

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2021080191

Project Title: Hopper Slough Bridge Replacement Project

Lead Agency: California Department of Transportation (District 4)

Contact Name: Nathan Roberts

Email: nathan.roberts@dot.ca.gov Phone Number: 510-418-3347

Project Location: Rutherford Napa
City *County*

Project Description (Proposed actions, location, and/or consequences).

The project is located in the unincorporated area of Napa county near the town of Rutherford on State Route 128 at postmile (PM) 5.1. The purpose of the Project is to address the deficiencies of the existing Hopper Slough Bridge using current Caltrans geometric standards that would provide the traveling public a safer highway. As part of the project, Caltrans proposes to replace the current bridge with a new bridge that meets current Caltrans design standards. Two Build Alternatives are being considered: Alternative 3F-6' would include a 120-foot-long, three-span structure with two 12-foot travel lanes, two 6-foot shoulders, and concrete barrier railings. Alternative 1F-6' would include a 70-foot long single span structure, two 12-foot travel lanes, two 6-foot shoulders, and a concrete barrier railing. Additionally, a culvert would be replaced, the roadway between PM 5.0 and 5.2 would be repaved, and guardrails would be replaced with new Midwest guardrails. Some of the consequences of the project would be the number of trees that would need to be removed from the project footprint and the effects that would have on aesthetic resources and biological resources. Additionally, the highway will be fully closed for 4-10 months during construction depending on the alternative selected.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The project would have a significant impact on aesthetics and Biological resources resulting from tree removal and riparian habitat impacts. The avoidance, minimization, and mitigation measures for aesthetic impacts include;

- MM BIO-1: Tree Replacement
- MM BIO-2: Landscape Revegetation
- MM BIO-3: Invasive Species Abatement
- AMM Plant-1: Pre-Construction rare plant surveys
- AMM Nesting Birds-1: Survey/Vegetation Removal Window, Agency Coordination, and Nest Removal
- AMM CCCS-1: CCC Steelhead Relocation
- AMM CRLF-1: Biological Monitoring for California Red Legged Frog
- AMM CRLF-2: Pre-Construction Surveys for California Red Legged Frog
- AMM WPT-1: Pre-Construction Surveys for Western Pond Turtle
- AMM AES -1: Minimize Construction Appearance
- AMM AES-2: Bridge Rail Design
- AMM AES-3: Glare Effects
- AMM AES-4: Post Construction Site Grading and Contours
- AMM AES-5: Aggregate Material Color and Scale

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

The project has several areas of potential controversy. One area of controversy could be the number of trees, including mature riparian oaks and walnuts, that would need to be removed due to the widened roadway, the widened and lengthened structure, the creek channel grading, and access roads for construction equipment as well as other construction activities. During the NOP scoping, the California Department of Fish and Wildlife expressed concerns about the mature riparian vegetation removal.

There may also be public controversy concerning the aesthetic impacts of the project, as the removal of the mature vegetation that frames the roadway would be a substantial and significant aesthetic change. We have provided comparisons of the existing conditions with visual simulations of the two Build Alternatives to disclose this impact to the public.

During the NOP scoping meeting, a representative from the Napa County Public Works Department expressed concern over the planned full roadway closure duration. The representative noted that past projects with similar closure durations have generated public controversy. A detour would be established during construction and the details of this detour are stated in the DEIR/EA. The two Build Alternatives are anticipated to have slightly different closure lengths, and these lengths are disclosed in the DEIR/EA.

Provide a list of the responsible or trustee agencies for the project.

Below is a list of the responsible agencies on the project:

California Department of Fish and Wildlife
California Transportation Commission
Regional Water Quality Control Board