
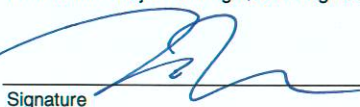


CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

12-ORA-County Orange	N/A	N/A	BRLO 5955(087)
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.
PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)			
The County of Orange, in cooperation with Caltrans proposes to replace the Ladd Canyon Bridge (Bridge# 55C0175) along Silverado Canyon Road in an unincorporated community of Silverado, Orange County, California. The purpose of the project is to improve the safety conditions for vehicular traffic and provide pedestrian access. The bridge replacement will involve the construction of a precast concrete bridge and the removal of the existing bridge. The proposed bridge would require an expansion from the existing bridge width to accommodate a sidewalk on either side. To provide continued access during project construction, only one lane will be closed at a time. This project will not require acquisition of new right-of-way, as the bridge is located within the County of Orange right-of-way. Continued...			
CALTRANS CEQA DETERMINATION (Check one)			
<input checked="" type="checkbox"/> Not Applicable – Caltrans is not the CEQA Lead Agency		<input type="checkbox"/> Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA	
Based on an examination of this proposal, supporting information, and the above statements, the project is:			
<input type="checkbox"/> Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)			
<input type="checkbox"/> Categorically Exempt Class . (PRC 21084; 14 CCR 15300 et seq.)			
Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply:			
<ul style="list-style-type: none"> • If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law. • There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time. • There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances. • This project does not damage a scenic resource within an officially designated state scenic highway. • This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List"). • This project does not cause a substantial adverse change in the significance of a historical resource. 			
<input type="checkbox"/> Common Sense Exemption. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)]			
N/A		N/A	
Print Name: Senior Environmental Planner or Environmental Branch Chief		Print Name: Project Manager	
Signature	Date	Signature	Date
NEPA COMPLIANCE			
In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:			
<ul style="list-style-type: none"> • does not individually or cumulatively have a significant impact on the environment as defined by NEPA, and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and • has considered unusual circumstances pursuant to 23 CFR 771.117(b). 			
CALTRANS NEPA DETERMINATION (Check one)			
<input checked="" type="checkbox"/> 23 USC 326: The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:			
<input checked="" type="checkbox"/> 23 CFR 771.117(c): activity (c)(28)			
<input type="checkbox"/> 23 CFR 771.117(d): activity (d)()			
<input type="checkbox"/> Activity ___ listed in Appendix A of the MOU between FHWA and the State			
<input type="checkbox"/> 23 USC 327: Based on an examination of this proposal and supporting information, the State has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.			
Charles Baker		Tifini Tran	
Print Name: Senior Environmental Planner or Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
Signature	Date	Signature	Date
	5/10/19		5/10/19
Date of Categorical Exclusion Checklist completion: 5/10/19		Date of ECR or equivalent : 5/10/19	

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

Continued from page 1:

The project would not require a construction easement. The project would require the construction of new footings. To minimize the excavation footprint, cast-in-drill-hole pile footings are proposed. A water line exists along the side of the existing bridge; therefore, utility connections and relocations are anticipated as part of the project. Additionally, an electrical line and a fire hydrant may be relocated. Construction of the bridge would take approximately 6 months. Construction staging would occur within the road shoulder or in adjacent disturbed or developed areas along Silverado Canyon Road. No disposal or borrow sites are proposed.

The project will include, as applicable, the following standardized features that are included as part of the project description (<http://www.dot.ca.gov/des/oe/construction-contract-standards.html>). Standardized features (such as Best Management Practices [BMPs]) are those features that are generally applied to most or all Department projects. These standardized or pre-existing features allow little discretion regarding their implementation and are not specific to the circumstances of a particular project.

In addition to the measures given in the Caltrans Standard Specifications, the following measures will be implemented as project elements to the proposed project:

Biology

BIO 1 - Orange County Public Works (OCPW) shall comply with all measures and/or conditions described in the United States Fish and Wildlife Biological Opinion dated February 23, 2018.

BIO 2 - OCPW in coordination with Caltrans shall conduct comprehensive arroyo toad surveys within suitable breeding habitat along Silverado and Santiago Creeks prior to project construction. These surveys will be conducted consistent with a survey methodology mutually agreed to by OCPW, Caltrans, and the USFWS. The survey methodology will identify the locations where focused surveys will be conducted and the conditions under which surveys will be conducted (e.g., in an above-average rainfall year under appropriate climatic conditions). If the comprehensive surveys are positive, OCPW and Caltrans must coordinate with USFWS to determine if it is necessary to reinstate consultation to address additional effects to arroyo toad.

BIO 3 - To avoid any direct impacts to raptors and/or any native/migratory birds, removal of habitat that supports active nests in the BSA should occur outside of the breeding season for these species (February 15 to September 1), where feasible. If removal of habitat in the proposed area of disturbance must occur during the breeding season, a qualified biologist shall conduct a preconstruction survey to determine the presence or absence of nesting birds in the proposed area of disturbance. The pre-construction survey shall be conducted within three calendar days prior to the start of construction activities (including removal of vegetation). If nesting birds are detected, a letter report or nesting bird protection and management plan shall be prepared in conformance with applicable state and federal law (i.e., appropriate follow up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) and shall include proposed measures to be implemented to ensure that take of birds or eggs or disturbance of breeding activities is avoided. The report or nesting bird protection and management plan shall be submitted to Caltrans and CDFW for review and approval and implemented to the satisfaction of Caltrans and CDFW. The Biologist in concert with OCPW and Caltrans shall verify and approve that all measures identified in the report or nesting bird protection and management plan are in place prior to and/or during construction. If nesting birds are not detected during the pre-construction survey, no further mitigation is required.

BIO 4 – Direct impacts to non-wetland waters of the U.S. subject to regulation by the USACE, RWQCB, and CDFW, including permanent impacts to 0.002 acre and temporary impacts to 0.02 acre of ephemeral stream channel, will occur due to project implementation. Mitigation for permanent impacts to 0.002 acre of ephemeral stream channel within designated critical habitat for arroyo toad will be offset through the establishment/creation of ephemeral stream channel at a 1:1 ratio within the Santa Ana River watershed. Habitat restoration and erosion control treatments will be installed within temporary disturbance areas. Habitat restoration will feature native species that are typical of the area, and erosion control features will include silt fence and straw fiber rolls, where appropriate. The temporary impact revegetation areas will be monitored and maintained for 25 months to ensure adequate establishment and sustainability of the plantings/seedings. Mitigation for temporary impacts to 0.02 acre of ephemeral stream channel will include restoring temporarily impacted areas in place to preconstruction contours and conditions following construction.

BIO 5 - State and federal law regulates impacts to non-wetland waters of the U.S. OCPW will be required to obtain a Section 404 Nationwide Permit from the USACE, Section 401 Water Quality Certification from the RWQCB, and a Section 1602 Lake and Streambed Alteration Agreement from CDFW prior to construction.

Hazardous Waste

HW 1 – During construction, the construction contractor will remove and either reuse or properly dispose of soils, including requiring special handling, treatment, and/or disposal of aerially deposited lead consistent with the California Department of Transportation (Caltrans) lead variance from the California Department of Toxic Substances Control (DTSC).

HW 2 – During the design phase, the yellow traffic striping and pavement marking materials will be tested for lead and lead chromate. If hazardous materials are discovered, the construction contractor will remove and properly dispose of any materials in accordance with Caltrans Construction Manual, Chapter 7, Section 7-106, Environmental Hazards and Safety Procedures.

HW 3 – Qualified professionals will initiate and complete an asbestos-containing materials (ACM) survey prior to completion of the PS&E phase. The survey should be conducted in conformance with the United States Environmental Protection Agency (EPA) National Emission Standards for Hazardous Air Pollutants Title 40 Code of Federal Regulations regulation, and South Coast Air Quality Management District (SCAQMD) Rule 1403. Additionally, notification of the SCAQMD prior to any structure renovation or demolition is mandatory according to Rule 1403 (d)(1)(B).

HW 4 – Qualified professionals will initiate a Lead Based Paint (LBP) survey during the PS&E phase. The LBP study will be conducted by trained and/or licensed professionals and will comply with the EPA, Housing and Urban Development, and California Department of Public Health guidelines.

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Continuation Sheet

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Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

Water Quality

WQ 1 - The County shall comply with the provisions of the Statewide NPDES General Construction Activity Permit and any subsequent permit or individual permit if required by the Santa Ana RWQCB as it relates to construction activities for the proposed project.

WQ 2 - Implement appropriate BMPs to minimize pollutants of concern.

WQ 3 - A completed notification package shall be submitted and associated fees paid to the CDFW regional office. This shall include coordination with the CDFW with respect to drafting and accepting the Section 1602 Streambed Alteration Agreement for construction activities that are anticipated to occur within the Ladd Creek.

WQ 4 - A permit from the USACE for construction activities in a floodplain. This shall include coordination with the USACE with respect to the submittal of the permit application and supplemental information required for permit processing.

WQ 5 - A consultation with USFWS shall occur with respect to drafting and accepting an incidental take statement related to the designated critical habitat for the federally-listed endangered arroyo toad and construction activities that are anticipated to occur within Ladd Creek area.

WQ 6 - The County shall obtain a 401 Certification from the Santa Ana RWQCB for activities that could potentially discharge materials into Ladd Creek. This shall include coordination with the Santa Ana RWQCB with respect to the submittal of the permit application and supplemental information required for certification.

Hydraulics

HYD 1 – Due to the increase in flow velocity extending from the upstream face of the bridge to 200 feet upstream of the bridge. The increase in flow velocity would be expected to result in an increase in scour potential. Scour mitigation measures will require armoring of the creek invert and or installation of grade control measures. Armoring of the creek invert in the vicinity of the bridge with rock riprap is consistent with the existing creek invert.

List of Technical Studies

Historic Property Survey Report (May 2, 2019)
Technical Noise Memo (July 21, 2017)
Location Hydraulics Study (July 2017)
Water Quality Assessment Report (June 2017)
Phase 1 Initial Site Assessment (April 20, 2017)
Natural Environment Study (April 2017)
Biological Opinion (February 23, 2018)