Project Study Report (PSR)

Project: Linda Farm to Market & Rehabilitation Project

On: Simpson Lane from City of Marysville Boundary to Hammonton Smartsville Road

And: Feather River Boulevard from Arboga Road to North Beale Road

Approved:

May 13, 2025

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Public Works Director
County of Yuba

This project study report (PSR) has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

May 9, 2025

Daniel W. Peterson, PE, License No. C55994 *Date*

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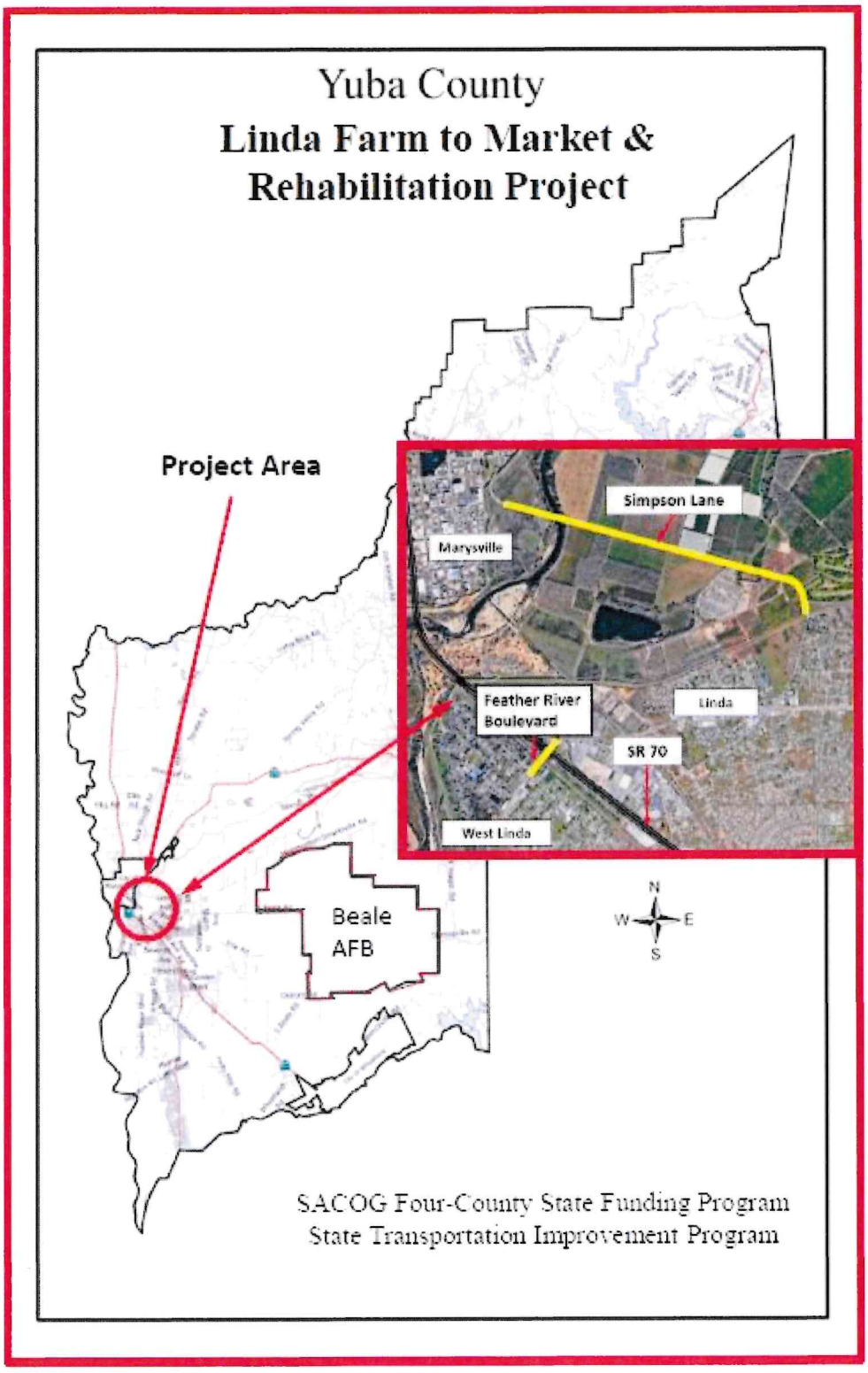
Vicinity Map



1. INTRODUCTION

Project Description:

The Yuba County Community Development and Services Agency (CDSA) desires to address deteriorating pavement for two local roads under the ***Linda Farm to Market & Rehabilitation Project***. The project is along two of Yuba County's busiest roadways – Simpson Lane from the City of Marysville Boundary to Hammonton Smartsville Road, and on Feather River Boulevard from Arboga Road to North Beale Road. The Linda Farm to Market & Rehabilitation Project proposes to rehabilitate the pavement on Feather River Boulevard between Arboga Road and North Beale Road, and on Simpson Lane between the City of Marysville border and Hammonton Smartsville Road. This proposed project aligns perfectly with Yuba County's transportation priorities and strategic goals as identified in the County's 2030 General Plan, Multi-Hazard Mitigation Plan, and Transportation Master Plan. Yuba County classified this project as a top priority in pursuing SACOG's Blueprint goals.

Yuba County intends to proceed immediately with the design and environmental phases of the project as identified in the preferred alternative. Based on preliminary design, Yuba County estimates the total cost of completing construction of this project will be $2,876,000. The County has set aside $355,000 (11.53%) in local match funds from developer impact fees to ensure the eligibility and success of this segment of the project. If awarded construction funding from the *State Transportation Improvement Program* (STIP), construction will begin as soon as funding becomes available. As detailed throughout this proposal, the performance outcomes will include pavement rehabilitation, improved capacity for goods movement, improved safety, and improved multi-modal use for Simpson Lane and Feather River Boulevard.

2. BACKGROUND

Existing Conditions

Simpson Lane

The portion of Simpson Lane from the City of Marysville Boundary to Hammonton Smartsville Road has been destroyed by heavy traffic, especially over the past year as all traffic along SR70 was bypassed along Simpson Lane due to the fire at the Marysville Hotel and subsequent closure of SR70 within Marysville. Following the methodology presented in the *Pavement Condition Index - Distress Identification Manual for Asphalt and Surface Treatment Pavements*, the Pavement Condition Index (PCI) for Simpson Lane ranges from 47 to 58. The reason for the range is the subjective rating of longitudinal and transverse cracking. Some road sections have severe

cracking, while some sections are "medium" cracking. Overall, the PCI for Simpson Lane is 53, which means that the roadway's structural section requires complete rehabilitation.

Simpson Lane is critical to goods movement within Yuba County. The Yuba Goldfields, once dredged for gold, are now the largest gravel extraction operation in California. Gravel trucks use Simpson Lane to bypass the City of Marysville and gain access to State Routes 20 and 70. Similarly, the extensive agricultural fields east of the unincorporated community of Linda depend on Simpson Lane to transport crops (primarily rice, almonds, and walnuts) to market. Rehabilitating Simpson Lane and preserving its ability to transport agricultural goods and gravel are critical to the long-term economic prosperity of the region.

Simpson Lane is a major arterial for the County of Yuba, with an average daily traffic (ADT) of 13,400 vehicles per day. Simpson Lane connects Marysville to the unincorporated community of Linda, providing access to both Yuba Community College and Beale Air Force Base. During the closure of SR70 through Marysville, the traffic volume along Simpson Lane more than doubled as Caltrans detoured SR70 traffic around Marysville. A large percentage of the detoured traffic was comprised of trucks, shortening the service life of the pavement by several years. The following photos illustrate the damage to Simpson Lane.

Feather River Boulevard

The portion of Feather River Boulevard between Arboga Road and North Beale Road is the primary entrance to the community of West Linda, which lies south of the Yuba River and west of SR70. Recent County improvements on Feather River Boulevard started at Arboga Road and continued west and south from that point. The California Department of Transportation (Caltrans) initially scoped the rehabilitation of the Arboga Road to North Beale Road section of Feather River Boulevard as part of their SR70 – Feather River Overpass project. Unfortunately, Caltrans

abandoned this portion of their project due to a lack of funds, leaving the County with a roadway in significant structural distress.

Feather River Boulevard is one of the busiest corridors in Yuba County with an ADT of 15,000 vehicles per day. This includes normal commuting trips by the citizens of West Linda and a substantial amount of truck traffic carrying agricultural goods from thousands of acres of farmland that lies between the Feather River and SR70. Much of this agricultural traffic follows Feather River Boulevard north to access SR70 northbound and/or SR20. The heavy traffic has caused considerable damage to the roadway's structural section as shown in the following photos:

The following map, taken from the Yuba County 2030 General Plan, shows how the project area relates to the City of Marysville and the unincorporated communities of Linda, West Linda, and Olivehurst. The map's inset clearly shows how Feather River Boulevard and Simpson Lane connect residential neighborhoods to mixed-use corridors and commercial centers. The map also shows how Feather River Boulevard and Simpson Lane connect vast agricultural areas to SR70, SR65, and SR20, providing access for goods movement.

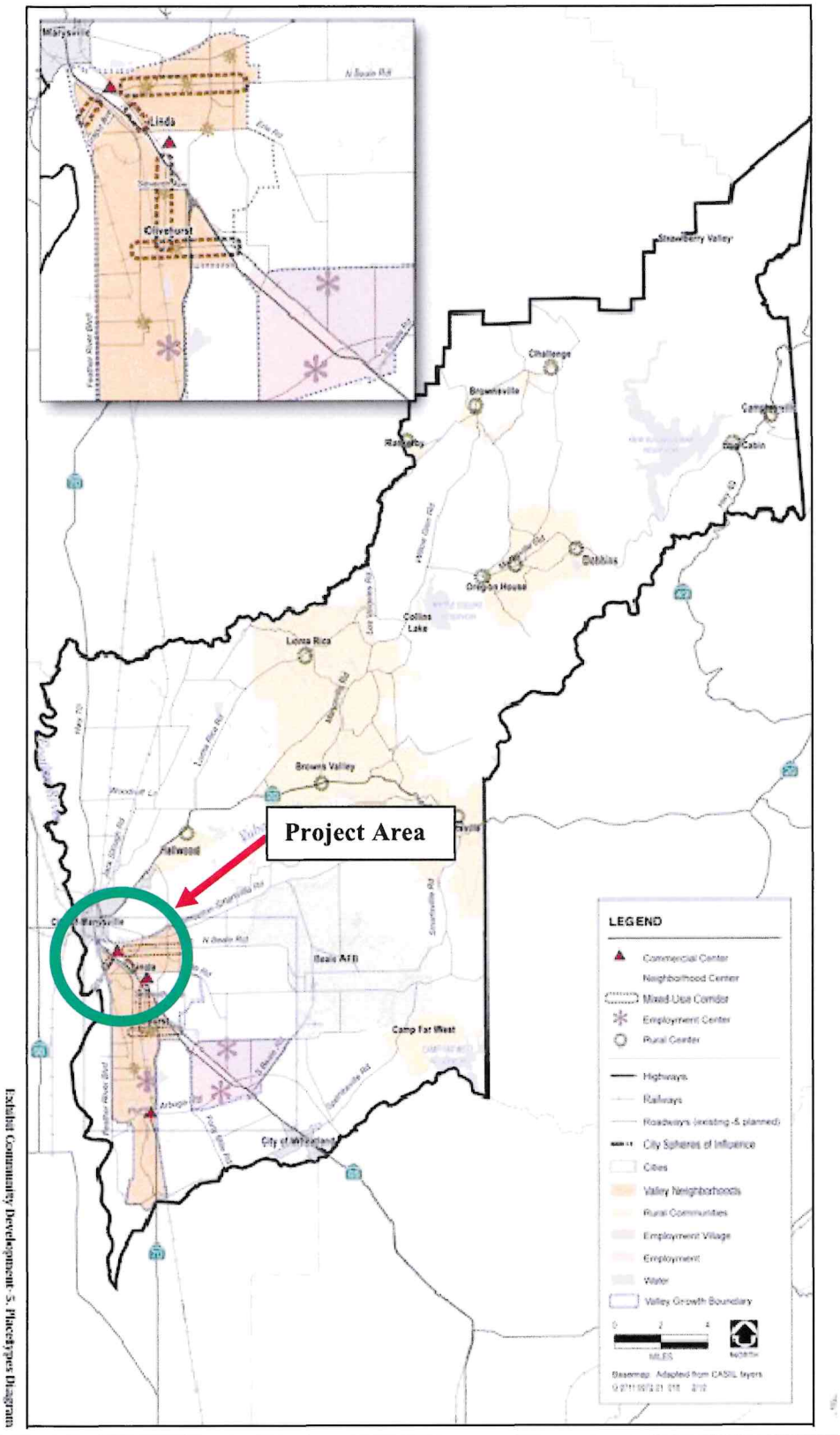


Exhibit Community Development 5: Placetypes Diagram

3. PURPOSE AND NEED

State Route 70 (SR70) effectively splits the community of Linda into two pieces, with Feather River Boulevard and Erle Road being the only connections between the two halves. The failing pavement on Feather River Boulevard between Arboga Road and North Beale Road is creating a gap where traffic accesses or crosses SR70. The Pavement Condition Index (PCI) for Feather River Boulevard is 49. Once a road's PCI drops below 60, pavement deterioration accelerates rapidly. Any road with a PCI below 55 is considered in "Poor" condition and requires major rehabilitation. The poor pavement condition significantly affects traffic along this critical connection for the residential, commercial, and agricultural communities located on either side of SR70. Restoring this critical connection, which has an ADT of 15,000 vehicles per day, is one of the County's highest priorities, ensuring access to and across SR70. Absent this roadway segment, residents and the traveling public would need to detour 1.6 miles through residential neighborhoods to cross SR70 using Erle Road. This would create circulation delays, cause damage to residential roads, and present dangerous safety concerns for residents.

Similarly, the incorporated City of Marysville is physically separated from the community of Linda by the Yuba River, with the SR70 bridge and Simpson Lane being the only two connections between the two communities. The pavement along Simpson Lane has failed, requiring extensive rehabilitation. The PCI for Simpson Lane is 53, indicating structural failures in many locations. The poor pavement creates a gap between Marysville and Linda, discouraging residents from using this route. Should the pavement get much worse, traffic would have to be detoured through the community of Linda, over SR70, and through the heart of downtown Marysville. Given that Simpson Lane has an ADT of 13,400 vehicles per day, this would completely disrupt traffic through the City of Marysville and along SR70. The County expects the proposed project will result in an extended service life of 30 years for both Feather River Boulevard and Simpson Lane.

In addition, both Feather River Boulevard and Simpson Lane are critical evacuation routes in the event of an emergency such as flood or wildfire. South Yuba County, including the unincorporated community of Linda, experienced devastating floods in 1986 and 1997 that damaged homes, businesses, schools, and public facilities. Thousands of residents were displaced and relocated to other areas, while others remained in substandard housing conditions. Yuba County, the State of California, and the Federal government have invested tens of millions of dollars to prevent future floods in south Yuba County. However, should a levee be overwhelmed or fail during a high-flow event generated by climate change, the proposed rehabilitation of Feather River Boulevard and Simpson Lane will ensure reliable evacuation routes that will allow residents the opportunity to move to higher ground and safety.

4. EQUITY ANALYSIS

The proposed project crosses five different census tracts: 61150401, 61150403.01, 61150403.02, 61150404, and 61150409. The Healthy Places Index (HPI) lists all five of these census tracts as "Disadvantaged." Similarly, the U.S. Department of Transportation (USDOT) considers all five of these census tracts to be "Areas of Persistent Poverty." SACOG lists all five census tracts as "Environmental Justice Areas" due to low income, and three of the census tracts are considered "Opportunity Zones." The following table summarizes the results of the equity study:

Table 1: Equity Analysis

Tract	MHI	CEJST	CES4.0	Healthy Places Index (HPI)	Area of Persistent Poverty	SACOG Environmental Justice Areas	Opportunity Zone
401	$42,204	Disadvantaged	89.75%	Disadvantaged	Yes	Low Income & CalEnviroScreen	No
403.01	$38,490	Disadvantaged	64.56%	Disadvantaged	Yes	Low Income and Other Vulnerability	Yes
403.02	$38,836	Disadvantaged	73.90%	Disadvantaged	Yes	Low Income & CalEnviroScreen	Yes
404	$64,167	Disadvantaged	87.01%	Disadvantaged	Yes	Low Income	Yes
409.01	$72,234	No	59.13%	Disadvantaged	Yes	Low Income	No

5. SAFETY ISSUES AND COLLISION ANALYSIS

During the five-year period between January 1, 2019, and December 31, 2023, there were 38 injury collisions on Simpson Lane, eight of which resulted in severe injuries. During the same period, there were 34 injury collisions on Feather River Boulevard between Arboga Road and North Beale Road. Three of these injury collisions resulted in severe injuries. Breakdowns of the collision severity, primary collision factors, and types of collisions are as follow:

Collision Severity:

Rating	Description	Number
1	Fatal	0
2	Injury (Severe)	11
3	Injury (Other Visible)	29
4	Injury (Complaint of Pain)	32

Primary Collision Factor (PCF) Violation

Category	Description	Number
1	DUI	9
3	Unsafe Speed	23
5	Wrong side of road	1
6	Improper passing	0
7	Unsafe lane change	2
8	Improper turning	9
9	Auto ROW	15
10	Pedestrian ROW	0
11	Pedestrian Violation	1
12	Traffic signals and signs	11
17	Other Hazardous Violation	0
18	Other than driver	0
21	Unsafe starting or backing	0
22	Other improper driving	0
0	Unknown	1

Type of Collision

Category	Description	Number
A	Head-on	8
B	Sideswipe	10
C	Rear End	21
D	Broadside	20
E	Hit Object	6
F	Overturned	3
G	Pedestrian	3
H	Other	1
~	Not Stated	0

The proposed project will improve safety and reduce the frequency and severity of injuries by installing improved warning and regulatory signs plus installing reflective thermoplastic striping and delineators. These low-cost, systemic safety measures will improve safety for the traveling public.

6. PROJECT BENEFITS

As discussed in the preceding sections, the need for this project encompasses roadway rehabilitation and maintaining critical corridors for goods movement. The project area includes Simpson Lane from the City of Marysville Boundary to Hammonton Smartsville Road, and Feather River Boulevard from Arboga Road to North Beale Road. Today, these roads serve a sporadic mixture of suburban, agricultural, and commercial development. Rehabilitating these critical roadways will extend the service life, maintain critical corridors for goods movement, plus increase safety and provide reliable evacuation routes in the event of emergencies such as floods and/or wildfires.

This project, when complete, will support multimodal uses. Simpson Lane is a central link between Marysville and Linda, and is heavily used by residents commuting to work, Yuba college students, shoppers, and Beale Air Force Base personnel. Similarly, Feather River Boulevard is the primary access route to the community of West Linda, which is an economically disadvantaged community.

In terms of economic viability, the project will set the stage for infill development, attracting investors to the region and fostering additional job opportunities. Improvements to Feather River Boulevard will fuel interest in new development on vacant and under-utilized parcels and help to create local jobs. It will improve the availability of housing choices and provide a wider range of goods and services. A blend of land uses, especially mixed-use development, will be important to the lives of many. As other places have discovered, the ability to move traffic community-wide is largely a product of compressing trips into more village-like centers, where people can walk, bike, use transit or drive shorter distances to stores and activity areas to meet their daily needs.

7. ENVIRONMENTAL COMPLIANCE (NEPA/CEQA)

Upon approval of this PSR, County staff will immediately begin facilitating the necessary CEQA / NEPA reports to ensure project readiness when the time for construction is at hand. The project's preferred alternative falls entirely in the existing footprint of the County rights-of-way and requires no property acquisition. Therefore, the Yuba County Planning Department will draft a Mitigated Negative Declaration to satisfy CEQA requirements for the entire corridor. In terms of NEPA, a Finding of No Significant Impact (FONSI) will be prepared prior to the beginning of construction. NEPA review will be conducted during the design phase for the entire corridor, which will commence shortly. Final NEPA clearance is anticipated to be completed by August 2026.

8. ALTERNATIVES

Unless noted otherwise, the alternatives identified herein address the purpose and need of the project. Although a complete streets alternative does meet the projects' purpose and need, its high estimated cost makes it infeasible for the County to implement, and therefore it is rejected from further consideration during the PA&ED phase. Only the pavement reconstruction alternatives are recommended to be carried forward to the PA&ED Phase of the project. Based on the preliminary conceptual layouts, none of the build alternatives are anticipated to contain non-standard geometries with respect to both Caltrans Design Standards and County of Yuba Design Standards. Further refinements to the proposed alternatives will be conducted during the PA&ED phase of the project.

The "No Build" Alternative

This is the "no Build" condition, where the study roadways would remain unaltered with respect to pavement condition. The pavement condition is considered "Poor" and requires major rehabilitation for both Simpson Lane and Feather River Boulevard. Therefore, this alternative does not meet the purpose and need of the proposed project.

Complete Streets Alternative

In this alternative, the County would change existing structures and alter geometrics to construct complete streets elements such as curbs, gutters, sidewalks, and bicycling facilities. This alternative would require replacement of the SR70 overpass at Feather River Boulevard and extensive improvements to the Simpson Lane Bridge to accommodate sidewalks. Due to the immediate need for pavement rehabilitation and the prohibitive costs involved in complete streets renovation, this alternative does not meet the purpose and need of the proposed project.

9. RIGHTS-OF-WAY

The County conducted initial research to identify road widths, rights-of-way, adjacent parcel ownerships, and maintenance responsibilities, as these factors can affect feasible design solutions or preferred alternatives. The preferred alternative, rehabilitation of the existing pavement, will not require any additional rights-of-way. The preferred alternative will require only five temporary rights-of-entry for construction purposes. All other work will take place in existing County rights-of-way.

10. STAKEHOLDER INVOLVEMENT

Yuba County engaged the community during development and design of this project over a multi-year period as part of numerous engagement efforts. Currently, Yuba County is requesting public input on the Yuba-Sutter Regional Safety Action Plan. The County has been active on social media, has a webpage for people to submit feedback, and is hosting numerous public meetings. A recent workshop was held on May 1, 2025. Simpson Lane and Feather River Boulevard were specifically discussed during this public workshop. Attendees stressed the need and the high priority for this project, and the public response was unanimously supportive of rehabilitating the pavement on these roads. While other roads were also identified as high-priority projects, these two roadways are the highest-priority projects that involve rehabilitation as the primary focus.

The County uses a variety of engagement efforts during project development. The County provides an online survey link and informational materials in both Spanish and English. The County also shared virtual postcards with a link to the online survey; these postcards were sent to diverse groups within Yuba County, including local radio stations, the local school district, the Yuba-Sutter-Colusa United Way, Yuba-Sutter Food Bank, Yuba-Sutter Chamber of Commerce, local churches, the Sutter-Yuba Homeless Consortium, and others

11. FUNDING

In terms of funding, project implementation depends on grant funding. The County of Yuba will complete PA&ED and PS&E using a combination of development fees and resource depletion funds. For the construction phase, the County has set aside sufficient funds for both the local match and for unanticipated cost overruns. Funds for the local match are from a combination of local road funds and resource depletion funds. These resource depletion funds, established by Measure D, assess sand and gravel operations on the Yuba River to offset roadway damage caused by the transport of sand and gravel.

The total anticipated cost for project implementation (excluding PA&ED and PS&E) is $2,895,160. This is a relatively small project, so the project should be completed one construction season. This reduces administration costs and means there will be only a few invoices over the construction period. Thus, the County anticipates requesting construction funds in the amount of $2,521,000 under the SACOG 2024/2025 Four-County State Funding Program. The County anticipates that construction funding for this project would be allocated in the 2025-2026 fiscal year.

12. ALIGNMENT WITH SACOG BLUEPRINT PRINCIPLES

Feather River Boulevard is the central connecting roadway to West Linda-area residences, public use facilities and businesses and is one of the County's most heavily travelled roadways. The pavement along most of Feather River Boulevard has been rehabilitated through a series of projects. The final portion between Arboga Road and North Beale Road was to have been rehabilitated as part of a recent Caltrans project, but that rehabilitation was not completed due to cost overruns and budgeting shortfalls.

Feather River Boulevard is the link between Linda and West Linda, which are physically separated by SR70. Preserving Feather River Boulevard is critical to all the residents who live west of SR70, including the expansive agricultural operations adjacent to the Feather River. The Linda Farm to Market & Rehabilitation Project would rehabilitate this final section of Feather River Boulevard, preserving access to the employment center along North Beale Road, schools, shopping, and residential neighborhoods. The proposed project is based on significant public participation over the past several years.

The County's efforts relating to the Linda Farm to Market & Rehabilitation Project support the key principles of the Sacrament Area Council of Governments (SACOG) Blueprint as highlighted below:

Summary of Blueprint Benefits of the Project and Yuba County's Commitment - Once complete, the proposed project will serve as a blueprint for the revitalization of other aging commercial/mixed use corridors. The project will be an example of what smaller semi-rural communities can accomplish while still meeting the intent of the SACOG Blueprint and other smart growth principles.

The Yuba County Board of Supervisors strongly supports revitalization of both West Linda and Linda. This has been demonstrated by the Board's adoption of the 2030 General Plan as well as support for grant applications which have resulted in multiple improvement projects. In addition, Yuba County has allocated Rule 20A funds to underground dry utilities in preparation for new development.

13. SCHEDULE

The County of Yuba anticipates that PA&ED and PS&E will be completed by the end of 2025. The County additionally anticipates beginning construction of the *Linda Farm to Market & Rehabilitation Project* as soon as construction funds become available. The anticipated funding fiscal year for construction is 2025/2026.