



Truxel Bridge Concept and Feasibility Study



Community Conversation

January 10, 2023

Project Team



Fedolia "Sparky" Harris
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Project Manager



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Agenda

1. Introduction – Gladys Cornell
2. Welcome & Opening Remarks – Councilmember Karina Talamantes
3. Project Introduction – Fedolia "Sparky" Harris
4. Introduction to Feasibility Study – Pamela Dalcin-Walling
5. Live Poll – All
6. Small Group Discussions - All

Welcome & Opening Remarks



District 3 Councilmember Karina Talamantes

What is the Truxel Bridge?

Presented by Fedolia “Sparky” Harris

What are we trying to address?

Limited connectivity across the American River:

- Creates a barrier to economic activity, land use development, social exchanges, and access to jobs
- Contributes to rush hour delays on I-5
- Contributes to longer emergency response times and limits evacuation alternatives
- Creates a barrier to recreational opportunities within the American River Parkway



What are we trying to address?

The river as a barrier causes longer trip lengths between origins and destinations that are physically close, which:

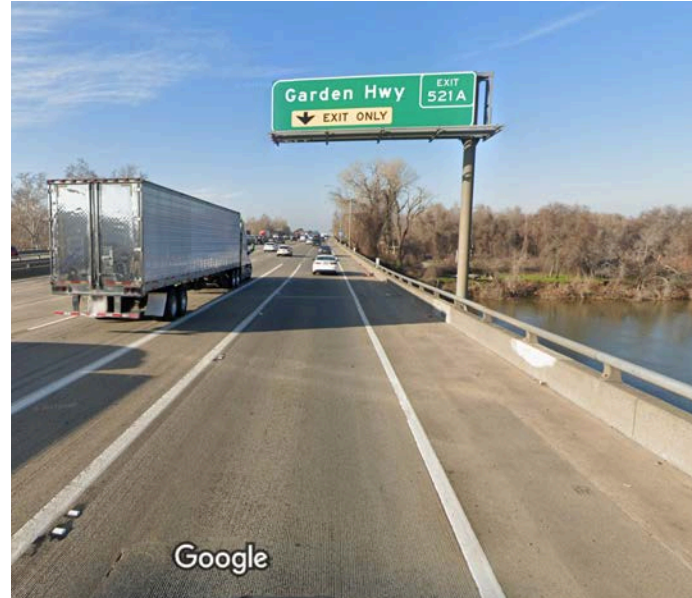
- Discourages walking and bicycling
- Impacts public health
- Leads to inefficient transit routing
- Consumes more fuel
- Generates higher levels of air pollutants and Greenhouse gas (GHG) emissions due to the reliance on automobiles



What are we trying to address?



Jibboom Street Bridge



I-5 Bridge



State Route 160 Bridge

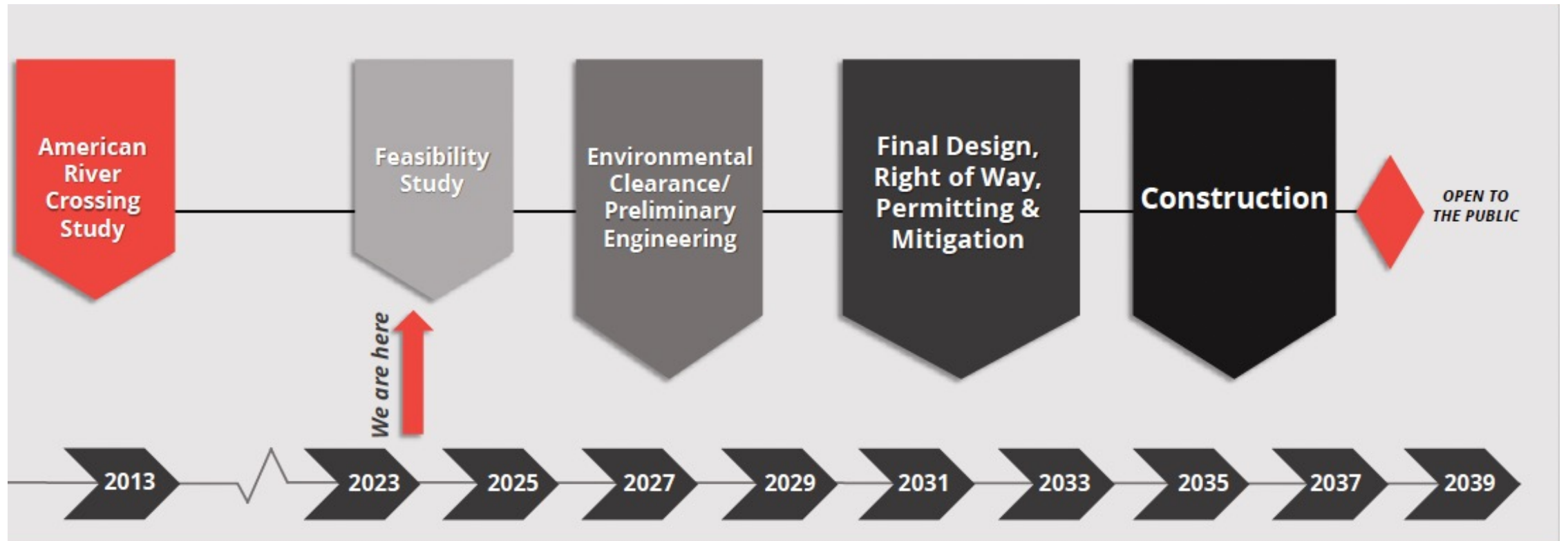
2013 City Council Direction



2013 City Council Direction



Next Steps



Feasibility Study

Presented by Pamela Dalcin-Walling

Objective of the Study

Evaluate and assess the constraints, risks, cost, and overall viability of the bridge crossing.



Study Components



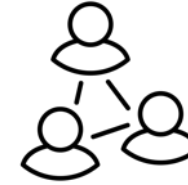
Engineering

- Survey
- Traffic Analysis
- Geotechnical
- Hydraulics
- Utilities
- Geometrics
- Structural



Environmental

- Biological Resources
- Cultural Resources
- Mitigation Opportunities
- CEQA & NEPA



Public Engagement

- Community Engagement Plan
- Project Website
- Project Information Sheets
- Pop-up Events
- Community Meetings

Areas of Assessment

The assessment will cover the following disciplines:

- Geometrics
- Flood Control
- Environmental
- Structures
- Funding

Geometrics – Cross Section

Completed To Date

- Identified elements for serving multiple modes of travel
- Coordinated with stakeholders to refine widths/placement of cross-sectional elements

Constraints Identified

- Existing infrastructure on Sequoia Pacific Blvd.

Next Steps

- Refine cross sectional elements, widths, and locations

Geometrics – Horizontal Alignment

Completed To Date

- Identified existing infrastructure (buildings, utilities)
- Identified existing environmental resources
- Developed alignments to reduce impacts

Constraints Identified

- Existing buildings on Sequoia Pacific Blvd.
- PG&E power line towers along Garden Highway
- Trail connections

Next Steps

- Determine if buildings can be avoided

Geometrics – Vertical Alignment

Completed To Date

- Completed survey to identify existing elevations of the site
- Identified clearance requirements from Coast Guard, FEMA, American River Flood Control

Constraints Identified

- PG&E power line along Garden Highway
- Levees along the American River and Steelhead Creek
- Elevation of Garden Hwy/Truxel

Next Steps

- Evaluate extent of walls needed

Flood Control

Completed To Date

- Coordinated with Army Corps of Engineers and Central Valley Flood Protection Board
- Obtained preliminary concurrence on vertical clearance from US Coast Guard

Constraints Identified

- Navigable waterway clearance
- Levee freeboard requirements
- Allowable impacts to water surface elevations

Next Steps

- Evaluate impacts from encroachments
- Develop mitigation options

Environmental

Completed To Date

- Initial identification of biological & cultural resources
- Coordinated with Sacramento County Regional Parks
- Initiated outreach to Native American tribes

Constraints Identified

- Cultural resources
- Biological resources (protected species, sensitive habitat, & waters)
- Limited mitigation opportunities

Next Steps

- Coordination with resource agencies (CDFW, USFWS, NMFS) & tribes

Structural

Completed To Date

- Identified height and length requirements for the bridge
- Identified potential pier locations and widths
- Identified potential structure types

Constraints Identified

- Vertical clearance requirements from the Coast Guard, Army Corps, FEMA
- Environmental resource locations as it relates to pier placement

Next Steps

- Pier optimization with flood control, environmental resources
- Optimizing bridge type with cost
- Assess foundation options and costs

Funding

Completed To Date

- Outreach to federal, state, and local representatives

Constraints Identified

- Magnitude of cost anticipated
- Availability of funding sources

Next Steps

- Identify cost range for project

Project Schedule

TASK	2023	2024	2025
Notice To Proceed	★		
Survey			
Public Engagement			
Preliminary Investigations			
Funding Strategy			
Feasibility Study			1/2025

Live Poll

1. Scan the QR code with your smartphone's camera to join the poll immediately.
2. Or, navigate to **menti.com** and enter the code below to join.

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3. Begin answering questions. The question will change once the presenter has moved to the next slide.



Small Group Discussions

1. What benefits do you think you, your family, and/or your community would have if there was a faster connection between your neighborhood and downtown/midtown?
2. What concerns might you currently have with the Truxel Bridge?
3. How would having a bridge that accommodates all modes of travel (auto, bike, pedestrian, and transit) change your current travel patterns?
4. Looking at the diagram that illustrates the current lane configuration options of the bridge, please share your thoughts on what you like/dislike about each concept and why.
5. Using the map in front of you, please trace the current route(s) you take for your trips to downtown/midtown. Tell us what challenges you face.

Stay Involved

- Sign up for email updates at [**www.bit.ly/TruxelBridge**](http://www.bit.ly/TruxelBridge)



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