

# 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 #: 2010102037

Project Title: Dr. Fine Bridge Replacement Project

Lead Agency: California Department of Transportation

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Project Location: Just north of the community of Fort Dick, Del Norte County  
City County

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

The California Department of Transportation (Caltrans) proposes to replace the existing Smith River Bridge (Caltrans Bridge #01-0020), known as the Dr. Ernest Fine Memorial Bridge on U.S. Route 101 (U.S. 101). The purpose of the proposed project is to improve the safety, connectivity, and reliability of the bridge for hikers, bikers, travelers, commuters, and freight carriers. The project is needed to address several critical issues associated with the existing bridge constructed in 1940, that include steel degradation, scour, not seismically up to standard, and functionally obsolete. The bridge would be replaced with a structure that meets current material, geometric, scour, and seismic design standards. Within the limits of the project, U.S. 101 is a conventional two-lane, undivided highway with two 12-foot lanes, 1-foot non-standard shoulders, and a 21-inch elevated sidewalk. The new two-lane bridge would have two 12-foot lanes, 8-foot shoulders, and a 6-foot-wide separated pedestrian walkway. The following three build alternatives and a no-build alternative are under consideration: 1. Cast-in-place West bridge on a new alignment, 2. Pre-cast West bridge on a new alignment, and 3. Cast-in-place bridge on existing alignment.

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

All build alternatives would have potentially significant impacts on the following resources:

- Coho salmon (*Oncorhynchus kisutch*).
- Wetlands and other waters.
- Riparian habitat.
- Western pearlshell mussel (*Margaritifera falcata*).
- Visual/aesthetics.

Mitigation measures would reduce impacts to less than significant. To mitigate for project impacts on coho salmon, Caltrans would complete off-site compensatory mitigation by improving fish passage at a site deemed acceptable to the California Department of Fish and Wildlife (e.g., Dominie Creek). Compensatory mitigation to offset impacts on wetlands and other waters would be completed through on-site enhancement and/or off-site restoration in the Smith River watershed. Impacts on riparian habitat would be offset through on-site restoration and replanting of native vegetation; mitigation ratios would be determined in coordination with CDFW and the California Coastal Commission. Mitigation measures for western pearlshell mussel include establishing and protecting an Environmental Sensitive Area around the mussel bed, minimizing erosion impacts, minimizing increases in velocity and shear stress at the mussel bed, monitoring the mussels during construction, and relocating mussels. Mitigation for visual/aesthetic impacts includes screening.

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 EIR addresses the following areas of controversy, issues, and recommendations raised by the agencies and the public during review of a 2017 Initial Study/Mitigated Negative Declaration for the Project:

- Thoroughly assess the alternatives (cast-in-place vs. pre-cast construction; on alignment vs. off alignment) to identify the least environmentally damaging alternative.
- Evaluate the significant direct or indirect impacts on western pearlshell mussel and anadromous fishes, including a cumulative effects analysis on the western pearlshell mussel.
- Evaluate the hydroacoustic impacts of pile driving, including the cumulative daily sound exposure levels and potential impacts on mussel populations and salmonids under each alternative.
- Evaluate the wood and debris loading potential of the project alternatives and the potential significant impact this could have on river hydrology and sensitive species.
- Provide additional detail regarding the plan for compensatory mitigation for wetland fill impacts.

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

California Transportation Commission  
California Department of Fish and Wildlife  
California Coastal Commission  
North Coast Regional Water Quality Control Board  
State Lands Commission