

February 9, 2016

**Public Notice for Water Quality Certification and/or Waste Discharge Requirements (Dredge/Fill Projects)**

**California Department of Transportation  
State Route 128/253 Culvert Rehabilitation Project (Phase III, Part 2)  
38.991, -123.3538 to 38.875, -123.1058<sup>1</sup>  
WDID No. 1B15162WNME, ECM PIN CW-820346  
Caltrans EA No. 01-37813, EFIS No. 01-0000-0134**

**Mendocino County**

On December 22, 2015, the North Coast Regional Water Quality Control Board (Regional Water Board) received an application from the California Department of Transportation (Caltrans), requesting Federal Clean Water Act, Section 401, Water Quality Certification (certification) for activities related to the proposed State Route 128/253 Culvert Rehabilitation Project (Project).

**Project Description**

The purpose of the Project is to rehabilitate 22 deteriorated culverts that Caltrans has determined to have reached life expectancy, thus preventing highway damage from potential culvert failure. The Project area is on Route 128 (MEN 128) between Post Miles (PM) 30.14 and 48.44 in Mendocino County.

Work would be conducted on drainage systems at the following SR 128 Post-Miles:

30.14	30.57	31.03	31.09	31.26	35.42	35.48
35.94	38.77	40.52	40.75	41.12	41.35	42.81
43.16	44.85	46.66	47.52	47.71	47.97	48.3
48.44						

*Culvert Replacement Construction Strategies*

Standard construction methods will be employed to rehabilitate the culverts. The most common rehabilitation effort is the replacement of the entire culvert and associated structural elements (headwall and/or endwall), and the most common method of replacing the culverts is using the half-width construction method (HWCM) or "cut and cover." The new culverts may be back filled with native soil or concrete slurry. In steep terrain where outlet pipes need to extend down the fill slope, suspension systems will be installed to support the pipe segments and keep them from separating. At some culvert locations gullies have formed at the outlets of the culverts. As a part of the project these gullies will be stabilized to prevent further erosion. Most of the culvert rehabilitation efforts can be completed from the existing road surface using a rubber tire backhoe. Equipment may only

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<sup>1</sup> WGS84 datum

need to be moved off of the road shoulder when deep installations are required. In cases where the depth of excavation is greater than the reach of a conventional backhoe, or 15 feet, a crawler-mounted excavator will be used.

#### *Installation of New Structures*

Many of the specific designs call for modifying the ends of the culvert with a headwall, a flared end section, an inlet structure, or a down drain. Inlets will be either back filled with soil or grouted once connected to the inlet and outlet pipes. Rock slope protection (RSP) will be necessary at various outlets to dissipate erosive energy at the outfall. In some cases culverts may be abandoned and new culvert placed at a different location. In these cases the large existing culvert (over 24 inches diameter) will be filled with sand and/or grout and plugged. Smaller culverts will be grouted at the inlet only. Temporary workpads may be necessary for backhoe equipment to reach down the slope far enough to install the equipment and in some cases place RSP at the outlets.

One-way reversing traffic control would also be required during construction. Staging would be located on paved roadway, existing pullouts, and private property within the Project limits.

#### **Impacts**

The proposed Project would result in approximately 412.8 linear feet (0.012 acres) of permanent impacts to jurisdictional waters due to disturbance during construction. The proposed Project would result in approximately 1,359.9 linear feet (0.04 acres) of temporary impacts to jurisdictional waters due to the new drainage system being installed. The Project would also result in approximately 0.001 acres of permanent impacts and 0.003 acres of temporary impacts to wetlands due to disturbance during construction.

#### **Proposed Mitigation**

Caltrans would mitigate for permanent impacts by providing 0.46 acres of restored wetlands and 0.17 acres of restored waters of the state at MacKerricher State Park, immediately north of Fort Bragg. Mitigation would be completed consistent with the April 2013, Inglenook Fen-Ten Mile Dune Natural Preserve Mitigation and Monitoring Plan, prepared by Caltrans

#### **Post-Construction Storm Water Treatment**

Post-construction storm water treatment is not required because Project implementation would result in less than 5,000 square feet of added or reworked impervious area.

#### **Construction Timing**

The Project is expected to be completed within approximately 66 working days. The Project is proposed to begin on July 1, 2016, and be completed on September 1, 2016.

### **Disturbed Ground Area**

Project implementation would result in less than one acre of disturbed soil area. Caltrans shall utilize appropriate erosion control, sediment control, and site management Best Management Practices to prevent discharge of pollutants during construction.

### **Other Agency Permits**

Caltrans has requested U.S. Army Corps of Engineers authorization to perform the project under Regional General Permit no. 2009-00447N, pursuant to CWA, section 404. Caltrans has also submitted a section 1600 Notification of Lake or Streambed Alteration to the California Department of Fish and Wildlife. Caltrans received a Biological Opinion (AFWO-10B0003-10F0090) from the National Marine Fisheries Service (NMFS) on January 4, 2005, that determined the Project is not likely to adversely affect listed salmonid species. Caltrans reinitiated consultation with NMFS in 2006 after a change in the listing status of Central California Coast coho salmon as well as designation of critical habitat for Northern California steelhead and Central California Coast steelhead. In a January 10, 2007, letter, NMFS maintained that the original Biological Opinion and incidental take statement remained valid.

### **CEQA Compliance**

On June 6, 2005, Caltrans signed a Notice of Determination approving a Mitigated Negative Declaration for the Project (State Clearinghouse No. 2015021063) in order to comply with the California Environmental Quality Act.

Regional Water Board staff are proposing to regulate this Project pursuant to Section 401 of the Clean Water Act (33 USC 1341) and/or Porter-Cologne Water Quality Control Act authority. In addition, staff will consider all phone calls and comments submitted in writing and received within a 21-day comment period that begins on the first date of issuance of this notice and ends at 5:00 p.m. on the last day of the comment period. If you have any questions or comments, please contact staff member Brandon Stevens at (707) 576-2377 or [Brandon.Stevens@waterboards.ca.gov](mailto:Brandon.Stevens@waterboards.ca.gov) within 21 days of the posting of this notice.

The information contained in this public notice is only a summary of Caltrans's proposed activities. The Regional Water Board's Project file includes the application for certification and additional details of the proposed Project, including maps and design drawings. Project documents and any comments received are on file and may be reviewed or copied at the Regional Water Board office, 5550 Skylane Boulevard, Suite A, Santa Rosa, California. Appointments are recommended for document review. Appointments can be made by calling (707) 576-2220.