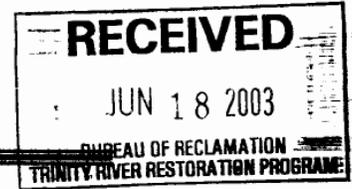


Poker Bar Property Owners Association - East
P.O. Box 58 Douglas City, CA 96024



June 16, 2003

Trinity River Restoration Project
PO Box 1300
Weaverville, CA 96093

To Whom It May Concern:

This letter is written regarding the Trinity River Bridge Project at Poker Bar. Below are comments and suggestions received from the property owners of the Poker Bar Property Owners Association-East. Their major concerns are:

- Construction dates. a.
- Construction delays. b.
- Road repairs due to construction use. c.
- Concern for actual placement of the new bridge:
 - Property owners losing valuable river frontage. d.
 - Fair market value of purchase for necessary property. e.
 - Actual placement of new bridge should remain where current bridge is currently located. f.
- Change Bridge Road to a County Road. Reasons of concern: g.
 - Angle of slope when accessing bridge, going up or down during winter use; i.e. black ice h.
 - Plowing of bridge road during winter. i.
 - Delivering children to school bus stop during heavy winter snows. j.
 - How will Bridge Road go from a 1-1/2 lane to a 2 lane merge? k.
 - During high-water flows most water-wells would fill with silt; leaving everyone with well problems. l.

Please feel free to contact us. We are especially hoping that the County will be willing to acquire the responsibility for maintaining this new bridge. m.

Best Regards,

Jim Casebolt, President
Paul Obester, Vice President
Nancy Gorham, Secretary
June Campbell, Treasurer
Gene Johnson, Director

RESPONSE TO COMMENT: 24

Poker Bar Property Owners Association – East

Jim Casebolt, Paul Obester, Nancy Gorham, June Campbell, Gene Johnson

Thank you for your comments. Following are responses to the areas of concern listed in your letter.

24-a: Actual construction dates are not available. Page 2-87 indicates that construction will commence in summer/fall season of 2004 with construction of new bridges and roadways. Demolition of existing structures, fine-grading and clean-up would occur during summer, 2005.

24-b: Page 3.2-25 indicates that temporary road closures of short duration will occur. Project specifications will limit duration and timing of closures to reasonably short time periods and outside of high traffic periods.

24-c: The project specifications will require pre- and post-project inspection of access roadways to identify areas requiring repair. The contractor will be required to repair damage related to bridge construction.

24-d, e: Negotiations for right-of-way easements will occur prior to project implementation.

24-f: Thank you for your response. Your comment has been noted. The proposed action is designed to utilize the existing bridges as temporary, construction period access. As such, the existing alignment is not available for bridge construction.

24-g: The lead agencies did not receive any comments during the scoping period for this environmental document to incorporate Bridge Road and the Poker Bar Bridges into the County road system. As a result, no alternatives were analyzed to make Bridge Road into a County Road. If negotiations with landowners and the Poker Bar Property Owners Association East (Association) do not result in an agreement to construct either the Proposed Action or Alternative 1 at Poker Bar and it is clear that the Association and its members want a County road, a subsequent NEPA/CEQA document tiered from this EA/EIR will need to be prepared to fully analyze the impacts of such an action.

24-h: Though the proposed action is not a public bridge or roadway approach, the maximum 4.67 percent grade and 2% cross-slope of the bridge(s) are less than the Trinity County maximum of 10% and 4% (in icy conditions), respectively.

The existing left approach roadway (Bridge Road) grade will be reduced approximately 2% resulting in a less steep approach grade of 11.5% (page 2-79).

24-i: If Bridge Road were made into a Trinity County Road, the Trinity County Transportation Department would be responsible for all maintenance, including snow plowing. However, as stated above, such an alternative has not been fully analyzed and cannot be adopted at this time without subsequent environmental review of a public road and bridges at Bridge Road.

24-j: It would be up to the appropriate school district (Douglas City or Trinity High) to determine the feasibility of delivering children to the school bus stop during heavy winter snows with a public or private bridge. It is the lead agencies understanding that the school bus will not cross the bridges currently because they are private. However, as stated above, a public road and bridge alternative has not been fully analyzed and cannot be adopted at this time without subsequent environmental review.

24-k: New construction will taper to match existing conditions at the farthest extents of the proposed action roadway construction.

24-l: Thank you for your comment. Your comment has been noted, and will be transmitted to the Planning Commission, the Board of Supervisors, and federal officials for their consideration in connection with the merits of the proposed project. No further response is required.

24-m: Thank you for your comment. Your comment has been noted, and will be transmitted to the Planning Commission, the Board of Supervisors, and federal officials for their consideration in connection with the merits of the proposed project. No further response is required.