

Central Valley Regional Water Quality Control Board

NOTICE OF AVAILABILITY INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION CENTRAL VALLEY REGIONAL WATER QUALITY CONTROL BOARD WATER QUALITY CERTIFICATION PROGRAM

Project: Union Pacific Railroad (UPRR) Milepost 165.89 Bridge Replacement, Sacramento Subdivision Project

The Central Valley Regional Water Quality Control Board (Central Valley Water Board) has directed the preparation of and intends to adopt a Mitigated Negative Declaration (MND) for the proposed project, in compliance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines. The Central Valley Water Board is the lead agency for the proposed project under CEQA.

Project Location: The UPRR Milepost 165.89 Bridge is approximately 3,500 feet northeast of Rio Oso, in Sutter County, California. The existing bridge spans Yankee Slough, a tributary to Bear River.

Project Description: The existing bridge consists of a 24-span, 360-foot-long timber stringer trestle-ballast deck bridge. Although the existing bridge was built in 1957, ongoing routine maintenance has altered the original structure. As necessary, routine maintenance includes replacing the timber piles, timber stringers, bent caps, track, and ballast retainers.

The replacement bridge would consist of 12, 30-foot spans of pre-stressed concrete box girder with timber ties for a total length of 360 feet. The proposed bridge would be on the same alignment as the existing bridge, and the total project area would be approximately 50-feet wide by 360 feet in length, for a total disturbance area of 0.40 acre. The existing 24 support piles would be cutoff at ground level, and would be replaced with the 12 new timber piles.

At the west and east abutments, 75 cubic yards and 5 cubic yards of soil would be excavated, respectively; however, excavation would occur outside of the ordinary high water mark. Eleven bents (row of piles) would be driven in the channel, with each bent consisting of three piles. The piles would not act as a fill component in the channel. The total area of piles in the channel is less than 3 square feet per bent, for a total of less than 33 square feet for the bridge. Pile driving would use a combination of on- and off-track equipment depending on site and traffic conditions. The proposed bridge's east abutment would be placed approximately 3 feet outside the existing east abutment to avoid impacts on the levee system.

The bridge would be accessed via the existing Union Pacific Railroad maintenance road from Catlett Road. If necessary, minor grading, clearing, and grubbing would be completed to gain access to mobilize and demobilize equipment. Small off-track equipment would be used for this work.

Construction methods have been designed so that most work can be done from the track and the existing bridge, and outside the upper channel banks to minimize streambed impacts. If needed, a crane pad and/or temporary crossing would be constructed; material would come from the soil excavated underneath the bridge and from upland areas near the project site, and would cover approximately 0.07 acre. Seventy-five cubic yards and 5 cubic yards of soil would be excavated at the west and east abutments, respectively. There would be an excavator and truck (such as a boom truck) within the upland portion of Yankee Slough to assist with the bridge demolition and construction of the new bridge.

The proposed bridge replacement has been designed to minimize the impacts on the stream channel and surrounding area. Impacts on the surrounding habitat would be minimal and temporary, with any disturbed areas returned to preconstruction conditions following construction completion.

Construction in the channel would be done during the dry season. Construction is scheduled to commence in late May 2012 and be completed by 30 August 2012. The work would be conducted sporadically as construction windows become available. Piles would be driven and pier caps would be set in approximately 5 weeks. Pile driving would occur 5 days a week (Monday through Friday and occasional Saturdays) from 7 a.m. to 5 p.m.

Public Review Period: The Draft MND is being circulated for public review and comment for a period of 30 days, beginning 15 March 2012. Written comments should be submitted no later than 14 April 2012 to the following address:

Genevieve Sparks, Environmental Scientist
401 Water Quality Certification Program
Central Valley Regional Water Quality Control Board
11020 Sun Center Drive, Suite 200
Rancho Cordova, CA 95670-6114

Address Where the Draft MND is Available for Review: Copies of the Draft MND may be reviewed at the location below during normal business hours by contacting Genevieve Sparks at (916) 464-4745 or gsparks@waterboards.ca.gov or at:

Central Valley Regional Water Quality Control Board
11020 Sun Center Drive, Suite 200
Rancho Cordova, CA 95670-6114

The Draft MND can also be found online at
http://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/.