

Some Green Bridge Replacement Issues

Can the old bridge be preserved and retrofitted? Probably not; engineers report that retrofitting is not a viable option and the Project Description notes no effect to cultural resources. The old bridge has been determined ineligible to the National Register of Historic Places. There are potential impacts on natural resources. Also, there is a “No-Build Alternative.”

Alternative 1 is a similar steel truss design. Avoid a historically incompatible modern concrete span.

The Project Description does not address the two smaller bridges at north and south sides of the project.

Width of bridge and approaches, assuming they will need to be significantly wider:

- Right-of-way adjacent to property (east side): McLean, Littleton, old RE office, vet.
- Effect on log cabin/old house (west side): little room without building removal.
- Bike lane(s) required? This would require significant widening.
- Potential loss of 4-5 pullouts.

Length of project area, North:

- Also replace concrete wetland bridge/culvert?
- Possibility of a raised causeway through restored wetland?

Length of project area, South:

- Does the project include rebuilding of the Levee Road intersection?
- Does the proximity of the new bridge to the intersection require relocation to south? (Doughty property)
- Sight lines (safety) have always been an issue here.
- Also replace concrete bridge?

Elevation (regulation and taking sea level rise into account):

- Flooding issues. Higher than extant bridge? If so, it would likely require increased land-fill in both directions: to at least B Street on north and south of Levee Road intersection on south, and altered entrances to vet and east side homes

Disruption during demolition and construction:

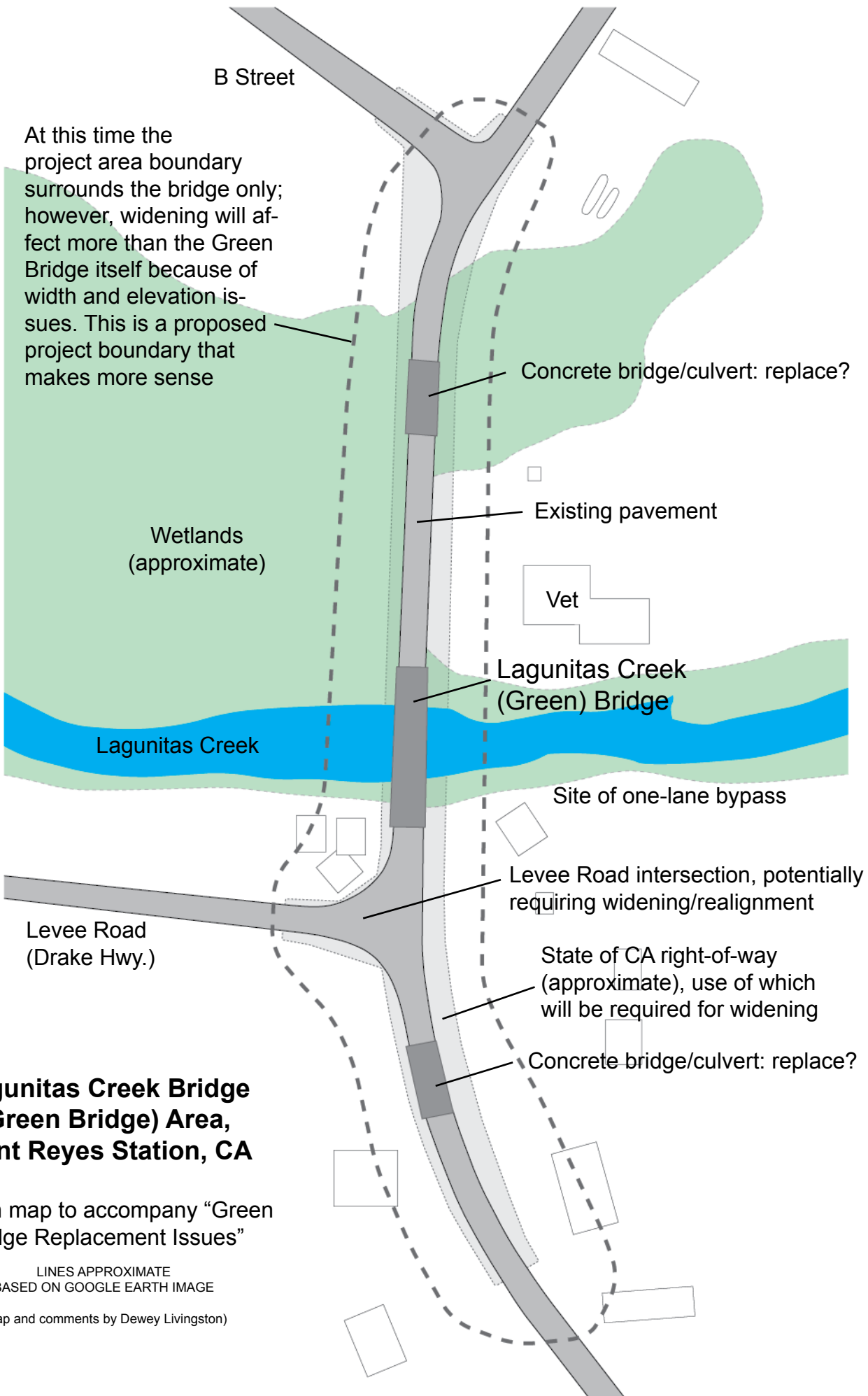
- Demolition/construction time not noted in Description; other source states 2-3 years.
- CalTrans' proposed location for a temporary bypass: the one-lane, signal-controlled system will be a nightmare on weekends.
- Full closure is not an option: Inverness Park-to-Point Reyes Station traffic detoured through Olema, Tocaloma and Black Canyon: 10 MILES = about 20 minutes.
- Potential for a pre-fab steel truss bridge to shorten construction time?

—Dewey Livingston, updated April 7, 2015

—SEE AERIAL PHOTO AND SKETCH MAP ON FOLLOWING PAGES—

(TOGGLE BETWEEN PHOTO AND MAP)





At this time the project area boundary surrounds the bridge only; however, widening will affect more than the Green Bridge itself because of width and elevation issues. This is a proposed project boundary that makes more sense

Concrete bridge/culvert: replace?

Existing pavement

Wetlands (approximate)

Vet

Lagunitas Creek (Green) Bridge

Lagunitas Creek

Site of one-lane bypass

Levee Road (Drake Hwy.)

Levee Road intersection, potentially requiring widening/realignment

State of CA right-of-way (approximate), use of which will be required for widening

Concrete bridge/culvert: replace?

Lagunitas Creek Bridge (Green Bridge) Area, Point Reyes Station, CA

Sketch map to accompany "Green Bridge Replacement Issues"

LINES APPROXIMATE
BASED ON GOOGLE EARTH IMAGE

(map and comments by Dewey Livingston)