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NEVADA COUNTY BOARD OF SUPERVISORS
Board Agenda Memo

MEETING DATE: June 22, 2021
TO: Board of Supervisors
FROM: Trisha Tillotson, Director of Public Works
SUBJECT: **Resolution Adopting the Initial Study/Mitigated Negative Declaration for the Dog Bar Road Bridge over Bear River Replacement Project – District 2**

RECOMMENDATION: Approve the attached Resolution adopting the Initial Study/Mitigated Negative Declaration (IS/MND) for the Dog Bar Road Bridge over Bear 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 does not impact the Roads Engineering Division FY 2021/22 budget. No budget amendment is needed and there is no impact on the General Fund.

BACKGROUND: The existing Dog Bar Road Bridge over Bear River was constructed in 1935 and rehabilitated in 2000. The bridge crosses Bear River separating Nevada and Placer Counties. The current bridge is 195' long with a deck width just under 14' wide allowing one car at a time to travel over the bridge. The existing bridge does not include a sidewalk, however, is utilized by pedestrians who visit the area for recreational purposes.

Based on the Feasibility Study conducted in April 2020, the removal of the existing bridge and replacement with a new, broadened curve radius was found to be the most responsive solution. The existing bridge has deficiencies related to structure capacity and functionality; a Caltrans inspection report dated August 2019, gave the bridge a 45.6 Sufficiency Rating. The Highway Bridge Program (HBP) requires that any funded project raise the bridge sufficiency rating above 50; the sufficiency rating cannot be increased above 50 without replacement.

PROJECT DESCRIPTION: The Dog Bar Road Bridge (No. 17C-0031) over Bear River carries two-way traffic on a one-lane bridge connecting Nevada and Placer Counties. The narrow bridge with a curb-to-curb roadway width of 13 feet and 8 inches does not meet standards for bridge cross

sections. Additionally, the sharp curves at each end of the bridge roadway approaches have resulted in impacts to the bridge railing.

The historic value of the existing bridge is listed as a Category 5 Bridge in the Caltrans bridge inventory, indicating that it is not eligible for inclusion in the National Register of Historical Places. Therefore, the existing bridge will be removed and a two-lane, cast-in-place prestressed concrete box girder bridge, approximately 235 feet long, will be built directly upstream.

The following features are anticipated as part of the new bridge:

- An approximately 36' wide bridge (includes two lanes each 11' wide and one 5' sidewalk)
- 135' curve radius (helps to accommodate larger trucks)
- New roadway realignment at entry points to the bridge

Traffic will be relatively undisturbed on the existing bridge during construction with the existing bridge being removed after traffic is moved onto the new bridge. This allows for a much shorter construction time with the new bridge being built in one season.

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 2021
2.	Request for Authorization Construction	Spring 2022
3.	Board Approval to Advertise Construction	Summer 2022
4.	Award Construction Contract	Winter 2022
5.	Begin Construction	Spring 2023
6.	Complete Construction	Fall 2024

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 Historic Property Survey Report and Archaeological Survey Report (HPSR/ASR), an Initial Site Assessment, a Natural Environment Study (NES), 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 D of 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), which is the accepted model for all CEQA roadway projects throughout California. Air quality impacts would be *less than significant with mitigation* with implementation of Mitigation Measure AQ-1, which includes a Fugitive Dust Control Plan issued by the Northern Sierra Air Quality Management District.

Biological Resources: No federally threatened species were determined to have a potential of occurring within the BSA. One California special status species, the FYLF, is presumed to be present within the BSA and, while the project is not anticipated to substantially alter habitat, activities could potentially impact individual FYLF. Mitigation measures will be put in place to

reduce impacts to the FYLF and additional measures to prevent harm to other wildlife will be implemented. The proposed project would minimize impacts to montane riparian habitats with numerous measures including but not limited to pre-construction staking and fencing, Best Management Practices (BMP), pre-construction surveys, environmental awareness training for construction personnel, and implementation of a Stormwater Pollution Prevention Plan (SWPPP). With these measures and additional measures identified in Mitigation Measures BIO-1 through BIO-21, the project will have impacts to biological resources that are *less than significant with mitigation*.

Cultural Resources: A review of the geologic formations, occurrences of bedrock located in the Area of Potential Effect (APE), and the steepness of the slopes, indicate that the APE has a low potential for intact archaeological resources. Modern realignment of the road, construction of the bridge, and construction of paved and graveled parking areas also contributes to the low potential for the presence of archaeological resources within the APE. Additionally, it was noted during the survey that the river is a high energy environment, which has annual flood events, and would not be considered a depositional environment, further contributing to the low potential for the APE to contain archaeological resources.

As a result of these identification efforts, no prehistoric or historic-era archaeological resources were identified within or immediately adjacent to the APE. At this time, no further archaeological study is required unless project plans change to include areas not previously included in the project APE or if additional information is received from other sources or special interest groups. As requested, the Colfax-Todds Valley Consolidated Tribe will be kept apprised of the anticipated construction schedule. Both the Colfax-Todds Consolidated Tribe and the United Auburn Indian Community of the Auburn Rancheria will be contacted should Native American cultural resources be discovered within the APE due to project activities. With the implementation of Mitigation Measures CUL-1 through CUL-3, the project will have impacts to cultural resource that are *less than significant with mitigation*.

Hazards/Hazardous Materials: Potential hazardous materials during construction activities could occur due to disturbance. However, the release of such hazardous materials associated with construction is unlikely with the implementation of a Spill Containment and Countermeasure Plan that would be required of the project prior to the start of construction per Mitigation Measure HAZ-1 resulting in a *less than significant impact with mitigation*.

Hydrology/Water Quality: The project would add a net impervious surface area of approximately 0.17 acres for the build alternative but would include an approach drainage system to direct runoff appropriately. The impervious surface generated by the project is the minimum area practicable to meet the project objectives and minimum width roadway design standards. Design pollution prevention BMPs will be included during final design. The project anticipates temporary impacts to waters within the project area. However, the proposed project has been designed to minimize all

temporary impacts to the maximum extent practicable through the use of BMPs and implementation of regulatory permit conditions.

Noise: Construction noise from this project would be intermittent, and noise levels would vary depending on the type of construction activity. The loudest construction activities may include engine noise from construction vehicles, jack hammering, and pile driving. For this project, the lowest construction equipment-related noise levels would be 55 dBA at a distance of 50 feet for sound from a pick-up truck. The highest noise levels would be up to 90 dBA (at a distance of 50 feet) for piledriving and for equipment involved in general bridge demolition activities. However, due to the variation in topography and distance to the nearest sensitive receptor, no adverse noise impact from construction would be anticipated and construction activities would be conducted in accordance with Nevada and Placer County requirements.

Tribal Cultural Resources: The project is not anticipated to cause a substantial adverse change in the significance of a Tribal Cultural Resource (TCR) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historic resources as defined by the Public Resource Code section 21074. No cultural resources were identified during the visual survey, record search and Native American consultation. No impacts to archaeological resources are anticipated as a result of the project. However, with any project involving ground disturbance, there is a possibility that cultural resources may be unearthed during construction. Implementation of Mitigation Measures CUL-1 through CUL-3 would reduce this impact to a *less than significant level*.

COMMENTS RECEIVED: The IS/MND was circulated to various agencies and surrounding property owners for comment for a 30-day period, from March 26, 2021 to April 26, 2021. 42 comments were received that included comments from the Central Valley Regional Water Quality Control Board, County of Placer, County of Placer Parks Division, and 39 community members (shown in Appendix F of the IS/MND). The majority of comments focused on recreational concerns. Staff is working with Caltrans to add a sidewalk to the bridge that would help address concerns raised during the comment period. A public meeting was held on May 20, 2021 to discuss recreational concerns with the public being informed of the process and appreciative of the accommodations being made to ensure trail access, address parking concerns, and request Caltrans approval of funds for the sidewalk. All comments are addressed in Appendix F of the IS/MND. The IS/MND adequately addresses all concerns and updates were made to the 2.16 Recreation section of the document to include mention of the sidewalk on the bridge, public access to the existing trails, and parking.

Item Initiated by: Patrick Perkins, Principal Engineer

Approved by: Trisha Tillotson, Director of Public Works

Submittal Date: May 4, 2021

Revised Date: June 4, 2021