



**COUNTY OF NEVADA
COMMUNITY DEVELOPMENT
AGENCY
DEPARTMENT OF PUBLIC WORKS**

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**NEVADA COUNTY BOARD OF SUPERVISORS
Board Agenda Memo**

MEETING DATE: August 15, 2017

TO: Board of Supervisors

FROM: Jessica Hankins, Public Works Project Manager

SUBJECT: **Resolution Adopting the Initial Study/Mitigated Negative Declaration for the Soda Springs Bridge over South Yuba River Replacement Project – District 5**

RECOMMENDATION: Approve the attached Resolution adopting the Initial Study/Mitigated Negative Declaration (IS/MND) for the Soda Springs Bridge over South Yuba River Replacement Project, pursuant to Section 15074 of the California Environmental Quality Act Guidelines, based on the findings contained in the Resolution.

FUNDING: This project is primarily funded with Highway Bridge Program (HBP) and impacts the Roads Engineering Division FY 2017/18 budget. No budget amendment is needed and there is no impact on the General Fund.

BACKGROUND: The existing Soda Springs bridge over the South Yuba River was constructed in 1965 and consists of an approximately 29-foot wide by 32-foot long, 2-span, steel multi-girder superstructure with a reinforced concrete deck. The existing bridge requires continuous maintenance to manage the delamination of the deck slab. The bridge is the only all-season access to and from the Serene Lakes residential community with over 800 cabins and the Soda Springs Ski Resort, and is a high-use bicycle route during the summer months. The only alternative route is a long, unmaintained mountainous dirt road from Soda Springs Road to Foresthill that is typically impassable from November to June. During the winter months, the South Yuba River commonly overtops the bridge, and heavy snowfall is known to block vehicle access. A contributor to the flooding is the formation of an ice dam at the upstream face of bridge that occurs when high flows carry snow and ice within the river channel. This has happened the past two winters and at several other times in the past, leaving 300 to 400 residents stranded.

Caltrans maintenance inspection records show that the bridge is structurally deficient due to its deck condition and does not meet hydraulic requirements, being unable to convey 50- and 100-year flood events.

PROJECT DESCRIPTION: The proposed project will replace the existing structure with a single span cast-in-place reinforced concrete slab bridge, approximately 44 feet long by 40 feet wide. The bridge will accommodate two 12-foot lanes, two 3-foot shoulders, a 6-foot sidewalk, and bridge railings at each edge of deck. The bridge will be supported by two spread footing abutments and will be able to withstand modern traffic loading will demands, meet modern safety standards, and accommodate river and ice flows.

At least one lane of Soda Springs Road will remain open during construction, as this road is the only all-weather access to the Serene Lakes residential community. A temporary detour constructed on a temporary embankment across the river just upstream of the bridge is anticipated to accommodate traffic during bridge construction. All roadway and structure improvements are anticipated to fall within existing right-of-way. Temporary easements will likely need to be acquired prior to construction.

PROJECT SCHEDULE: Once the proposed IS/MND is adopted, additional project milestone delivery dates are anticipated as follows. These subsequent project phases will not begin until the CEQA/NEPA processes have been completed.

1.	Right of Way Certification	Winter 2017-18
2.	Request for Authorization Construction	Summer 2018
3.	Board Approval to Advertise Construction	Winter 2018-19
4.	Award Construction Contract	Spring 2019
5.	Begin Construction	Summer 2019
6.	Complete Construction	Fall 2019

ENVIRONMENTAL REVIEW: A number of technical studies were prepared for the project and used in the analysis of environmental impacts in the IS/MND. These include an Archaeological Survey Report, an Initial Site Assessment, a Natural Environment Study, a Historic Property Survey Report, a Habitat Assessment for Sierra Nevada Yellow-Legged Frog, and a Water Quality Assessment Report. The environmental review identified the following environmental issues and mitigations. All impacts can be mitigated to a less-than-significant level. Mitigation measures are included in Appendix F to the IS/MND.

Air Quality: The project's construction emissions were estimated using the Roadway Construction Emission Model by the Sacramento Metropolitan Air Quality Management District (SMAQMD 2016), which is the accepted model for all CEQA roadway projects throughout California. The model results were compared to the NSAQMD significance thresholds, and it was found that project construction would not exceed emission thresholds established by the NSAQMD except for Level A of NOx significance thresholds during project construction. Additional air quality impacts could occur from the release of diesel exhaust and PM₁₀ dust concentrations in the construction area. Air quality impacts would be *less than significant with mitigation* with implementation of Mitigation Measures 3B and 3C, which include using alternatives to open burning when feasible, providing traffic control during construction to improve traffic flow, and implementing dust control measures during construction.

Biological Resources: Database searches identified 47 regional species of special concern with potential to occur within the project vicinity. An analysis of habitat requirements and recorded occurrences determined that only four of these species (Sierra Nevada yellow-legged frog, Southern long-toed salamander, willow flycatcher, and yellow warbler) have the potential to occur within the project impact area. None of the species was observed within the project area during field surveys, but they are still considered to have the potential to occur in the area based on presence of potentially suitable dispersal habitat and regional occurrences. In addition, the project would permanently impact 0.03 acre and temporarily affect 0.10 acre of montane riparian habitat from vegetation removal and site grading during construction. The proposed project would minimize impacts to montane riparian habitats with numerous measures including but not limited to pre-construction staking and fencing, BMPs, pre-construction surveys, environmental awareness training for construction personnel, and implementation of a Stormwater Pollution Prevention Plan (SWPPP). With these measures as identified in Mitigation Measures 4A and 4B, the project will have impacts to biological resources that are *less than significant with mitigation*.

Cultural Resources: Soda Springs Bridge over South Yuba River is not considered a historical structure and is not eligible for listing in the National Register of Historic Places. The project as proposed does not directly affect any known historic or prehistoric resource. No historic or prehistoric resources were recorded during the pedestrian survey within the Area of Potential Effects. However, there is potential for unanticipated discovery of cultural resources, including historic, prehistoric, and paleontological resources, during project construction. This impact would be *less than significant with mitigation* with the implementation of Mitigation Measures 5A and 5D which require notification of the appropriate entities if cultural resources are discovered during construction.

Geology/Soils: The project would remove vegetation on the banks of the South Yuba River, potentially destabilizing the slopes. BMPs described in Measure 4B would minimize potential for erosion and sediment transport during and post construction. In addition, the project area is greater than 1 acre in size, so the County would be required to obtain a 402 general construction permit for the project. As part of this permitting process, a SWPPP would be developed to protect surface waters and prevent erosion and sediment transport. Project-related loss of topsoil or erosion would therefore be *less than significant with mitigation*.

Hazards/Hazardous Materials: Although a Leaking Underground Storage Tank (LUST) site was identified at the Soda Springs Ski Area, the project would not impact this or any other hazardous waste site. Lead and asbestos samples taken from the bridge paints and coatings were evaluated and determined not to contain any detectable lead or asbestos. Further analysis and evaluation of soil sources of aerially deposited lead (ADL) were also conducted, and no hazardous levels of ADL were identified within the project limits. However, evaluation of soil samples did demonstrate concentrations of Naturally Occurring Asbestos that require engineering controls to minimize potential aerial dispersion during construction. An Asbestos Dust Management Plan will be implemented during construction, and no soil/rock material from the areas of 0.25% concentration asbestos or greater may be used during construction as described in Mitigation Measure 8B. In addition, should a spill of contaminants occur during construction, it would be remediated immediately to minimize the potential for impacting public health by use of a spill cleanup kit as described in Measure 8B. Release of hazardous materials are therefore anticipated to be *less than significant with mitigation*.

Hydrology/Water Quality: The Van Norden Dam Modification Project, currently proposed by Truckee Donner Land Trust (TDLT) just upstream of the Soda Springs Bridge over South Yuba River, would notch the Van Norden Lake dam level approximately 5 feet. In October 2015, TDLT opened the

22-inch culvert below the dam, and the valve remains open as of this writing. This condition was in place during the technical studies prepared for and design of the current Soda Springs Road Bridge project. Increased flows from the Van Norden Dam Modification Project have been considered throughout the project planning process, technical studies, and design of the Soda Spring Road Bridge replacement. The elimination of the mid-stream pier wall combined with raising the profile of the bridge will allow the new bridge to accommodate river flows without overtopping. The soffit of the new bridge will be set to clear the 100-year water surface elevation and accommodate ice flows.

Construction activities associated with the project would include disturbances to the ground surface from demolition and removal of the existing bridge, grading, and new bridge construction. Removal of the existing riparian vegetation would increase the potential for slope erosion and suspended sediment load in South Yuba River. In addition, operation of mechanized equipment near South Yuba River may increase the risk of petroleum products, paints, and other construction related chemicals from accidentally entering South Yuba River and negatively impacting wildlife, groundwater, and downstream water quality. Any accidental spill would be minimal and not cause long-term water quality impacts. However, water quality BMPs in Mitigation Measures 4B and 9A have been incorporated into the project design. A single-span bridge with no pier foundations in the river will also minimize environmental issues associated with mid-stream foundation construction. Project-generated polluted runoff is therefore anticipated to be *less than significant with mitigation*.

Noise: The nearest potential noise receptor to the project site is a residence approximately 750 feet to the northeast of the project area. Construction of the project would result in a temporary increase in the noise environment. During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction equipment is expected to generate noise levels ranging from 70 to 90 dB at a distance of 50 feet. At a distance of 750 feet, construction noise will decrease by approximately 20 dBA and is anticipated to be less than the 75 dBA Lmax (maximum noise level) standard; therefore, anticipated temporary construction noise would be less than Lmax standards set for Nevada County and would not significantly raise Leq (average noise levels). Although the County's Zoning Code does not apply noise standards to temporary construction, Mitigation Measure 12D restricts construction to the hours between 7:00 am and 7:00 pm Monday through Friday, and 8:00 to 6:00 pm on Saturday and Sunday. Exposure of persons to noise levels in excess of the County's adopted standards would therefore be *less than significant with mitigation*.

Tribal Cultural Resources: To determine if any tribal cultural resources are located in the project area, a record search was conducted through the North Central Information Center, the Native American Heritage Commission reviewed the Sacred Lands File, an archaeologist conducted a pedestrian surface survey of the project site, and local Native American tribes were contacted for input on potential project impacts to tribal resources. Tribal cultural resources were not identified in any of these investigations. However, as with any project that involves subsurface excavation, there is the potential for accidental discovery of previously unidentified resources. Measures 5A and 5D addressing accidental discovery of cultural resources has been incorporated into the project design to reduce potential project-related impacts to tribal resources to *less than significant with mitigation*.

COMMENTS RECEIVED: The IS/MND was circulated to various agencies and surrounding property owners for comment for a 30-day period, from June 16 to July 17, 2017. Comments were received from the Native American Heritage Commission (NAHC), Regional Water Quality Control Board (RWQCB), and South Yuba River Citizens League (SYRCL) (shown in Appendix G to the IS/MND). The letters from the NAHC and RWQCB were form letters previously received on other

projects, while the letter from SYRCL indicates support of the bridge replacement to resolve existing flooding and erosion issues. All comments are addressed in Appendix G to the IS/MND. The IS/MND adequately addresses all concerns, and no revisions to the IS/MND are necessary. As requested, SYRCL will be notified of any water quality monitoring efforts to monitor potential sediment inputs to the South Yuba River.

Item Initiated by: Jessica Hankins, Public Works Project Manager

Approved by: Trisha Tillotson, Director of Public Works

Attachment: Resolution Adopting the IS/MND, with the IS/MND (Exhibit A), Mitigation Monitoring and Reporting Program (Appendix F to Exhibit A) and Response to Comments (Appendix G to Exhibit A)

TT:JH:kw

Submittal Date: July 26, 2017