

Notice of Completion & Environmental Document Transmittal

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 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

2020059006

Project Title: Howsley Road Bridge Replacement ProjectLead Agency: Sutter County Development Services DepartmentContact Person: Neal HayMailing Address: 1130 Civic Center BlvdPhone: 530-822-7400City: Yuba CityZip: 95993County: Sutter**Project Location:** County: Sutter City/Nearest Community: Pleasant GroveCross Streets: Howsley Road and Natomas Road and Howsley Road and Pacific Avenue Zip Code: 95668Longitude/Latitude (degrees, minutes and seconds): 38 ° 49 ' 24.4 " N / 121 ° 31 ' 37.3 " W Total Acres: 33.4Assessor's Parcel No.: 35-080-032, -014, 35-050-013Section: 3,4,9,10 Twp.: 11NRange: 04EBase: MeridianWithin 2 Miles: State Hwy #: SR 99 and SR 70Waterways: Pleasant Grove CreekAirports: N/ARailways: Union PacificSchools: Pleasant Grove Elem.**Document Type:**

CEQA:

☐ NOP☐ Draft EIR

NEPA:

☐ NOI

Other:

☐ Joint Document☐ Early Cons☐ Supplement/Subsequent EIR☐ EA☐ Final Document☐ Neg Dec

(Prior SCH No.) _____

☐ Draft EIS☐ Other: _____☒ Mit Neg Dec

Other: _____

☐ FONSI**Local Action Type:**☐ General Plan Update☐ Specific Plan☐ Rezone☐ Annexation☐ General Plan Amendment☐ Master Plan☐ Prezone☐ Redevelopment☐ General Plan Element☐ Planned Unit Development☐ Use Permit☐ Coastal Permit☐ Community Plan☐ Site Plan☐ Land Division (Subdivision, etc.)☒ Other: Development**Development Type:**☐ Residential: Units _____

Acres _____

☐ Office: Sq.ft. _____

Acres _____

Employees _____

☒ Transportation: Type Bridge Replacement☐ Commercial: Sq.ft. _____

Acres _____

Employees _____

☐ Mining: Mineral _____☐ Industrial: Sq.ft. _____

Acres _____

Employees _____

☐ Power: Type _____

MW

☐ Educational: _____☐ Waste Treatment: Type _____

MGD

☐ Recreational: _____☐ Hazardous Waste: Type _____☐ Water Facilities: Type _____

MGD _____

☐ Other: _____**Project Issues Discussed in Document:**☐ Aesthetic/Visual☐ Fiscal☐ Recreation/Parks☐ Vegetation☐ Agricultural Land☐ Flood Plain/Flooding☐ Schools/Universities☐ Water Quality☒ Air Quality☐ Forest Land/Fire Hazard☐ Septic Systems☐ Water Supply/Groundwater☒ Archeological/Historical☐ Geologic/Seismic☐ Sewer Capacity☐ Wetland/Riparian☒ Biological Resources☐ Minerals☐ Soil Erosion/Compaction/Grading☐ Growth Inducement☐ Coastal Zone☐ Noise☐ Solid Waste☐ Land Use☐ Drainage/Absorption☐ Population/Housing Balance☐ Toxic/Hazardous☐ Cumulative Effects☐ Economic/Jobs☐ Public Services/Facilities☐ Traffic/Circulation☐ Other: _____**Present Land Use/Zoning/General Plan Designation:**AG-80, OS, and ROW**Project Description:** *(please use a separate page if necessary)*

Please see attached Project Description

Governor's Office of Planning & Research

MAY 07 2020

STATE CLEARINGHOUSE

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

☐ Air Resources Board
☐ Boating & Waterways, Department of
☐ California Emergency Management Agency
☐ California Highway Patrol
☐ Caltrans District # _____
☐ Caltrans Division of Aeronautics
☐ Caltrans Planning
☐ Central Valley Flood Protection Board
☐ Coachella Valley Mtns. Conservancy
☐ Coastal Commission
☐ Colorado River Board
☐ Conservation, Department of
☐ Corrections, Department of
☐ Delta Protection Commission
☐ Education, Department of
☐ Energy Commission
☐ Fish & Game Region # _____
☐ Food & Agriculture, Department of
☐ Forestry and Fire Protection, Department of
☐ General Services, Department of
☐ Health Services, Department of
☐ Housing & Community Development
☐ Native American Heritage Commission

☐ Office of Historic Preservation
☐ Office of Public School Construction
☐ Parks & Recreation, Department of
☐ Pesticide Regulation, Department of
☐ Public Utilities Commission
☐ Regional WQCB # _____
☐ Resources Agency
☐ Resources Recycling and Recovery, Department of
☐ S.F. Bay Conservation & Development Comm.
☐ San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
☐ San Joaquin River Conservancy
☐ Santa Monica Mtns. Conservancy
☐ State Lands Commission
☐ SWRCB: Clean Water Grants
☐ SWRCB: Water Quality
☐ SWRCB: Water Rights
☐ Tahoe Regional Planning Agency
☐ Toxic Substances Control, Department of
☐ Water Resources, Department of

☐ Other: _____
☐ Other: _____

Local Public Review Period (to be filled in by lead agency)

Starting Date 5-6-20

Ending Date 6-4-20

Lead Agency (Complete if applicable):

Consulting Firm: NorthStar
Address: 111 Mission Ranch Blvd Suite 100
City/State/Zip: Chico/CA/95926
Contact: Matt Rogers
Phone: 530-893-1600 ext 210

Applicant: Sutter County Development Services Dept.
Address: 1130 Civic Center Blvd
City/State/Zip: Yuba City/CA/95993
Phone: 530-822-7400

Signature of Lead Agency Representative: _____

Date: 5-4-20

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Project Description

Sutter County proposes removing the existing bridge and replacing it with a wider, safer three-span cast-in-place post-tensioned box girder. The project area or work limits for the bridge has been defined to include bridge replacement, staging areas, and all areas of ground-disturbing activities, as applicable.

New Bridge Structure

The new bridge structure would be constructed approximately 25 feet south of and immediately adjacent to the existing bridge. The new bridge would be constructed using a cast-in-place post-tensioned box girder using three spans over the Pleasants Grove Creek Canal. Interior supports are anticipated to be two column bents supported on large diameter cast-in-drilled-hole concrete piles. Abutments are anticipated to be reinforced concrete, pile supported seat abutments. The width of the new structure will be approximately 36-feet, including two 12-foot lanes, two 4-foot shoulders, and two 2-foot wide concrete barriers. The length will be approximately 250-feet and will be comprised of spans of 75-feet, 100-feet and 75-feet.

Exposed slopes below and adjacent to the new bridge would be protected by rock slope protection (RSP) placed within the 200-year floodplain. Excavation near the new abutments will be required in order to install the required RSP. Additional bank disturbance and vegetation removal will occur from general clearing and grubbing, the construction of the new bridge abutments and bents, buildup of embankments and roadway approaches, placement of scour projection measures, and development of the construction access into the channel. The maximum depth of excavation is expected to be approximately 8 feet. The maximum depth of the pile shaft foundations is expected to be approximately 100 feet.

Roadway Approaches

Howsley Road bridge approaches would be realigned approximately 25 feet to the south to accommodate the new bridge alignment. Roadway improvements would extend a maximum of 1,100 feet from the ends of the bridge. The roadway will have two 12-foot lanes and 4-foot shoulders to match the existing shoulder width. The profile will be raised with fill and new embankment slopes will be graded to create stable embankments on the landside of the canal banks where adjacent agricultural land is effectively flat. Side slopes for the embankments will vary between 2:1 and 3:1, depending on whether or not metal beam guard rails are used.

Intersection and Driveway Access Improvements

Two roadways intersect Howsley Road: Pacific Avenue on the northeast side of the bridge and Natomas Road on the southwest side of the bridge. The project will require the improvement of the Howsley Road/Pacific Avenue intersection and the Pacific Avenue roadway to improve its safety and approach visibility. Pacific Avenue would be extended approximately 50 feet to the south to connect to the new approach alignment. The existing driveway access on to the northeast parcel would be relocated further to the north on Pacific Avenue.

The project will require improvements to the Howsley Road/Natomas Road intersection and Natomas Road approach roadway to reconfigure the intersection geometrics. The Howsley Road/Natomas Road intersection will be widened to allow for safe turns to and from Howsley Road. Additionally, the intersection of Howsley Road and Pacific Avenue will be widened to facilitate turning to and from Howsley Road. The approach roadways will be paved with asphalt concrete. Connections to existing levee access roads and private driveways will be restored.

The project will require improvements to a private driveway on the eastern side of the existing bridge. The driveway will be approximately 12 feet wide and the connection to the new approach/Howsley Road will be widened.

Road Closures and Detours

Howsley Road will maintain through traffic during construction, except for limited duration disruptions for grading and paving to reconnect the roadway. The construction period disruptions will affect local traffic temporarily with single lane closures managed during daylight hours and no disruptions during nighttime hours.

Pacific Avenue will maintain open to through traffic during construction, except for a limited duration disruption for embankment build-up, grading, and paving to reconstruct the intersection.

Natomas Road will be closed at the intersections of Howsley Road and Fifield Road through the duration of construction. The construction period disruptions will affect local traffic temporarily with a full closure managed by barricades, detour signage and advanced public notification.

Detours for travelers traveling north on Natomas Road would be routed east on Fifield Road to Pleasant Grove Road. From Pleasant Grove Road, access to SR99/SR70 is provided to the north via Howsley Road or Catlett Road (north of Howsley Road) via East Striplin Frontage Road. South of Fifield Road, both Natomas Road and Pleasant Grove Road provide access to SR99/SR70 via West Riego/Baseline Road.

Utilities

Approximately ten power poles would be relocated as a result of the roadway realignment or roadway embankment prisms. Utility poles would be relocated to the toes of the new embankment slopes within the newly acquired County ROW.

Staging Areas

The staging and material storage areas will be outside of the County's right-of-way along Howsley Road. Potential sites identified are located south of Howsley Road on agricultural parcels and in the northwest residential parcel at the intersection of Howsley Road and Pacific Avenue.

Right-of-Way Acquisition

The project is expected to require the acquisition of right-of-way due to the offset alignment and the increase in bridge elevation to meet CVFPB criteria and temporary construction easements for staging and access. The ROW will be located primarily south of the existing bridge structure.

Construction and Demolition

The construction schedule will take into account the affected species at the site and incorporate the anticipated work periods specified in the required state and federal agency permits. The construction is expected to take one and one-half years (two seasons) beginning in the Spring and ending in the Fall of the following year. Embankment build up, rough grading, temporary levee road reconnection, and staging area and construction access development would begin once the first work period begins. Based on the proposed span layout, a water diversion may not be required to install the cast-in-drilled-hole concrete piling at the bents since Bent 2 is located near the edge of the existing low flow channel and Bent 3 is outside of the low flow channel. Since the water table is high, the bent piling will likely be constructed in the wet using slurry

displacement methods or cased holes. If slurry methods are used, the contractor will store the slurry in Baker tanks (large portable water tank) during construction of the piling. Slurry is then recycled from hole to hole and when all the piling are complete, the slurry is pumped to a settling basin to evaporate. After approximately two months, the abutments and bent piling would be constructed, while the cast-in-place concrete superstructure falsework is also erected. Temporary driven steel piling would be used to support the falsework in the low flow channel. Timber falsework pads will likely be used to support the falsework outside of the low flow channel. August and September would see the placement and finishing of the concrete superstructure. The formwork, falsework, and any water diversion will be removed in October. By November 1, the Central Valley Flood Protection Board would require all construction materials to be out of the channel, subject to two-week extensions based on site conditions at that time. Depending on whether time extensions are granted, the rock slope protection required to protect the abutments can be placed. However, if there is not enough time, this work could occur in the following work period. Also, in October, the finish grading of the roadway approaches and adjacent intersection will occur. The placement of the asphalt concrete pavement roadway and striping will occur in November. In December, barriers and railings will be installed and traffic will be shifted to the new structure and alignment. A winter stoppage of work can occur at this time.

Once the second Work Period begins, the existing bridge and the remnant footings from the precursor bridge will be demolished, final levee road reconnections constructed, and staging areas restored. The channel banks will be regraded, and the appropriate environmental mitigation, such as hydroseeding, would be implemented.

Work within the low flow channel of the canal will be required to remove the existing concrete bridge support bents and abutments as well as foundation remnants from a previous structure that catch debris and impeded flow in the canal.

Bank disturbance and vegetation removal will occur at the ends of the existing bridge abutments to accommodate bridge removal and regrading of the channel.

Tree Removal

Approximately 15 non-native trees of varying sizes will need to be removed to accommodate the new approaches to the proposed bridge. The trees are located southeast of the existing bridge south of Howsley Road and are primarily comprised of eucalyptus.

Stream Diversion and Dewatering

The Pleasant Grove Creek Canal can be divided into two distinct channel areas depending on the season, 1) low-flow channel and 2) active floodplain. During the dry season, water levels are primarily contained within in the low-flow channel. The top of bank of the low-flow channel is the Canal's OHWM. During the rainy season, water fills the Canal and the area above the OHWM, becomes the active floodplain within the Canal.

The project will require work within the low-flow channel to remove the existing concrete bridge support bents and abutments as well as foundation remnants from a previous structure that catch debris and impeded flow in the canal. Additionally, new abutments, support bents, and form work/false work will be required in both the low-flow channel and active floodplain. For the construction of Abutment 1, which includes rock slope protection (RSP) and installation of Bent 2 for the proposed bridge, construction activities will require the relocation of approximately 275 linear feet of the low-flow channel between proposed Bents 2 and 3. Therefore, dewatering of the low-flow channel would be necessary. Dewatering techniques may include sheetpiling, the use of culverts, large sandbags, berms, bladder dams, or other commonly used

dewatering practices. The design width of the new low flow channel will be fixed at 40 feet and excavated to a depth and kind of the original channel as required to accommodate the largest anticipated flows observed during the low flow portion of the year.

For the installation of the Abutment 1, there are two anticipated methods that may be used for dewatering:

- 1) Excavate and relocate the low-flow channel between proposed Bents 2 and 3, occlude channel ends to divert water into the new low-flow channel. Depending on flows within the channel and active floodplain, the new channel would need to accommodate fluctuating flows from the Sacramento River as well as rainfall and agricultural drainage.

- 2) Excavate and relocate the low-flow channel between proposed Bents 2 and 3 and install corrugated steel culverts within the new channel.

The installation of Bent 2 could include either of the dewatering methods outlined above or use of a cofferdam within the low-flow channel to isolate construction activities.

The new low flow channel system shall be constructed in its entirety, with upstream and downstream plugs/barriers separating the original low flow channel from the excavated new low flow channel. A permanent plug shall be installed in the original waterbody channel, at the inflow confluence of the original waterbody channel and the new low flow passage system, to fully divert the water to flow through the new low flow passage system. A permanent plug shall be installed in the original waterbody channel, at the outflow confluence of the new low flow passage system and the original waterbody channel, to prevent backflow into the original waterbody channel. The majority of excavation for the new low flow channel will be conducted in dry areas prior to relocating the low flow channel. Excavated soils from the new low flow channel as well as other approved fill will be used to fill the old low flow channel as necessary to allow the bridge construction and placement of RSP.

Excavation for the abutments prior to installing RSP may encounter groundwater infiltrate. In this case, dewatering will likely be needed in combination with other water control options. The preferred method is land based discharge. This will be accomplished by segregating an area of the staging area by building a berm. This area will then act as a discharge basin which will be created as far away from the canal as practicable while still within the temporary construction easement. Equipment and materials shall not be stored within the discharge basin. A sump system will be installed within the excavation(s) along with hose running from the sumps to the discharge basin to transport any ground water infiltrate from the excavation(s) to the discharge basin. Once in the discharge basin the water will be absorbed or evaporate off.

If dewatering an excavation(s) to the discharge basin is not feasible, a Baker tank (or equivalent) may be utilized to capture sediment laden water. For captured water to be discharged back into the channel, it must be accompanied by and meet the quality standards laid forth in a RWQCB Waste Discharge Permit. If this is the case, supernatant will be pumped from the Baker tank (or equivalent) and returned to the canal or the water may be pumped into the discharge basin if volume is sufficient.

Following construction, any materials that consist of foreign fill (cofferdams, sheet piles, aggregate, culverts, impermeable layers, etc.) would be removed from the channel. Where surface areas have been disturbed or regraded, the slope shall be restored to pre-construction condition and stabilized by seeding with native grasses (strictly avoiding noxious weeds) per direction from the CDFW and USACE requirements. The new low flow channel will be left in place following construction as the new permanent low flow channel. It is believed this will result in less sedimentation and be less damaging to the waters than attempting to restore the original low flow channel.

Geotechnical Sampling

Additional geotechnical sampling in the channel will be conducted for bent designs. The sampling will generally include gaining access from the eastern bank into the channel, boring at two individual locations, collecting soil samples, and backfilling the exploratory borings. The proposed borings are located approximately 60 feet south of the existing bridge at stations 23+00 and 24+00. A rubber track or truck-mounted drill rig will be used to advance four- to eight-inch diameter borings to a depth of 100 feet below the channel bottom. Typical drill rigs are maximum 26-feet long and 8-feet wide and weigh a maximum of 23,000 pounds. Auger drilling will be used to advance the boring then once groundwater is encountered mud rotary techniques will be used to advance the bore to the required depth. Upon completion of drilling, the borings will be backfilled with neat cement grout to within approximately five feet of the channel bottom per Sutter County Environmental Health Department requirements. The upper five feet will be allowed to collapse or be backfilled with native soil cuttings generated from drilling operations to approximate the existing creek bottom. The remaining drill cuttings will be drummed and disposed of at an approved off-site facility. No construction will take place to complete this work and no water will be drafted or released to Pleasant Grove Creek Canal. All activities will be confined to daylight hours.