

State Route 253 Slipouts Storm Damage Restoration Project

01-MEN-253 PM 7.6 and PM 7.75
01-47620

Focused Initial Study with Mitigated Negative Declaration



Prepared by the
State of California Department of Transportation

6/30/09



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SCH number: 2009052093

01-MEN 253 PM 7.6, 7.75

47620

State Route 253 Slipouts Storm Damage Restoration Project

01-MEN 253 PM 7.6 and 7.75

47620

FOCUSED INITIAL STUDY with Proposed MITIGATED Negative Declaration

Submitted Pursuant to: (State) Division 13, California Resources Code

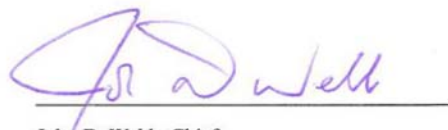
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA

Department of Transportation

26 May 2009

Date of Approval



John D. Webb, Chief

Office of Environmental Services - South

North Region Environmental Services

California Department of Transportation

Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans), in conjunction with the Federal Highway Administration (FHWA), is proposing a storm damage restoration project. The project is located on State Route 253 at post mile (PM) 7.6 and 7.75, in Mendocino County, east of Boonville. The project is necessary due to shoulder failure from groundwater seepage caused by the 2005 and 2006 winter storms. Two soldier-pile retaining walls will be built to repair the roadway and the drainage.

Determination

Caltrans has prepared a Focused Initial Study for this project and, following public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

- Would have minimal or no effect on agricultural resources, air quality, cultural resources, geology/soils, hazardous waste, land use/planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, utilities/service systems, and visual/aesthetics.
- Would have a less than significant impact with the proposed mitigation for the following resources: biological resources, and hydrology/water quality.
- Mitigation measures include:
 - Wetland Creation
 - Enhancement of the existing wetlands



John D. Webb, Chief
Office of Environmental Services -South
North Region Environmental Services
California Department of Transportation

Date



Initial Study

Project Title

Slipouts Storm Damage Restoration Project

Lead Agency Name, Address and Contact Person

California Department of Transportation

2800 Gateway Oaks Drive

Sacramento, CA 95833

Mr. Lupe Jimenez, Chief Branch S-4

(916) 274-0557

Project Location

The project site is located on State Route 253 approximately 10 miles west of Ukiah and 7 miles east of Boonville.

Project Sponsor's Name and Address

California Department of Transportation

John Webb, Chief, Office of Environmental Services - South

703 B Street

Marysville, CA 95901

Purpose and Need

Purpose

The purpose of this project is to restore the State Route 253 to its pre-storm condition by reconstructing the failed shoulder at two locations, PM 7.6 and PM 7.75.

Need

State Route 253, in Mendocino County, received heavy winter rains in 2006. The combination of unstable soil, excess groundwater, and winter storms have caused the roadway embankment to slide away from the highway at two locations, causing the shoulder to break off near or at the edge of the traveled way. The result is vertical drop-offs 5 to 20-feet (ft) deep with little to no shoulders (0 to 4-ft wide.)

Alternatives

Previously three alternatives were considered:

Alternative one: Build two geosynthetic reinforced (GRE) membrane

Alternative two: Build two stability trenches

Alternative three: Build two soldier tieback retaining walls

Alternative one was considered and rejected. After a more thorough geotechnical analysis, the GRE was not one of the top two preferred alternatives.

Alternative two was rejected due to project schedule, environmental impacts, and mitigation needs.

Alternative three was chosen as the most appropriate alternative due to project schedule restraints and fewer environmental impacts.

Description of Project

The proposed project will restore the highway to its pre-storm condition by reconstructing the failed shoulder at two locations, PM 7.6 and PM 7.75. The failed section at PM 7.75 is 175-ft long, and the failed section at PM 7.6 is 150-ft long. The previous two-ft shoulder will be upgraded to the current four-ft shoulder and will be supported by a soldier tie back wall. Metal beam guardrail and striping will be placed throughout the limits of both walls. Non-functioning under drains will be reconstructed. To facilitate those under drains, an existing 18-inch (in) and a 24-in cross culvert will be replaced, both with 24-in culverts. Grading will be done to promote wetland habitat.

Surrounding Land Uses and Setting

Elevation at the project site is approximately 2,000 ft above sea level. State Route 253 is a 17-mile mountainous road that traverses a section of the North Coast Ranges between the communities of Ukiah and Boonville. Land development is mostly rural residential with ranches located along the highway corridor.

Permits and Approvals Needed

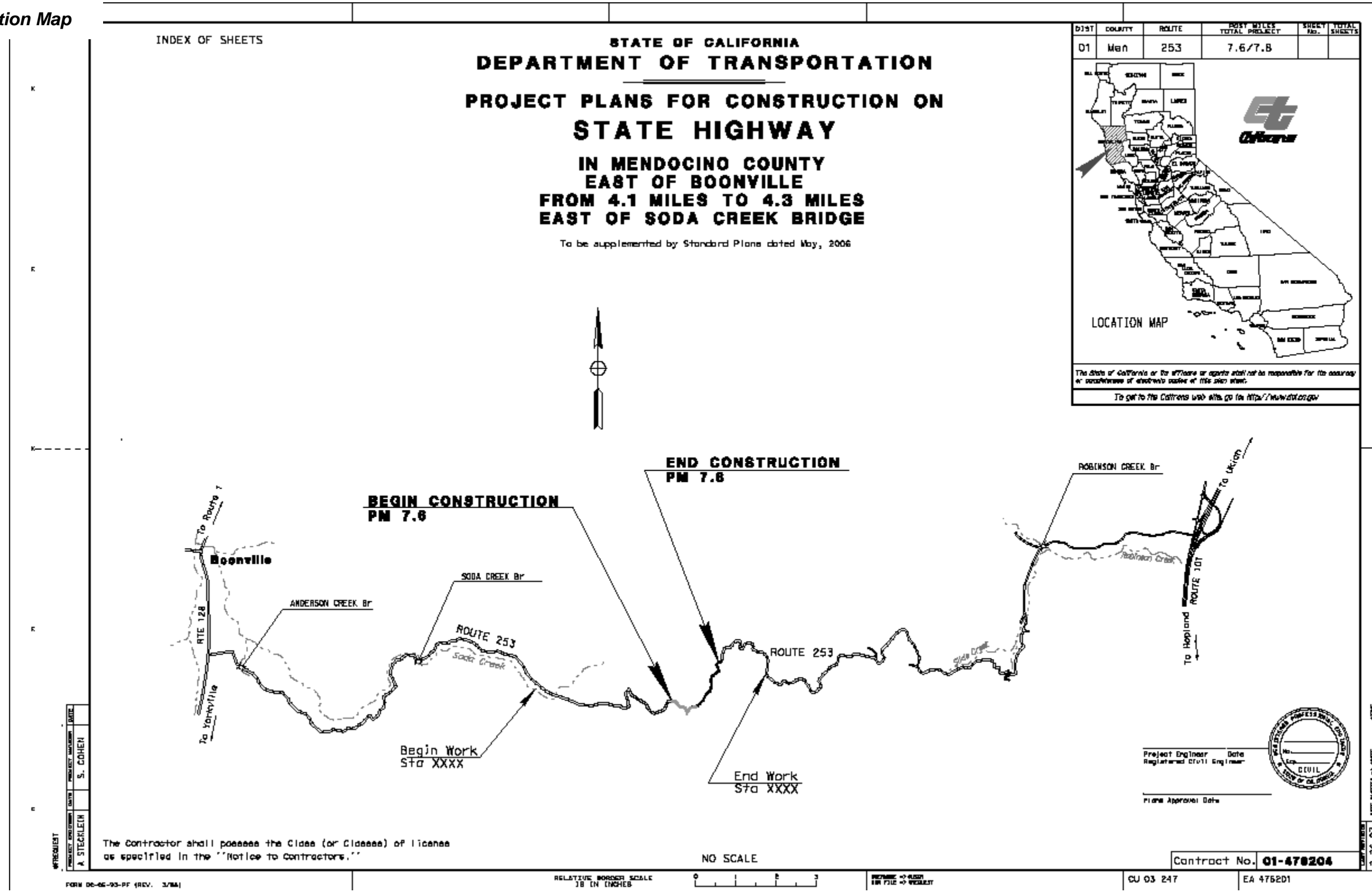
Upon completion of final design for this project, the following agencies will be contacted in order to obtain their jurisdictional permits or approvals:

- United States Army Corps of Engineers (USACE): Clean Water Act of 1977, Section 404 Permit - Nationwide 14
- North Coast Regional Water Quality Control Board (NCRWQCB): Clean Water Act of 1977, Section 401 certification

Zoning

At both locations, PM 7.6 and PM 7.75, the zoning is Range Land, at a minimum of 160 acres.

Project Location Map



INDEX OF SHEETS

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	253	7.6/7.8		



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PREPARED BY: [Blank] FOR FILE BY: [Blank]
 CHECKED BY: [Blank]
 PROJECT ENGINEER: S. COHEN
 A. STEIGLEIN
 DATE: [Blank]

The Contractor shall possess the Class (or Classes) of license as specified in the "Notice to Contractors."



Project Engineer Date
Registered Civil Engineer
Print Approval Date

DATE PLOTTED: 01-26-07
 DATE: [Blank]

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems



Mandatory Findings of Significance

Impacts Checklist

The impacts checklist starting on the next page identifies physical, biological, social, and economic factors that might be affected by the proposed project. The California Environmental Quality Act impact levels include “potentially significant impact,” “less than significant impact with mitigation,” “less than significant impact,” and “no impact.”

A brief explanation of each California Environmental Quality Act checklist determination follows each checklist item. The checklist is followed by a focused discussion of biology, and water quality issues relating to this project.

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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I. AESTHETICS – Would the project:

a) Have a substantial adverse effect on a scenic vista?
Steel I-beams used on the retaining wall shall be painted dark brown to match the color of the timber infill.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

“No Impact” determination in this section is based on the Visual Impact Assessment, February 2009.

II. AGRICULTURE RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

“No Impact” determinations in this section are based on field reviews in 2007.

III. AIR QUALITY — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

b) Violate any air quality standard or contribute

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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substantially to an existing or projected air quality violation?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Expose sensitive receptors to substantial pollutant concentrations?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Create objectionable odors affecting a substantial number of people?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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“No Impact” determinations in this section are based on the Air Quality Report, May 2007.

IV. BIOLOGICAL RESOURCES — Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion of impacts starts at the Biology section of this Initial Study.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Conflict with any local policies or ordinances

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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protecting biological resources, such as a tree preservation policy or ordinance?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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“No Impact” determinations in this section are based on the Natural Environmental Study (NES), April 2009.

V. CULTURAL RESOURCES — Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Disturb any human remains, including those interred outside of formal cemeteries?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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“No Impact” determinations in this section are based on the Historic Resource Compliance Report, June 2007.

VI. GEOLOGY AND SOILS — Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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ii) Strong seismic ground shaking?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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iii) Seismic-related ground failure, including liquefaction?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on conversations with Project Geologist, October 2008.

VII. HAZARDS AND HAZARDOUS MATERIALS —

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determination in this section is based on review of the Initial Site Assessment, January 2007.

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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“No Impact” determination in this section is based on review of the Initial Site Assessment, January 2007.

VIII. HYDROLOGY AND WATER QUALITY —

Would the project:

a) Violate any water quality standards or waste discharge requirements?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or offsite?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion of impacts starts at the Water Quality section of this Initial Study.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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e) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) Otherwise substantially degrade water quality?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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j) Result in inundation by a seiche, tsunami, or mudflow?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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“No Impact” determinations in this section are based on the Water Quality Report, February 2009.

IX. LAND USE AND PLANNING — Would the project:

a) Physically divide an established community?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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“No Impact” determinations in this section are based on conversations with Project Engineer, October 2008.

X. MINERAL RESOURCES — Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

“No Impact” determinations in this section are based on conversations with Project Engineer, October 2008.

XI. NOISE — Would the project result in:

a) 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?

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

“No Impact” determinations in this section are based on the Noise Report, May 2007.

XII. POPULATION AND HOUSING — Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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extension of roads or other infrastructure)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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“No Impact” determinations in this section are based on the scope and location of the project.

XIII. PUBLIC SERVICES —

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Police protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Schools?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Parks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Other public facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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“No Impact” determinations in this section are based on the scope and location of the project.

XIV. RECREATION —

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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“No Impact” determinations in this section are based on the scope and location of the project.

XV. TRANSPORTATION/TRAFFIC — Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

“No Impact” determinations in this section are based on conversations with Project Engineer, October 2008.

XVI. UTILITY AND SERVICE SYSTEMS — Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or | | | | |

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Comply with federal, state, and local statutes and regulations related to solid waste?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

“No Impact” determinations in this section are based on conversations with Project Engineer, October 2008.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE —

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Affected Environment, Environmental Consequences, and Mitigation Measures

Biological Environment

Migratory Birds

Regulatory Setting

The federal Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711) makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). If impacts to active nests or individual birds are expected, Caltrans shall consult with USFWS and CDFG regarding appropriate action to comply with the Migratory Bird Treaty Act of 1918.

Affected Environment

Impacts to migratory birds are not anticipated and the probability of species nesting close to the highway where they would be disturbed by construction activities is very low. No trees will be disturbed within the project. There is a low potential for nesting birds to inhabit trees within the Environmental Study Limit (ESL) on the uphill side of the highway due to how close they are to the road

Avoidance and Minimization

A qualified biologist shall conduct pre-construction nesting surveys to determine if the project will disturb any migratory birds. If nesting birds are found, appropriate protective measures, including monitoring, and agency consultation will occur in order to prevent any violation of the Migratory Bird Treaty Act.

Executive Order 13112: Invasive Species

Regulatory Setting

Executive order 13112 (February 3, 1999) charges each federal agency whose actions may affect the status of invasive species shall, to the extent practicable and permitted

by law: (1) identify such actions; and (2) subject to the availability of appropriations, and within Administration budgetary limits, use relevant programs and authorities to: (i) prevent the introduction of invasive species; (ii) detect and respond rapidly to and control populations of such species in a cost-effective and environmentally sound manner; (iii) monitor invasive species populations accurately and reliably; (iv) provide for restoration of native species and habitat conditions in ecosystems that have been invaded; (v) conduct research on invasive species and develop technologies to prevent introduction and provide for environmentally sound control of invasive species; and (vi) promote public education on invasive species and the means to address them. An “invasive species” is defined as a species that is 1) non-native (or alien) to the ecosystem under consideration, and 2) whose introduction causes or is likely to cause economic or environmental harm or harm to human health (Executive Order 13112).

Noxious weeds are plants considered as “troublesome, aggressive, intrusive, detrimental, or destructive to agriculture, silviculture, or important native species, and difficult to control or eradicate.” Within the context of transportation facilities such as roads, freeways, and rail lines, the introduction and spread of invasive species is most common in the form of invasive plant species (a.k.a “noxious weeds”). The highway and roadway system represents a permanent disturbance zone and dispersal corridor; these areas experience reduced shade and vegetation cover, conditions favored by many invasive plant species. The California Exotic Pest Plant Council’s (CalEPPC) list of “Exotic Pest Plants of Greatest Ecological Concern in California” and the California Invasive Plant Council’s (CIPC) “California Invasive Plant Inventory” were consulted for a list of target noxious weed species.

Affected Environment

Noxious weeds are present in the project area and in the potential equipment storage areas.

Avoidance and Minimization

To avoid the spread of noxious weeds, the following measures will be followed. The Contractor shall control noxious weeds by cleaning earthwork equipment prior to its

arrival at the jobsite and ensuring that proposed borrow sites or stockpile areas are free from noxious weeds and invasive plants. All earthmoving equipment and vehicles shall be inspected by the Resident Engineer or appropriate Caltrans environmental staff to be free of dirt, seeds, vegetative material, or other debris that could contain or hold seeds of noxious weeds before arriving at the project site. In accordance with Caltrans Statewide NPDES Permit, all water used in this operation must be fully contained and transported to a wastewater treatment plant for disposal.

To minimize the risk of introducing additional non-native species into the area, weed-free erosion control applications will be used. Certified weed-free straw will be required where erosion control straw is to be used. In addition, hydro-seed mulch or any other erosion control application must also be certified weed-free. If a re-vegetation seed mix is to be used, the mix will also be certified weed-free and contain native species appropriate for the project area.

Wetlands and Other Waters

Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Clean Water Act (33 United States Code 1344) is the primary law regulating wetlands and waters. The Clean Water Act regulates the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the Clean Water Act, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils subject to saturation inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the Clean Water Act.

Section 404 of the Clean Water Act establishes a regulatory program that provides that no discharge of dredged or fill material can be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the US Army Corps of Engineers with oversight by the Environmental Protection Agency.

The Executive Order for the Protection of Wetlands (Executive Order 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this executive order states that a federal agency, such as the Federal Highway Administration, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, primarily the CDFG and the Regional Water Quality Control Boards regulate wetlands and waters. In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission) may also be involved. Sections 1600-1607 of the Fish and Game Code require any agency that proposes a project that would substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify the CDFG before beginning construction. If the CDFG determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement would be required. The tops of the stream or lake banks, or the outer edge of riparian vegetation usually define the CDFG's jurisdictional limits, whichever is wider. Wetlands under jurisdiction of the U.S. Army Corps of Engineers (USACE) may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFG.

The Regional Water Quality Control Boards were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The Regional Boards

also issue water quality certifications in compliance with Section 401 of the Clean Water Act. Please refer to the Water Quality section for additional details.

Affected Environment

A natural seep wetland is found at one location, PM 7.75, due to a high groundwater table in this area.

Environmental Consequences

The wetland located within the project limits PM 7.75 will be avoided during construction activities to the greatest extent possible; however 0.02-acre wetlands will be temporarily impacted during construction.

Geotechnical studies requiring boring and access road construction were performed during the dry season of 2008. Caltrans and the Geotech contractor placed unauthorized fill for equipment access in a jurisdictional waters, the wetland seep, and beyond the Environmental Study Limit (ESL) at which point Caltrans incurred a Notice of Violation from the NCRWQCB.

Temporary impacts that resulted from the fill placed during geotechnical studies (drilling) have disturbed approximately 0.1-acre total habitat for wetland plant and animal species. Sedimentation of adjoining wetlands may occur as well as sedimentation of “other waters of the U.S.”. The wetland at this location, PM 7.75, and the upland drainage are hydrologically connected to the North Fork of Feliz Creek, which is approximately 1/3 of a mile away downhill of the project. Increased erosion, sedimentation and loss of cover/habitat are considered impacts to water quality. Erosion control hydroseed was oversprayed into the wetland at the site and has the potential to disrupt the balance of wetland/upland species, or possibly displace existing wetland species.

The wetland at location PM 7.75 will be temporarily disturbed during construction of the wall, which will not enter the wetland, but will require a temporary work area between the wetland and the wall. Approximately 0.015 acre of the wetland will be temporarily disturbed to construct the soldier pile wall.

The total temporary impacts from geotechnical studies and this proposed project will impact approximately 0.12 acre of wetland and drainage will be disturbed. A final wetland mitigation ratio will be determined by the USACE and the NCRWQCB in order to offset construction of the wall and the unauthorized fill during Geotech drilling at PM 7.75.

Avoidance and Minimization Measures

The impacted waters and wetland will be restored onsite following construction. In addition creating an additional 0.25-0.75 acre of wetlands at this location PM 7.75 is being studied. Caltrans Environmental is working with Design to create a drainage plan that will improve the hydrology of the adjacent wetland habitat as well as reduce impacts from stormwater runoff and erosion. Caltrans will create sufficient wetlands to offset what was impacted (violation was 0.1 acre and construction impacts were 0.02 acre totaling 0.12 acre) at a ratio to be negotiated with the Water Board as part of our wetland mitigation plan in the 401 certification. The practical limit of wetlands creation will be based on the amount of water available onsite. Environmental Sensitive Area (ESA) fencing will be placed by the biologist around the wetlands prior to construction in order to avoid and minimize further impacts to this habitat.

Appropriate Caltrans Best Management Practices (BMPs) will be implemented to prevent any construction material, debris or petroleum products associated with equipment from entering drainage ditches. BMPs for erosion control will be implemented and in place prior to, during, and after construction in order to ensure that no silt, sediment, backfill, petroleum products or invasive plants enter drainage ditches. All ground disturbing construction activities will occur within existing Caltrans right of way.

Wetlands Only Practicable Alternative

A. According to Executive Order 11990; “Federal agencies and responsible entities to avoid an undertaking or providing financial assistance for new construction located

within wetlands, unless a finding is made that there is no practicable alternative to such construction.”

B. The wetland at this location is very close to the highway and dependent on groundwater for its hydrology. Building a tie-back wall will temporarily impact it, however the footprint of the wall is small enough to not permanently take the wetland. All other practicable alternatives have a larger footprint and would take most, if not all of the wetland. This is because they would all place fill to stabilize the slope which would cut off the water supply to the wetland. Proper drainage of that fill would require further dewatering of the wetland.

C. All practicable measures to protect the existing wetland will be included in this project. The area outside of construction will be fenced prior to construction. The area impacted will be restored at the end of construction and reseeded with appropriate wetland plant species. The upland area between the wetland and wall will be graded to facilitate wetland development. The wall itself will be designed to promote the movement of water towards the wetland. Existing drainage features will be contoured to deliver water to the wetland. These factors should benefit the wetlands recovery from construction activities.

D. Based on the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands that may result from such use.

Physical Environment

Water Quality and Storm Water Runoff

Regulatory Setting

Section 401 of the Clean Water Act requires water quality certification from the State Water Resources Control Board (SWRCB) or from a RWQCB (RWQCB) when the project requires a Clean Water Act (CWA) Section 404 permit. Section 404 of the

CWA requires a permit from the U.S. Army Corps of Engineers to discharge dredged or fill material into waters of the United States.

Along with Section 401 of the Clean Water Act, Section 402 of the Clean Water Act establishes the National Pollutant Discharge Elimination System (NPDES) permit for the discharge of any pollutant into waters of the United States. The federal Environmental Protection Agency has delegated administration of the NPDES program to the SWRCB and nine RWQCBs. The SWRCB and RWQCB also regulate other waste discharges to land within California through the issuance of waste discharge requirements under authority of the Porter-Cologne Water Quality Act.

The SWRCB adopted a Statewide Construction General Permit (NPDES General Permit No. CAS000002, Waste Discharge Requirements for Discharges of Storm Water Runoff associated with Construction Activity, Water Quality Order 99-08-DWQ) to address construction projects which result in greater than 5 acres of disturbed soil area (Construction General Permit.) In order to develop a consistent statewide approach to these new regulations and permit requirements, the Department of Transportation (Department) requested the SWRCB consider adopting a statewide permit that would cover both storm water discharges for MS4 requirements as well as requirements established under the Statewide General Permit for construction activities. As a result, all storm water discharges and non-storm water discharges from all Department properties, facilities, and activities are regulated under Order No. 99-06-DWQ, NPDES No. CAS000003. NPDES Permit, Statewide Storm Water Permit and Waste Discharges requirements for the State of California, Department of Transportation (Caltrans Statewide NPDES Permit.)

In December 2002, the SWRCB adopted a Modification to the Statewide Construction General Permit to incorporate the Phase II Rule requirements enacted by the US Environmental Protection Agency (EPA)(Modification of Water Quality Order 99-08-DWQ). The Modification was adopted to address Federal Regulations (Phase II Rule) that became final on December 9, 1999. The Phase II rule expanded the existing NPDES program to address discharges from construction sites that result

in a disturbed soil area equal to or greater than one (1) acre and less than five (five) acres, and to no longer exempt municipalities with populations less than 100,000 people. The Modification established three areas for required coverage 1) MS4s automatically designated by US EPA pursuant to 40 CFR section 122.32(a)(1) because it is located within an urbanized area as defined by the Bureau of Census; 2) Traditional Small MS4s that serve cities, counties, and unincorporated areas that are designated by SWRCB or RWQCBs; and 3) Non-traditional MS4s.

Regional Water Quality Control Board (RWQCB)

The RWQCB has the authority to implement water quality protection standards through the issuance of permits to protect waters of the State of California. Water Quality Objectives for the North Coast Region are specified in the Water Quality Control Plan for the North Coast Region (Basin Plan) prepared in compliance with the Federal CWA and the State Porter Cologne Water Quality Control Act. The Basin Plan establishes water quality objectives and implementation programs to meet stated objectives and to protect the beneficial uses of both surface waters and ground water.

A storm water plan is typically required by the RWQCB for the Section 401 Water Quality Certification / Waste Discharge Requirements to address discharges of pollutants to receiving waters. The North Coast Regional Water Quality Control Board (NCRWQCB) 401 Certification application requests information with regard to treatment BMP feasibility. ~~contains the following language:~~

~~PROPOSED STORM WATER TREATMENT MEASURES (Describe the methods proposed to treat storm water runoff from the project site prior to entering the storm drainage system, wetlands, streams, etc. Please include proper design calculations to indicate that the proposed methods will treat runoff from the 85th percentile/24-hour storm event. See Standard Urban Storm water Mitigation Plan (SUSMP) Guidelines available at:~~

~~<http://ci.santa-rosa.ca.us/pworks/other/SW/SRSWManualFinalDraft.pdf>,
or upon request.)~~

Affected Environment

For the purpose of this project, the water quality study limits are located on State Route 253 from PM 7.6 to 7.75. The project location is in the Russian River Hydrologic Unit, Upper Russian River Hydrologic Area, Ukiah Hydrologic Sub-Area 114.31. The receiving area waters for the project limits are three parameter wetlands, and unnamed ephemeral tributaries to Feliz Creek. Feliz Creek is a tributary to the Russian River.

Environmental Consequences

During construction there could be temporary adverse impacts due to increased erosion and sediment transport to receiving waters.

Avoidance, Minimization, and/or Mitigation Measures

The project will be constructed with necessary erosion and water quality control practices to minimize the potential for sedimentation and other construction related impacts through the use of Construction Best Management Practices (BMPs) identified in Caltrans' Water Quality Handbook, Construction Site BMPs Manual. Caltrans' approved construction BMPs applicable to this project include measures for temporary sediment control (e.g. silt fences, fiber rolls, straw bale barriers), temporary soil stabilization (e.g. hydraulic mulching, hydro seeding, straw mulch,), tracking control (stabilized construction entrance/exit, stabilized construction roadway,), non-storm waste management (e.g. water conservation practices, dewatering operations, paving and grinding operations, temporary stream crossings, illicit connection/illegal discharge detection and reporting, vehicle and equipment fueling, pile driving operations, concrete curing, and concrete finishing), and waste management and materials pollution control (material delivery and storage, material us, stockpile management, spill prevention and control, solid waste management, hazardous waste management, concrete waste management, sanitary/septic waste management, and liquid waste management.)

Current estimates show that the project will result in a disturbed soil area of less than one acre, and therefore will not be regulated under the Construction General Permit. To address the potential temporary water quality impacts resulting from construction activities, Standard Special Provision (SSP) 07-340 will be included as part of the Plan, Specifications, and Estimates. SSP 07-340 will specify water pollution control work and implementation of a Water Pollution Control Program (WPCP) during construction. Source control issues will be addressed through SSP 07-346, Construction Site Management that sets forth handling procedures and BMPs for potential sources not addressed by line items in the contract.

Storm water from discharges related to the operation of the facility can potentially be minimized with the implementation of feasible treatment BMPs to the standard of the Maximum Extent Practicable in accordance with Caltrans NPDES Permit. The increase in impervious surface (hydro-modification impacts) should also be considered as part of the feasible treatment BMPs evaluation process. Recent 401 certifications issued by the NCRWQCB have included required mitigation for hydro-modification changes within a particular watershed. The increase in impervious surface for this project is small and should not result in significant changes to the hydrograph for the project area. Engineering calculations should be performed by Design or Hydraulics to document this for the 401 application. Dredge and fill impacts to waters of the State and the United States will occur as a result of the project and will require mitigation. ~~Expect the~~ The NCRWQCB ~~Regional Board to~~ may require an approved mitigation and monitoring plan before ground-disturbing activities will be allowed to commence. The geotechnical investigation impacted an ephemeral drainage and three parameter wetlands. The NCRWQCB issued a Notice of Violation to Caltrans for the discharges. In the response to the Notice of Violation Caltrans stated:

“To facilitate a completed and successful mitigation and restoration plan, it is the Department’s position that this can best be accomplished after construction. Soldier pile tie back walls are proposed to repair the structural damage to the highway. Given that the design is still in the initial stages of

planning, the temporary footprint for construction access had not been entirely defined. Given the proximity and sensitivity of the existing wetlands, the Department proposes to avoid the existing wetlands and implement a mitigation plan at the conclusion of construction. Mitigation will likely include wetland creation and enhancement of the existing wetlands.”

Adequate avoidance, minimization, and mitigation measures will need to be proposed to obtain the 401 Certification for this project. It is likely that the NCRWQCB will require a re-vegetation plan as part of the 401 Certification Process.

DEPARTMENT OF TRANSPORTATION
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*Flex your power!
Be energy efficient!*

January 14, 2005

**TITLE VI
POLICY STATEMENT**

The California Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

A handwritten signature in black ink that reads "Will Kempton".

WILL KEMPTON
Director

"Caltrans improves mobility across California"

1.

List of Preparers

The following Caltrans North Region staff contributed to the preparation of this Initial Study:

Lupe Jimenez, Senior Environmental Planner. Contribution: Environmental Branch Chief

Beth Thompson, Associate Environmental Planner. Contribution: Environmental Study Coordinator and Document Writer

Erick Wulf, Associate Environmental Planner (Archaeology). Contribution: Historic Property Survey Report (HPSR)

Alfred Kannely, Pamela Lindholm, Amy Kennedy, Michelle Beachley, Environmental Planner (Natural Science). Contribution: Project biologist, Natural Environment Study (NES) contributions

Mark Melani, Associate Environmental Planner. Contribution: Initial Site Assessment (Hazardous Waste)

Jim Hibbert, Associate Landscape Architect. Contribution: Visual Impact Analysis Report

Andrew Stecklein, Project Engineer. Contribution: Project description, mapping.

Frank Demling, Senior Transportation Surveyor. Contribution: Project Manager

Sharon Tang, Air/Noise Specialist. Contribution: Air Quality and Noise Reports

Lucy Kostrzewa, Hydraulic Engineer, Floodplain Analysis

Alex Arevalo, Transportation Engineer, Civil. Contribution: NPDES Storm Water Coordinator

List of Technical Studies that are Bound Separately

Visual Impact Assessment February 2009

Air Quality Report May 2007

Noise Report May 2007

Natural Environmental Study April 2009

Initial Site Assessment January 2007

Water Quality Report February 2007

Historic Property Survey Report June 2007

Floodplain Report September 2007

Appendix A Correspondence



ARNOLD SCHWARZENEGGER
GOVERNOR

June 26, 2009

Beth Thompson
California Department of Transportation
2800 Gateway Oaks Dr, Ste 100
Sacramento, CA 95833

Subject: State Route 253 Slipouts Storm Damage Restoration Project
SCH#: 2009052093

Dear Beth Thompson:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on June 25, 2009, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

A handwritten signature in cursive script that reads "Terry Roberts".

Terry Roberts
Director, State Clearinghouse



CYNTHIA BRYANT
DIRECTOR

**Document Details Report
State Clearinghouse Data Base**

SCH# 2009052093
Project Title State Route 253 Slipouts Storm Damage Restoration Project
Lead Agency Caltrans #3

Type MND Mitigated Negative Declaration
Description The proposed project will restore the highway to its pre-storm condition by reconstructing the filed shoulder at 2 locations, PM 7.6 and PM 7.75. The failed section at PM 7.75 is 175 ft long, and the failed section at PM 7.6 is 150 ft long. The previous 2 ft shoulder will be upgraded to the current 4 ft shoulder and will be supported by a soldier tie back wall. Metal beam guardrail and striping will be placed throughout the limits of both walls. Non-functioning under drains will be reconstructed. To facilitate those under drains, an existing 18 inch and 24 inch cross culvert will be replaced, both with 24 inch culverts. Grading will be done to promote wetland habitat.

Lead Agency Contact

Name Beth Thompson
Agency California Department of Transportation
Phone 916-274-0571 **Fax**
email
Address 2800 Gateway Oaks Dr, Ste 100
City Sacramento **State** CA **Zip** 95833

Project Location

County Mendocino
City Booneville
Region
Lat / Long
Cross Streets SR 253 PM 7.6/7.75
Parcel No.
Township

<i>Range</i>	<i>Section</i>	<i>Base</i>
--------------	----------------	-------------

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use Range Land

Project Issues Biological Resources; Water Quality; Wetland/Riparian

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 1E; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Regional Water Quality Control Board, Region 1; Native American Heritage Commission

Date Received 05/27/2009 **Start of Review** 05/27/2009 **End of Review** 06/25/2009

Appendix B Comments and Responses

This appendix contains the comments received during the public circulation and comment period. A Caltrans response follows each comment presented.



Linda S. Adams
Secretary for
Environmental Protection

**California Regional Water Quality Control Board
North Coast Region
Bob Anderson, Chairman**

www.waterboards.ca.gov/northcoast
5550 Skylane Boulevard, Suite A, Santa Rosa, California 95403
Phone: (877) 721-9203 (toll free) • Office: (707) 576-2220 • FAX: (707) 523-0135



Arnold
Schwarzenegger
Governor

June 10, 2009

Mr. Lupe Jimenez
CDOT – North Region Environmental
P.O. Box 911
Marysville, CA 95901-0911

Dear Mr. Jimenez:

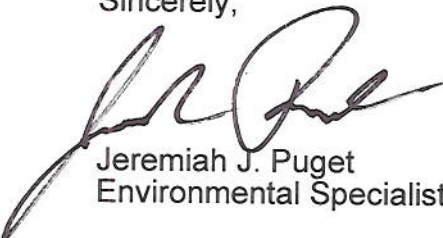
Subject: Highway 253 Storm Damage Alternatives Analysis PM 7.75 (Location 2)

File: CDOT Highway 253 - Storm Damage PM 7.75 (Mendocino County)

At the request of the California Department of Transportation (Caltrans) the North Coast Regional Water Quality Control Board (Regional Water Board) has evaluated the two construction alternatives for the Highway 253 – Storm Damage project (project) located in Mendocino County at Post Mile (PM) 7.75. The two project alternatives include a Tie-Back retaining wall versus a Stab-Trench. Based on the information submitted to the Regional Water Board, it appears that the construction of the Tie-Back Retaining Wall would likely result in less permanent impacts to wetlands as compared to the Stab-Trench alternative. In addition, the mitigation proposal for the Tie-Back Retaining Wall has the potential to increase the area and quality of wetlands at this location. The Stab-Trench alternative would require off-site wetland which has less likelihood of success and would also be a more costly mitigation alternative. In accordance with State and Federal guidelines all project alternatives should first avoid and minimize impacts to resources prior to evaluating mitigation. Therefore, the Regional Water Board finds the construction of the Tie-Back Retaining Wall and on-site mitigation as a more appropriate alternative in regards to the protection of resources.

If you have any additional comments or questions, please feel free to contact me at (707) 576-2835 or at jpuget@waterboards.ca.gov.

Sincerely,



Jeremiah J. Puget
Environmental Specialist

061009_JJP_CDOT_Hwy253_ProjectAlternative_ltr.doc

California Environmental Protection Agency

Recycled Paper

Response to Comment:

Water Board comment noted. Thank you