AGREEMENT NO. __-____

First Amendment to Agreement No. 22-79, Relating to the Yolo Bypass Wildlife Area Habitat Restoration and Drainage Improvement Project

THIS FIRST AMENDMENT to Agreement No. 22-79 is made this 9th day of September, 2025 by and between the County of Yolo ("County") and Ducks Unlimited, Inc. ("Ducks Unlimited"), who agree as follows:

AMENDED TERMS

1. Project Scope – Component 4. Ducks Unlimited shall perform the services agreed upon in Agreement No. 22-79 except that Component 4 of the Scope of Work shall be revised as set forth in Attachment A to this First Amendment, incorporated herein by this reference. All details of Component 4 in Agreement No. 22-79 shall be understood to refer to the description included in this First Amendment.

2. Except as specifically amended hereinabove, Agreement No. 22-79 shall remain in full force and effect according to its terms.

IN WITNESS WHEREOF, the parties hereto have executed this First Amendment to Agreement No. 22-79 on the date first written above.

Ducks Unlimited, Inc.

_____
Karen Waldrop, Ph.D.
Chief Conservation Officer
Ducks Unlimited, Inc.

County:

_____
Mary Vixie Sandy, Chair
Yolo County Board of Supervisors

Julie Dachtler, Senior Deputy Clerk
Yolo County Board of Supervisors

By: _____
Deputy (Seal)

Approved as to Form:

By: _____
Philip J. Pogledich, County Counsel

ATTACHMENT A
Modified Project Scope – Component 4

Component 4:

The Yolo Bypass Wildlife Area (YBWA) Habitat and Drainage Improvement Project (project) would improve habitat management capabilities by improving conveyance infrastructure within YBWA. Additional project components would include recontouring (grading) and construction of ditches and swales to facilitate water distribution; construction and reconfiguration of water control structures (WCSs) to support water management within the wildlife friendly rice fields and managed wetland units within YBWA; resurfacing of roadways to maintain access; and the removal of a crossing and sump to remove derelict infrastructure. Each project component is described in detail below.

Four Risers Conveyance Junction

Six WCSs in need of repair would be removed and replaced within and adjacent to an existing water conveyance junction, sometimes referred to as the "Four Risers." The junction is a circular levee enclosure that currently conveys water in the four cardinal directions connecting a major intersection of the Davis Drain with an unnamed major north / south running canal. The junction is just south of Greens Lake and is bordered on the west by rice fields and to the east by managed seasonal wetlands.

The replacement WCSs would consist of high-density polyethylene (HDPE) culverts with precast concrete flashboard risers. The WCSs would also include walkways supported by timber piles to allow access to operate and maintain the WCSs. Associated WCSs would be replaced in kind with culverts ranging in size from 24-inches to 48-inches in diameter and varying lengths. The WCSs are proposed to improve management capabilities within the managed wetland units and rice fields within YBWA.

West Mace Delivery Ditch Improvement

Approximately 8,400 linear feet and 38,600 cubic yards (CY) of new ditch would be excavated parallel along an existing north/south running ditch (i.e., the West Mace Delivery Ditch) to improve conveyance of winter water to the rice fields and managed wetlands of YBWA. The West Mace Delivery Ditch Improvement would reduce management complications and, improve ability to flood adjacent habitat and pump efficiency. This would be done by improving the West Mace Delivery Ditch capacity to convey fall and winter flows meant to flood adjacent managed seasonal wetlands and rice fields. This conveyance would allow users to reduce dependency on existing pump station referred to as the 55 Lift Pump to convey fall and winter flows.
The construction of the new ditch would include installation of nine WCSs. The WCSs would consist of HDPE culverts with precast concrete flashboard risers. WCSs would also include walkways supported by timber piles to allow access to operate and maintain the WCSs. Associated culverts would range in size from 24-inches to 48-inches in diameter and varying lengths. The WCSs are proposed to improve management capabilities within the managed wetland units and rice fields within YBWA.

In addition to the ditch improvements, approximately 400 linear feet and 300 CY would be excavated within a managed wetland to create a new swale to facilitate the flow of water to a drain leading to the Cross Canal to the south. All excavated material would be repurposed to recontour and raise the existing north/south levee road to historic elevations. Settlement and erosion have occurred along the levee road alignment resulting in low spots and uneven grade.

A new 800-linear-foot east/west running irrigation ditch would be constructed to the north of the Cross Canal. Approximately nine new WCSs would be installed along the new ditch to convey water across existing road

crossings and to connect it to the Cross Canal to the south. The new WCSs would consist of HDPE pipe with precast concrete flashboard risers. WCSs would also include walkways supported by timber piles to allow access to operate and maintain the WCSs. Associated pipes would be 24-inches to 48-inches in diameter and varying lengths.

An existing crossing over the Cross Canal located approximately 3,700 feet to the west of the Parking Lot H crossing is in need of repair. Two flap gates and four canal gates would be replaced in kind to facilitate the conveyance of water through the canal.

Parking Lot H Crossing

The existing crossing and all associated WCSs located within the Cross Canal just south of Parking Lot H would be removed. All derelict WCSs would be reused as part of the conveyance junction or West Mace Delivery Ditch Improvements or disposed of properly. Material excavated from the crossing would be repurposed to improve the existing roadways adjacent to the road and bring them back up historic elevations. Two small parking lots would be constructed along upland levees road shoulders south of the southern road of the Cross Canal. In addition, excavated material would also be used to recontour a sump that was put in as part of the original project before it was decided not to construct the proposed pump within the southeast corner of the existing rice field, just west of Parking Lot H. The berms around the sump would be removed and the sump would be filled in bringing the southeastern edge of the existing rice field to historic conditions. One WCS would be installed between the newly contoured rice field and an existing canal. The new WCS would consist of HDPE pipe with precast concrete flashboard risers. The WCS would also include walkways supported by timber piles to allow access to operate and maintain the WCSs. Associated pipes would be 48-inches in diameter. The WCS would act as a drain for the rice field.

To facilitate the drainage of flood flow between the rice fields and the managed wetlands on either side of the existing north/south roadway that runs between Parking Lot H and the Four Risers Conveyance Junction, two strategic locations have been identified as locations to convey flows. Two high-flow crossings would be constructed at these two locations These two lowered sections of the existing roadway would be surfaced with appropriately sized rock and would function as weirs that could convey lower flood stages between the rice fields on the west and the managed wetlands on the east. Culverts would also be installed under the crossings. Culverts would consist of HDPE pipe with concrete headwalls and/or riprap aprons at the inlet and outlet to reduce scour during conveyance of higher flows.

Green's Lake Unit Delivery and Berm Improvement

Approximately 7,000 liner feet and 9,750 CY of material would be excavated to create new swale alignments in the managed wetlands southeast of Greens Lake. The swale network would improve water conveyance on and off of the wetlands to improve management capabilities within YBWA.

All excavated material would be repurposed to raise and recontour the existing east/west and north/south running levee roads along the Davis Drain and address settlement and erosion that has occurred along the road alignment. Approximately 2,700 TN of gravel would be imported to top the roadway to allow access during the winter months and prevent erosion.

Monitoring

DU biologists, engineers and hired contractor and subcontractor(s) will monitor certain aspects of the project, including but not limited to turbidity, temperature, and other site conditions pursuant to environmental permit and requirements as well as other project related requirements.