Yuba County
Community Development
Public Works Department
915 8th Street · Marysville, CA · 95901
Phone Number (530)749-5420 · Fax Number (530)749-5424

NOTICE OF PREPARATION

FROM: Yuba County
Community Development
Public Works Department
915 8th Street
Marysville, CA 95901

TO: Responsible Agencies, Trustee Agencies, and Interested Parties

DATE: August 24, 2022

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for the Waldo Road Over Dry Creek Bridge Replacement Project

Yuba County (County) will be the Lead Agency and will prepare a Draft Environmental Impact Report (EIR) for the proposed Waldo Road Over Dry Creek Bridge Replacement Project (Project), described below. We are interested in your agency's views as to the appropriate scope and content of the Draft EIR's environmental information pertaining to your agency's statutory responsibilities related to the Project. We will need the name of a contact person for your agency. For interested individuals, we would like to be informed of environmentaltopics of interest to you regarding the Project.

Because the County has already determined that an EIR is required for the proposed Project, and as permitted by State California Environmental Quality Act (CEQA) Guidelines Section 15060(d) (Preliminary Review), the County will not prepare an Initial Study for the Project. Further, the proposed Project, its location, and its potential environmental effects are described below. The County welcomes public input during the Notice of Preparation (NOP) review period.

Project Title: Waldo Road Over Dry Creek Bridge Replacement Project

Project Applicant: Yuba County, Department of Public Works

Project Location: The Project is located in rural Yuba County, roughly 14 miles northeast of Wheatland. Waldo Road is a generally north/south road and the bridge crosses Dry Creek on a generally north/south alignment.

Public Review Period: August 24, 2022 to September 24, 2022

Responses and Comments: Please send your responses and comments by September 24, 2022, to Sam Bunton, Public Works Department Assistant Director at sbunton@co.yuba.ca.us or at the following address. Please note that an email response is preferred if available to you.

Samuel L. Bunton, PE
Assistant Director
Yuba County Public Works Department
915 8th Street
Marysville, CA 95901

Document Availability:

This Notice of Preparation can be viewed on the County website at:

https://www.yuba.org/departments/community_development/public_works/index.php.

If unavailable on the website, you may obtain the document in electronic format by telephoning the Department of Public Works at (530)-749-5420, or by emailing Sam Bunton, Public Works Department Assistant Director at sbunton@co.yuba.ca.us. To request a PDF version of the document, please reference the Project title above. A hard copy can be viewed at the Public Works counter within the County Office located at 915 8th Street, Marysville, CA 95901. Current office hours are Monday through Friday, 8:00am to 4:00pm (closed 12:00pm to 1:00pm).

Project Description:

The County is proposing to demolish the existing bridge (Bridge No. 16C0006) and build a new bridge, approximately 100 feet upstream, to carry Waldo Road over Dry. Waldo Road and connecting roads Spenceville Road and Camp Far West Road, are all lightly traveled routes passing through rolling Sierra foothills terrain. The bridge is located within the Spenceville Wildlife Area, a 11,900-acre wildlife preserve and public outdoor recreation area administered by the California Department of Fish and Wildlife (CDFW).

The existing bridge is currently classified as structurally deficient, with a sufficiency rating of 9.3. A new bridge is necessary to meet current design and safety standards which can safely convey vehicles, including emergency response vehicles, and pedestrians across Dry Creek. The replacement bridge will meet current applicable County, America Association of State Highway and Transportation Officials, and Caltrans design standards.

The proposed new bridge is a continuous three-span, post-tensioned concrete box girder bridge. The spans are 72 feet, 96 feet, and 72 feet respectively. It will have two, twelve-foot travel lanes and two, four-foot shoulders and provide a clear width between barrier rails of 34 feet. A vehicular railing will be attached to the edge of deck of the new structure. The piers supporting the intermediate spans will be two, four-foot diameter columns pinned at their bases with end spans supported by seat type abutments with wingwalls protected by rock slope protection. Abutments 1 and 4 (the end supports) will be founded on spread footing foundations, both embedded and doweled into intact rock at each support.

The new bridge will require a realignment of the roadway, which will correct the existing substandard curves on roadway approaches to the bridge. The vertical profile of the new bridge will be raised slightly to provide sufficient water conveyance beneath the bridge during flood events. This will also require a slight rise in the approach roadway elevation, which will gradually decrease until the realigned roadway conforms to the existing roadway elevations.

Once the new bridge has been constructed, the existing bridge would be demolished. Preservation and maintenance of the bridge is not possible due to the presence of hazardous lead paint throughout the structure, the non-standard design components, substandard curves, unprotected pedestrian access, and on-going timber and steel maintenance issues.

Acquisition of permanent right-of-way is anticipated for this Project. Since the proposed alignment is shifting

the new bridge to the east along with new approach alignments, Yuba County will no longer need right-of-way a portion of the existing right-of-way along the existing alignment, which can be given to CDFW for use in the Spenceville Wildlife Area.

Environmental Factors Potentially Affected
The County has determined that the proposed Project will require preparation of an EIR pursuant to CEQA. The following environmental topics will be addressed in the EIR.

Aesthetics: The EIR will describe the aesthetic and urban design implications of the proposed Project, including its visual relationships to the surrounding vicinity and the potential visual impacts perceived by vehicular users.

Air Quality: The EIR will describe the potential short- and long-term impacts of demolishing the existing bridge and constructing a new bridge on local and regional air quality based on methodologies defined by the Feather River Air Quality Management District.

Biological Resources: The EIR will evaluate potential impacts on biological resources, including the California black rail, tricolored blackbird, and Swainson's hawk, resulting from demolishing the existing bridge and constructing a new bridge.

Cultural Resources: The EIR will describe anticipated adverse impacts and mitigation needs associated with cultural resources, including demolition of the existing bridge which is eligible for the National Register of Historic Places.

Energy: The EIR will evaluate whether there are any inefficient, or unnecessary consumption of energy resources.

Geology and Soils: The EIR will describe the potential geological and paleontological implications of the Project.

Greenhouse Gas Emissions: The EIR will describe the potential impacts on local greenhouse gas emissions and global climate change, following the latest approach and methodologies recommended by State and regional agencies that could result from the proposed bridge replacement.

Hazards and Hazardous Materials: The EIR will describe the potential for hazardous material use or hazardous waste investigation anticipated from the Project and will describe any associated potential impacts and mitigation needs. Potential construction period hazards, hazardous material impacts, and mitigation needs will also be described.

Hydrology and Water Quality: The EIR will evaluate potential impacts on hydrology and waterquality resulting from demolition of the existing bridge and construction of a new bridge upstream, including possible effects related to drainage and flooding.

Land Use and Planning: The EIR will describe the potential effects of the Project on existing and planned land use characteristics in the Project vicinity.

Noise: The EIR will describe potential construction and long-term operation noise (traffic,mechanical systems etc.).

Public Services: The EIR will describe potential impacts, including temporary construction impacts, on public services and any mitigation needs.

Transportation: The EIR will describe the transportation and circulation implications of the proposed Project, including its resulting vehicle miles travelled.

Tribal Cultural Resources: The EIR will describe potential impacts to tribal cultural resources and describe the results of tribal consultation.

Utilities and Service Systems: The EIR will describe potential impacts on local utility and service systems.

Wildfires: The EIR will describe potential increases in exposure/risk to wildfires to the Project siteand surrounding areas