NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT
FOR THE
TIM BELL ROAD OVER DRY CREEK - BRIDGE (38C-0073)
REPLACEMENT PROJECT

DATE: **1 February 2021**

TO: **Interested Agencies and Individuals**

FROM: **Stanislaus County Public Works Department**

The Stanislaus County Public Works Department (Public Works) is preparing an Environmental Impact Report (EIR) for the Tim Bell Road over Dry Creek Bridge Replacement Project. Public Works is soliciting the view of interested persons and agencies on the scope and content of the information to be included in the EIR. Agencies should comment with regard to information relevant to the agencies' statutory responsibilities, as required by Section 15082 of the California Environmental Quality Act (CEQA) Guidelines. Public Works will also accept written comments regarding the scope and content from interested persons and organizations concerned with the Project, in accordance with the CEQA Guidelines Section 15083.

The scoping comment period begins 1 February 2021 and ends 3 March 2021. Please direct all written comments to: Stanislaus County Department Public Works, Attention: Mr. Denis Bazyuk, 1716 Morgan Street, Modesto, CA 95358.

PROJECT LOCATION: The Tim Bell Road over Dry Creek Bridge Replacement Project is located along Tim Bell Road approximately 0.8 mile south of the intersection with Claribel Road, and approximately five miles northeast of the community of Waterford in eastern Stanislaus County (Figures 1 and 2). Tim Bell Road heads north and east from Waterford. The Stanislaus County General Plan lists Tim Bell Road as a Minor Collector with two lanes of traffic and 80 feet of right-of-way.

BACKGROUND: The existing 131-foot-long, 20-foot wide bridge was constructed in 1925. The bridge structure is a 90-foot reinforced concrete arch with open spandrel wood members and two 20-foot approach spans. The bridge is eligible for listing on the National Register of Historic Properties as an unusual example of a hybrid timber-concrete bridge. While the original timbers and deck have been replaced, the arch rings are intact and the bridge retains a fair degree of integrity of design, materials, workmanship, feeling, and association.

The bridge has a sufficiency rating of 53.3, and is currently classified as Functionally Obsolete due to several deficiencies. The bridge deck geometry and approach roadway alignment do not meet American Association of State Highway and Transportation Officials (AASHTO) standards. The bridge deck width is 20 ft, which does not meet the minimum AASHTO width of 24 foot (travel way plus 2 feet each side) for average daily traffic (ADT) below 400 vehicles. All wood spandrel caps, columns, bracing and sill plates are inadequate to support AASHTO standard truck loading. The concrete arch size is inadequate to support standard truck loading. The bridge wood barrier does not meet current AASHTO crash tested barrier capacity requirements. The bridge is overtopped during a 100-year storm. Wood spandrel bents are not adequate to resist seismic loading. The County evaluated the deficiencies and determined that bridge replacement was appropriate.

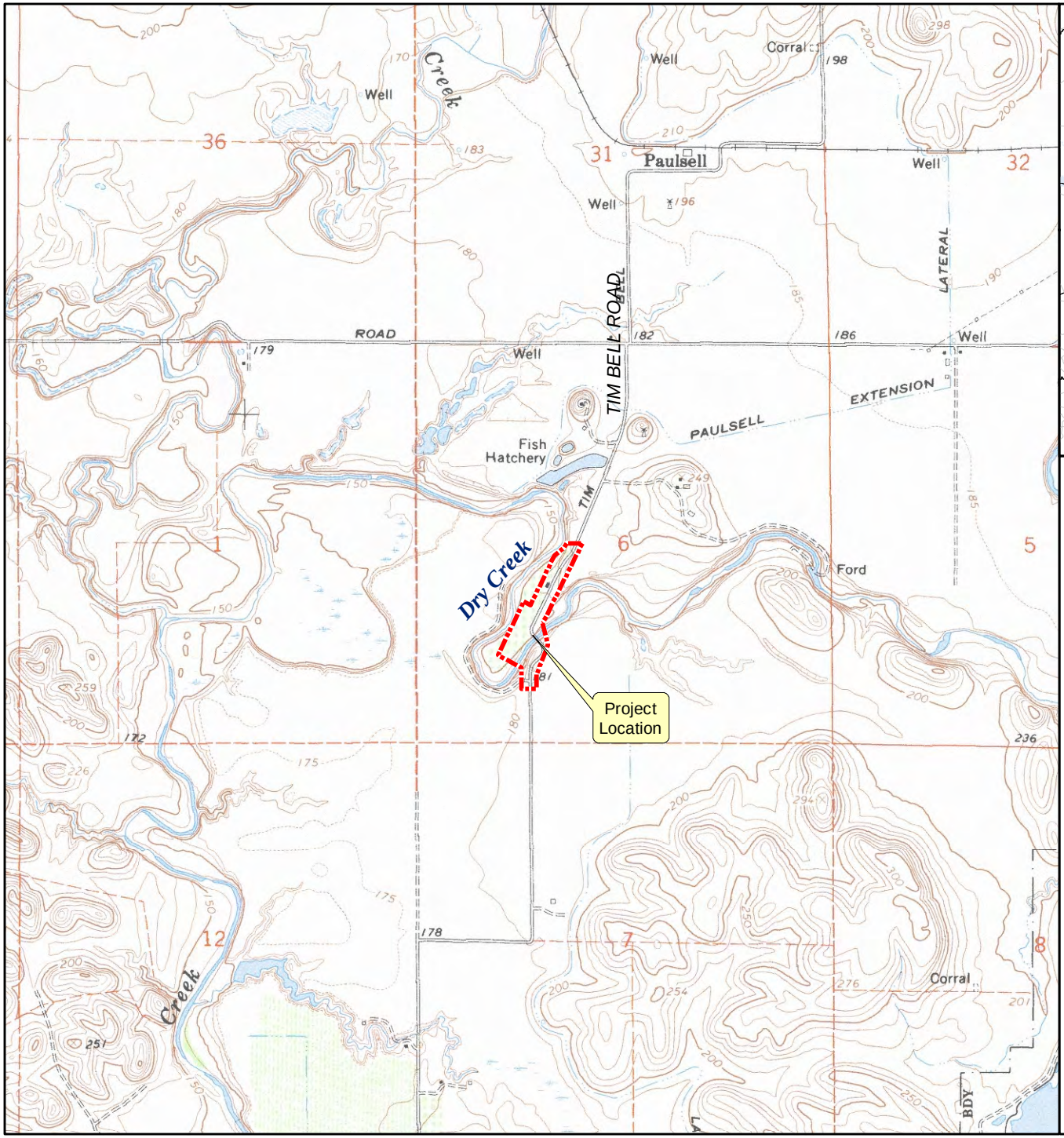
The primary objective of the project is to provide long-term safe vehicular and farm equipment across Dry Creek. The project will result in the removal of the existing, historic bridge. The demolition of a historic structure cannot be mitigated to less than significant under CEQA; therefore, the County will prepare a CEQA EIR.

PROJECT DESCRIPTION: Stanislaus County proposes to replaces the existing Tim Bell Road Bridge with a new, approximately 960-ft bridge that spans over the 100-year floodplain. The new, two-lane bridge will have a Caltrans approved 26-foot clear deck width. The deck width accommodates two 11-foot travel lanes and two 2-foot shoulders. The new bridge will be shifted downstream of the existing bridge. The new alignment improves sight distance, removes the existing S-curve, and provides for a 45 miles per hour design speed. The proposed Project

includes approximately 1,900-feet of road and bridge improvements. Road improvements south of the bridge will be approximately 220 feet long to safely conform into the existing alignment. At the north end of the Project, approximately 700 feet of road improvements avoids creating an S-curve. The bridge structure type will be a cast-in-place or precast concrete slab to minimize the elevation difference between the existing road profile and new profile in front of the private residence. At Dry Creek, the bridge span will be approximately 140 to 160 feet long to clear span the ordinary high water mark elevation.

Public Works will use Highway Bridge Program (HBP) funds to replace the existing structure to improve roadway safety and comply with the American Association of State Highway and Transportation Officials (AASHTO) design guidelines and County standards.

ENVIRONMENTAL PROCESS AND PUBLIC INPUT: Following receipt of input during the comment period, the County will prepare a Draft EIR that will describe the Project and alternatives (including a no project alternative as required by CEQA) and will identify the potential environmental effects and mitigation measures that may be necessary to minimize or avoid such effects. The Draft EIR will be made available for public review and input for a 45-day review period. The County will consider all comments received and will prepare a Final EIR which identifies any necessary changes to the Draft and provides responses to all comments on the Draft. The County Board of Supervisors will consider certification of the Final EIR prior to approval of actions required for undertaking the Project.



Tim Bell Road Over
Dry Creek Bridge (38C-0073)
Replacement
Stanislaus County, CA
26 September 2017

Figure 1. Location Map

Project Location

2,000 1,000 0 2,000 Feet

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Scale: 1 inch = 2,000 feet

USGS Quadrangle: Paulsell, CA (Photoinspected 1976)
o_sw0101.sid
7.5 Minute (C) Series, Albers Nad83 Mosaics (MrSID),
CASIL California USGS Digital Raster Graphics (DRG)

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Tim Bell Road over
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Project Study Area

Aerial Photograph: 20 June 2016
NAIP2016 USDA FSA Imagery
ESRI Imagery Basemap layer

Figure 2. Aerial Photograph

11094TimBellRdDryCkBridge_Fig2AerialPhoto.mxd