

Notice of Preparation

Notice of Preparation

To: _____ From: California Department of Transportation/ District 4

111 Grand Aveune, MS 8B

Oakland, CA 94612

Subject: Notice of Preparation of a Draft Environmental Impact Report

The California Department of Transportation will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (☐ is ☒ is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Nathan Roberts/ Associate Environmental Planner at the address shown above. We will need the name for a contact person in your agency.

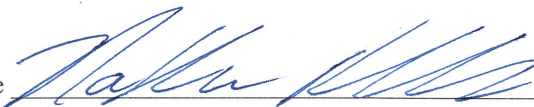
Project Title: 04-2K150 Bridge Rail Replacement, Napa County

Project Applicant, if any: California Department of Transportation/ District 4

Date

10/22/19

Signature



Title

Associate Environmental Planner

Telephone

1-510-286-6303

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

Potential Environmental Impacts

A preliminary environmental analysis was completed for this project in 2017 for this project to potential areas for concern for human and natural resources that may be permanently or temporarily affected by the project. Since this time, further investigations of the project and development of potential alternatives has revealed the following area of concerns.

Biological Resources: Resources in the project area include upland scrub and landscape habitats, riparian and stream habitat, and surrounding vineyards and residential. Impacts to natural resources will result from work in the creeks, removal of vegetation along the roadway and modification to the bridge decks. Listed or protected species expected to occur in the Project area that might be impacted by construction include steelhead salmon, California freshwater shrimp, western pond turtle, California red-legged frog, foothill yellow-legged frog and migratory birds and raptors. Impacts to natural habitats include wetlands and waters, and riparian and upland habitats.

Community Impacts: The bridges are both located on State Route 29 in the City of St. Helena at the south end and the north end of the city. The surrounding properties are wineries along with the historic main street of St. Helena. This section of SR 29 is used for both commuters and recreational seekers/ tourists from surrounding communities like the Bay Area and the Sacramento and San Joaquin Valleys. Traffic delays caused by construction activities and lane closure have the potential to add travel time to the road users and cause potential effects to the community of St. Helena.

Community Character: York Creek Bridge and Sulphur Creek Bridge are distinctive bridges to St. Helena that have been there for well over 50 years. They have the potential to be valued resources to the residents of St. Helena and visitors to the City and Wineries.

Cultural Resources: York Creek Bridge and Sulphur Creek Bridge are not eligible for listing on the National Register of Historic Places or the California Register of Historical Resources. Both bridges are on the City of St. Helena's Historic Resource Master List. There is a potential for the identification of archaeological resources which may require further research.

Cumulative Impacts: there are a number of construction projects occurring along SR-29. The environmental and community effects of these projects, in conjuncture with this project, will be considered.

Emergency Services: Emergency services have the potential to be delayed since there will be one-way traffic controls during construction.

Hazardous Waste: Both Sulphur and York Creek Bridges need to be tested for asbestos in the mortar holding the stones together. Additionally, the soils where there will be exaction will need to be tested for lead from previous leaded fuel emissions.

Visual/Aesthetics: The Sulphur and York Creek bridges are locally designated landmarks. All the build alternatives would alter the visual appearance of the bridge areas. The proposed bridge rails would be several inches taller than the existing and include additional safety railings. Sulphur Creek-Alternative 2 and York Creek alternatives would widen the bridge and require removal of existing trees and vegetation. All alternatives would replicate the material appearance to the maximum extent feasible.

Water Quality and Stormwater Runoff: Work potentially in and around Sulfur Creek and York Creek (including their banks) during construction has the potential to release: debris related to bridge demolition, sediments, concrete waste which could cause temporary pH increase, and oil leakage from construction equipment.

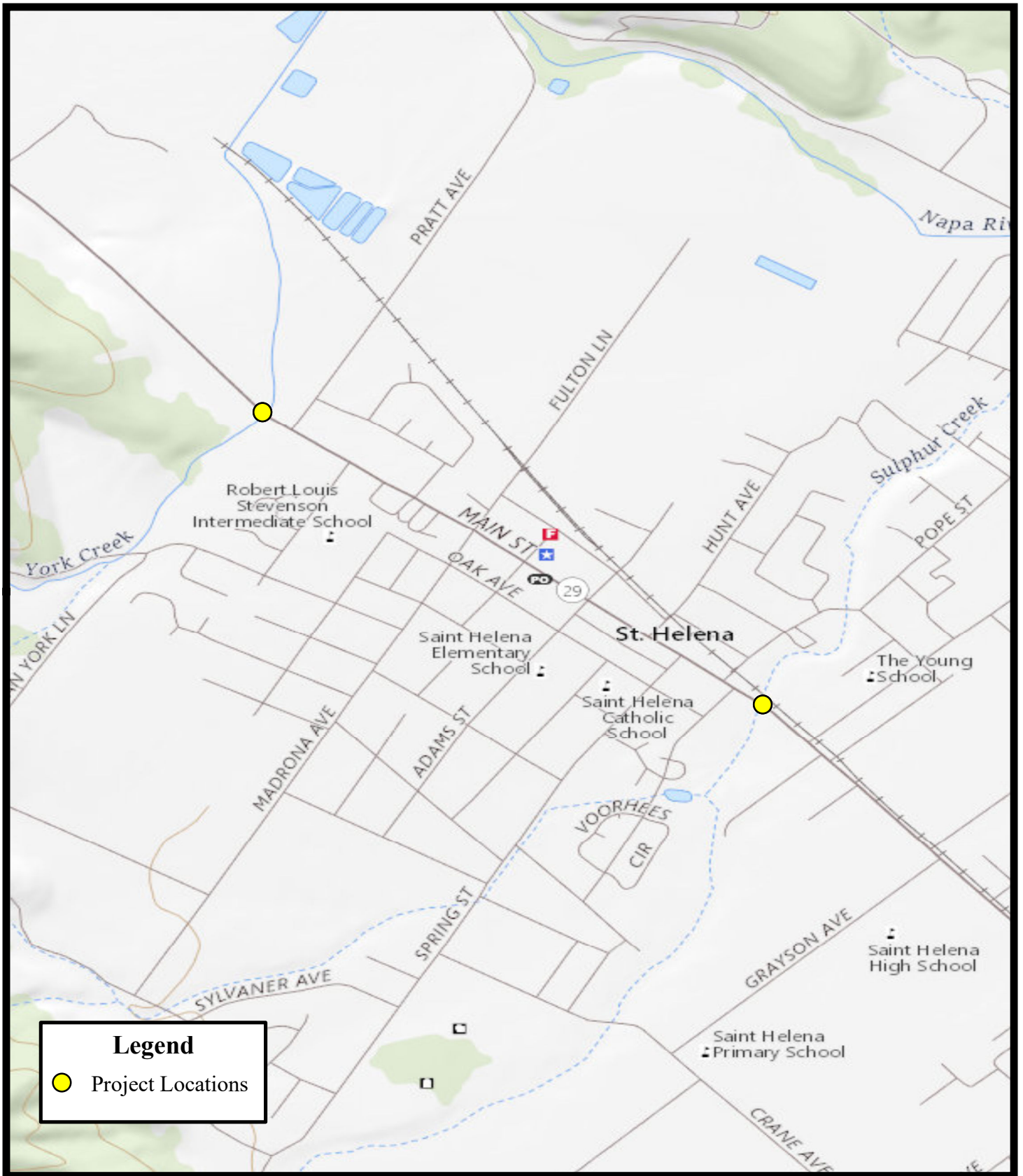
The following resources will most likely not be affected by the project: Air quality, floodplain/flooding, noise, and land use designations including population growth, agriculture, timber and mineral extraction, energy and climate control, and paleontology, there also does not appear to be any 4(f) issues.

Scoping Process

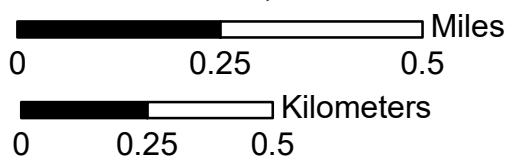
A public scoping meeting has been scheduled for November 5, 2019 to be held at the Grace Episcopal Church in St. Helena, CA on 1314 Spring Street. The meeting will be held from 5:30 to 7:30 pm and will be attended by the Project development team. Notices for the Public Meeting will be circulated at least a week in advance and be published in the St. Helena Star and the Napa Valley Register. Additionally, flyers were mailed and distributed in St. Helena. Agencies can view preliminary documents pertaining to the project at: <http://www.dot.ca.gov/d4/envdocs.htm>

Trustees and Responsible Agencies will need to receive a copy of the Notice of Preparation in the mail and have been invited to the scoping meeting that will be held on November 5, 2019. The current list of Trustees and Responsible Agencies are listed below additionally, the list of agencies is in the Notice of Completion attached:

- Napa County Planning
- Napa County Public Works
- City of Napa Planning
- City of St. Helena Planning
- City of St. Helena Public Works
- California Department of Fish and Wildlife Region 3
- California Department of Parks and Recreation
- State Historic Preservation Officer
- Native American Heritage Commission
- U.S. Department of Fish and Wildlife
- U.S. Army Corp of Engineers
- Regional Water Quality Control Board Region 2
- State Water Resource Control Board
- California Transportation Commission
- Air Resource Board
- Department of Toxic Substances Control



Scale 1:15,000



Notice of Preperation Map
 Bridge Rail Replacement
 Napa County, St. Helena
 NAP-29-28.47-29.29
 EA: 04-2K150
 USGS 7.5' St Helena/Rutherford

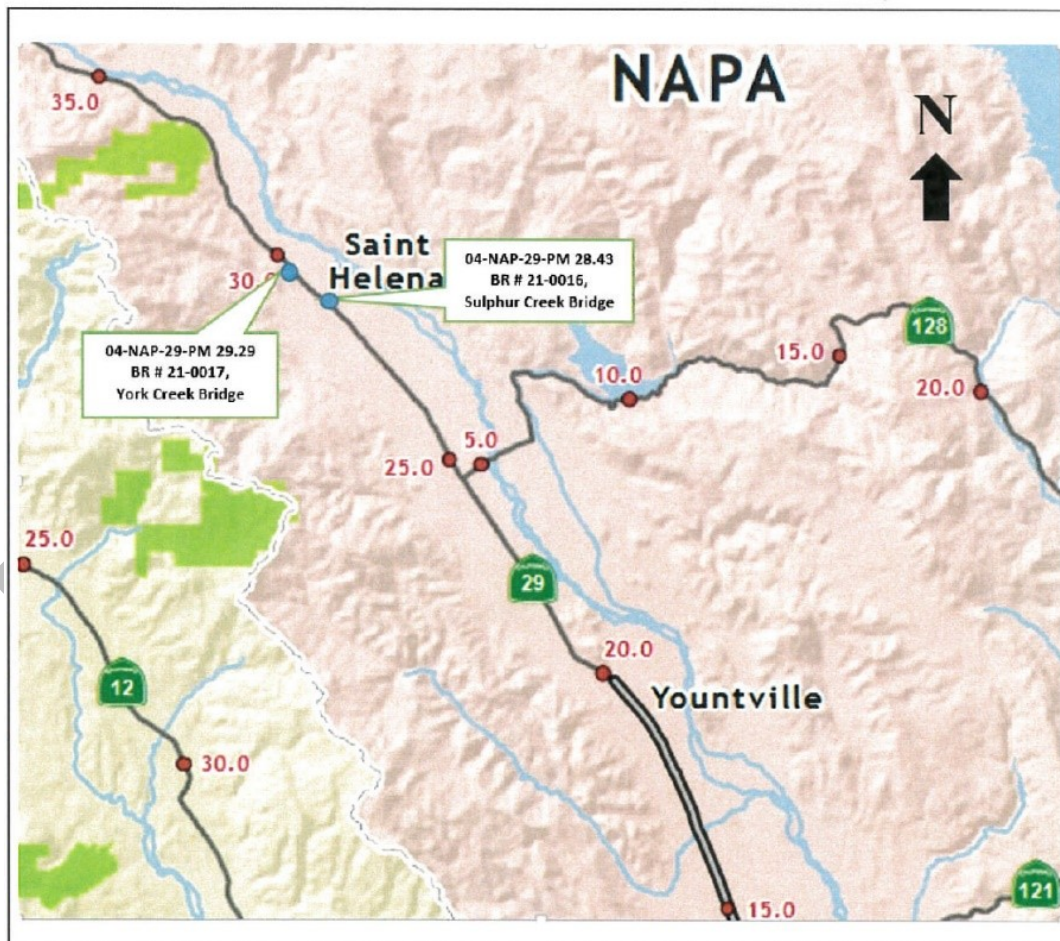
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Project Description

Bridge Rail Replacement, Bridges No. 21-0016 and No. 21-0017

04-Nap-29-PM 28.4 and 29.3

Project: EA 2K150, ID # 0416000375



1.1 Introduction

The California Department of Transportation (Caltrans) proposes to upgrade existing bridge rails (Bridge No. 21-0016 and 21-0017) located in Napa County, State Route (SR) 29, Post Mile (PM) 28.4 and 29.3, respectively. The bridges are important elements of the state route 29 corridor since they serve as the main entrance points to the City of St Helena. Furthermore, state route 29 is vital to the economy of the Napa Valley region since it is a major thoroughfare for tourism and wine related transportation. The two bridges are considered locally designated landmarks.

1.2 Purpose and Need

The purpose of this project is to upgrade the existing bridge rails to meet crash and safety standards, ensure protection of the traveling public and to enhance the reliability of the bridge rails.

The Structure Replacement and Improvement Needs Report (STRAIN) identified the two bridges as needing bridge rail upgrade to meet the current standards. Sulphur Creek Bridge Rail specifically, has been damaged as a result of vehicle collisions on the northbound side of the bridge.

1.3 Project Funding

This project is funded by the State Highway Operation and Protection Program (SHOPP) for the 2022-2023 fiscal year. The project is under the Bridge Rail Replacement and Upgrade program 201.112.

1.4 Proposed Project

1.4.1 Sulphur Creek - Alternative 1

Alternative 1 proposes to replace the non-standard bridge rails at Sulphur Creek with standard concrete barrier type 736 and concrete barrier slab. This alternative does not require widening of the bridge and the proposed shoulder widths are 8 feet on the southbound side and 4 feet on the northbound side. A form liner of architectural treatment would be used to provide an appearance of stone, and a 2-foot high chain link railing (TYPE 7) will be installed on top of the barriers. The existing decorative street lamps would be installed on the new concrete rails if possible. Crash cushions or MGS and Object Markers Type 'P' will be installed at the structure approach and departure on both sides of the bridge. Additional right of way will be required on the north and

southbound sides of the bridge, part of the existing bridge is outside of the state right of way. Proposed MGS will also be outside the state right of way.

Alternative 1 will necessitate the closure of the northbound lane in order to construct the barrier slab on the lane (See Attachment). Traffic control with Temporary concrete barrier type K, temporary crash cushions, and temporary traffic signals will be required during construction.

1.4.2 Sulphur Creek - Alternative 2

This alternative includes all of the features in Alternative 1. However, it widens the northbound side by 3 feet to accommodate a standard 8-foot shoulder in the northbound direction. This alternative would require four 3-foot diameter CIDH piles to support the widened CIP/PS slab. The existing 8" gas line that is attached to the bridge structure on the northbound side will have to be relocated. This alternative is recommended for programming as this alternative provides standard shoulders.

Alternative 2 would require a longer construction period and would alter the creek bed with the addition of the CIDH piles. Because of the widening on the northbound side of Sulphur Creek, there will be less of the slab barrier replacement on the northbound lane, thus allowing for enough space on the bridge deck for 2-way traffic. Traffic control with Temporary concrete barrier type K, temporary crash cushions and temporary traffic signals will be required during construction.

1.4.3 York Creek

To allow for traffic in both directions at this location, upgrades to York Creek bridge are proposed to be done in 2 stages. Additional right of way is required on the southbound side of the bridge, the existing bridge rail currently is outside the state right of way. York Creek bridge will be widened by 1 foot on the southbound side to accommodate for a standard 6-foot sidewalk and 8-foot shoulder. The proposed shoulder width on the northbound side is 6 feet. The existing parapet stone bridge rails will be replaced with concrete barrier type 742. A form liner of architectural treatment would be used to provide an appearance of stone, and a 2-foot high chain link railing (Type 7) will be installed on top of the barrier. The existing decorative street lamps would be installed on the new concrete rails if possible. The existing sidewalk will be reconstructed and raised by 6 inches. A Curb ramp will also be constructed. Crash cushions or MGS and Object

Markers Type 'P' will be installed at the structure approach and departure on both sides of the bridge.

1.4.4 York Creek - Stage 1

This stage will have traffic open in both directions with 11-foot lanes. Work performed on stage 1 will be on the southbound side which will incorporate the 1-foot widening, 6-foot sidewalk, curb ramp, bridge rail replacement and concrete barrier slab replacement on the bridge deck. Traffic control with Temporary concrete barrier type K, temporary crash cushions and temporary traffic signals will be required during construction. The temporary traffic configuration in stage 1 accommodates the access from private properties adjacent to York Creek bridge.

1.4.5 York Creek - Stage 2

This stage will have traffic open in both directions with 12-foot lanes. Work performed on stage 2 will be on the northbound side which will upgrade the bridge rail. Traffic control with Temporary concrete barrier type K, temporary crash cushions and temporary traffic signals will be required during construction. The temporary traffic configuration in stage 2 accommodates the access from private properties adjacent to York Creek bridge.

1.5 Utilities

1.5.1 Sulphur Creek

There is an 8" PG&E gas line strapped with brackets on the northbound side of Sulphur bridge creek. This gas line will have to be relocated for proposed alternative 2, which widens the northbound side of the bridge by 3 feet. There are 2 outfall culvert pipes on the north abutment of the northbound side of Sulphur bridge which would have to be upgraded for alternative 2. Below the bridge on the southbound side there is telecommunication conduit. Below the pedestrian walkway, adjacent to the southbound bridge rail, there is a PG&E high voltage line. There are decorative street lamps on top of the bridge rails for both sides of Sulphur creek bridge. There are 2 light posts, north and south ends, on the southbound side of Sulphur Creek bridge.

1.5.2 York Creek

There is an 8" PG&E gas line about 30" away from the back face of the bridge rail on the northbound side of York Creek bridge. Decorative street lamps on top of the bridge rails and utility

posts immediately north of the bridge are located on both sides of York creek bridge. There is telecommunication conduit strapped on the southbound side York Creek Bridge.

1.6 Drainage Work

There are two outfall culvert pipes coming out from the north end abutment of the northbound side of Sulphur Creek bridge. For Alternative 2, these pipe culverts would have to be extended within the widened portion of the structure abutment.

1.7 Construction Equipment

The types of equipment needed to complete the construction may include, but are not limited to, the following: excavators, graders, cranes, loaders, telescoping forklifts, backhoe loaders, concrete saws, concrete pumps, concrete trucks, pavers, rollers, compactors, air compressors, portable generators, and portable lighting.

1.8 Right-of-Way

Additional right of way will be required on both bridges. Sulphur Creek bridge will need additional right of way on both sides, parts of the existing bridge rails are outside of the state right of way. York Creek bridge will need additional right of way on the southbound side of the bridge. Part of the bridge railing falls outside of the state right of way.



Sulphur Creek Bridge facing north. Pedestrian walkway attached to bridge



Underneath pedestrian walkway from the southbound side of Sulphur Creek bridge with utility conduit.



Northbound side of Sulphur Creek. Right wall abutment has 2 outfall culvert pipes. PG&E gas line strapped to bridge.



Northbound side bridge rail. 8" PG&E gas line (White) behind bridge rail.