

**Contra
Costa
County**
PUBLIC WORKS DEPARTMENT
INITIAL STUDY OF
ENVIRONMENTAL SIGNIFICANCE

PROJECT NUMBER: 0662-6R4119
CP# 16-35

PROJECT NAME: Marsh Drive Bridge Replacement over Walnut Creek

PREPARED BY: Laura Cremin, Environmental Services Division DATE: August 29, 2019

APPROVED BY: Teena B. Horvath DATE: 9/16/2019

RECOMMENDATIONS:

- Categorical Exemption: §1530 [Class] Mitigated Negative Declaration
 Environmental Impact Report Required Conditional Negative Declaration

The project will not have a significant effect on the environment. The recommendation is based on the following: There is no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, pursuant to 15063 (b) (2) of the CEQA guidelines.

What changes to the project would mitigate the identified impacts: N/A

USGS Quad Sheet: Walnut Creek	Base Map Sheet #: G-14	Parcel #: N/A
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GENERAL CONSIDERATIONS:

- Location:** Marsh Drive, approximately 0.2 miles west of Solano Way, Concord and Pacheco, Contra Costa County.
- Project Description:** Contra Costa County Public Works Department (CCCPWD), in cooperation with the California Department of Transportation (Caltrans), proposes to replace Marsh Drive Bridge (#28C-0442) over the Walnut Creek Channel (Project). The existing bridge is identified as structurally, seismically, and hydraulically deficient. The purpose of the Project is to replace the existing bridge to meet current design standards to provide safe public access. Project construction is expected to begin in fall 2021 or spring 2022 and take approximately 24 – 30 months to complete.

The existing bridge was originally built as a 6-span concrete slab bridge in 1938, and was lengthened in the 1960s to a 10-span bridge. The bridge is currently 325 feet long by 34 feet wide. The new bridge will be designed to correct all of the existing bridge deficiencies and handle the seismic loads as well as the hydraulic flows within the channel. The proposed bridge replacement will be a 5-span bridge, pre-stressed concrete slab structure on concrete piles that is longer and wider than the existing bridge, at approximately 340 feet long and 55 feet wide. The existing bridge will be demolished and the new bridge will be raised approximately seven feet with fewer supports in the channel to meet hydraulic standards.

The proposed bridge will re-align Marsh Drive slightly to the north while utilizing a larger horizontal curve on the east in order to improve safety. To improve the roadway alignment and horizontal curve at the bridge, there will be approximately 350 to 500 linear feet of roadway approach work at each end of the bridge. In its final configuration the proposed bridge will accommodate two lanes of vehicular traffic (one in each direction) with pedestrian facilities on each side of the road. The Project will also include a separated path along the south side of the bridge that will tie into the existing Iron Horse Trail at the southeastern side of the bridge.

The Project will use staged construction to avoid bridge closure and traffic detours. The existing bridge will be demolished after the new bridge is constructed in order for the existing bridge to provide traffic and pedestrian/bicycle access while the new bridge is being constructed. Two lanes of vehicular traffic (one in each direction) and a pedestrian/bicycle access route will be maintained during each phase of construction. Standard traffic control will be used during construction. Work will occur in the creek and dewatering and/or stream diversion is anticipated. Ground disturbance will be necessary; depth will vary between Project elements. The maximum depth of excavation for Project work will be approximately 50 feet for the installation of foundation piles (using drilling), approximately 20 feet for bridge abutments and bents, approximately five feet for general roadway work, and approximately 15 to 20 feet for some utility relocations. Vegetation removal may be necessary throughout the Project area. Disturbed areas will be stabilized following construction. A public outreach presentation was held at the Buchanan Airport in December 2018.

- Does it appear that any feature of the project will generate significant public concern?**

Yes No maybe (Nature of concern):

- Will the project require approval or permits by other than a County agency?**

Yes No

California Department of Transportation (Caltrans)/Federal Highway Administration; City of Concord; U.S. Army Corps of Engineers (Clean Water Act, Section 404 –Nationwide Permit; Rivers and Harbors Act, Section 408); San Francisco Regional Water Quality Control Board (Clean Water Act, Section 401- Water Quality Certification); State Water Resources Control Board (Clean Water Act, Section 402 - National Pollution Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities); California Department of Fish and Wildlife (Fish and Game Code, Section 1600 - Lake and Streambed Alteration Agreement); East Bay Regional Park District

- Is the project within the Sphere of Influence of any city?** Yes (Concord)