Service also has an Emergency Watershed Program for emergency repairs to flood-prone structures, which requires a landowner match or cost share.

20-o: Refer to response to comment #39-c. The bridge design specifications and manufacturer's maintenance recommendations will be delivered to the property owners upon transfer of ownership.

20-p: BLM will have no requirements regarding liability. BOR liability will be extended through the contractor through warranties.

20-q: BOR will not be transferring ownership. BOR will facilitate the abandonment of current access rights and the granting of new access rights between the existing landowners and the Salt Flat Property Owners Association.

20-r: The Proposed Action requires four temporary construction easements and four permanent easements.

20-s: Reference 43CFR 2801.1-1 "Terms and Conditions of Rights-of-Way Grants and Temporary Use Permits. The right-of-way granted for the Salt Flat Bridge would require access to inspect the ROW. Please refer to Response to Comment 3-a for additional details.

20-t: No, see response to comment #11. The bridge will provide a general benefit as an access feature.

20-u: The project benefits the public for fish restoration purposes. Specific issues relative to taxes should be directed to a qualified tax expert. The County is not allowed to give advice or an opinion regarding income or gift taxes. However, the Federal Unified Gift and Estate Tax is a tax on the transfer of property from and individual and is not related to this project. Income taxes are taxes on income received by an individual.