

To: Responsible/Trustee Agency

From: California Dept. of Transportation
703 B Street
Marysville, CA 95901

Subject: Notice of Preparation of a Draft Environmental Impact Report

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

Project Title: SR 70 Binney Junction Roadway Rehabilitation and Complete Streets Project (EA: 03-0H160).

Project Location: The proposed project is located on State Route (SR) 70 in Yuba County, California between post miles (PM) 14.8/15.7 in the northern part of the City of Marysville.

Project Description: The California Department of Transportation proposes to widen the road to five lanes, which includes two through lanes in each direction and a two way left turn lane (TWLTL), install standard shoulders and sidewalks. These improvements will conform to three lanes at the recently constructed Simerly Slough Bridge Project. The project will replace Marysville Underpass (UP) (Bridge No.16-18) and Binney Junction UP (Bridge No. 16-26) with new structures that meet vertical clearance standards as well as other highway standards.

This is to inform you that the California Department of Transportation will be the lead agency and will prepare an Environmental Impact Report (EIR) for the project described in the following pages. Your participation as a responsible agency is requested in the preparation and review of this document.

We need to know the views of your agency as to the scope and content of the environmental information that 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.

A more detailed project description, location map, and the potential environmental effects are contained in the following materials.

A copy of the Draft Environmental Impact Report 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 direct your response to Maggie Ritter Telephone (530) 812-4759 at the address shown above or email: maggie.ritter@dot.ca.gov. Please supply us with the name for a contact person in your agency.

Date: 5/18/20

Signature: 
Title: Supervising Environmental Planner

Notice of Preparation

Project Title

State Route 70 Binney Junction Roadway Rehabilitation and Complete Streets Project (EA: 03-0H160)

Project Location

The proposed project is located on State Route (SR) 70 in Yuba County, California between post miles (PM) 14.8/15.7 in the northern of the City of Marysville, California.

Project Background

Overview of SR 70 in the Project Limits

State Route 70 is an Interregional Road System (IRRS) route. This route primarily serves to move people or goods from outside the immediate region through Yuba County. Transporting agricultural commodities to markets has made SR 70 a vital economic link to local farmers and agriculture-related businesses. Additionally, SR 70 has become a “gateway” route used to access multiple recreational destinations in the Sierra Nevada and serves as an alternative route to and from Nevada when Interstate 80 is closed due to an accident or weather conditions. This project would take place on the north entrance to the City Marysville SR 70, coming into the City. The project limits are from 14th Street to 0.2 miles south of Cemetery Road.

In addition, SR 70 is a primary north-south transportation corridor for the eastern Sacramento Valley that accommodates regional, interregional, recreational and commercial truck traffic, in addition to serving local traffic within Marysville. The route carries substantial recreational traffic through Yuba County and plays an important role in goods movements, particularly for transporting local agricultural products to market and to processing plants in the region. This route also serves as an emergency alternative route for Interstate 80.

Population growth over the past several decades in the urban areas adjacent to the highway has led to increases in vehicle traffic and congestion and a reduction in Level of Service (LOS).

The majority of SR 70 is a four-lane conventional highway; however, it is a two-lane conventional highway from 14th Street in Marysville to East Gridley Road in Butte County. The Simmerly Slough project will widen the roadway north of the project limits to a five-lane facility.

The following are projects within or near the project area:

- Simmerly Slough Bridge Replacement Project (EA 03-1E060): work began in summer of 2019 to construct a three-lane facility immediately north of the subject project. The Binney Junction project (03-0H160) will tie-in to the southern end of this project. Simmerly Slough is scheduled to finish construction in 2021.
- Butte Safety (Segment 3) Project (03-3H930): work will begin in 2022 to construct a five-lane facility that will tie-in to the north end of the Simmerly Slough project. This project is scheduled to finish construction in approximately 2025.
- According to the NR Data Library (GIS based), there are: 03-4F380, 0H420, 0J100, 0J350, 1G350, 1E060, 3E010, 0H160, 2F080, 3H300, 1J090, 1H780 and 2F080. Some are in

PID/Pre-PID, some are in PA&ED, and some are in construction.

<http://svgcesridvweb.ct.dot.ca.gov/arcgis/apps/webappviewer/index.html?id=a050ffbb0d324017af02a3e7cf2f1a54>

Project Description

There are three alternatives under consideration for this project: Alternative 1/1a, Alternative 2/2a, and the No-Build Alternative. The build alternatives have design variations: Alternative 1 and 2 include permanent realignment of the railroad lines over new structures; and Alternatives 1a and 2a include temporary realignment of the tracks on temporary structures during construction, followed by returning the tracks to new permanent structures on the current alignments.

Common Design Features of the Build Alternatives

Along SR 70 (B Street), in the City of Marysville, from 0.1 Miles south of 14th Street (PM 14.8) to just north of Cemetery Road (PM 15.7), the California Department of Transportation (Caltrans) proposes to widen the road to 5 lanes, which includes two through lanes in each direction and a two way left turn lane (TWLTL), standard shoulders and sidewalks. Caltrans proposes to replace Marysville Underpass (UP) and the Binney Junction UP with new structures that meet vertical clearance standards as well as other highway standards. The existing finger levee on the east side of SR 70 between the Binney Junction UP and Cemetery Road would be reconstructed further east to accommodate the additional roadway width. The existing pump station would be relocated to the south and an additional pump station would be installed at the Marysville UP to improve drainage. Caltrans also proposes to eliminate access to/from 17th Street and add signals at the intersections of SR 70 with East 24th Street and 16th Street.

Unique Features of the Build Alternatives

Alternative 1

Caltrans would replace and lengthen the Marysville UP to the north of existing and Binney Junction UP to the south of existing and lower the roadway profile to meet vertical clearance standards. The railroad lines would be permanently shifted to the newly constructed structure on the new alignment and the old UPs removed. To realign the tracks, Caltrans would acquire the Marysville Youth Center (MyCC) and the Yuba-Sutter Transit Center.

Alternative 1a

Caltrans would build temporary railroad structures directly adjacent to the existing structures, shift the railroad operations to the temporary tracks, demolish the existing railroad structures, build new railroad structures on the existing alignment and return railroad operations to the current alignment. The temporary railroad structures would be in use for approximately two years during construction of the permanent railroad structures. This alternative would also require acquisition of the Marysville Youth Center and the Yuba-Sutter Transit Center.

Alternative 2

Caltrans would replace and lengthen the Marysville UP to the south of existing and the Binney Junction UP to the south of existing and lower the roadway profile to meet vertical clearance standards. The railroad lines would be permanently shifted to the newly constructed railroad tracks on the new permanent alignment and the old UPs removed. To realign the tracks, Caltrans would acquire the Veteran's Memorial Center (American Legion Post, Veterans of Foreign Wars Post) and approximately 20 residences.

Alternative 2a

Caltrans would build temporary railroad structures directly adjacent to and south of the existing structures, shift the railroad operations to the temporary tracks, demolish the existing railroad structures, build new structures on the existing alignment and return railroad operations to the current alignment. The temporary railroad structures would be in use for approximately two years during construction of the permanent railroad structures. The new structures would be lengthened, and the roadway profile lowered to meet vertical clearance standards. This alternative would also require acquisition of the Veteran's Memorial Hall and 20 residences.

Probable Environmental Effects

The proposed project is expected to result in temporary and permanent environmental effects. The draft Environmental Impact Report/Environmental Assessment (EIR/EA) will disclose what resources would be affected, the level of significance, and feasible measures to reduce impacts. Probable environmental effects of the proposed project are outlined below.

Aesthetics

The proposed project could degrade the existing visual character or quality of the site and its surroundings; however, the impacts are not expected to be substantial.

During the preparation of the EIR/EA of the project, Caltrans will identify all feasible measures to avoid and minimize impacts to visual resources.

Agricultural and Forest Resources

No impacts anticipated.

Air Quality

The proposed project is expected to result in temporary short-term air quality impacts from construction activities; however, these impacts will be minimized with incorporation of minimization measures. During preparation of the EIR/EA, Caltrans will analyze project impacts to air quality, including criteria pollutants and operational air quality.

Biological Resources

The project will have no effect on any species identified as candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife (CDFW) or the US Fish and Wildlife Service (USFWS).

The project will not have any effects on sensitive natural communities identified in local or regional plans, policies, and regulations or by the CDFW or USFWS.

The project will affect federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal and filling. There are approximately 0.523 acres of federally protected aquatic resources within the project limits. A delineation of the aquatic resources has been performed in accordance with US Army Corps of Engineers (USACE) guidance and the impacts of the proposed project will have to fill in this wetland in order to relocate the levee at the northern end of the project limits. Caltrans proposes to mitigate for the impacts to this potentially jurisdictional resource by purchasing in-lieu fee credits at a 2:1 ratio.

The project will not interfere with the movement of any native resident or migratory fish or wildlife species, nor will it interfere with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

The project does not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance.

The project does not conflict with any provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Cultural and Paleontological Resources

There is potential for cultural resources to be located within the project area. Analysis of the design will be conducted during preparation of the EIR/EA to determine the potential impacts to these resources, as well as potential avoidance, minimization, and/or mitigation measures.

Geology and Soils

No significant impacts anticipated.

Hazards/Hazardous Materials

There are hazardous materials located within the project area, such as Naturally Occurring Asbestos (NOA), Aerial Deposited Lead (ADL), property on the Cortese List site, thermoplastic paint striping, Treated Wood Waste (TWW) and assumed asbestos containing materials in existing structures. During preparation of the EIR/EA, further analysis will be conducted to determine potential avoidance, minimization, and/or mitigation impacts.

Hydrology and Water Quality

Due to the anticipated quantity of soil disturbance during construction, the project will be regulated under the Construction General Permit (CGP) issued by the State Water Resources Control Board. The CGP contains specific requirements meant to address potential erosion, sedimentation, and the transportation of potential pollutants to receiving waters. In accordance with the CGP, it is anticipated that field Best Management Practices (BMPs) will be implemented, monitored, and evaluated to the maximum extent practicable to reduce or prevent potential impacts to water bodies within the project limits.

Analysis will be conducted during preparation of the EIR/EA to evaluate water quality impacts or degradation to receiving waters to occur as a result of project activities.

Land Use/Planning

The proposed project would not conflict with any applicable land use plan, policy, or regulation of any agencies with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Mineral Resources

No impacts anticipated.

Noise

The proposed project could result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies. Analysis will be conducted during preparation of the EIR/EA to evaluate the potential noise impacts.

Population/Housing

The proposed project could displace existing housing. During preparation of the EIR/EA, Caltrans will identify all feasible measures to avoid and minimize impacts to housing.

Greenhouse Gases

The project may contribute to CO₂ emissions. During preparation of the EIR/EA, Caltrans will analyze impacts to CO₂ emissions.

Public Services

No significant impacts anticipated.

Recreation

No significant impacts anticipated.

Transportation/Traffic

The project is not anticipated to conflict with any applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, or conflict with an applicable congestion management program or conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Utilities/Service Systems

The proposed project could require the relocation of existing facilities, including, but not limited to gas, electric and fiber optic. Through the design of the project, Caltrans will identify feasible measures to avoid and minimize impacts to utilities and service systems.

Tribal Cultural Resources

No impacts anticipated.

Wildfire

No impacts anticipated.

Energy

The project may result in impacts to energy resources during project construction and/or operation. Analysis will be conducted during preparation of the EIR/EA to evaluate impacts to Energy.