

The U.S. Bureau of Reclamation has received Clean Water Act Section 401 Certification (Water Quality Certification) for the Trinity River Bridges Project - Salt Flat and Biggers Road Bridges, from the California Regional Water Control Board - North Coast Region.

Contractor responsibilities for compliance with the conditions of the Water Quality Certification permit are summarized below:

1) No debris, soil, silt, sand, bark, slash, sawdust, rubbish, cement or concrete washings, oil or petroleum products, or other organic or earthen material from any construction or associated activity of whatever nature, other than that authorized by this permit, shall be allowed to enter into or be placed where it may be washed by rainfall into waters of the State. When operations are completed, any excess material or debris shall be removed from the work area. No rubbish shall be deposited within 150 feet of the high water mark of any stream.

2) Fueling, lubrication, maintenance, operation, and storage of vehicles and equipment shall not result in a discharge or a threatened discharge to waters of the United States. At no time shall the applicant use any vehicle or equipment, which leaks any substance that may impact water quality. Staging and storage areas for vehicles and equipment shall be located outside of waters of the United States.

3) Project activities shall comply with provisions in the North Coast Region Water Quality Control Plan (Basin Plan). The Basin Plan is available at:
<http://www.swrcb.ca.gov/rwqcb1/programs/basin.html>

4) Adequate Best Management Practices for sediment and turbidity control shall be implemented and in place prior to, during, and after construction to ensure that no silt or sediment enters surface waters.

5) The project site may be visited and assessed by Regional Water Board staff to document compliance with this certification

6) A copy of the 401 Permit must be provided to the Contractor and all subcontractors conducting the work, and must be in their possession at the work site.

7) If, at any time, a discharge to surface waters occurs, or any water quality problem arises, the project shall cease immediately and the Regional Water Board shall be notified promptly.

A complete copy of the Water Quality Control Board: North Coast Region Clean Water Act Section 401 Water Quality Certification is attached below.



California Regional Water Quality Control Board

North Coast Region

William R. Massey, Chairman



Winston H. Hickox
Secretary for
Environmental
Protection

Gray Davis
Governor

Internet Address: <http://www.swrcb.ca.gov/rwqcb1/>
5550 Skylane Boulevard, Suite A, Santa Rosa, California 95403
Phone 1-877-721-9203 Office (707) 576-2220 FAX (707) 523-0135

September 9, 2003

Mr. Brandt Gutermuth
Trinity River Restoration Program
P.O. Box 1300
Weaverville, CA 96093



Dear Mr. Gutermuth:

Subject: Issuance of Clean Water Act Section 401 Certification (Water Quality Certification) for Trinity River Restoration Project, Replacement of Biggers Road and Salt Flat Bridges

File: USDI Bureau of Reclamation, Trinity River Restoration Project and Trinity County - Replacement of Biggers Road and Salt Flat Bridges; WDID No. 1A03139WNTR

This Order by the California Regional Water Quality Control Board, North Coast Region (hereinafter Regional Water Board), is being issued pursuant to Section 401 of the Clean Water Act (33 USC 1341). It is being issued in response to Mr. Brandt Gutermuth's Request, on behalf of the United States Department of the Interior, Bureau of Reclamation, for a Water Quality Certification for replacement of Biggers Road and Salt Flat Bridges in Trinity County. This project is part of the Trinity River Restoration Project. The Regional Water Board received a complete application and processing fee in the amount of \$2250 on July 25, 2003. Information describing the proposed project was noticed for public comment for a 21-day period starting on August 11, 2003, on the Regional Water Board's web site. No comments were received.

Project Description: Biggers Road Bridge currently floods at river flows of 15,000 cubic feet per second (cfs). The applicants are proposing to raise the bridge so that it floods at flows of 18,000 cfs. The new bridge will be constructed 137 feet upstream and parallel to the existing bridge. The existing bridge is constructed of railroad flatcars. The new bridge will be a two-span prefabricated steel truss construction with a reinforced concrete deck. The roadway across the bridge will be a single 10-foot lane. The total bridge structure will be 14 feet

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wide and 234 feet long. The applicants are proposing to realign the Bridge with Steel Bridge Road, so that vehicles may turn onto and off of the road more easily and safely.

Abutments and a column bent (3.5 by 7 feet with concrete spread footing) will be used to support the bridge. All material and water used in installing the footing will be contained and transported off site.

At Salt Flat Bridge, the existing bridge is a single 10-foot wide lane, 272 feet long, and made up of four spans. At low flows, the river is separated into two channels by a 70-foot wide bar. The east channel is approximately 110 feet wide, while the west is 70 feet wide. The proposed new bridge is two-span, prefabricated steel, with a reinforced concrete deck. The structure will be 280 feet long, with two 9-foot lanes, and a total width of 22 feet. The proposed location is approximately 4 to 44 feet downstream of the existing bridge abutments. A single abutment and two column bents, constructed outside the low-flow channel will support the new bridge. One of the column bents will be constructed on the middle bar in the river, and access will be provided to the bar by a ramp constructed using spawning-size gravel and steel landing mats. 620 cubic yards of riprap will be used for slope and abutment protection. "Light" class riprap will be used for 2:1 slopes, and ¼-ton riprap will be used for 1.5:1 slopes.

The right (east) abutment will have a 15-foot-high embankment around it constructed of compacted earth behind a retaining wall. A 1.5:1 ¼-ton riprap slope underlain by geotextile fabric will protect the foot of the wall from scour. Riprap will extend 15-20 feet into the active channel for about 80 feet along the bank.

Upon demolition of the bridges, the flat cars will be dismantled and removed from the site. Demolition of the piers may require demolition equipment, as well as installation of in-channel access ramps constructed similarly to the above-mentioned ramp. After demolition, ramp gravel will be distributed over the adjacent streambed. Concrete abutments will be broken up and transported off site.



- Receiving Water: Trinity River
- Hydrologic Unit: Douglas City Hydrologic Subarea No. 106.31
- Filled or Excavated Area: At Biggers Road Bridge, 0.467 acre of jurisdictional Waters of the State, including wetland and river channel, will be temporarily impacted, and 0.058 acre will be permanently impacted. At Salt Flat Bridge, disturbances include 0.575 acre of temporary impacts, and 0.057 acre of permanent impacts.
- Federal Permit: The applicants have applied for Nationwide Permits Nos. 14 and 33 from the United States Army Corps of Engineers, pursuant to the Clean Water Act, Section 404
- Compensatory Mitigation: None.
- Noncompensatory Mitigation: Proposed noncompensatory mitigation will be similar at both Salt Flat and Biggers Road Bridges. A biologist will count riparian trees and shrubs prior to their removal, and identify equipment access routes that will be least harmful to water quality. Removed vegetation will be replaced at a 3:1 ratio. In addition, marking off all jurisdictional Waters of the State will prevent inadvertent impacts by construction personnel.
- Vehicular traffic will be confined to specified vehicle access routes and staging areas, and all in-channel activities at Biggers Road Bridge with the potential to cause soil disturbance will be conducted between June 15 and September 15. Equipment and materials will be stored away from jurisdictional waters. Standard Best Management Practices will be implemented to prevent indirect impacts to water quality.
- Riprap at Salt Flat Bridge will be placed using mechanical and hand methods so that disturbance to waters is minimized. No channel excavation is necessary for the placement of riprap.
- Bridge approaches will include an asphalt apron to receive mud and water and minimize runoff entering the river. In addition, the bridge deck will be designed to prevent direct stormwater discharge



to the river. No debris will be allowed to enter the creek, and any demolition activity potentially involving lead paint chips will be handled using a containment system. No blasting, large compacting or pile driving is anticipated to take place.

CEQA Compliance: Acting as lead agency, Trinity County certified an Environmental Impact Report for the project dated July 15, 2003.

Standard Conditions: Pursuant to Title 23, California Code of Regulations, Section 3860 (23 CCR 3860), the following three standard conditions shall apply to this project:

- 1) This certification action is subject to modification or revocation upon administrative or judicial review, including review and amendment pursuant to Section 13330 of the California Water Code and 23 CCR 3867.
- 2) This certification action is not intended and shall not be construed to apply to any discharge from any activity involving a hydroelectric facility requiring a Federal Energy Regulatory Commission (FERC) license or an amendment to a FERC license unless the pertinent certification application was filed pursuant to 23 CCR 3855(b) and the application specifically identified that a FERC license or amendment to a FERC license for a hydroelectric facility was being sought.
- 3) The validity of any nondenial certification action (actions 1 and 2) shall be conditioned upon total payment of the full fee required under 23 CCR 3833, unless otherwise stated in writing by the certifying agency.

Additional Conditions: Pursuant to 23 CCR 3859(a), the applicant shall comply with the following additional conditions:

- 1) The Regional Water Board shall be notified at least five working days (working days are Monday – Friday) prior to the commencement of grading work, with details regarding the schedule of operations, to allow staff the opportunity to be present on-site and to answer any public inquiries that may arise regarding the project.

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- 2) No debris, soil, silt, sand, bark, slash, sawdust, rubbish, cement or concrete washings, oil or petroleum products, or other organic or earthen material from any construction or associated activity of whatever nature, other than that authorized by this permit, shall be allowed to enter into or be placed where it may be washed by rainfall into waters of the State. When operations are completed, any excess material or debris shall be removed from the work area. No rubbish shall be deposited within 150 feet of the high water mark of any stream.
- 3) Fueling, lubrication, maintenance, operation, and storage of vehicles and equipment shall not result in a discharge or a threatened discharge to waters of the United States. At no time shall the applicant use any vehicle or equipment, which leaks any substance that may impact water quality. Staging and storage areas for vehicles and equipment shall be located outside of waters of the United States.
- 4) Project activities shall comply with provisions in the North Coast Region Water Quality Control Plan (Basin Plan).
- 5) Adequate Best Management Practices for sediment and turbidity control shall be implemented and in place prior to, during, and after construction to ensure that no silt or sediment enters surface waters.
- 6) Turbidity monitoring shall be conducted 300 feet downstream and 50 feet upstream (background) of the work site while work is being conducted within the active stream channel. Minimum four samples shall be collected during each working day collected at two-hour intervals.
- 7) The project site may be visited and assessed by Regional Water Board staff to document compliance with this certification
- 8) A copy of this permit must be provided to the Contractor and all subcontractors conducting the work, and must be in their possession at the work site.

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- 9) If, at any time, a discharge to surface waters occurs, or any water quality problem arises, the project shall cease immediately and the Regional Water Board shall be notified promptly.

Water Quality Certification: I hereby issue an order [23 CCR Subsection 3831(e)] certifying that any discharge from Replacement of Biggers Road and Salt Flat Bridges (Facility No. 1A03139WNTR) will comply with the applicable provisions of sections 301 ("Effluent Limitations"), 302 ("Water Quality Related Effluent Limitations"), 303 ("Water Quality Standards and Implementation Plans"), 306 ("National Standards of Performance"), and 307 ("Toxic and Pretreatment Effluent Standards") of the Clean Water Act [33 USC Subsection 1341 (a)(1)].

All certification actions are contingent on: a) the discharge being limited and all proposed mitigation being completed in strict compliance with the applicant's project description, and b) compliance with all applicable requirements of the Regional Water Board's Water Quality Control Plan for the North Coast Region (Basin Plan).

Expiration: This Certification for bridge replacement activities expires on December 1, 2005, or upon completion of the project, whichever occurs first. Conditions and monitoring requirements outlined in this certification are not subject to the expiration date outlined above, and remain in full effect and are enforceable.

Please notify Miguel Villicana at (707) 576-2347 prior to construction (pursuant to Additional Condition No. 1 above) so that we can answer any public inquiries about the work.

Sincerely,



Catherine E. Kuhlman
Executive Officer

JEM:js/Biggers_Salt_Permit



cc: Ms. Sheryl Schaffner, SWRCB, Office of Chief Counsel

Mr. Erik Spiess, SWRCB, Office of Chief Counsel

Mr. Oscar Balaguer, 401 Program Manager, Water Quality Certification Unit
State Water Resources Control Board, 1001 I Street, 15th Floor, Sacramento, CA 95814

Mr. Tim Vendlinski, Supervisor of Wetlands Regulatory Office (WTR-8), U.S.
Environmental Protection Agency, Region 9, 75 Hawthorne Street, San Francisco, CA
94105

Ms. Jane Vorpagel, California Department of Fish and Game, 601 Locust Street, Redding,
CA 96002

U.S. Army Corps of Engineers, District Engineer, P.O. Box 4863, Eureka, CA 95502

Ms. Jane Hicks, U.S. Army Corps of Engineers, Regulatory Functions, 333 Market Street,
San Francisco, CA 94599

Mr. David Wooten, Sacramento Field Office, U.S. Fish and Wildlife Service, 2800
Cottage Way, Room 2605, Sacramento, CA 95815

Mr. Byron Leydecker, California Trout, P.O. Box 2327, Mill Valley, CA 94942

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Terry Tamminen
Secretary for
Environmental
Protection

California Regional Water Quality Control Board

North Coast Region
William R. Massey, Chairman

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Arnold Schwarzenegger
Governor

January 6, 2004

Mr. Douglas P. Schleusner
Executive Director
Trinity River Restoration Program
P.O. Box 1300
Weaverville, CA 95401

Dear Mr. Schleusner:

Subject: Water Quality Certification Amendment for Salt Flat and Biggers Road Bridges
Clean Water Act Section 401

File: USDI-BOR-Trinity River Restoration Program Biggers Road/Salt Flat Bridges
WDID No. 1A03139WNTR

Your letter dated November 20, 2003, requests an amendment to the Section 401 Water Quality Certification (Certification) issued by this office on September 9, 2003, for the Biggers Road and Salt Flat Bridges replacement project. The letter indicates that the scope of work has been modified from what was described in documents used for drafting the original Certification. Modifications include conducting work below the ordinary high water mark as early as April 15 each year of work and a temporary disturbance increase to a 0.31-acre area at the Biggers Road bridge site. These modifications do not constitute a significant change in the permit conditions or project description, and therefore do not warrant reinitiating the Public Notice period.

Potential impacts to beneficial uses of the Trinity River that could result from proposed modifications to the scope of work would most likely be related to fisheries. According to the letter, you are working with the National Oceanic and Atmospheric Administration, Fisheries to amend the project's Biological Opinion (BO).

The Water Quality Certification issued on September 9, 2003, is amended to include the following additional conditions listed below:

- Bridge replacement activities shall adhere to any restrictions, recommendations, conditions, and mitigation measures intended for the protection of salmonids and other aquatic species specified by the National Oceanic and Atmospheric Administration, Fisheries.

Trinity River Restorat
Project

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BUREAU OF RECLAMATION
TRINITY RIVER RESTORATION PROGRAM

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- A monitoring report reflecting turbidity levels for each month of activities shall be submitted to the Regional Water Board by the 30th day of the month following each monitoring period (Ex. Monitoring period for May, report due on June 30). Monitoring shall be conducted in accordance with Condition No. 6.

You have also requested a time extension for the Certification's expiration date. Since work was not conducted during 2003 as indicated in the application package, a one-year extension has been granted.

This discharge is also regulated under State Water Resources Control Board Order No. 2003-0017-DWQ, "General Waste Discharge Requirements for Dredge and Fill Discharges That Have Received State Water Quality Certification" which requires compliance with all conditions of the Certification and this amendment.

I hereby issue an amendment to the Biggers Road and Salt Flat Bridges Replacement Project Certification Order (WDID No. 1A03139WNTR) certifying that the Water Quality Certification section is still valid. The new expiration date for the Certification is October 31, 2006, or upon completion of the project, whichever occurs first. If you have any questions or comments, please contact Miguel Villicana of my staff at (707) 576-2347.

Sincerely,



Catherine E. Kulhman
Executive Officer

MAV:js/Biggers-Salt Flat401 Amend

cc: Ms. Sheryl Schaffner, SWRCB, Office of Chief Counsel
Mr. Erik Spiess, SWRCB, Office of Chief Counsel
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