NEPA/CEQA RE-VALIDATION FORM

DIST-CO-RTE: 07-LA-001 / 07-VEN-001
PM/PM: LA PM 37.67/62.86 / VEN PM 0.00/0.92
EA or Fed-Aid Project No.: 07-31350
Other Project No. (specify): E-FIS 0715000090
Project Title: State Route 1 (Pacific Coast Highway) Drainage Restoration Project and Bridge Replacement at Solstice Canyon Creek
Environmental Approval Type: IS/EA with MND/FONSI
Date Approved: 3/25/2019
Reason for Consultation (23 CFR 771.129), check one: ☐ Project proceeding to next major federal approval ☒ Change in scope, setting, effects, mitigation measures, requirements ☐ 3-year timeline (EIS only) ☐ **N/A** (Re-Validation for CEQA only)
Description of Changed Conditions: *Revalidation of 2019 IS/EA w/MND/FONSI for associated Los Angeles County Water Works (LACWW) utilities relocation. A summary/scope of work for the updated relocation activities is included on the continuation sheet, starting on Page 3 of this document. Updated preliminary plans for waterline relocation are also appended.*

NEPA CONCLUSION - VALIDITY

Based on an examination of the changed conditions and supporting information: (*Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.*)

☒ **The original environmental document or CE remains valid. No further documentation will be prepared.**

☐ **The original environmental document or CE is in need of updating; further documentation has been prepared and ☐ is included on the continuation sheet(s) or ☐ is attached. With this additional documentation, the original ED or CE remains valid.**

Additional public review is warranted (23 CFR 771.111(h)(3)) ☐ Yes ☐ No

☐ **The original document or CE is no longer valid.**

Additional public review is warranted (23 CFR 771.111(h)(3)) ☐ Yes ☐ No

Supplemental environmental document is needed. ☐ Yes ☐ No

New environmental document is needed. ☐ Yes ☐ No (If "Yes," specify type:)

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.

E Aguilar

Signature: Eduardo Aguilar
Environmental Branch Chief

04/01/2021
Date

Signature: Bartt Gunter
Project Manager/DLAE

4/2/2021
Date

NEPA/CEQA RE-VALIDATION FORM

CEQA CONCLUSION (Only mandated for projects on the State Highway System.)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: (*Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.*)

☒ **Original document remains valid. No further documentation is necessary.**

☐ **Only minor technical changes or additions to the previous document are necessary. ☐ An addendum has been or will be prepared and is ☐ included on the continuation sheets or ☐ will be attached. It need not be circulated for public review. (CEQA Guidelines, §15164)**

☐ **Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15163)**

☐ **Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15162)**
(Specify type of subsequent document, e.g., Subsequent FEIR):

☐ **The CE is no longer valid. New CE is needed. ☐ Yes ☐ No**

CONCURRENCE WITH CEQA CONCLUSION
I concur with the CEQA conclusion above.

E Aguilar — 04/01/2021

Signature: Eduardo Aguilar
Environmental Branch Chief — Date

Bartt Gunter — 4/2/2021

Signature: Bartt Gunter
Project Manager/DLAE — Date

NEPA/CEQA RE-VALIDATION FORM

CONTINUATION SHEET(S)

Address only changes or new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

Changes in project design, e.g., scope change; a new alternative; change in project alignment.

In March of 2019, Caltrans finalized and published a joint NEPA/CEQA Initial Study/Environmental Assessment (IS/EA) with Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI) where the analyses of the proposed undertaking (which included relocation of related utilities) were analyzed in the existing condition and post-construction (environmental consequences), which can be referenced in the Final IS/EA w/MND/FONSI in Chapter 2, Section 2.2.5 (Utilities and Emergency Services), Page 43. Project-related impacts regarding Utilities and Service Systems were also analyzed per the California Environmental Quality Act (CEQA) in Chapter 2 of the Final IS/EA w/MND/FONSI in Chapter 3 (CEQA Evaluation) on Pages 147/148, where it was found that the proposed relocation of utilities did not pose any significant effect (CEQA Findings of Significance).

On March 24. 2021 Los Angeles County Public Works (LACPW)/Los Angeles County Waterworks (LACWW) updated and provided more detailed preliminary plans for relocation of water lines in the project study area at Project Location No. 10 (Bridge Replacement at Solstice Canyon Creek), which do not deviate from the conceptual relocation proposals that were analyzed during the Project Approval/Environmental Document (PA/ED) phase of this project. The proposed LACWW waterline relocation as presented is still within the prism or adjacent to the roadway, within the previously analyzed footprint, and not within any areas of environmental sensitivity. The following project description was developed as it relates to relocation of LACWW water lines in the project study area at Project Location No. 10.

> **Scope of Work for Waterline Replacement/Relocation.** Caltrans proposes a waterline replacement/relocation at Project Location No. 10 on State Route 1 [SR-1, or Pacific Coast Highway (PCH)] at Solstice Canyon Creek within existing Caltrans Right-of-Way (ROW). The proposed undertaking includes replacement and relocation of existing LACWW 8" and 18" waterlines that have the potential to be conflict with the replacement of the existing bridge and culvert on SR-1/PCH at Solstice Canyon Creek.
>
> New 8" and 18" water lines will be installed within Caltrans ROW along SR-1 and will tie into existing LACWW waterlines. On the northern side of SR-1, the 18" waterline will connect to the existing pipe west of Corral Canyon Road and will be hung from the new bridge structure (northern side). The new pipe will continue to run east on the northern side of the highway, just below the proposed sidewalk, before the line crosses to the southern side of the highway and ties into the existing 18" waterline just east of the proposed new bridge structure. The approximate maximum depth of trenching activities related to this relocation will be 8 feet, and the width of the trench will be 8 feet.
>
> The 8" waterline will be hung on the southern side of the bridge in its final relocation. A temporary, 8" high-line will be installed in the same location as the permanent 8" waterline but will be above-ground to maintain service during bridge construction. The approximate maximum depth of trenching related to this relocation will be 6 feet, with an approximate width of 7 feet.
>
> A new, below-grade, 4" steel, Cement Mortar Lined/Ceramic Matrix Composite (CML/CMC) waterline will be constructed from the existing 8" waterline on the southern/west side of SR-1 and cross to the northern side of the highway, just east of the proposed new bridge structure. The 4" waterline would then be reduced to 2" after it crosses to the meter and would be jacked under SR-1.
>
> **Construction Equipment and Activities.** Construction equipment required for the waterline relocation will include service trucks, boom trucks, backhoe, and knuckle boom. The construction processes for these waterlines will entail trenching, installation of new pipes, addition of backfill, and hanging of pipe from hangers on the bridge structure. Both waterlines will be tied back into existing LACWW waterline before removing inactive portions. Trench backfill will follow Caltrans standards, and no vegetation removal is required for these activities. Based on

the length of pipe installs and maximum trench width/depths, anticipated and related earthwork is estimated at a total of 1625 cubic yards.

Additional staging and support equipment will be placed along the shoulder on SR-1/PCH. After bacteriological testing, pressure testing, and water discharge has been completed, the existing 18" and 8" waterlines along SR-1/PCH will be dechlorinated and discharged of any water (nearest to the section valves of the existing lines, in order to tie-in at interconnection points) to the nearby existing storm drains.

Changes in environmental setting, e.g., new development affecting traffic or air quality.

N/A

Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.

N/A

Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.

The updated preliminary plans for relocation of LACWW waterlines do not affect the environmental impacts or determinations relating to the proposed project.

Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.

N/A

Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.

N/A

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	37.7/62.9		

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PLANS APPROVAL DATE

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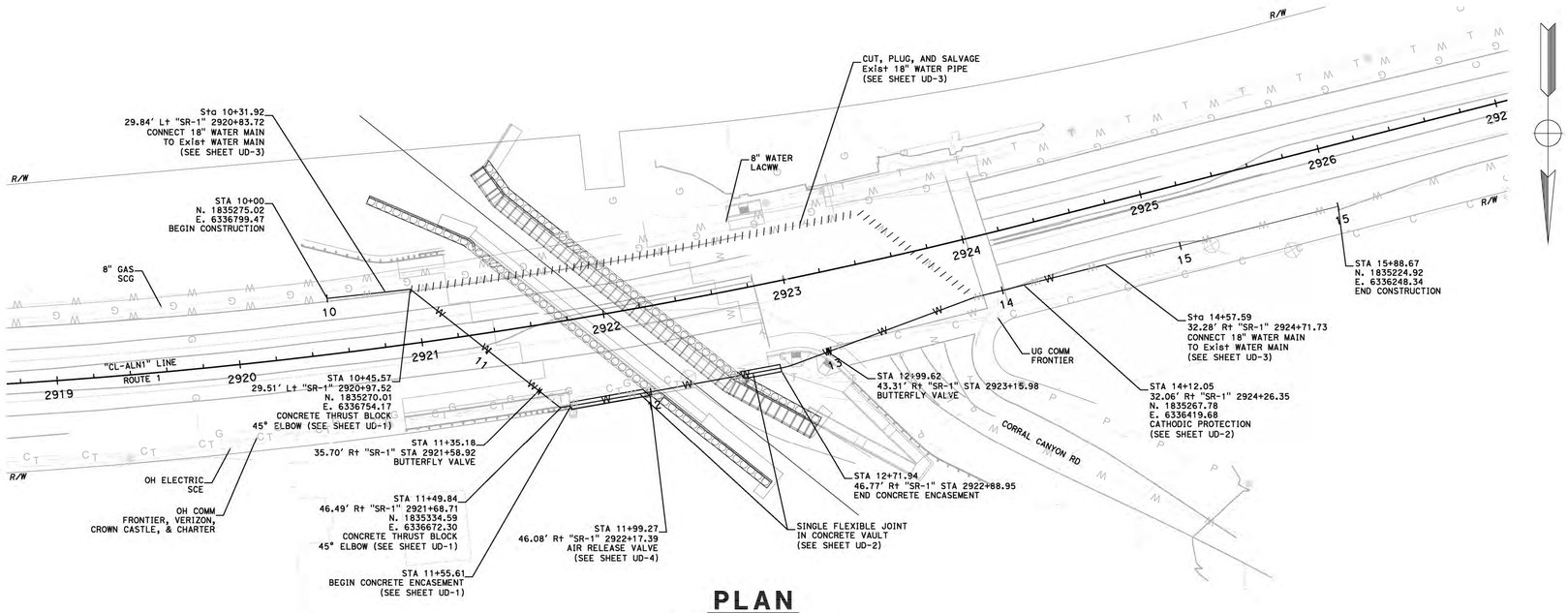
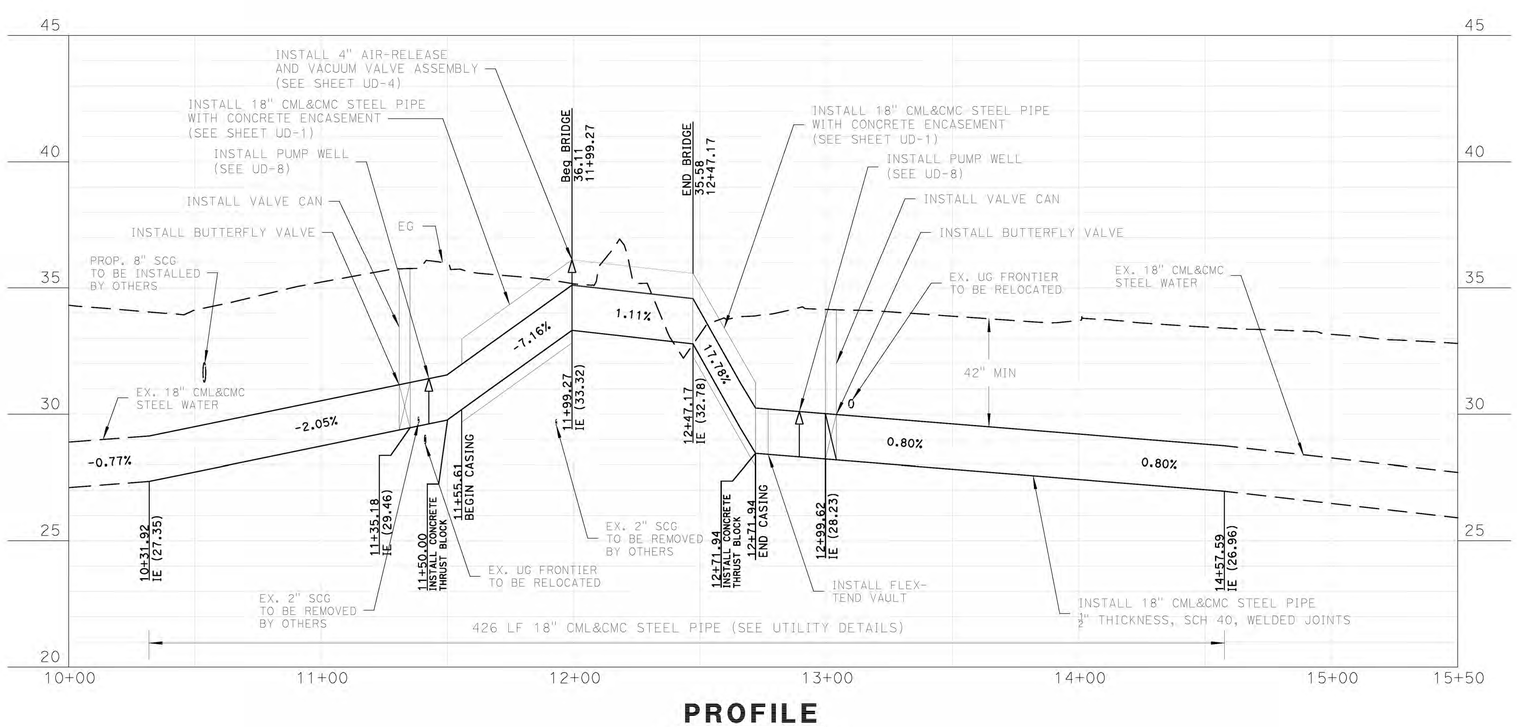


PLAN

SCALE: 1" = 40'-0"



PROFILE

SCALE: 1" = 30'-0"

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. LOCATION OF UTILITY LINES SHOWN ON THESE PLANS ARE APPROXIMATE. THE CONTRACTOR IS TO FIELD VERIFY OR POTHOLE IN ORDER TO DETERMINE EXACT LOCATION.

LACWW 18" WATER RELOCATION

SOLSTICE CANYON BRIDGE

UTILITY PLAN

SCALE AS SHOWN

U-8

NOT FOR CONSTRUCTION

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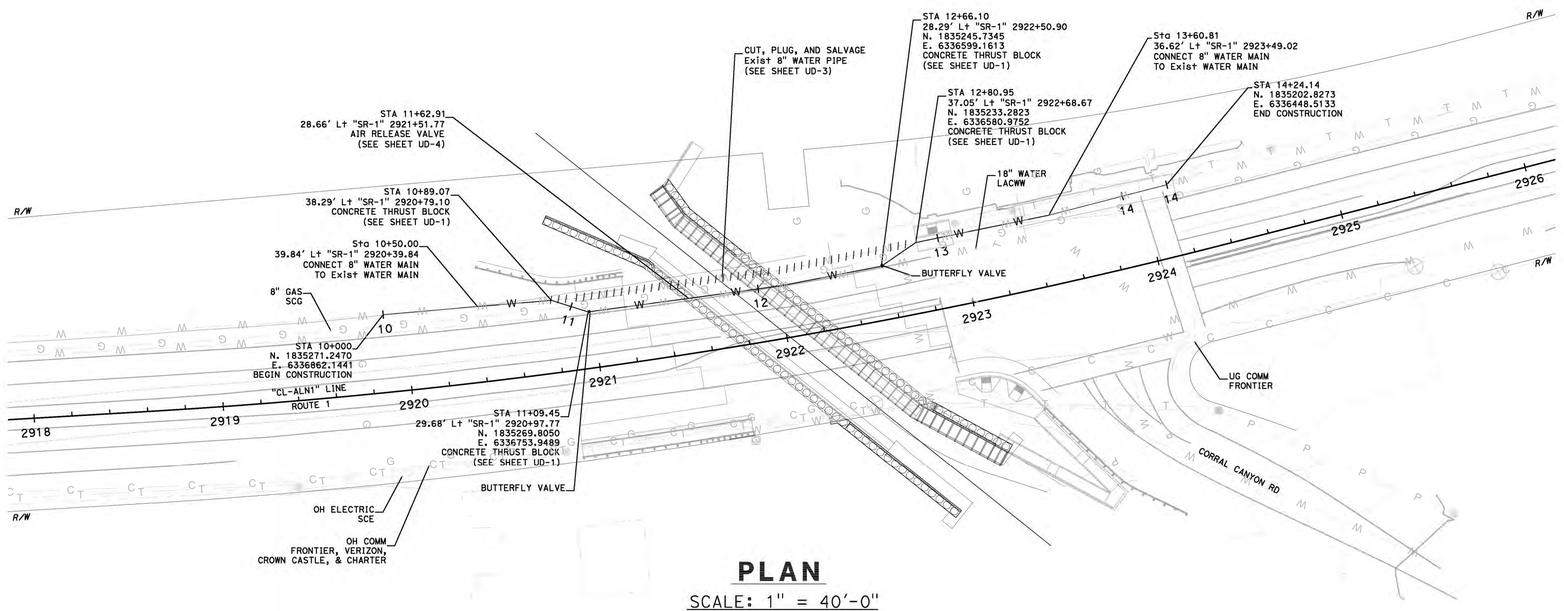
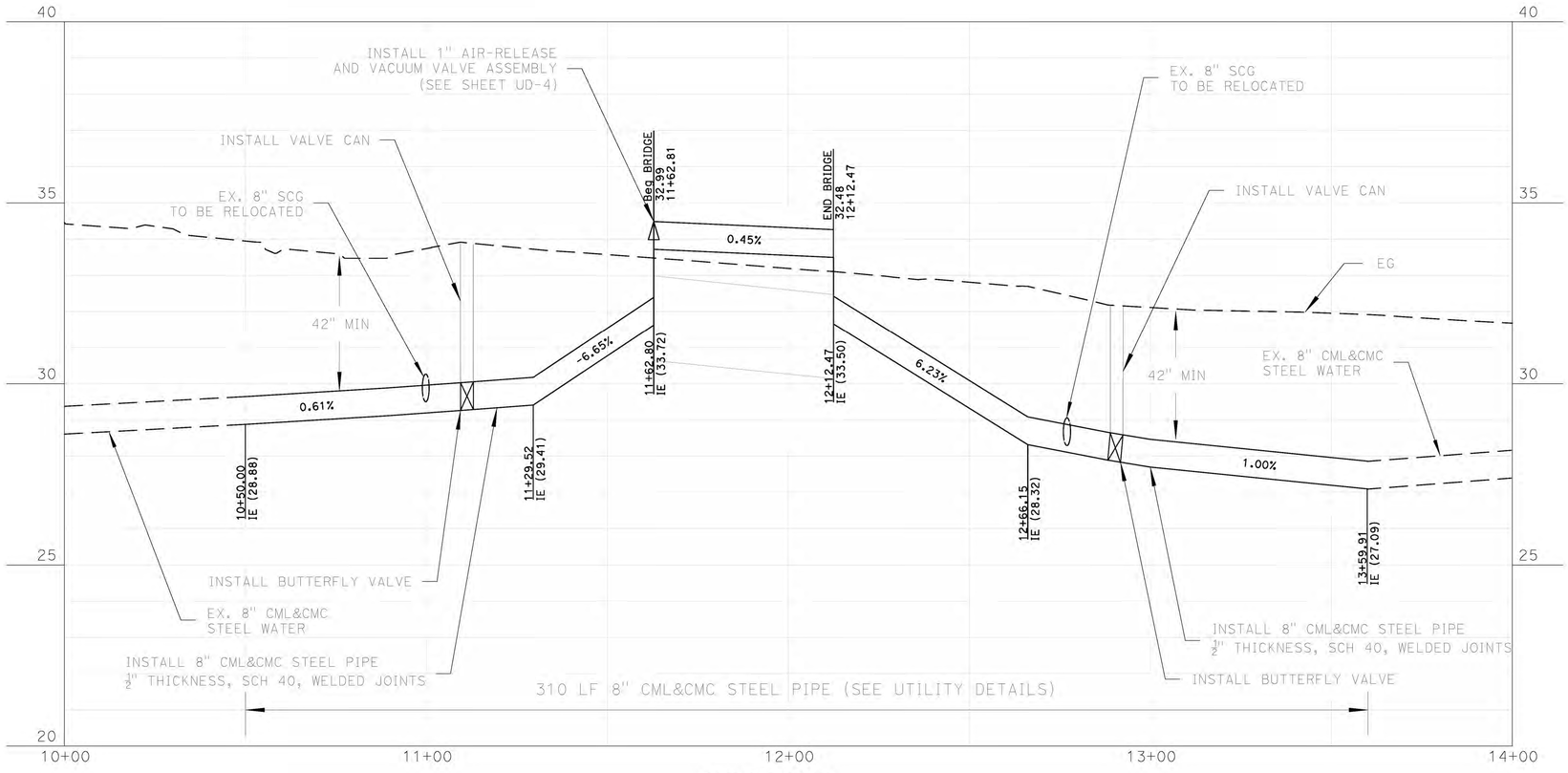


PLAN

SCALE: 1" = 40'-0"



PROFILE

SCALE: 1" = 20'-0"

LACWW 8" TEMPORARY WATER RELOCATION

SOLSTICE CANYON BRIDGE

UTILITY PLAN

SCALE AS SHOWN

U-9

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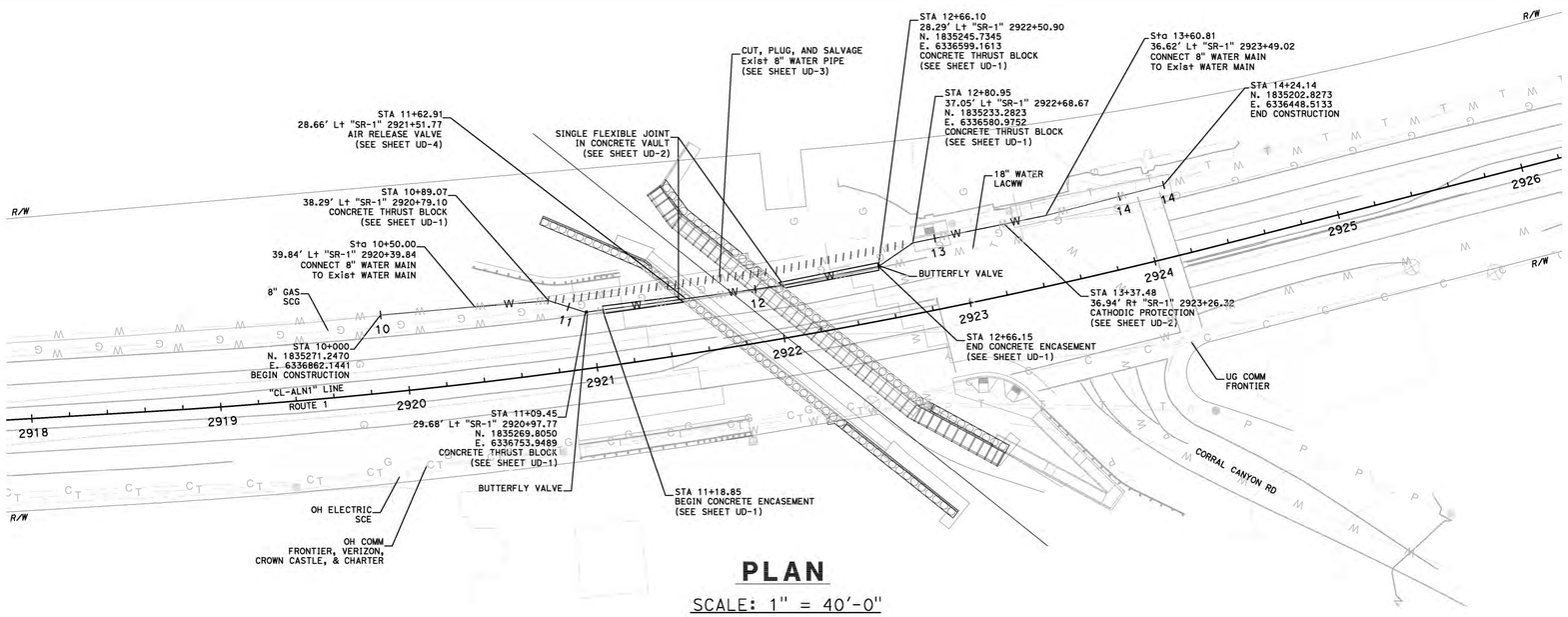
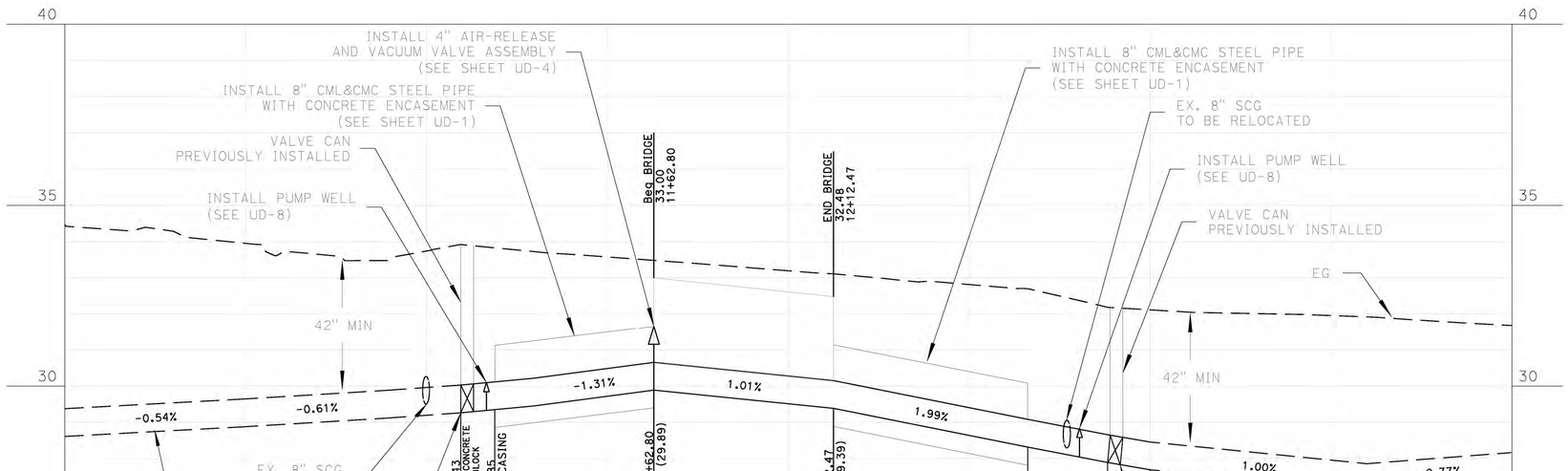


PLAN

SCALE: 1" = 40'-0"



PROFILE

SCALE: 1" = 20'-0"

LACWW 8" WATER RELOCATION

SOLSTICE CANYON BRIDGE

UTILITY PLAN

SCALE AS SHOWN

U-10

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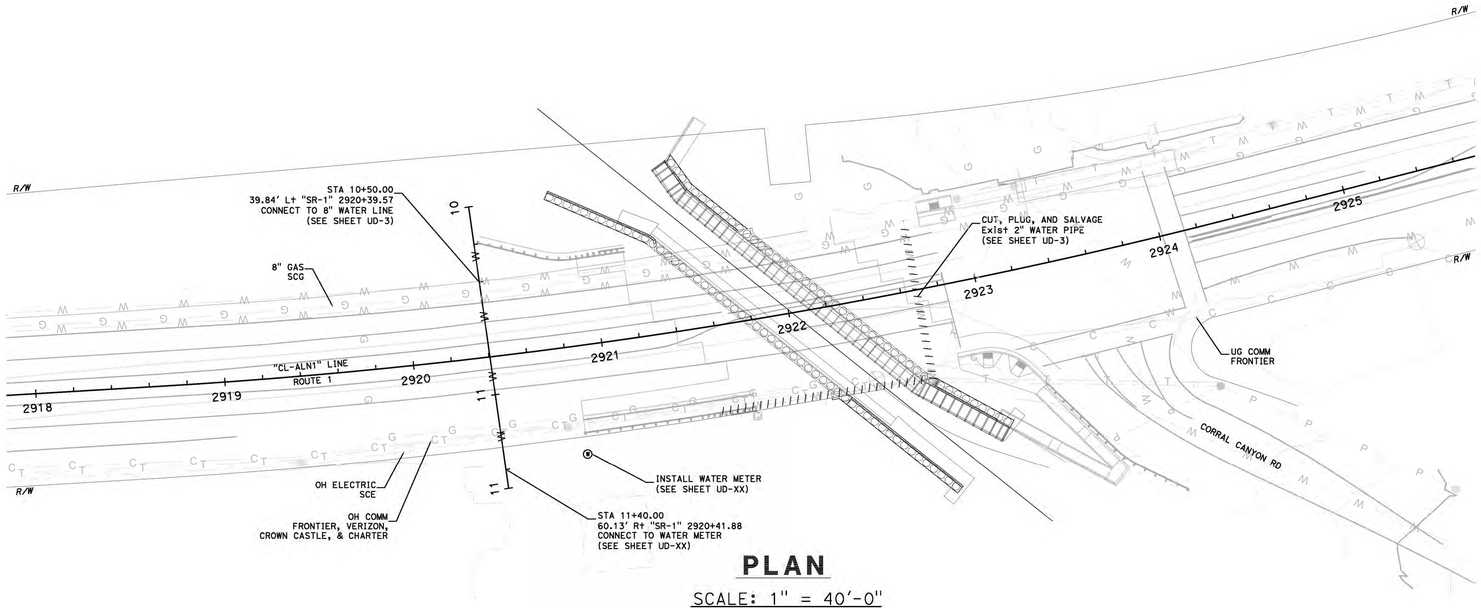

PLAN

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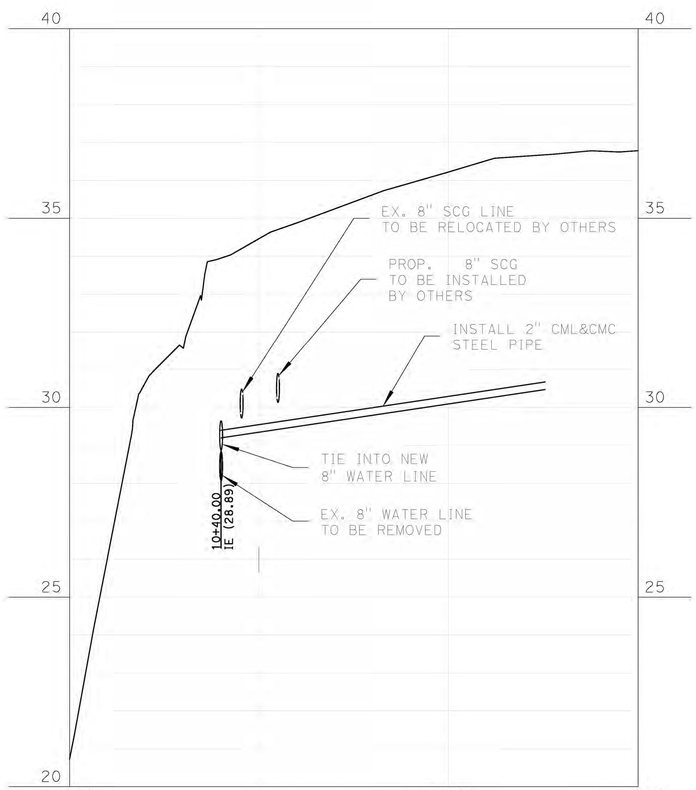

PROFILE

SCALE: 1" = 20'-0"

LACWW 2" WATER RELOCATION

SOLSTICE CANYON BRIDGE

UTILITY PLAN

SCALE AS SHOWN

U-11

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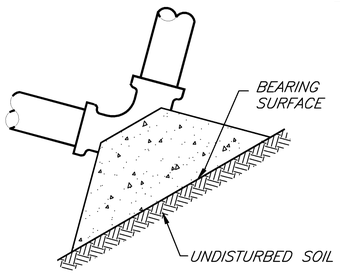
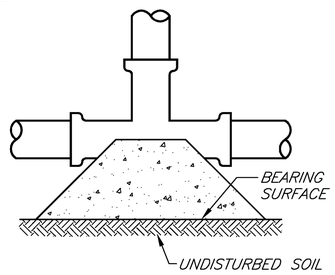
CONCRETE THRUST BLOCK

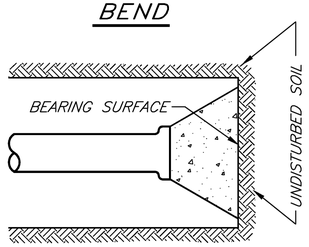
NOT TO SCALE



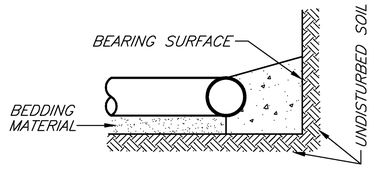
BEND



TEE OR CLAMP



PLUGGED/CAPPED END



TYPICAL CROSS SECTION

TABLE I

MINIMUM BEARING AREAS IN SQ FT*				
MAIN SIZE	TEE**	90° BEND	45° BEND	22 ½° BEND
6"	4	4	4	3
8"	5	7	4	3
10"	9	12	6	4
12"	12	16	9	6
18"	19	27	15	8

* BASED ON 150 PSI WWP PRESSURE & SOIL BEARING LOADS OF 2000 PSF. THE RATIO OF WIDTH TO HEIGHT SHALL NOT EXCEED 1 ½ TO 1

** TEES, PLUGS, CAPS, AND HYDRANTS

TABLE II

***SOIL TYPE	**** MAX ALLOWABLE SOIL BEARING VALUES	FACTORS FOR INCREASING AREAS IN TABLE 1
LOOSE SAND	500 PSF	4
SOFT SANDY CLAY	1000 PSF	2
ADOBE	1000 PSF	2
COMPACT FINE SAND	2000 PSF	1
COMPACT COARSE SAND	2000 PSF	1
MEDIUM STIFF CLAY	2000 PSF	1

***THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE SAFE SOIL BEARING VALUES AND THE POSITION AND SIZE OF BEARING AREAS

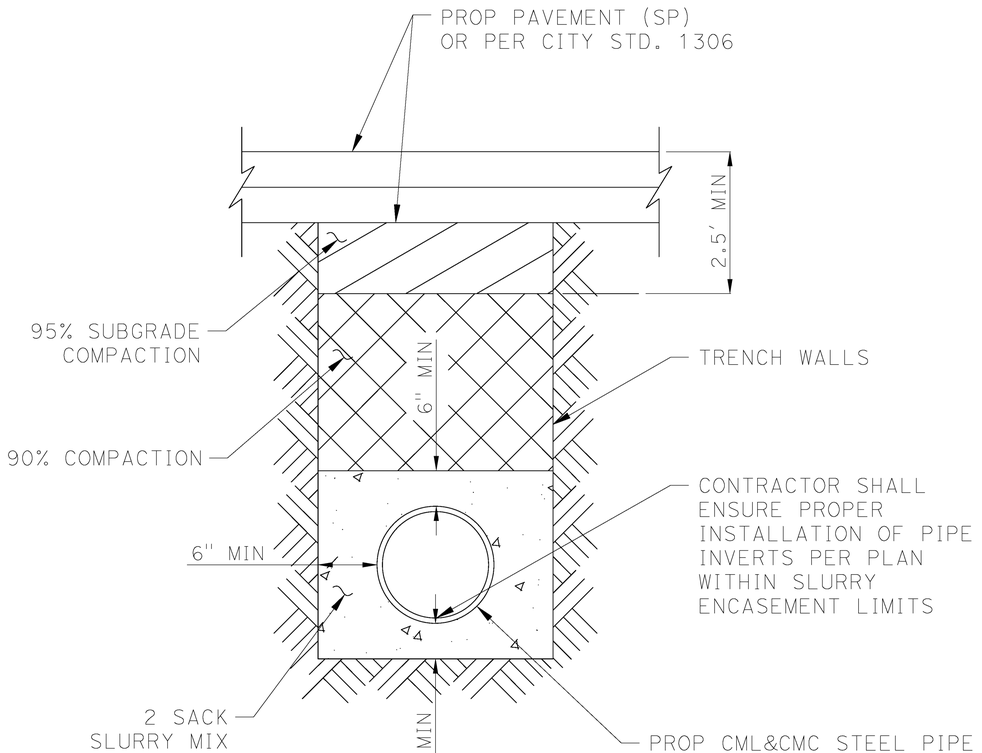
**** BASED ON 2 FEET MINIMUM DEPTH OF COVER OVER THE PIPE

GENERAL NOTES

1. ALL ANCHOR AND THRUST BLOCKS SHALL BEAR AGAINST UNDISTURBED SOIL.
2. MINIMUM ALLOWABLE WATER PRESSURE FOR DESIGN OF THRUST BLOCKS IS 150 PSI. BEARING AREA INCREASES DIRECTLY WITH INCREASE IN PRESSURE.
3. ALL CONCRETE USED IN THRUST BLOCKS SHALL ATTAIN 2000 PSI STRENGTH.
4. ALL ANCHOR RODS SHALL BE REINFORCING STEEL AND A MINIMUM OF ½ INCH IN DIAMETER.
5. USE ANCHOR BLOCKS AT VERTICAL BENDS WHEN PIPE IS ABOVE OR BELOW GROUND. SIZE OF BLOCK AND ROD SHALL BE AS SHOWN ON THE PLANS OR AS DETERMINED BY THE DISTRICT.
6. USE 30 POUND FELT TO INSURE COLD JOINT.
7. CONCRETE SHALL NOT COME INTO DIRECT CONTACT WITH ASBESTOS-CEMENT PIPE.
8. FOR PIPE GREATER THAN 12" IN DIAMETER, ENGINEER IS TO SUBMIT CALCULATIONS FOR APPROVAL.

PIPE ENCASEMENT DETAIL

NOT TO SCALE



STA 11+49.84 TO STA 12+71.94 FOR 18" PIPE

STA 11+18.85 TO STA 12+66.15 FOR 8" PIPE

SOLSTICE CANYON BRIDGE

UTILITY DESIGN

SCALE AS SHOWN

UD-1

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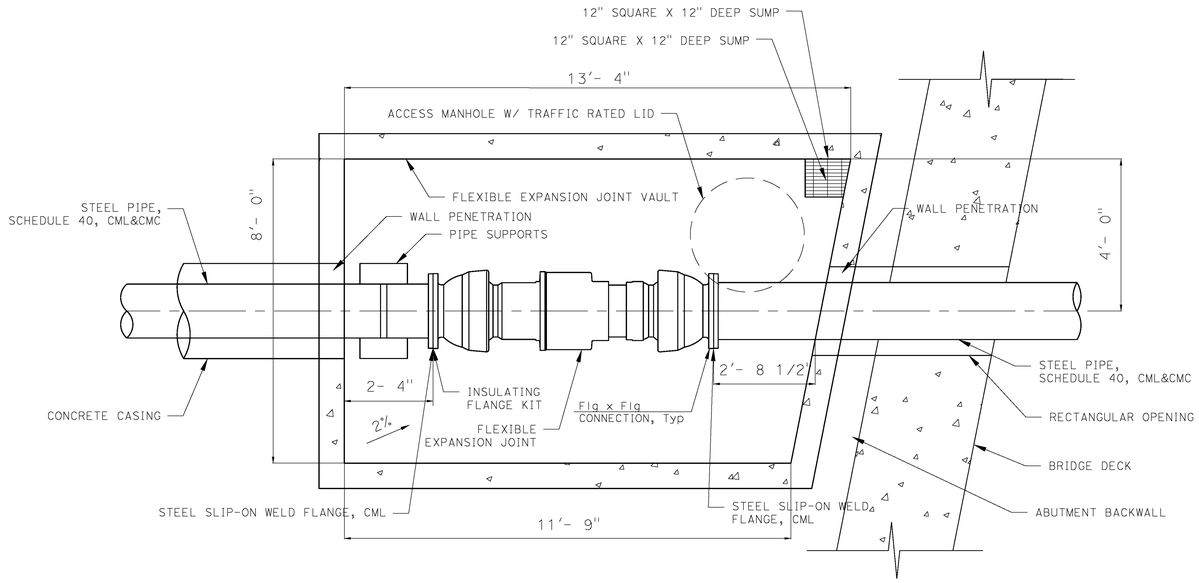
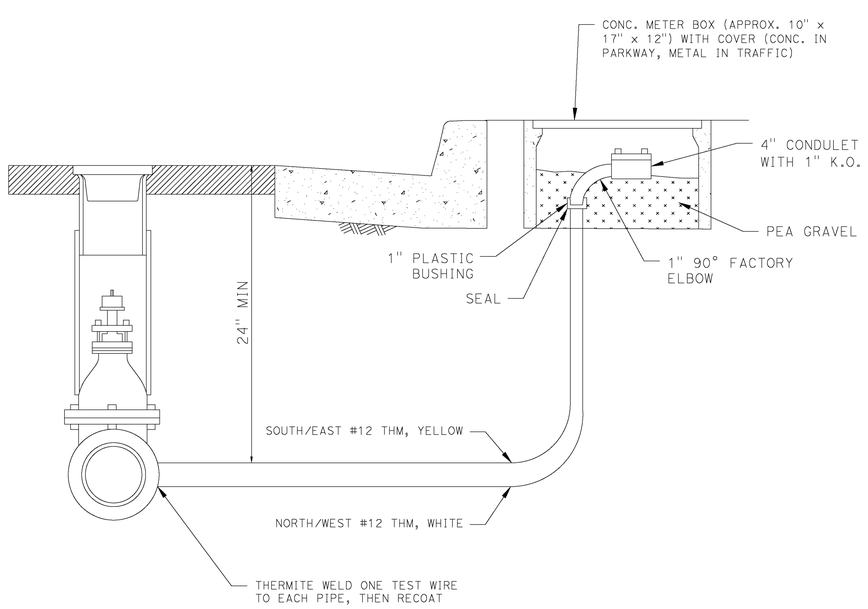


SINGLE FLEXIBLE JOINT CONCRETE VAULT
NOT TO SCALE



CATHODIC PROTECTION - INSULATED JOINT TEST STATION
NOT TO SCALE

SOLSTICE CANYON BRIDGE

UTILITY DESIGN

SCALE AS SHOWN

UD-2

NOT FOR CONSTRUCTION

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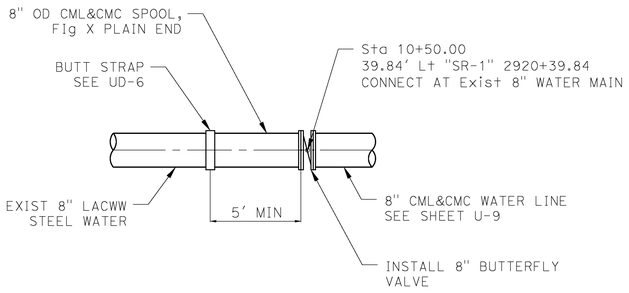
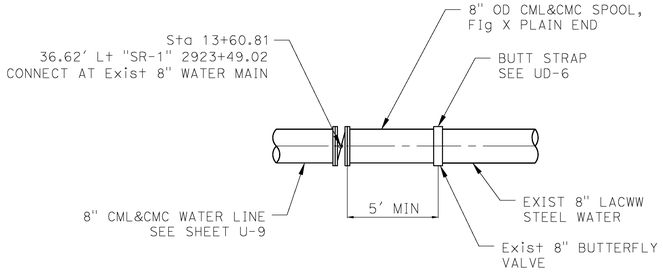


8" PIPE CONNECTION DETAIL

NOT TO SCALE

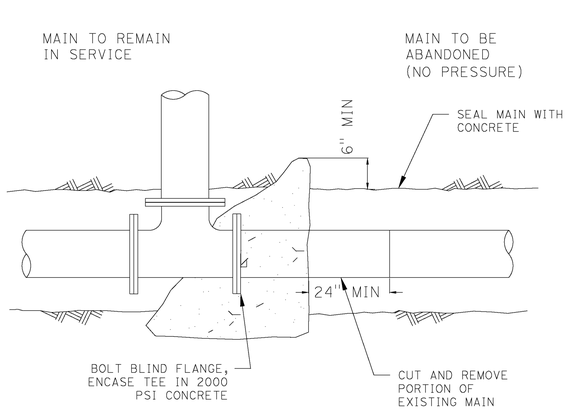
STA 10+50.00



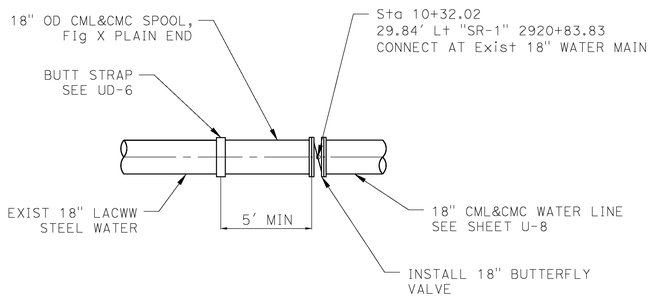
8" PIPE CONNECTION DETAIL

NOT TO SCALE

STA 13+60.81



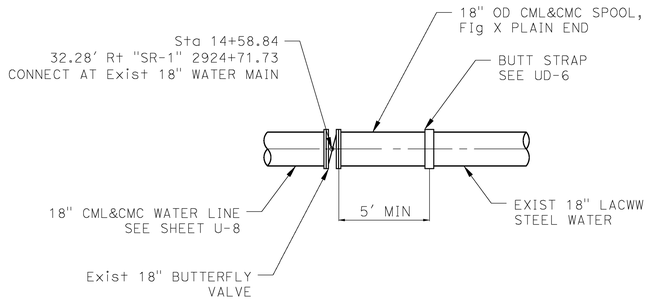
EXISTING FLANGED FITTING OR VALVE



18" PIPE CONNECTION DETAIL

NOT TO SCALE

STA 10+31.92



18" PIPE CONNECTION DETAIL

NOT TO SCALE

STA 14+57.59

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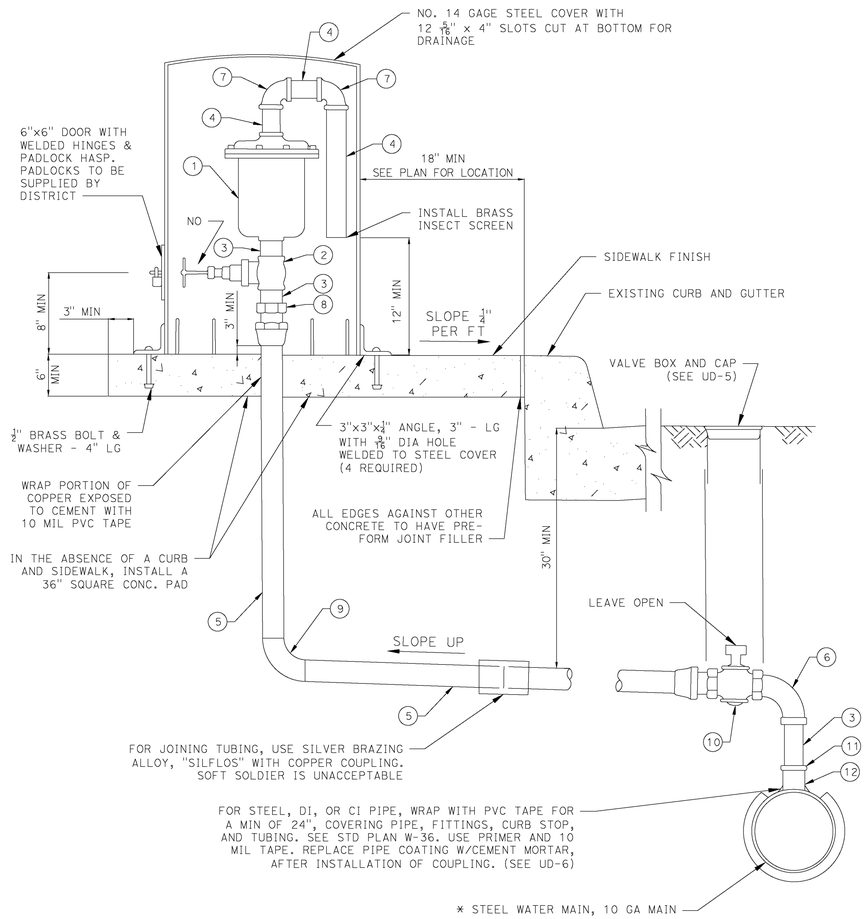

* FOR CONNECTION TO ACP, DI, CI OR STEEL (LESS THAN 10 GA) PIPE, SEE LACWW STD PLAN W-5, NOTE 3 FOR DOUBLE-STRAP CLAMP TO BE USED FOR ITEM 12. CLAMP OUTLET SHALL BE SET VERTICALLY FACING UPWARD

AIR-RELEASE AND VACUUM VALVE ASSEMBLY

NOT TO SCALE

GENERAL NOTES

1. THE HEIGHT AND DIAMETER OF THE STEEL COVER SHALL PROVIDE A 2" MINIMUM CLEARANCE AROUND THE VALVE ASSEMBLY.
2. IN AREAS SUBJECT TO FREEZING, ALL VALVES AND PIPING ABOVE GROUND SHALL BE INSULATED.
3. PAINT VALVE ASSEMBLY ABOVE GROUND, AND STEEL COVER, WITH TWO COATS OF DISTRICT APPROVED RED PRIMER AND TWO COATS OF DISTRICT APPROVED FOREST GREEN OR DUNES TAN.
4. USE PROPER CLASS FITTINGS FOR WORKING WATER PRESSURE. (CLASS 150 MIN).
5. IF BRONZE NIPPLE (ITEM NO. 3) IS OVER 12" LONG, ADD CORPORATION STOP NEXT TO MAIN. (LEAVE OPEN).
6. SEE PLANS FOR VALVE SIZES AND USE SAME SIZE FITTINGS, AND NIPPLE LENGTHS TO SUIT. (NO CLOSE NIPPLES).

LIST OF MATERIALS

(FOR 2" VALVES)

1. 2" AIR-RELEASE AND VACUUM VALVE
2. 2" BALL VALVE, SCREWED, BRONZE
3. 2" BRONZE NIPPLE, SHORT
4. 2" STD STEEL PIPE, NIPPLE, GALV
5. 2" COPPER TUBING, TYPE "K" SOFT
6. 2" 90 DEG STREET ELBOW, SCREWED, BRONZE
7. 2" 90 DEG ELBOW, SCREWED, GALV
8. 2" ADAPTER, BRONZE, COPPER FLARED X IP, MALE
9. 2" 90 DEG ELBOW, COPPER
10. 2" CURB STOP, BRONZE, COPPER FLARED X IP, FEMALE, "HAYS" 5050 OR APPROVED EQUAL
11. 2 1/2" X 2" INSULATING BUSHING
12. 2 1/2" WELDED COUPLING

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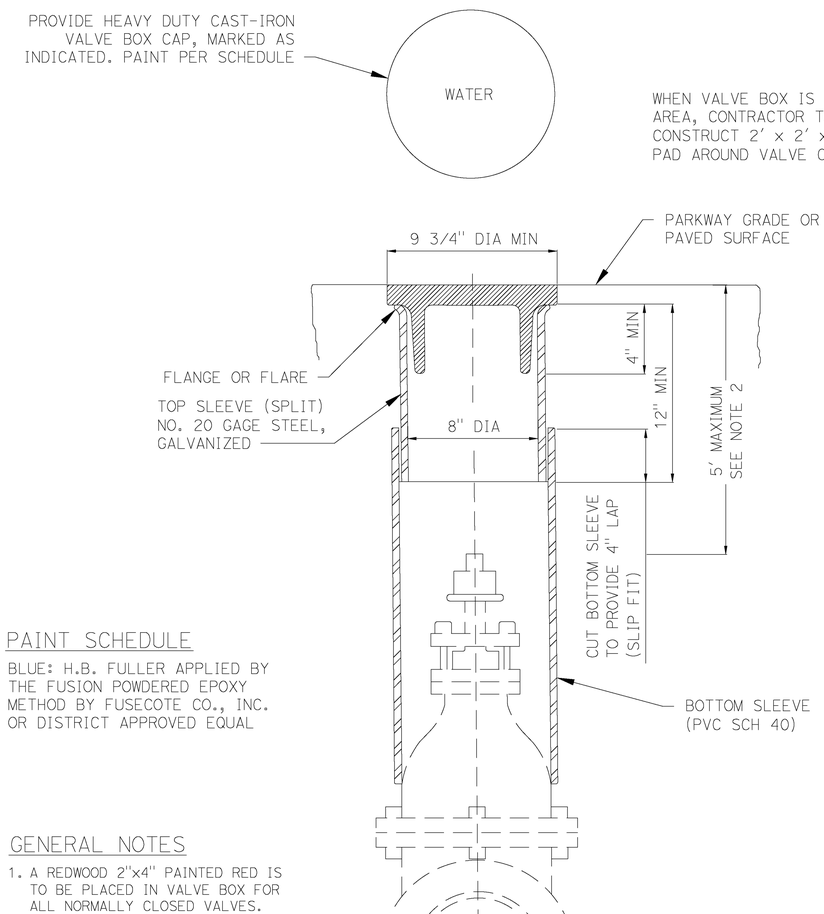
ADJUSTABLE VALVE BOX AND VALVE NUT

NOT TO SCALE

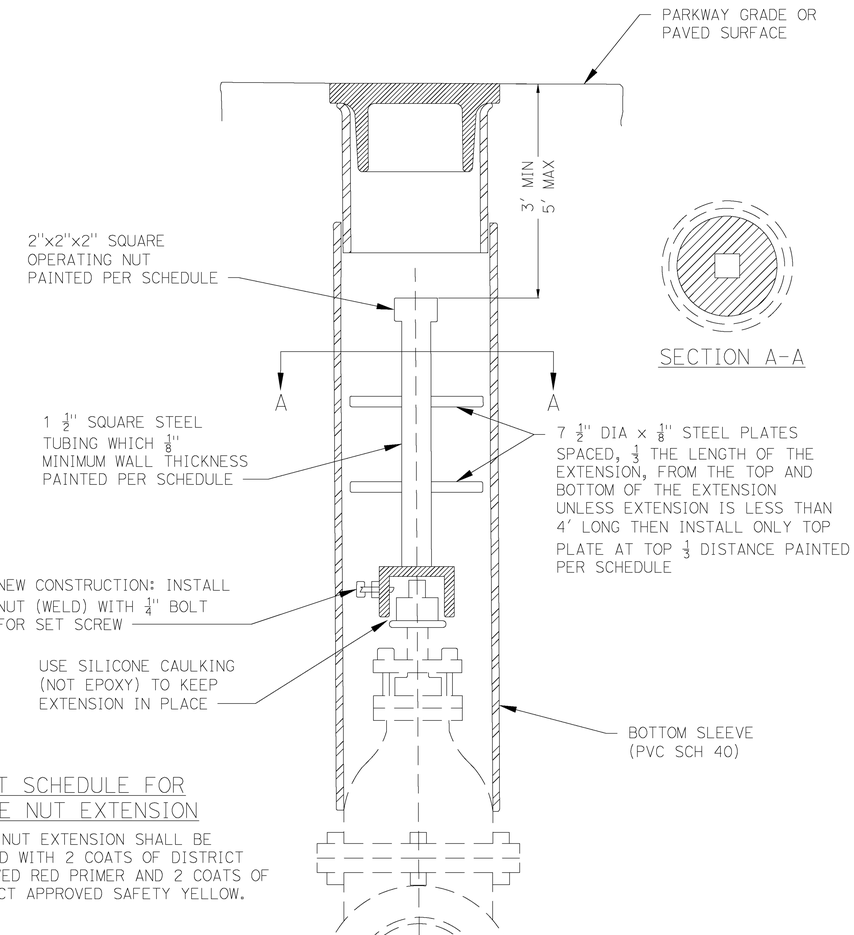


PAINT SCHEDULE

BLUE: H.B. FULLER APPLIED BY THE FUSION POWDERED EPOXY METHOD BY FUSECOTE CO., INC. OR DISTRICT APPROVED EQUAL

GENERAL NOTES

1. A REDWOOD 2"x4" PAINTED RED IS TO BE PLACED IN VALVE BOX FOR ALL NORMALLY CLOSED VALVES. LENGTH TO BE DETERMINED BY DEPTH OF GATE VALVE.
2. VALVE NUT EXTENSIONS WILL BE REQUIRED WHERE THE DISTANCE FROM FINISHED GRADE TO THE VALVE NUT EXCEEDS FIVE (5) FEET.



SECTION A-A

PAINT SCHEDULE FOR VALVE NUT EXTENSION

VALVE NUT EXTENSION SHALL BE PAINTED WITH 2 COATS OF DISTRICT APPROVED RED PRIMER AND 2 COATS OF DISTRICT APPROVED SAFETY YELLOW.

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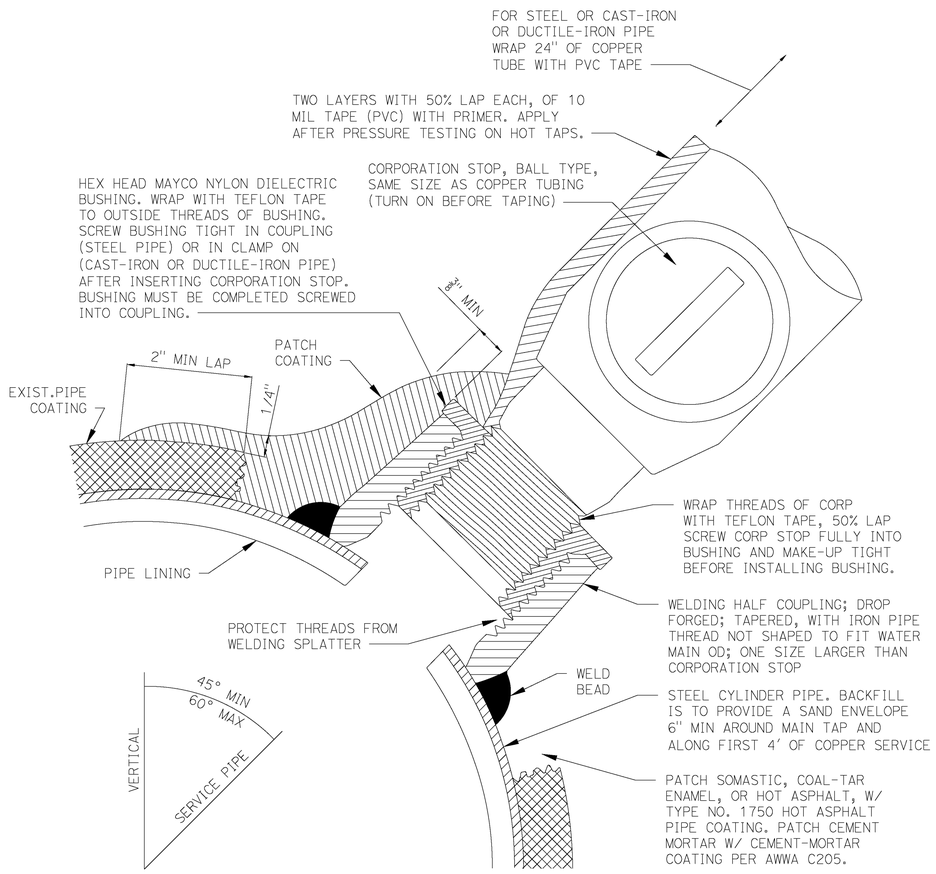
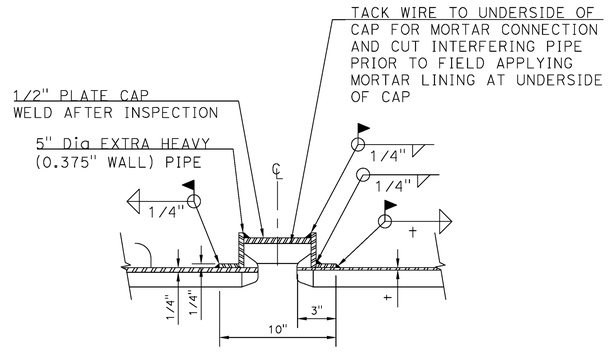
SERVICE TAP
NOT TO SCALE



IF LINING IS OTHER THAN CEMENT MORTAR OR PIPE IS 12 GAGE OR THINNER, USE MALLEABLE-IRON SERVICE CLAMP AND STRAPS AND DIELECTRIC BUSHING AS SHOWN.

FOR BARE PIPE (OTHER THAN ASBESTOS CEMENT PIPE) COAT SURFACE OF PIPE IN AREA OF TAP (ALL AROUND) WITH CEMENT-MORTAR COATING PER AWWA C205

BUTT STRAP
NOT TO SCALE



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UTILITY DESIGN

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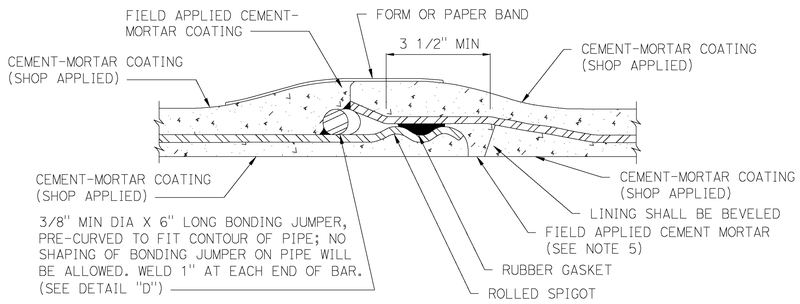
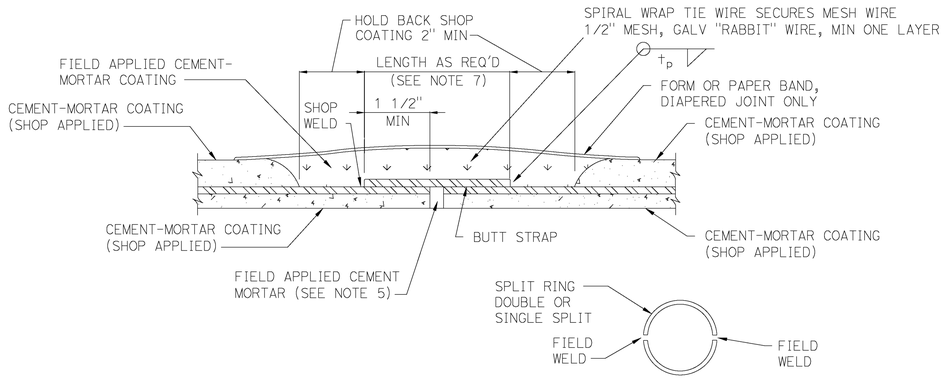
STEEL PIPE JOINT - RUBBER GASKET JOINT

NOT TO SCALE



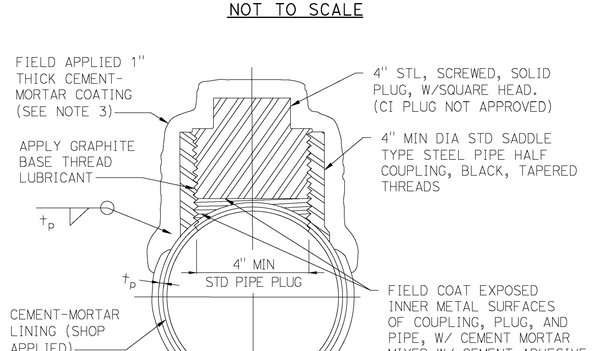
DETAIL B - FIELD WELDED BUTT-STRAP JOINT

NOT TO SCALE



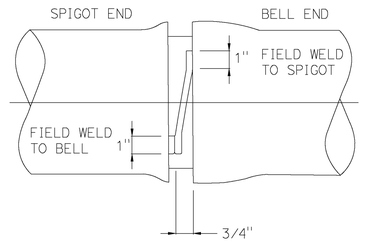
DETAIL C - POINTING HANDHOLE

NOT TO SCALE



DETAIL D - BONDING JUMPER

NOT TO SCALE



GENERAL NOTES

1. CEMENT MORTAR SHALL BE APPLIED TO WELDED JOINTS ONLY AFTER THE HEAT OF WELDING HAS DISSIPATED. JOINT WELDS SHALL NOT BE COOLED BY QUENCHING.
2. THE INTERIOR SURFACE OF JOINTS TO BE LINED WITH CEMENT MORTAR SHALL BE CLEANED, AND BRUSHED WITH APPROVED CEMENT ADHESIVE, IMMEDIATELY BEFORE THE MORTAR IS APPLIED.
3. CEMENT MORTAR FOR THE EXTERIOR OF JOINTS SHALL CONSIST OF ONE PART CEMENT, ONE PART SAND, WATER, AND AN APPROVED CEMENT ADHESIVE, IMMEDIATELY BEFORE THE MORTAR IS APPLIED.
4. CEMENT MORTAR FOR THE EXTERIOR OF JOINTS SHALL CONSIST OF ONE PART CEMENT, ONE PART SAND, AND WATER, AND SHALL BE POURED INTO ONE SIDE OF FORM ONLY.
5. THE INTERIOR OF ALL JOINTS SHALL BE SWABBED BY MEANS OF A BALL AND ROD.
6. THE POINTING HANDHOLE SHALL BE INSTALLED ADJACENT TO A RUBBER GASKET JOINT, OR CENTERED OVER A BUTT-STRAP JOINT, AND SHALL BE USED AS NOTED ON PLANS OR WHERE A BALL AND ROD SWAB CANNOT BE USED.
7. FOR POINTING HANDHOLE, THE MINIMUM LENGTH OF THE BUTT STRAP SHALL BE 9 INCHES FOR ALL PIPE SIZES LISTED IN THE TABLE BELOW. WITHOUT HAND HOLE, THE MINIMUM LENGTH OF STRAP SHALL BE AS SHOWN IN THE FOLLOWING TABLE:

PIPE SIZES IN INCHES	MIN LENGTH OF BUTT STRAP REQ'D IN INCHES
6 THRU 18	4
20 THRU 36	6

8. A BOLTED FLANGED JOINT MAY BE USED AS AN ACCEPTABLE ALTERNATE TO THE RUBBER GASKET OR THE BUTT-STRAP JOINT

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UTILITY DESIGN

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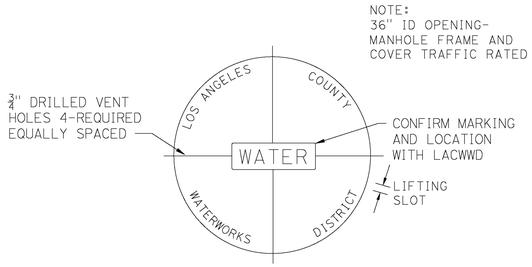
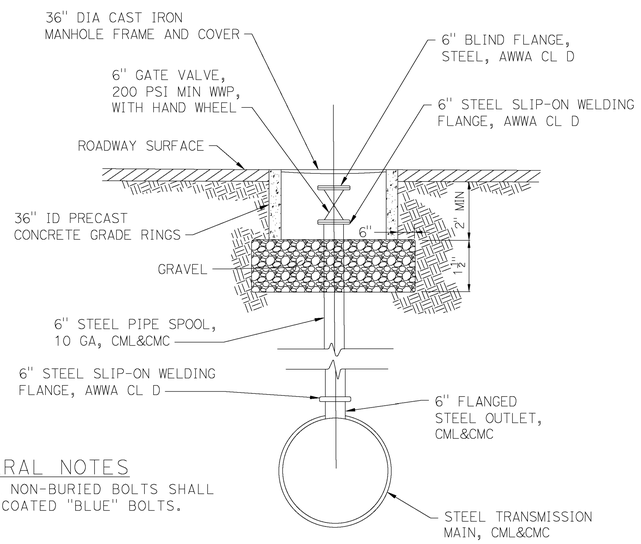
PUMP WELL - STYLE A
MANHOLE COVER DETAIL
NOT TO SCALE

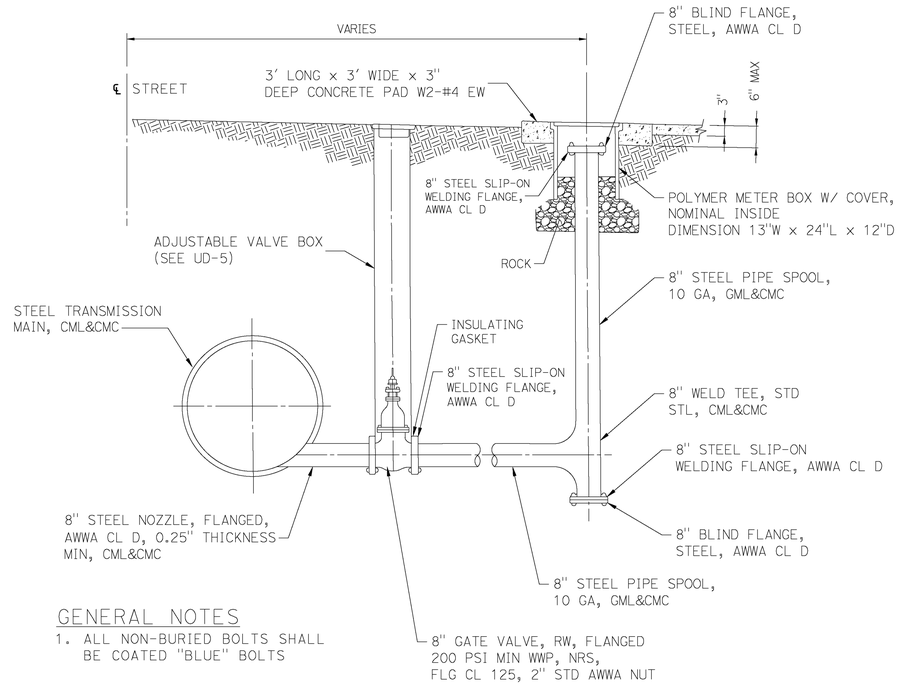


PUMP WELL - STYLE A
NOT TO SCALE



GENERAL NOTES
1. ALL NON-BURIED BOLTS SHALL BE COATED "BLUE" BOLTS.

PUMP WELL - STYLE B
NOT TO SCALE



GENERAL NOTES
1. ALL NON-BURIED BOLTS SHALL BE COATED "BLUE" BOLTS

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UTILITY DESIGN

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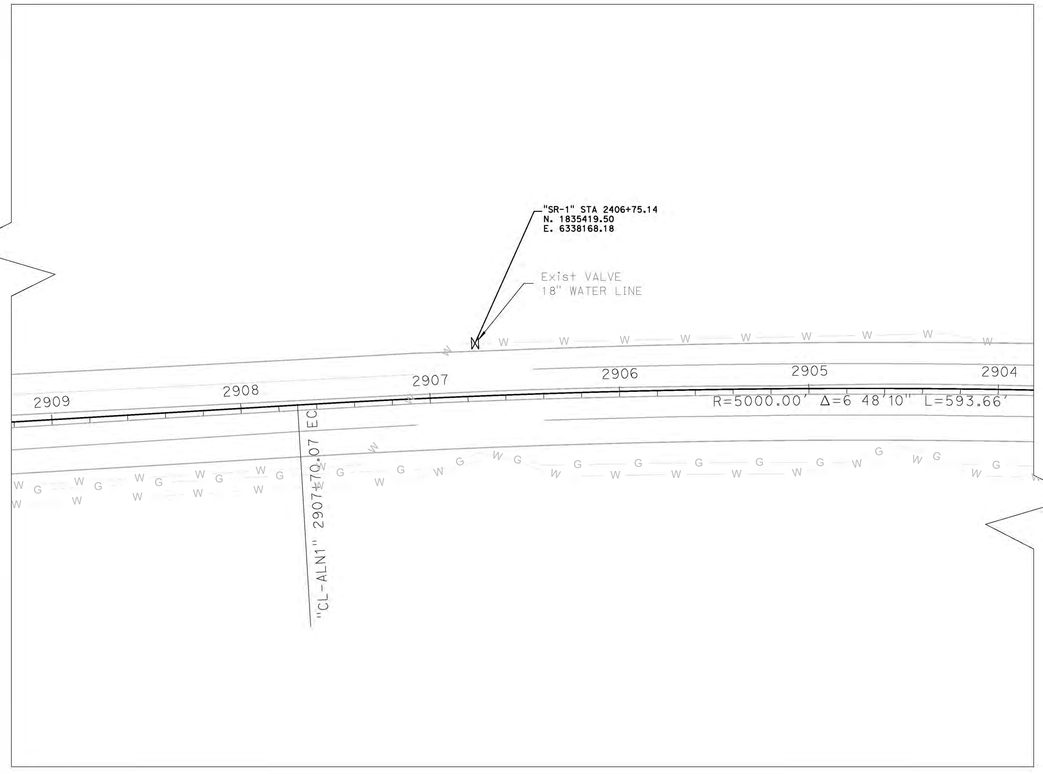
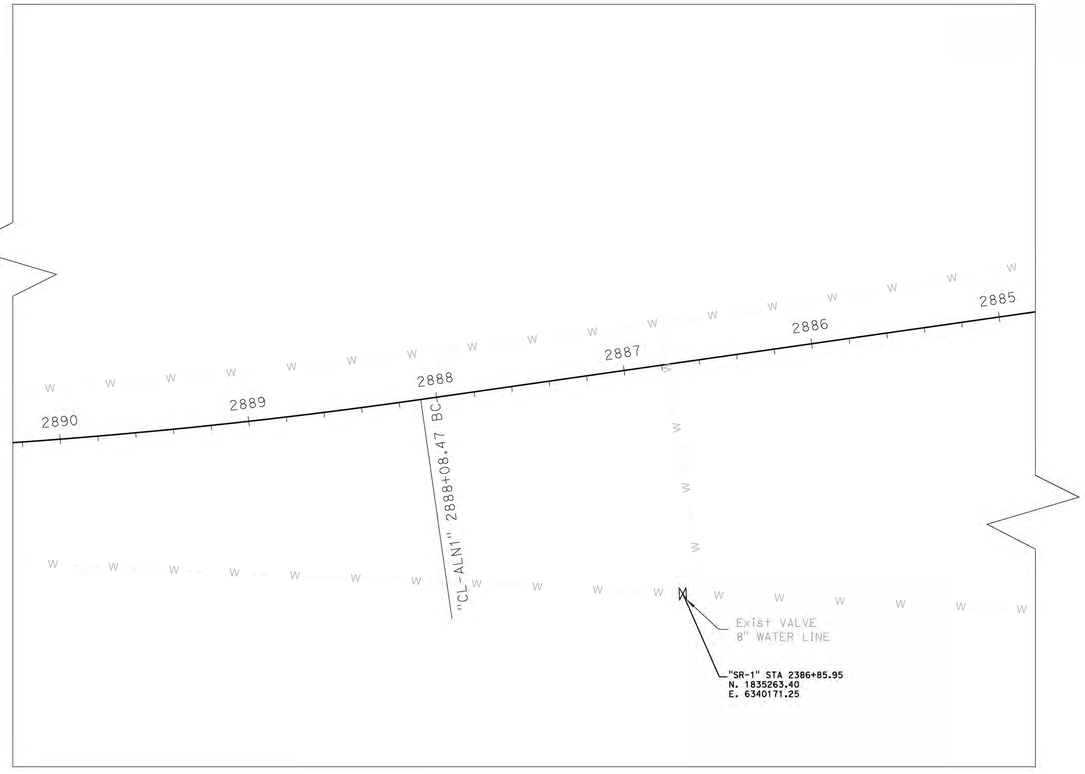


INTERCONNECTION DETAIL 1
SCALE: 1" = 40'



INTERCONNECTION DETAIL 2
SCALE: 1" = 40'

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