

2019038481

Notice of Exemption

To:  Office of Planning and Research  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

From: Southern California Regional  
Rail Authority (SCRRA)  
2558 Supply Street, Bldg A  
Pomona, CA 91767

Orange County Clerk-Recorder  
12 Civic Center Plaza, Room 101  
Santa Ana, CA 92701

Project Title: SCRRA Temporary Shoring of the San Juan Creek Bridge.

Project Location - Specific: The existing San Juan Creek Bridge is located in the City of San Juan Capistrano near the Camino Capistrano exit of the Interstate 5 (I-5) freeway at Mile Post (MP) 197.9 on the Orange Subdivision. The bridge is within the Orange County Transportation Authority (OCTA) right-of-way and is operated and maintained by Metrolink/Southern California Regional Rail Authority. The Orange Subdivision corridor is utilized by Metrolink, Amtrak, and BNSF trains.

Project Location - City: San Juan Capistrano

Project Location - County: Orange County

Description of Project: The purpose of the proposed bridge support (shoring) project is to move a heavy load across the San Juan Creek Bridge (BR-197.9). This load exceeds the current bridge load capacity. The existing railroad bridge at Mile Post 197.9, on SCRRA's Orange Subdivision in San Juan Capistrano, is scheduled to be replaced in the next 5 years, due to its structural conditions which limits the capacity to carry a heavy load without external support. The project will temporarily structurally support the existing bridge by placing temporary steel and wood grid mats on to the channel floor, and then placing large temporary gantry supports with hydraulic jacks mounted and situating them under the bridge girders. If the channel bottom has been disturbed by winter storms or has any remaining low flows; the path from the landing point to the proper position under the bents may require some rock removal, leveling, or temporary culverting of low flows. No work is proposed when storm flows are present.

If required, any channel modification will be limited to the minimum extent necessary to safely place the gantry system, and the channel will be returned to the pre-project condition.

Name of Public Agency Approving Project: SCRRA / Metrolink

Name of Person or Agency Carrying Out Project: Energy Solutions/Barnhart

121 W Trade St. #2700  
Charlotte, NC 28202

Exempt Status: (check one)

- Ministerial (Sections 21080(b)(1); 15268)
- Declared Emergency (Sections 21080(b)(3); 15269(a))
- Emergency Project (Sections 21080(b)(4); 15269(b))
- Categorical Exemption (Sections 21080(b)(9); 15302 Class 2 Exemption)
- Statutory Exemption (Sections 21080(b)(10); 15275(a))

Reasons why project is exempt: According to Title 14 of the California Code of Regulations, Chapter 3: Guidelines for Implementation of the California Environmental Quality Act, Article 19: Categorical Exemptions:

15302. Replacement or Reconstruction

Class 2 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced.

(f) Addition of safety or health protection devices for use during construction of or in conjunction with existing structures, facilities, or mechanical equipment, or topographical features including navigational devices.

Devices used during construction under this item include temporary shoring, temporary sanitary facilities, barriers, steel and wood grid mats, and gantry bent shoring pillars.

Recorded in Official Records, Orange County  
Hugh Nguyen, Clerk-Recorder  
50.00  
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201985000241 1:57 pm 03/19/19  
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30-2019-0237

ORANGE COUNTY CLERK-RECORDER DEPARTMENT  
BY: \_\_\_\_\_  
DEPUTY

MAR 19 2019

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1. The proposed project temporarily shore the existing bridge while the heavy load passes. There will be minimal ground disturbance with no channel widening or construction of berms or dykes. The temporary shoring structure will not permanently repair the bridge or improve the load integrity of the bridge nor will it change the track and the use of the bridge.

2. There is no substantial evidence that there are unusual circumstances (including future activities) resulting in (or which might reasonably result in) significant impacts with threaten the environment. The exceptions to the exemptions pursuant to Section 15300.2 of the State CEQA Guidelines are:

(a) Location. Classes 3,4,5,6 and 11 are qualified by consideration of where the project is to be located—a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may have an impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The project is exempt pursuant to Class 2 exemption, pertaining to replacement or reconstruction projects. The proposed project is the temporary shoring of an existing bridge structure in its current location, with no change to capacity or use.

(b) Cumulative Impact. All Exemptions for these classes are inapplicable when the cumulative impact of the successive projects of the same type in the same place or time is significant.

The proposed bridge shoring would not result in the creation of new rail facilities, or directly result in or require additional project on the existing rail facility. No cumulative impacts associated with externally supporting of the bridge structure are anticipated because the bridge support placement will not provoke additional work in the area or along the rail system. Further, it will not change the use of the rail system and will not cause any increase be growth or facilitate an increase in the number of trains. Therefore, no significant cumulative impacts over time are anticipated.

(c) Significant Effect. A Categorical Exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The proposed temporary support of the existing bridge structure would not result in any increase in capacity or change in use of the existing rail system. No unusual circumstances are present at the project site, and the rail system has been an existing use in the project area for over 50 years. There is not a reasonable possibility that the bridge support would have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highway. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially, designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or EIR.

The project is the temporary structural support of an existing bridge structure along an existing railway line. The project would not result in any discernable visual change, and as such would not damage any scenic resources.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of Government Code.

The project site is located along an existing railway and is not included on any list compiled pursuant to Section 65962.5 of the Government Code.

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(f) Historical Resource. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The proposed temporary bridge support would not cause a substantial adverse change in the significance of a historical resource.

Lead Agency

Area Code/

Contact Person: Aaron Azevedo

Telephone/Ext: 909-392-8532

If filed by applicant:

- 1. Attach certified document of exemption finding.
- 2. Has a Notice of Exemption been filed by the public agency approving the project?  Yes  No

Signature: [Handwritten Signature]

Title: Principal Engineer

Date: 3/11/2019

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BY: [Signature] DEPUTY

Governor's Office of Planning & Research

MAR 20 2019

STATE CLEARINGHOUSE

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ORANGE COUNTY CLERK-RECORDER DEPARTMENT

BY: [Signature] DEPUTY

