



COUNTY OF LAKE
COMMUNITY DEVELOPMENT DEPARTMENT
 Planning Division
 Courthouse - 255 N. Forbes Street
 Lakeport, California 95453
 Telephone 707/263-2221 FAX 707/263-2225

October 03, 2023

REVISED CALIFORNIA ENVIRONMENTAL QUALITY ACT
ENVIRONMENTAL CHECKLIST FORM
INITIAL STUDY 22-28

Project Title:

Wolf Creek Road at Wolf Creek Bridge
 Replacement Project (Bridge No. 14C-0049)

Lead Agency Name & Address:

County of Lake
 Community Development Department
 Planning Division
 Courthouse – 255 North Forbes Street
 Lakeport CA 95453

Contact Person & Phone Number:

Katherine Schaefers, Resource Planner (707)
 263-2221

Project Location:

Bridge No. 14C-0049 is located in
 unincorporated Spring Valley in Lake
 County, approximately 5.4 miles northeast of
 State Route 20; Quad: Benmore Canyon
 T14N, R07W, Section 11 UTM Zone 10
 (39.082336, -122.604181)

Project Sponsor's Name & Address:

County of Lake
 255 N Forbes St
 Lakeport, CA 95453

General Plan Designation(s):

Public Facilities PF, Low Density Residential
 LDR

Zoning Designation(s):

“O”-“FF”-“WW”, “R1” Open Space District-
 Floodway Fringe-Waterway, Single-family
 Residential

Permit Numbers:

Initial Study (IS 22-28)
 General Plan Conformity (GPC 22-11)

APN(s):

062-101-01, 062-092-03, 062-102-01/
 Project Impact Area = 1.98

Supervisor District:

District 3

Slope:	0-3% (bridge site)
Fire Hazard Zone:	Very High Fire Severity Zone
Earthquake Fault Zone:	N/A
Dam Failure Inundation Area:	Dam Failure Inundation Area
Flood Zone:	AE- Floodway, AE , X “Area inundated by the Base Flood with Base Flood Elevations determined”, “Areas determined to be outside the 0.2% annual chance floodplain.”
Fire Protection District:	Northshore (CALFIRE)
Site Visit:	July 29, 2022

Acronyms:

AASHTO	American Association of State Highway and Transportation Officials
ACM	Asbestos Containing Materials
ADT	Average Daily Traffic
APE	Area of Potential Effects
ASR	Archaeological Survey Report
BAAQMD	Bay Area Air Quality Management District
BMP	Best Management Practices
BSA	Biological Survey Area
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CVRWQCB	Central Valley Regional Water Quality Control Board
EPA	Environmental Protection Agency
HASP	Health and Safety Plan
HPSR	Historic Property Survey Report
LCAQMD	Lake County Air Quality Management District
MMRP	Mitigation Monitoring & Reporting Program
MLD	Most Likely Descendant
MND	Mitigated Negative Declaration
NAHC	Native American Heritage Commission
NOA	Naturally Occurring Asbestos
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NWIC	Northwest Information Center
PES	Preliminary Environmental Study
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SWPPP	Storm Water Pollution Prevention Plan
USC	United states Code
VMT	Vehicle Miles Traveled

18. Determination

Pursuant California Code of Regulations Title 14, Chapter 3, Article 5, Section 15063, the County has prepared a Mitigated Negative Declaration (MND) for the proposed project. Per Section 15105, “When a proposed negative declaration or mitigated negative declaration is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 30 days, unless a shorter period, not less than 20 days, is approved by the State Clearinghouse”. Depending on comments received by interested agencies, stakeholders, and the public, this proposed MND is subject to change. The County has determined the proposed project would not have a significant impact on the environment because: The project would have no impact on Mineral Resources and Recreation; a less than significant impact on the following: Aesthetics, Agriculture/Forestry Resources, Energy, Greenhouse Gas Emissions, Land Use/Planning, Population/Housing, Transportation, Utilities/Service Systems, Wildfire, Public Services; and a less than significant impact with mitigation incorporated on the following: Air Quality, Biological Resources, Cultural Resources, Hazards & Hazardous Materials, Geology and Soils, Hydrology and Water Quality, Noise, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire. The Monitoring and Reporting Program that includes mitigation measures to reduce potential significant impacts to less than significant is included in Attachment B

19. Environmental Setting/Existing Conditions

The project site is located within the Upper Cache Watershed (Hydrologic Unit Code 18020116) which is approximately 1,300 square miles with an average annual precipitation of 60 inches. There are numerous lakes, rivers, and streams within the watershed. The project is located within the Interior North Coast Range of California. This is a region of steep, generally north-to-south-trending ridges and small interior valleys that eventually drain east to the Sacramento Valley and Sacramento River. The Wolf Creek Bridge crosses Wolf Creek in Long Valley, a minor alluvial plain surrounded by steep mountains and containing the confluences of Long Valley Creek, Wolf Creek, and the North Fork of Cache Creek. Wolf Creek flows 1.5 miles south to its confluence with the North Fork of Cache Creek which continues southeast for 8.6 river miles to its confluence with the main channel of Cache Creek. Cache Creek continues 25 miles to the Capay Valley reaching the Sacramento Valley near the town of Esparto approximately 50 river miles southeast of the project area. This region of the Coast Range is typically dominated by chamise chaparral on steep slopes and blue oak woodland/savanna on the gentler hills and level valleys. Along Wolf Creek and its tributaries, the transition from narrow riparian communities to the more xeric (dry soil) chaparral and woodland is abrupt due primarily to the steep river gradient and hot, dry Mediterranean climate. (California Department of Transportation, 2018).

20. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary)

Project Purpose and Need

The bridge has a sufficiency rating of 60.1 and has been designated as functionally obsolete per the Caltrans Structure Maintenance & Investigations, Local Agency Bridge List (July 2015). The functionally obsolete designation is a result of the insufficient deck width. Wolf Creek Road is a two lane road and the clear width of the existing bridge is too narrow to support standard lane and shoulder widths for a two lane facility. Additionally, the existing bridge fails to meet the current Caltrans design standard for freeboard requirements. Hydraulic studies indicate that the existing bridge may be overtopped during a 100-year storm event.

Caltrans has reviewed the preliminary details of the project and supports a full replacement scope. The purpose of the proposed project is to provide a replacement structure that is consistent with appropriate Caltrans structural design standards, is placed on a road alignment that meets the appropriate American Association of State Highway and Transportation Officials (AASHTO) roadway geometry standards and is hydraulically capable of passing and clearing the design storm events (50-year storm plus 2 feet of freeboard and 100-year storm). Figure 1 includes a Regional Location map, and Figure 2 includes a Project Location map of the project site, and Figure 3 includes the Area of Potential Effect where the bridge will be constructed (California Department of Transportation, 2016).

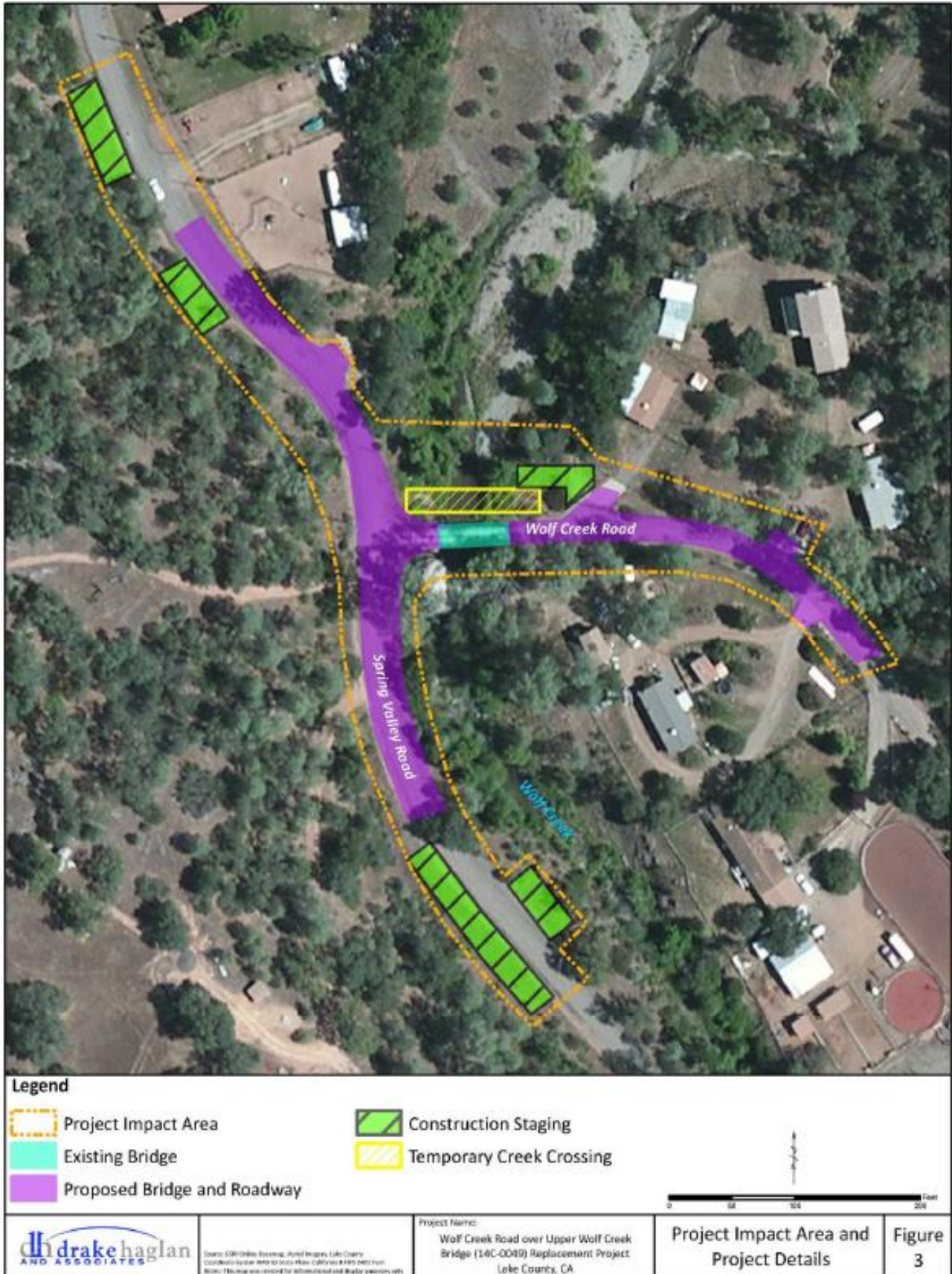




★ Project Location - Wolf Creek Road Bridge



	<small>Source: 2014 Oracle BaseMap, World Street Map, Lake County Coordinate System: NAD 83 State Plane California 5 FIPS 8402 Zone Note: This map was created for information and studies purposes only.</small>	Project Name: Wolf Creek Road over Upper Wolf Creek Bridge (14C-0049) Replacement Project Lake County, CA	Project Location Map	Figure 2
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Site Visit Photos July 29, 2022



Photo 1: Standing on the east side of the Wolf Creek Bridge looking west.



Photo 2: Standing on the west side of the Wolf Creek Bridge looking east.



Photo 3: Standing on the center of the Wolf Creek Bridge looking upstream.



Photo 4: Standing on the center of the Wolf Creek Bridge looking downstream.

Project Description

The replacement bridge will be wider to comply with current AASHTO standards for local rural roads, including 9-foot travel lanes and 2-foot shoulders, plus crash-tested vehicular barriers. A 5-foot sidewalk (Lake County standard) will also be proposed on the north side of the replacement structure to accommodate school children accessing a nearby bus stop. The replacement bridge will be approximately 84 feet long. This length is appropriate for a single span bridge, which would reduce the construction duration and increase the hydraulic capacity of the channel.

It is anticipated that deep foundations will be needed to support the replacement bridge. The underlying formation of the soil is rock overlaid by alluvial and fan deposits which have washed down from the mountains. The upper material is subject to scour; this is often best suited for concrete piles, as they can be designed to act as columns if the soil material scours away. The most feasible pile type will be determined during the type selection process, when further geotechnical information is available.

Demolition and Construction Staging

Demolition of the existing bridge will be performed in accordance with the Caltrans Standard Specifications modified to meet environmental permit requirements. All concrete and other debris resulting from the bridge demolition will be removed from the project site and disposed of by the contractor. The construction contractor will prepare a bridge demolition plan.

It is anticipated that construction will occur when the creek bed is dry or near dry. However, if water is present during construction, temporary cofferdams will be installed upstream and downstream of the construction site. A temporary series of culverts will be installed between the cofferdams to carry water through the work area. The work area will then be dewatered by pumping. The temporary cofferdams and culverts will be completely removed after the completion of replacement bridge construction, the placement of rock slope protection, and the removal of the existing bridge. All in-channel work will be limited to the dry season (July-October).

Because the proposed bridge is relatively short, falsework beams will be able to span from one abutment to the other without the need for falsework bents or other temporary supports in the creek channel.

Detour Route

The replacement bridge will likely be constructed with a temporary detour in order to avoid staged construction. For residents the temporary detour would take about 5-7 minutes and be less than ¼ mile. If closing the road is determined by the fire district to be unacceptable, a temporary creek crossing will be constructed onsite to handle public traffic through the site. The crossing would be constructed on the north side of the existing bridge.

Right-of-Way

Temporary construction easements will be needed from the two adjacent properties north of the existing bridge to construct the temporary creek crossing if required. Temporary construction easements may also be required from all seven properties adjacent to the bridge site to construct the project. Additional permanent right-of-way takes is not anticipated. Detailed easements have not been determined at this point.

Utilities

There are several utilities at the site, both overhead and underground. Overhead electric and communication lines run parallel to the bridge on the north side of Wolf Creek Road. These lines may need to be temporarily relocated or de-energized during the construction of the replacement bridge; to be determined as the design of the project progresses.

A 6-inch waterline, owned and operated by the Special Districts Administration, runs along the south side of Wolf Creek Road, and is attached to the superstructure of the existing bridge. This waterline will need to be relocated to the new structure.

Construction Activities

Construction will consist of the following activities:

- Removing trees, clearing, and grubbing to accommodate the new bridge structure and road approach work (16 trees will be removed, however, BIO-1 would require that if removal of mature oaks cannot be avoided, a mitigation agreement shall be developed with CDFW for replacement of oaks at a ratio of not less than 3-to-1)
- Excavating for the new bridge foundations
- Constructing the new bridge and road approaches, including excavating for and placing asphalt concrete
- Removing the existing bridge
- Placing erosion control native grass seeds and mulch

The table below provides a description of the type of equipment likely to be used during the construction of the proposed project.

Construction Equipment

Equipment	Construction Purpose
Drill Rig	Construction of drilled or driven pile foundations
Backhoe	Soil manipulation + drainage work
Bobcat	Fill distribution
Bulldozer / Loader	Earthwork construction + clearing and grubbing
Crane	Placement of precast concrete girders or false work beams
Dump Truck	Fill material delivery
Excavator	Soil manipulation

Front-End Loader	Dirt or gravel manipulation
Grader	Ground grading and leveling
Haul Truck	Earthwork construction + clearing and grubbing
Roller / Compactor	Earthwork and asphalt concrete construction
Paver	Asphalt concrete construction
Truck with seed sprayer	Erosion control landscaping
Water Truck	Earthwork construction + dust control

Construction Schedule and Timing

Construction of the proposed project is anticipated to take between 4 to 6 months to complete, pending the scope of the final design and construction plans. Construction is anticipated for the spring of 2019. All work within the Upper Wolf Creek channel will be conducted in accordance with the regulatory agency permits.

Surrounding Land Uses and Setting: Briefly describe the project’s surroundings

The Wolf Creek Bridge lays to the northwest of the unincorporated community of Spring Valley. Surrounding land uses from the bridge include: the bed and banks of Wolf Creek to the north and south, single-family residents to the east, and vacant land is located to the west. Below in the surrounding zoning designations:

North: “O”-“FF”-“WW”, Open Space -Floodway Fringe-Waterway

East: “R1”, Single-family Residential

South: “O”-“FF”-“WW”, Open Space District-Floodway Fringe-Waterway

West: “RR”, Rural Residential

21. Other public agencies whose approval is required (e.g., Permits, financing approval, or participation agreement.)

The following permits are required, and a copy of these permits will need to be sent to Caltrans Senior Environmental Planner of District 1 Local Assistance before construction begins:

- II. Regional Water Quality Control Board - 401 Permit
- III. U.S. Army Corps of Engineers - 404 Permit
- IV. CA Department of Fish and Wildlife - 1602 Permit Stream Alteration Agreement
- V. NPDES Construction General Permit – Regional Water Quality Control Board (RWQCB)

Funding for the project comes from the Federal Highway Administration through the Federal Highway Bridge Program. As a Responsible Agency, Caltrans is responsible for implementing funding and project approvals.

22. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the

determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

On July 8, 2022, pursuant to Assembly Bill 52 (Public Resources Code 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 5097.94), the County of Lake provided notification of the project, and provided 30-days to request consultation to the Big Valley Rancheria, Cortina Rancheria, Elem Colony, Koi Nation, Mishewal-Wappo, Middletown Rancheria, Redwood Valley, Robinson Rancheria, Scotts Valley Band of Pomo, Upper Lake Habematolel, and the Yocha Dehe Wintun Nation. An additional notification was sent on July 27th, 2023, to the same parties due to changes in the project description. As of the date of this initial study, the Habematolel Pomo of Upper Lake and the Yocha Dehe Wintun Nation have both responded indicating the project is not within their territories.

23. Initial Study Attachments

- Attachment A: Diagrams of Proposed Bridge
- Attachment B: Mitigation Monitoring & Reporting Program (MMRP)
- Attachment C: Natural Environmental Study
- Attachment D: Detour Plan

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|-------------------------------------------------------------|---------------------------------------------------------|------------------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture/Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials |
| <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Initial Study prepared by:
Katherine Schaefer, Resource Planner

SIGNATURE

Date: _____

Mireya G. Turner, Director
Community Development Department

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
 - Once the lead agency has determined that a particular physical impact may occur, and then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
 - "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
 - i) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
 - ii) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

KEY: 1 = Potentially Significant Impact
2 = Less Than Significant with Mitigation Incorporated
3 = Less Than Significant Impact
4 = No Impact

IMPACT CATEGORIES*	1	2	3	4	All determinations need explanation. Reference to documentation, sources, notes and correspondence.	Source Number
I. AESTHETICS <i>Except as provided in Public Resources Code Section 21099, would the project:</i>						
a) Have a substantial adverse effect on a scenic vista?			X		<p>There may be a temporary visual impact to the site during construction related to the presence of equipment, materials and earthmoving activities. However, the bridge was built in 1967 and is visibly aging. After construction, there would be a new bridge which would improve the scenic view of the area.</p> <p>In addition, a visual impact assessment guide was prepared for the proposed project by Caltrans. This spreadsheet is used by Caltrans to determine impacts on the visual impacts of a proposed project on the environment. Scoring starts at 6-9 with the highest score being 25-30. The proposed project scored an 9 indicating no noticeable visual changes to the environment are proposed and no further analysis is required (California Department of Transportation, 2016a).</p> <p>Less than Significant Impact</p>	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X		<p>Wolf Creek Road is not on the Caltrans’s List of Officially Designated County Scenic Highways, or on the List of Eligible and Officially Designated State Scenic Highways List (California Department of Transportation, 2006; 2019).</p> <p>Less than Significant Impact</p>	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations			X		<p>Please see response to Section I. a).</p> <p>Less than Significant Impact</p>	

governing scenic quality?						
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X		<p>Work will be conducted during daylight hours. The project is not anticipated to create additional light or glare on the road or in the vicinity of the bridge. Also see Section I (a) response.</p> <p>Less than Significant Impact</p>	
<p>II. AGRICULTURE/FORESTRY RESOURCES</p> <p><i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project</i></p>						
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X		<p>The project site and surrounding properties are classified as “Other Land”. Other Land is defined by the California Department of Conservation’s California Important Farmland Finder as:</p> <ul style="list-style-type: none"> Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land (California Department of Conservation, 2018). <p>The proposed project would consist of replacing a bridge. A small amount of temporary construction easements will be required for construction and the placement of a temporary creek crossing (Department of Transportation, 2016). However, that land is not classified as Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance Farmland.</p> <p>Less Than Significant Impact</p>	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	<p>Please see response to Section II (a). The project only includes replacement of an existing bridge. There is no request for a change of use to the land. In addition, there are no known Williamson Act contracts on any of the adjacent surrounding properties, and Lake County is no longer accepting Williamson Act contracts.</p> <p>No Impact</p>	

<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>				<p>X</p>	<p>See responses to Section II (a) and (b). No Impact</p>	
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>			<p>X</p>		<p>Forest land as defined under Public Resource Code 12220(g) is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.</p> <p>According to the project description, removing trees, clearing, and grubbing to accommodate the new bridge structure would occur. However, this would not include 10-percent of the native tree cover (California Department of Transportation, 2018).</p> <p>Less Than Significant Impact</p>	
<p>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>				<p>X</p>	<p>N/A No Impact</p>	
<p>III. AIR QUALITY <i>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.</i> <i>Would the project:</i></p>						
<p>a) Conflict with or obstruct implementation of the applicable air quality plan?</p>			<p>X</p>		<p>Lake County Air Quality Management District (LCAQMD) is a full attainment district for criteria air pollutants and therefore has not adopted an air quality plan. Implementation of the proposed project would only include short-term impacts from construction activities (Lake County Air Quality Management District, 2022).</p>	

					Less Than Significant Impact	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under and applicable federal or state ambient air quality standard?			X		<p>The California Air Resources Board defines criteria air pollutants as air pollutants for which acceptable levels of exposure can be determined and where an ambient air quality standard has been set. Examples include: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and PM10 and PM2.5 (California Air Resources Board, 2022).</p> <p>The Preliminary Environmental Study concluded that although the project proposes to add an additional lane, widening from a one lane bridge to a two lane bridge, this will not lead to an increase in capacity of vehicles travelling along Wolf Creek Road. The purpose of widening the bridge is to provide appropriate design standards for roadway geometry, accessibility, hydraulics, and structural integrity. Therefore, no cumulative increase would occur. Also, as mentioned before, Lake County is a full attainment district (California Department of Transportation, 2016a).</p> <p>Less Than Significant Impact</p>	
c) Expose sensitive receptors to substantial pollutant concentrations?		X			<p>According to the California Air Resources Board “Sensitive receptors are children, elderly, asthmatics and others who are at a heightened risk of negative health outcomes due to exposure to air pollution. The locations where these sensitive receptors congregate are considered sensitive receptor locations. Sensitive Receptor locations may include hospitals, schools, and day care centers, and such other locations as the air district board or California Air Resources Board may determine (California Health and Safety Code § 42705.5(a)(5))”. There are single-family residences to the south of the project site that may include children.</p> <p>Demolition of the existing bridge will be performed in accordance with the Caltrans Standard Specifications modified to meet environmental permit requirements. All concrete and other debris resulting from the bridge demolition will be removed from the project site and disposed of by the contractor. The construction contractor will prepare a bridge demolition plan (Drake Haglan and Associates, 2016c).</p> <p>An Asbestos Containing Materials and Natural Occurring Asbestos Assessment was completed for the proposed project. It was concluded that based on the results of the records review, published geologic mapping, reconnaissance and limited asbestos and</p>	

				<p>lead sampling, there is no risk of encountering soil/rock with significant quantities of Naturally occurring asbestos (NOA) at the project site; however, Asbestos Containing Materials (ACMs) have been determined to be present at the project site. The removal of the asbestos containing material (black and gray wrap on 6" pipe) should be performed by a licensed asbestos abatement contractor working under standard asbestos program requirements (Drake Haglan and Associates, 2017b).</p> <p>For LCAQMD fugitive dust emissions related to construction activities, the project will be required to obtain an Authority to Construct Permit. In addition, the project will include the removal of trees and clearing and grubbing. The following mitigation measures would reduce impacts to less than significant:</p> <p>AQ-1: Prior to obtaining the necessary permits and/or approvals, the applicant shall contact the Lake County Air Quality Management District and obtain an Authority to Construct.</p> <p>AQ-2: All vegetation during site development shall be chipped and spread for ground cover and/or erosion control. The burning of vegetation, construction debris, including waste material is prohibited.</p> <p>Less Than Significant with Mitigation Incorporated</p>	
d) Result in other emissions (such as those leading to odors or dust) adversely affecting a substantial number of people?		X		<p>See Section III c) for mitigation measures for odors and dust.</p> <p>Less Than Significant with Mitigation Incorporated</p>	
IV. BIOLOGICAL RESOURCES					
<i>Would the project:</i>					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and		X		<p>A Natural Environment Study (NES) was prepared in May 2018 by Northwest Biosurvey, which included a pre-survey research, a floristic-level botanical survey, and a delineation of waters of the U.S. The pre-survey research consists of a comparison of existing habitat conditions within the project boundaries to the geographic range and habitat requirements of sensitive plants and wildlife known to occur within the region. It includes all sensitive species that occupy habitats similar to those found in the project area and whose known geographic ranges encompass it. All surveys were</p>	

<p>Wildlife or U.S. Fish and Wildlife Service?</p>				<p>conducted following agency protocols and within the appropriate survey window.</p> <p>Based on the results of the Natural Environmental Study, there are no California endangered species within the Biological Study Area (BSA). However, as discussed in Section 4.3, there are several wildlife species with sensitive status in California potentially present that require CEQA review and mitigation under Section 15380(d) of the CEQA Guidelines: Western pond turtle, Foothill yellow-legged frog (Candidate for State Threatened listing), Bald eagle (also California Endangered), White-tailed kite, Yellow warbler, Yellow-breasted chat, North American river otter, and Pallid bat. Four species are included due to their California Species of Concern or California Fully Protected status and the presence of potential habitat within the BSA. The following mitigation measures listed as Avoidance and Minimization Efforts in the NES will be applied to the project (Northwest Biosurvey, 2018) (Attachment C):</p> <p>BIO-1. Limbing or removal of mature blue oaks should be avoided to the extent feasible. Parking and staging areas should not be located within the driplines of mature oak trees due to the possibility of root compaction. If removal of mature oaks cannot be avoided, a mitigation agreement should be developed with CDFW for replacement of oaks at a ratio of not less than 3-to-1.</p> <p>BIO-2. Work within the channel should avoid disturbing downed trees, stumps and other basking sites and refuges within these aquatic habits.</p> <p>BIO-3. Should any work occur within the banks or riparian habitat of the creek at times when the affected segment contains water, it should be immediately preceded by a site inspection of the channel by a qualified biologist with a valid CDFW collecting permit. Any turtles within the work area should be captured and transferred to another suitable portion of Upper Wolf Creek.</p> <p>BIO-4. The flowing portion of the stream shall be diverted through culverts with cofferdams constructed of clean material such as sandbags, water bladders, etc., at the upstream and downstream ends of the proposed construction area. The Resident Engineer shall check with Yolo County Flood Control to determine the volume of maximum construction season stream flows.</p> <p>BIO-5. The culverts shall be no less than two feet in diameter and inset into the channel to a depth of half</p>	
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				<p>their diameter in order to allow downstream passage of fish and herptiles. These structures shall be removed at the end of the project and prior to winter stream flows.</p> <p>BIO-6. The proposed diversion shall be reviewed and approved by a qualified biologist with a valid CDFW collecting permit prior to installation. That individual shall be present during its construction. During construction of this diversion, the qualified biologist shall inspect the diverted channel segment for sensitive herptiles and nests as described above and shall capture and release any herptiles or fish within the diversion area to a suitable segment of Upper Wolf Creek.</p> <p>BIO-7. Prior to construction outside of the period when water is present in the channel, the qualified biologist shall inspect adjacent banks within the proposed stream crossing (PIA) for turtle nests and flag any nests for installation of construction fencing around a 5-foot radius. Any nests that cannot be avoided shall be moved and monitored by the qualified biologist. If nests are found a monitoring report containing photographs of the nest relocation effort and weekly inspections for a period of one (1) month shall be submitted to CDFW staff for review upon completion of the monitoring period.</p> <p>BIO-8. The Resident Engineer shall be responsible for assuring that the terms and conditions of the CDFW stream alteration agreement for this project are consistent with this mitigation measure.</p> <p>BIO-9. Work within a minimum of 250 feet of a bald eagle or white-tailed kite nest should be avoided between February 15 and August 31 in order to avoid the potential for disrupting nesting and breeding, unless the work is preceded by the survey described below and the species are determined to not be present.</p> <p>BIO-10. To the extent feasible, construction-related activities within the bridge crossing area, including vegetation removal, shall occur outside of the nesting season (February 15 through August 31). If construction during the nesting season cannot be avoided, any required vegetation removal should be the minimal amount necessary for construction and should be completed prior to the nesting season. In the event that vegetation removal is necessary during the nesting season, the work shall be preceded by a pre-construction nest survey conducted by a qualified biologist within two weeks of disturbance. If an active nest of a sensitive bird species is found, a construction buffer shall be</p>	
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				<p>established around it in consultation with CDFW staff and shall remain in place until fledging is completed or until it is determined that the nesting effort has failed as determined by the qualified biologist.</p> <p>BIO-11. Work within 100 feet of the red willow thicket habitat along Upper Wolf Creek should be avoided from February 15 through August 31 in order to avoid the potential for disrupting nesting and breeding for these species, unless the work is preceded by the survey described below.</p> <p>BIO-12. Any work requiring construction or vegetation clearing within 100 feet of the red willow thicket community between February 15 and August 31 of any year should be preceded by pre-construction surveys pursuant to CDFW policy. In the event that this species is determined to be nesting within 100 feet of the proposed construction activities, construction should be delayed within 100 feet of the nest until after August 31, or until fledging is completed as determined by a qualified biologist. The construction buffer may be reduced depending on presence of screening vegetation or topography based on the recommendation of a qualified biologist.</p> <p>BIO-13. Disturbance in and adjacent to the creek should be avoided between December 1 and April 30 to avoid the potential for disrupting nesting and breeding, unless survey and avoidance are implemented. If work requiring construction or vegetation clearing at the bridge site between these dates is performed, it should be preceded by pre-construction surveys by a qualified biologist for active otter den sites within the proposed active disturbance area. In the event that an active den site is present within the area of active disturbance, construction should be delayed within 50 feet of the nest until young are independent as determined by a qualified biologist.</p> <p>BIO-14. Removal of the bridge or any trees containing hollows or peeling bark within the BSA should be completed between September 15 and October 15, or between February 15 and April 1, in order to avoid disrupting the breeding season or disturbance of hibernating bats unless the surveys and avoidance measures described below are implemented.</p> <p>BIO-15. If work is proposed within woodland habitat (outside of the dates listed above), all trees within a 150-foot radius of the proposed work area, that are suitable for use by bats shall be surveyed for</p>	
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				<p>signs of bats no earlier than fourteen days prior to tree removal or other habitat disturbance. Suitable trees include those with hollows and/or shedding bark. If pallid bats, or other bats with sensitive regulatory status, are discovered during the surveys, a buffer of 100 to 150 feet should be established depending on recommendations of the surveying biologist. Removal of these roost trees shall be restricted to between September 15 and October 15, when young of the year are capable of flying, or between February 15 and April 1 to avoid hibernating bats and prior to formation of maternity sites.</p> <p>BIO-16. Alternatively, eExclusion netting may be installed at a time when bats are not present. The netting should exclude any openings greater than 3/8” or greater in size.</p> <p>BIO-17. The following measures shall be included in the construction contract special provisions to prevent the spread of invasive species:</p> <ul style="list-style-type: none"> • All equipment and vehicles will be thoroughly cleaned to remove dirt and weed seeds prior to being transported or driven to or from the Project site. • Any borrow site or stockpile will be inspected for the presence of noxious weeds or invasive plants. • If noxious weeds or invasive plants are present, the contractor will remove approximately five inches of the surface of the material from the site before transporting to the project. • Before removal, this material will be chemically or mechanically treated to kill the existing noxious weeds and invasive plants and will not be used for the project without approval. • BIO-18. The draft conservation measures in the “Draft Northwestern Pond Turtle Conservation Measures for Caltrans Bridge Projects” U.S. Fish and Wildlife Service, Arcata Field Office, Gregory Schmidt and Mathew parker, 13 February 2024, shall be incorporated into the project. <p>Less than Significant with Mitigation Incorporated</p>	
<p>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California</p>		<p>X</p>		<p>Please see Section IV (a) BIO-1 through BIO-17.</p> <p>Less than Significant with Mitigation Incorporated</p>	

Department of Fish and Game or U.S. Fish and Wildlife Service?					
c) Have a substantial adverse effect on state or federally protected wetlands (including, not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		X			<p>The Natural Environmental Study concluded that other waters of the U.S. are present within the BSA as a stream. This NES report contains a protocol delineation of other waters of the U.S. pursuant to the 1987 delineation manual and 2008 Arid West Guidelines. The delineation will be submitted to the Corps of Engineers for a jurisdictional Determination and Nationwide Permit by the Lake County Department of Public Works. Wetlands do not occur within the BSA and therefore will not be impacted by the project (Northwest Biosurvey, 2018).</p> <p>Less than Significant with Mitigation Incorporated</p>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X			<p>Section IV (a) BIO-1 and BIO-2, and BIO-9 through BIO-16 would reduce impacts to migratory wildlife.</p> <p>Less Than Significant with Mitigation Incorporated</p>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X		<p>Removal of oaks would have to comply with Lake County’s Resolution No. 95-211 (Oak Woodland Management Policy). Zoning Article 34, identifies a scenic corridor district that may include significant stands of trees. The “WW” Waterway zoning district is established to protect riparian resources 30’ from perennial and 20’ from intermittent streams (or the boundary of riparian vegetation). According to zoning Article 37, clearing or removal of any trees greater than 4” in diameter at 3’ off the ground requires a permit. Performance standards are established for erosion control (zoning Article 41.6) that include preservation of natural features including trees and groves of trees whenever possible. Landscaping standards (zoning Article 41.9) require landscaping plans that must show locations of existing trees including riparian vegetation and large oaks.</p> <p>Less than Significant Impact</p>
f) Conflict with the provisions of an adopted Habitat Conservation Plan,				X	<p>Lake County does not have a Habitat Conservation Plan or Natural Community Conservation Plan.</p> <p>No Impact</p>

<p>Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</p>						
<p>V. CULTURAL RESOURCES <i>Would the project:</i></p>						
<p>a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?</p>			<p>X</p>		<p>An Archeological Survey Report was completed by ALTA Archeological Consulting on February 9, 2017, for the proposed project [Wolf Creek Road Over Upper Wolf Creek Bridge (No. 14C-0049) Replacement Project Lake County, California BRLO 5914(095)]. The survey was conducted in accordance with the State of California CEQA Guidelines, according to the California Department of Transportation (Caltrans) District 1 Office of Local Assistance. Caltrans has assumed the role of lead Federal agency for Section 106 National Historic Preservation Act (NHPA) compliance for this undertaking. The results of the archaeological survey, archival research, and tribal outreach are provided in the ASR and in the associated Historic Property Survey Report (HPSR).</p> <p>A records search was conducted on April 5, 2016 by Alex DeGeorgey of ALTA at the Northwest Information Center (NWIC) of the California Historical Resources Information System, which is housed at Sonoma State University (NWIC No. 15-1436). The NWIC, an affiliate of the State of California Office of Historic Preservation, is the official state repository of archaeological and historical records and reports for an 18-county area that includes Lake County. Additional research was conducted using the files and literature available in the library of Alta Archeological Consulting. The records search included a review of all sites records and study reports on file within a one-half mile radius of the study area. No cultural resources are documented within the one-half mile records search radius.</p> <p>The Native American Heritage Commission (NAHC) was contacted via email on March 3, 2016 to request a review of the Sacred Lands file for information on Native American cultural resources in the study area and to request a list of Native American contacts in this area. In the NAHC response dated March 25, 2016, Mrs. Sharaya Souza (NAHC Staff Services Analyst) indicated that no known cultural resources are present in the area.</p> <p>On April 5, 2016, ALTA staff member Alex DeGeorgey surveyed the project area for cultural resources. Field methods consisted of an on-foot</p>	

				<p>survey conducted of the project area with transect spacing no greater than five meter throughout the study area and surroundings. A total of 2.2 acres of land were surveyed. The APE was surveyed for cultural resources. Areas surrounding the APE on the north and south sides of the existing Upper Wolf Creek Bridge and potential staging areas along Spring Valley Road were surveyed to ensure that the area was sufficiently surveyed for cultural resources. Project area maps and aerial photos were used to identify the project APE. Ground surface visibility was poor (about 5%) due to low grasses, leaf litter, the presence of roads and fill material within the project area. A long-handled hoe was used to periodically scrape the ground surface and inspect sediments for evidence of cultural materials. Road cuts, the stream bank, disturbed areas from off highway vehicles, and rodent burrows were targeted for inspection. Digital photos were taken of the project area and surroundings. No prehistoric-era or historic-era cultural resources were identified within the project APE.</p> <p>No cultural resources were identified within the project area as a result of the records search, consultation with Native American agencies and tribes, or the field survey. The Caltrans Historic Bridge Inventory lists Upper Wolf Creek Bridge as Category 5, not eligible for listing. The project as presently designed is not anticipated to have an adverse affected on cultural resources.</p> <p>Less than Significant Impact</p>	
<p>b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?</p>		<p>X</p>		<p>California Government Code Sections 6245 and 6254.10, and the NHPA of 1966, Section 304 has certain confidential requirements for cultural resources. The following mitigation measures will be incorporated into the project.</p> <p>CUL-1. If cultural materials are discovered, all earthmoving activity within and around the immediate discovery area shall be halted until an archaeologist who meets federal qualifications can assess the nature and significance of the find.</p> <p>CUL-2. If human remains are discovered, contact the County Coroner. If the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission, which will then notify the Most Likely Descendant (MLD). At that time, the District 1 Environmental Branch Chief or the District 1 Native American Coordinator will be contacted so that he/she may work with the MLD on the respectful treatment and disposition of the remains.</p>	

					Less than Significant with Mitigation Incorporated	
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		X			See Section V. b).and mitigation measure CUL-1 and CUL-2. Less than Significant with Mitigation Incorporated	
VI. ENERGY <i>Would the project:</i>						
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X		Construction activities would result in short-term consumption of fossil fuels in construction vehicles, worker commuter vehicles, and construction equipment. California regulation (13 California Code of Regulations, Section 2449[d][3], 2485) will limit idling of diesel-powered equipment. Due to the remoteness of the site, contractors would need to conserve on fuel. The project would apply Caltrans’s Construction Manual to prevent waste. Less than Significant Impact.	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X		Please see Section VI. a). Less than Significant Impact.	
VII. GEOLOGY AND SOILS <i>Would the project:</i>						
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: 3) Rupture of a known earthquake fault, as delineated on the most recent Alquist- Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X		Pursuant to the Alquist-Priolo Earthquake Fault Zoning Act of 1972, the State is required to delineate regulatory “Zones of Required Investigation”. There are certain development requirements for projects in these zones. The “Alquist-Priolo Earthquake Fault Zones prevent buildings for human occupancy from being constructed upon active faults” (California Department of Conservation, 2015a, 2019a). According to the State’s “Earthquake Zones of Required Investigation” mapping database, none of the parcels where the proposed project is located are within an Earthquake Fault Zone, and none of the parcels have been evaluated by the California Geological Survey for liquefaction or seismic landside hazards (California Department of Conservation, 2019b). California Geological Survey Map Sheet 48 (revised 2016) shows potential seismic shaking based on National Seismic Hazard Map calculations plus amplification of seismic shaking due to the near surface soils. The proposed project site is located in	6., 7., 10., 11., 37., 42., 44.

<p>4) Strong seismic ground shaking? 5) Seismic-related ground failure, including liquefaction? 6) Landslides?</p>				<p>a region threat is at risk of increasing intensity for earthquake shaking potential (State of California, Resources Agency, Department of Conservation, 2016).</p> <p>The project site is located on flat ground. Bartlett Springs fault zone is located on Chalk Mountain over 1.5 miles of the project site. Although there are reports included in the California Landslide Inventory of debris slide slope directly west of the project site along Spring Valley Road, as of August 30, 2022, there are no reports of any slides on the project site (California Department of Conservation, 2015a, 2019a, 2019b).</p> <p>As required by the State, the County of Lake has building requirements that will have to be incorporated into construction of the bridge.</p> <p>Less than Significant Impact</p>	
<p>b) Result in substantial soil erosion or the loss of topsoil?</p>			<p>X</p>	<p>Drake Haglan and Associates completed a Water Quality Technical Memorandum for the proposed project on June 21, 2017. The document concluded that construction of the project has the potential to impact water quality on a short-term, temporary basis. In order to protect the water quality of Upper Wolf Creek from construction-related impacts, the following agency coordination and regulatory permits are anticipated for the proposed project. All BMP's and other avoidance/minimization measures will be prepared in consultation with the project engineer, County of Lake, Central Valley RWQCB, and other appropriate agencies.</p> <ul style="list-style-type: none"> • The proposed project would require a NPDES General Construction Permit for Discharges of storm water associated with construction activities (Construction General Permit (Order No. 2009-0009-DWQ [as amended by Order No. 2010-0014-DWQ and 2012-006-DWQ]). A Storm water Pollution Prevention Plan (SWPPP) would also be developed and implemented as part of the Construction General Permit. In addition, the following NPDES permits may also be required: <ul style="list-style-type: none"> ○ State Water Resources Control Board Water Quality Order No. 2003-003-DWQ General Waste Discharge Requirements for Discharges to Land with a Low Threat to Water Quality ○ CVRWQCB Waiver of Reports of Waste Discharge within the Central Valley Region (Resolution R5-2013-0145). 	

				<ul style="list-style-type: none"> • U.S. Army Corps of Engineers – Clean Water Act, Section 404, Nationwide Permit #14 (Linear Transportation Projects). • California Department of Fish and Wildlife – California Endangered Species Act Section 1600-1602 Streambed Alteration Agreement. • Regional Water Quality Control Board - Clean Water Act, Section 401 Water Quality Certification. <p>Best Management Practices to prevent soil erosion would be addressed with these requirement.</p> <p>Less Than Significant Impact</p>	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	<p>See Section VII a) for information on landslides.</p> <p>The project site is not included on the United States Geological Survey’ map of Areas of Land Subsidence in California (United States Geological Survey, 2022).</p> <p>Less Than Significant Impact</p>	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	<p>Expansive soils have a percentage of certain clay materials that results in a high shrink-swell potential. Impacts from expansive soils can include structural defects to buildings, foundations, septic tanks, etc.</p> <p>According to the Natural Resources Conservation Services Web Soil Survey, the site has soil classified as Xerofluvents, very gravelly (Natural Resources Conservation Service, 2019). The General Soil Map, Lake County, California defines Talmage-Xerofluvents-Riverwash as “Very deep, nearly level to moderately sloping, somewhat excessively drained very gravelly sandy loam and very gravelly loamy sand, and Riverwash; on alluvial fans and flood plains (United States Department of Agriculture et al., 1985).</p> <p>Less than Significant Impact</p>	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				<p>See Section VII d).</p> <p>Less Than Significant Impact</p>	

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		See Section V b). Less than Significant with Mitigation Incorporated	
VIII. GREENHOUSE GAS EMISSIONS <i>Would the project:</i>					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X		The LCAQMD does not currently have any adopted greenhouse gas emissions thresholds for projects undergoing a CEQA analysis, but recommends the Bay Area Air Quality Management District (BAAQMDs) thresholds of significance contained within the district’s CEQA Air Quality Guidelines (Lake County Air Quality Management District, 2022). However, the BAAQMD doesn’t currently have thresholds for greenhouse gas emissions for construction projects. According to the BAAQMD, Greenhouse gas emissions from construction represent a very small portion of a project’s lifetime greenhouse gas emissions (Bay Area Air Quality Management District, 2022). Less than Significant Impact	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		X		This project will not conflict with any adopted plans or policies for the reduction of greenhouse gas emissions. Less than Significant Impact	
VX: HAZARDS & HAZARDOUS MATERIALS <i>Would the project:</i>					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		This project includes the replacement of the bridge. “Routine” activities normally associated with long-term operations would not occur after bridge construction. Drake Haglan and Associates performed an ACM and Naturally Occurring Asbestos (NOA) assessment on January 19, 2017. The assessment were completed to identify suspect asbestos and lead containing building materials that may be impacted during the planned renovation projects. Based on the results of the records review, published geologic mapping, reconnaissance and limited asbestos and lead sampling, there is no risk of encountering soil/rock with significant quantities of NOA at the project site; however, ACMs have been determined to be present at the project site. The removal of the asbestos containing material (black and gray wrap on 6” pipe) should be performed by a licensed asbestos abatement contractor working under standard asbestos program requirements (Drake Haglan and Associates, 2017a).	

				<p>The following avoidance measures that are applied to the project will be applied as mitigation measures.</p> <p>HAZ-1. Removal, disposal, storage and transportation of the structure containing lead-based paint shall be performed in compliance with federal and state regulations for hazardous waste. Building materials associated with paint on structures, and paint on utilities shall be abated by a California licensed abatement contractor and disposed of as a hazardous waste.</p> <p>A Lead Compliance Plan shall be prepared by the contractor for the disposal of lead-based paint. A California state licensed lead contractor shall be required to perform all work that will disturb any lead-based paint as a result of planned or unplanned renovations in the project area.</p> <p>HAZ-2. Removal of treated timber associated with the existing bridge will be removed and disposed at a Regional Water Quality Control Board certified treated wood waste (TWW) landfill.</p> <p>HAZ-3. The contractor should prepare a Develop a Health and Safety Plan (HASP) that describes appropriate procedures to follow in the event that any contaminated soil or groundwater is encountered during construction activities. Any unknown substances should be tested, handled and disposed of in accordance with appropriate federal, state and local regulations.</p> <p>Less than Significant with Mitigation Incorporated</p>	
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		<p>See Section IX a).</p> <p>Less than Significant with Mitigation Incorporated</p>	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	<p>East Lake School in Clearlake Oaks is the closest school, but it is over approximately 10 miles away (Google Map, 2022).</p> <p>No Impact</p>	

<p>d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</p>			<p>X</p>	<p>An EnviroStor search was completed for the project site, and sites within a 0.5 mile radius that resulted in no results (Department of Toxic Substances Control, 2022).</p> <p>No Impact</p>	
<p>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?</p>			<p>X</p>	<p>According to the Lake County Airport Land Use Compatibility Plan, there are three airports that include the Lampson Field, Pearce Field, and the proposed Quackenbush Mountain Airport. None of these airports are within 2 miles of the project site (Hodges & Shutt, 1992). Additional public and private airports include: Redbud Community Hospital Heliport - CL53, Ferndale Resort Seaplane Base - CN20, Konocti - Clear Lake Seaplane Base - 5CA9, Sutter Lakeside Hospital Heliport - CL69, and the Gravelly Valley Airport - 1Q5 which is the closest airport located in Upper Lake, but still is several miles away.</p> <p>Less than Significant Impact</p>	
<p>f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>			<p>X</p>	<p>The project site is located in a remote rural area of northeast Lake County, California, approximately 5.3 miles northwest of State Route 20 (SR20). Wolf Creek Road is accessed from Spring Valley Road, which is accessed from New Long Valley Road. The replacement bridge will likely be constructed with a temporary detour in order to avoid staged construction. For residents the temporary detour would take about 5-7 minutes and be less than ¼ mile. If closing the road is determined by the fire district to be unacceptable, a temporary creek crossing will be constructed onsite to handle public traffic through the site. The crossing would be constructed on the north side of the existing bridge (Drake Haglan and Associates, 2017c). Since emergency responders would be able to get through, and construction activities would be temporary, impacts would be less than significant</p> <p>Less Than Significant Impact</p>	
<p>g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?</p>			<p>X</p>	<p>The site is mapped as being in a Very High Fire Severity Zone (California Department of Forestry and Fire Protection (CAL FIRE) FRAP, 2007). Due to the remoteness of the site, if a wildfire was to occur it could take first responders a significant amount of time to arrive. Therefore, the proposed project should have measures in place to prevent accidental construction fires, or non-construction</p>	

				<p>related wildfires. The project will be required to comply with Lake County’s Emergency Operations Plan (EOP) (2020 Updated EOP), State requirements for construction workers including Caltrans’s Construction Manual, as well as with Cal/OSHA Pocket Guide for the Construction Industry 2022 (County of Lake, 2020; California Department of Transportation, 2017; Cal/OSHA, 2022).</p> <p>Less than Significant Impact</p>	
<p>X. HYDROLOGY AND WATER QUALITY <i>Would the project:</i></p>					
<p>a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?</p>		<p>X</p>		<p>According to the NES completed for the project, demolition of the existing bridge will be performed in accordance with the Caltrans Standard Specifications modified to meet environmental permit requirements. The following specifications will apply:</p> <p>13-4.03D(3) Concrete Waste: Prevent the discharge of concrete and asphalt concrete waste into storm drain systems and receiving waters. Collect concrete waste, including grout, dust and debris from demolition, saw cutting, coring, grinding, or grooving, simultaneously with the waste-producing activity.</p> <p>13-4.03E(6) Structure Removal: Over or Adjacent to Water Do not allow demolished material to enter storm drain systems and receiving waters. Use authorized covers and platforms to collect debris. Use attachments on equipment to catch debris during small demolition activities. Empty debris-catching devices daily and handle debris under section 13-4.03D.</p> <p>All concrete and other debris resulting from the bridge demolition will be removed from the project site and disposed of by the contractor. The construction contractor will prepare a bridge demolition plan.</p> <p>A Water Quality Technical Memorandum for the Wolf Creek Road Bridge Replacement Project was completed by Drake Haglan and Associates on June 24, 2016. As mentioned in the project description, this project will be required to apply for both federal and State permits. In addition, the following avoidance measures implemented here as mitigation measures will be applied to the project:</p> <p>WQ-1. All temporarily disturbed areas will be returned to pre-project conditions upon completion of construction. These areas will be properly</p>	

				<p>protected from washout and erosion using appropriate erosion control devices including coir netting, hydroseeding, and revegetation. In sloped areas, additional erosion control measures would be applied including erosion control blankets and fiber rolls. If woody species (i.e., trees and large shrubs) are removed, these areas would be replanted with comparable native vegetation.</p> <p>WQ-2. Develop and Implement Dewatering Plan.</p> <p>WQ-3. Develop Stormwater Pollution Prevention Plan (SWPP) and Implement Water Quality Best Management Practices. The SWPPP must include a waste management section that provides procedural and structural BMPs for collecting, handling, storing, and disposing of wastes generated by the construction project to prevent the accidental release of pollutants during construction. The SWPPP also includes measures to report, contain, and mitigate for any accidental spills during construction. Any spills or leaks from construction equipment (i.e., fuel, oil, hydraulic fluid, and grease) shall be cleaned up in accordance with applicable local, state, and/or federal regulations.</p> <p>WQ-4. The Contractor will install silt fencing, fiber rolls, or other equivalent erosion and sediment control measures between the designated work area and Upper Wolf Creek, as necessary, to ensure that construction debris and sediment does not inadvertently enter the waterway. Storage and stockpiling of earth materials near Upper Wolf Creek will be avoided if possible.</p> <p>To ensure that wildlife is not trapped, tightly woven fiber netting (no monofilament netting) or similar material shall be used for erosion control or other purposes within the Project work limits. Coconut coir matting and burlap-contained fiber rolls are an example of acceptable erosion control materials.</p> <p>WQ-5. Immediately after bridge construction is complete, all exposed soil shall be stabilized. Soil stabilization may include, but is not limited to, seeding with a native grass seed mix, planting native plants and placement of rock. Hydraulic mulch should be used in conjunction with a native seed mix applied to the disturbed soil. Disturbed soil areas and areas where existing pavement is removed would be reseeded using a California native plant seed blend. An erosion control seed mix (hydroseed) would be applied in disturbed soil area and on slopes flatter than 1:1. Erosion control (e.g., Bonded Fiber Matrix with a</p>	
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				<p>native plant seed blend) would be applied on all disturbed or cut slopes steeper than 1:1.</p> <p>WQ-6. Sediment cleanup will be implemented anywhere sediment is tracked from the project area and staging area onto public or private paved roads, typically at points of ingress/egress. For the Project, street sweeping may be used along Wolf Creek Road and Spring Valley Road.</p> <p>If dewatering is required during pile construction, activities will need to account for changes in pH associated with concrete contact water. High pH water (pH > 8.5) must be managed to prevent any discharges to receiving waters. Discharges of high pH water to land (upland disposal) must be approved by the RWQCB prior to disposal.</p> <p>WQ-7. To avoid waste products from pile driving operations, pile shells for construction of cast-in-steel-shell or cast-in-drilled-hole piles will be used in accordance to Caltrans Standard Specifications.</p> <p>WQ-8. Use, storage, and disposal of materials and equipment on barges, boats, temporary construction pads, over or adjacent to a watercourse will be performed according to Caltrans Standard Specifications.</p> <p>WQ-9. During bridge demolition and removal, best management practices will be used to protect Upper Wolf Creek from debris and waste associated with the demolition. These measures include using attachments on construction equipment, platforms, or other means to catch debris.</p> <p>The proposed project would include the use of groundwater during construction activities. However, incorporation of HAZ-3. Will require the contractor to prepare a HASP that describes appropriate procedures to follow in the event that any contaminated soil or groundwater is encountered during construction activities. See Section VX. a).</p> <p>Less than Significant with Mitigation Incorporated</p>	
<p>b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater</p>		<p>X</p>		<p>According to the Water Quality Technical Memorandum for the Wolf Creek Road Bridge Replacement Project, the project site lies within the Clear Lake Cache Formation Groundwater Basin. The Clear Lake Cache Formation Groundwater Basin is east of Clear Lake and shares a boundary with the Burns Valley Groundwater Basin in the southwest.</p>	

<p>management of the basin?</p>				<p>Groundwater pumping will most likely be required to construct the foundation of the west abutment and pier foundation. The pumped ground water would be treated and returned to the creek downstream of the project site. Construction of the entire project is anticipated to occur in one in-water construction season. In-water work would occur over a three to four-month period dependent on the replacement bridge type and construction alternative chosen (Northwest Biosurvey, 2018).</p> <p>According to the Location Hydraulic Study, per 23 Code of Federal Regulation Section 650.105, natural and beneficial floodplain values include but are not limited to fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, aquaculture, forestry, natural moderation of floods, water quality maintenance and groundwater recharge. Impacts to the natural and beneficial floodplain values upstream and downstream of the project site are not anticipated (NCE, 2020).</p> <p>Less Than Significant with Mitigation Incorporated</p>	
<p>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:</p> <ul style="list-style-type: none"> i) result in substantial erosion or siltation on-site or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows? 		<p>X</p>		<p>See Section X a).</p> <p>Less than Significant with Mitigation Incorporated</p>	

<p>d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?</p>		<p>X</p>		<p>The project is a bridge replacement over Wolf Creek. With WQ-1 through WQ-9, plus HAZ-1 through HAZ-3 incorporated into the project, impacts related to pollutants would be reduced.</p> <p>Less Than Significant with Mitigation Incorporated</p>	
<p>e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</p>		<p>X</p>		<p>The Lake County Watershed Protection District is an authorized groundwater management agency as defined by the California Water Code §10753 (a) and (b). The Groundwater Management Plan (GMP) supports the long-term maintenance of high quality groundwater resources within the 13 groundwater basins of the county. The GMP objectives include the following:</p> <ul style="list-style-type: none"> • Improve the understanding of groundwater hydrology and quality in Lake County; • Maintain a sustainable, high quality water supply for agricultural, environmental, and urban uses; • Minimize the long-term drawdown of groundwater levels; • Protect groundwater quality; • Minimize changes to surface water flows and quality that directly affect groundwater levels or quality; • Minimize the effect of groundwater pumping on surface water flows and quality; • Facilitate groundwater replenishment and cooperative management projects; and • Prevent inelastic land surface subsidence from occurring as a result of groundwater pumping. (CDM In Cooperation with the California Department of Water Resources, Northern District, 2006) <p>According to the Water Quality Technical Memorandum completed by Caltrans, the project would not affect groundwater with mitigation incorporated (Drake Haglan & Associates, 2016d).</p> <p>See Section X a) and d).</p> <p>Less Than Significant with Mitigation Incorporated</p>	
<p>XI. LAND USE AND PLANNING <i>Would the project:</i></p>					
<p>a) Physically divide an established community?</p>		<p>X</p>		<p>It is anticipated that construction will occur when the creek bed is dry or near dry. All in-channel work will be limited to the dry season from July to October. Temporary construction easements will be required from the five properties adjacent to the bridge site. Permanent right-of-way takes are anticipated from</p>	

				<p>the two adjacent properties south of the bridge. Detailed right-of-way takes have not been determined at this point.</p> <p>A Land Use and Community Impact Memorandum was completed by Drake Haglan & Associates on August 13, 2020. The report concluded that temporary construction impacts to the community and adjacent land use will be offset by the construction of a safer vehicular, bicycle and pedestrian crossing over Upper Wolf Creek along Wolf Creek Road. No permanent right-of-way takes are anticipated; therefore, the proposed project would not result in any residential or commercial relocation (Drake Haglan & Associates, 2016).</p> <p>Less than Significant Impact</p>	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	<p>This project will have to be in compliance with the Lake County General Plan and Lake County Municipal Code, as well as State and federal regulations.</p> <p>Less than Significant Impact</p>	
<p>XII. MINERAL RESOURCES <i>Would the project:</i></p>					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	<p>The project site is not identified by the Lake County Aggregate Resource Management Plan as a mineral resource site (Lake County Planning Department Resource Management Division, 1992).</p> <p>No Impact</p>	
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?			X	<p>Neither the County of Lake’s General Plan, nor the Lake County Aggregate Resource Management Plan designates the project site as being a locally important mineral resource recovery site (Lake County Planning Department, Resource Management Division, 1992).</p> <p>No Impact</p>	
<p>XIII. NOISE <i>Would the project result in:</i></p>					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or		X		<p>A Noise Technical Memorandum was prepared by Drake Haglan and Associates on June 24, 2016. The Memorandum states that noise at the construction site will be intermittent and its intensity will vary. The degree of construction noise impacts may vary for different areas of the project study area and also vary depending on the construction activities. Roadway and/or bridge construction is</p>	

<p>noise ordinance, or applicable standards of other agencies?</p>				<p>accomplished in several different phases. General construction phases for typical roadway/highway projects and their estimated overall noise levels are summarized in Table 2 below.</p> <p>Table 2. Construction Phases and Noise Levels</p> <table border="1" data-bbox="737 449 1295 701"> <thead> <tr> <th>Construction Activity/Phase</th> <th>Leq (dBA) at 50 Feet from Roadway Centerline</th> </tr> </thead> <tbody> <tr> <td>Ground Clearing</td> <td>84 (dBA)</td> </tr> <tr> <td>Excavation</td> <td>88/78 (dBA)</td> </tr> <tr> <td>Foundation</td> <td>88 (dBA)</td> </tr> <tr> <td>Erection</td> <td>79/78 (dBA)</td> </tr> <tr> <td>Finishing</td> <td>84 (dBA)</td> </tr> </tbody> </table> <p>Source: U.S. EPA, 1971.</p> <p>Table 3 summarizes noise levels produced by construction equipment that is commonly used on bridge replacement projects and is representative of the equipment necessary for proposed project construction. Construction equipment is expected to generate noise levels ranging from 80 to 90 dB at a distance of 50 feet and noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance.</p> <p>Table 3. Typical Construction Equipment Noise</p> <table border="1" data-bbox="737 1129 1295 1381"> <thead> <tr> <th>Equipment</th> <th>Maximum Noise Level (dBA at 50 feet)</th> </tr> </thead> <tbody> <tr> <td>Scrapers</td> <td>89 dB</td> </tr> <tr> <td>Bulldozers</td> <td>85 dB</td> </tr> <tr> <td>Heavy Trucks</td> <td>88 dB</td> </tr> <tr> <td>Backhoe</td> <td>80 dB</td> </tr> <tr> <td>Pneumatic Tools</td> <td>85 dB</td> </tr> <tr> <td>Concrete Pump</td> <td>82 dB</td> </tr> </tbody> </table> <p>Source: Federal Transit Administration 1995.</p> <p>Some land uses are considered more sensitive to ambient noise levels than others because of the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities typically involved. Residences, hotels, schools, rest homes, and hospitals are generally more sensitive to noise than commercial and industrial land uses.</p> <p>Land use within and adjacent to the project corridor is predominately rural and open space. There is a single-family residence just south of the bridge approximately 154 feet away, and another approximately 418 feet away to the north. During construction of the proposed project, noise from</p>	Construction Activity/Phase	Leq (dBA) at 50 Feet from Roadway Centerline	Ground Clearing	84 (dBA)	Excavation	88/78 (dBA)	Foundation	88 (dBA)	Erection	79/78 (dBA)	Finishing	84 (dBA)	Equipment	Maximum Noise Level (dBA at 50 feet)	Scrapers	89 dB	Bulldozers	85 dB	Heavy Trucks	88 dB	Backhoe	80 dB	Pneumatic Tools	85 dB	Concrete Pump	82 dB	
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				<p>construction activities may intermittently dominate the noise environment in the immediate area of construction.</p> <p>The project would have to comply with noise requirements of the Lake County Municipal Code. To further reduce noise impacts from construction activities, the following avoidance measures will be implemented as mitigation measures.</p> <p>NOI-1. Construction operations are limited to daylight hours only (Monday to Friday, 7:00 AM to 7:00 PM).</p> <p>NOI-2. Use equipment with regulatory approved or meter muffling devices and ensure that all equipment items have the manufacturers’ recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators intact and operational. All construction equipment should be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding, etc.).</p> <p>NOI-3. Utilize construction methods or equipment that shall provide the lowest level of noise and ground vibration impact such as drilled pile installation (i.e. use of CIDH piles) rather than pile driving.</p> <p>NOI-4. Turn off idling equipment.</p> <p>NOI-5. Provide information to the Community Center regarding the proposed Project and construction schedule.</p> <p>NOI-6. The County and the horse property owner will discuss the need for off-site boarding of horses.</p> <p>Less Than Significant with Mitigation Incorporated</p>	
b) Generation of excessive groundborne vibration or groundborne noise levels?		X		<p>See Section XIII a).</p> <p>Less Than Significant with Mitigation Incorporated</p>	
XIV. POPULATION AND HOUSING					
<i>Would the project:</i>					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	<p>This project includes replacing an existing bridge to improve public safety as determined by Caltrans. There is no other development planned. This is a remote area with very few single-family residences. Due to the remoteness of the site, the population in this area of Lake County is not expected to increase much.</p> <p>Less Than Significant Impact</p>	

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	See XIV. Section a). Less Than Significant Impact	
XV. PUBLIC SERVICES <i>Would the project:</i>					
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: - Fire Protection? - Police Protection? - Schools? - Parks? - Other Public Facilities?			X	The Traffic Technical Memorandum completed for the project concluded that minor short-term traffic-related impacts are anticipated with the proposed project. The replacement bridge will likely be constructed with a temporary detour in order to avoid staged construction. For residents the temporary detour would take about 10 minutes and be less than 3 miles. If closing the road is determined by the fire district to be unacceptable, a temporary creek crossing will be constructed onsite to handle public traffic through the site. The crossing would be constructed on the north side of the existing bridge. The project is not anticipated to create any long term impacts to traffic circulation in the area, as the proposed project will not increase roadway capacity or change traffic patterns. Providing safer vehicular, bicycle and pedestrian access through the replacement of the deficient bridge will offset temporary impacts related to construction activity (Drake Haglan and Associates, 2016c). Although fire and police, and schools, parks and other public facilities may be impacted by a 10 minute delay, construction activities would be temporary. The project would not result in an increase in population. Less than Significant Impact	
XVI. RECREATION <i>Would the project:</i>					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?		X		Construction of the bridge would not result in an increase of population in the long run. See Section XIV a). Less than Significant with Mitigation Incorporated	
b) Does the project include recreational facilities or require the construction or expansion of		X		See Section XIV a). Less than Significant with Mitigation Incorporated	

recreational facilities which might have an adverse physical effect on the environment?						
XVII. TRANSPORTATION <i>Would the project:</i>						
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X		<p>A Traffic Technical Memorandum was completed for the proposed project by Drake Haglan and Associates on March 28, 2017. According to the memorandum, the replacement bridge will be wider to comply with current AASHTO standards for local rural roads, including 9-foot travel lanes and 2-foot shoulders, plus crash-tested vehicular barriers. A 5-foot sidewalk (Lake County standard) will also be proposed on the north side of the replacement structure to accommodate school children accessing a nearby bus stop. The replacement bridge will be approximately 84 feet long. This length is appropriate for a single span bridge, which would reduce the construction duration and increase the hydraulic capacity of the channel.</p> <p>The proposed project is listed in the Final 2022 Lake County Regional Transportation Plan/ Active Transportation Plan on page 53 (Dow & Associates, 2022). Wolf Creek Road is not included on the Lake Transit Authority Bus Passenger list (Lake Transit Authority, 2019). Nor is the road included on the 2011 Regional Transportation Bikeway Map #18 which covers the Shoreline Communities Planning Area, Lake County, California [Lake County/City Area Planning Council (APC), 2011]. The road is not included in the Lake County Pedestrian Facility Needs Study either (Lake Area Planning Council, 2019). The project is also in agreement with the Lake County General Plan Chapter 6, Transportation & Circulation, and Chapter 5, Public facilities & Service, as well as with the Lake County Municipal Code.</p> <p>Less than Significant Impact</p>	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X		<p>According to CEQA Guidelines Section 15064.3, subdivision (b) specifies the criteria for determining the significance of transportation impacts. As stated in subdivision (b), Vehicle Miles Traveled (VMT) is “generally” the best measurement of transportation impacts, thus allowing agencies room to tailor their analyses to include other measures if appropriate. The draft section describes factors that might indicate whether a project’s VMT is less than significant or not, and gives examples of projects that might have less-than-significant impacts with respect to VMT, such as projects that would result in decreased VMT. Subdivision (b) recognizes that</p>	

				<p>not all transportation projects will induce vehicle travel, such as projects improving transit operations, and thus would not result in a significant transportation impact. In addition to a project's impact on VMT, "a lead agency may also consider localized effects of project-related transportation on safety." Finally, subdivision (b) states that a lead agency's evaluation of a project's VMT "is subject to a rule of reason," but also states that "a lead agency generally should not confine its evaluation to its own political boundaries."</p> <p>Short-term impacts to traffic may occur from slight delays during construction times due to equipment and crews working on and around the bridge. The project is not anticipated to create any long term impacts to traffic circulation in the area, as the proposed project will not increase roadway capacity or change traffic patterns. Providing safer vehicular, bicycle and pedestrian access through the replacement of the deficient bridge will offset temporary impacts related to construction activity. Replacement of an existing bridge will not increase roadway capacity and will no induce population growth in the project area. The project would however improve safety for the general public.</p> <p>Less than significant Impact</p>	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	<p>The road would have a slight realignment. However, the project would have to comply with the Lake County Municipal Code and Caltrans Construction Manual.</p> <p>Less Than Significant Impact</p>	
d) Result in inadequate emergency access?		X		<p>According to the Land Use and Community Impact Memorandum completed by Drake Haglan and Associates on August 13, 2020, temporary construction impacts to the community and adjacent land use will be offset by the Construction of a safer vehicular, bicycle and pedestrian crossing over Upper Wolf Creek along Wolf Creek Road. No permanent right-of-way takes are anticipated; therefore, the proposed project would not result in any residential or commercial relocation. During construction, the replacement bridge will be constructed with a temporary detour. The detour would result in minor impacts to the residents as it would take about 10 minutes and be approximately 3 miles. Emergency vehicle access may have delayed response time due to the bridge closure and detour route as well. The following avoidance measure will be implemented as a mitigation</p>	

				<p>measures to reduce impacts (Drake Haglan and Associates, 2017b).</p> <p>TRAN-1. Detailed detour signage plans will be reviewed and approved by the County’s traffic engineer and provided in the engineering plan set. County staff will provide Public Outreach brochures and meetings prior to construction to keep residents informed of the project. Emergency vehicle access would be maintained at all times.</p> <p>Less than Significant with Mitigation Incorporated</p>	
<p>XVIII. TRIBAL CULTURAL RESOURCES</p> <p><i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i></p>					
<p>a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?</p>			<p>X</p>	<p>As discussed under Section V. Cultural Resources, a records search was conducted on April 5, 2016 by Alex DeGeorgey of ALTA at the Northwest Information Center (NWIC) of the California Historical Resources Information System, which is housed at Sonoma State University (NWIC No. 15-1436). The NWIC, an affiliate of the State of California Office of Historic Preservation, is the official state repository of archaeological and historical records and reports for an 18-county area that includes Lake County. Additional research was conducted using the files and literature available in the library of Alta Archaeological Consulting. The records search included a review of all sites records and study reports on file within a one-half mile radius of the study area. No cultural resources are documented within the one-half mile records search radius.</p> <p>The Native American Heritage Commission (NAHC) was contacted via email on March 3, 2016 to request a review of the Sacred Lands file for information on Native American cultural resources in the study area and to request a list of Native American contacts in this area. In the NAHC response dated March 25, 2016, Mrs. Sharaya Souza (NAHC Staff Services Analyst) indicated that no known cultural resources are present in the area.</p> <p>Less Than Significant Impact</p>	
<p>b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to</p>		<p>X</p>		<p>On July 8, 2022, pursuant to Assembly Bill 52 (Public Resources Code 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 5097.94), the County of Lake provided notification of the project, and</p>	

<p>be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>				<p>provided 30-days to request consultation to the Big Valley Rancheria, Cortina Rancheria, Elem Colony, Koi Nation, Mishewal-Wappo, Middletown Rancheria, Redwood Valley, Robinson Rancheria, Scotts Valley Band of Pomo, Upper Lake Habematolel, and the Yocha Dehe Wintun Nation. An additional notification was sent on July 27th, 2023, to the same parties due to changes in the project description. As of the date of this initial study, the Habematolel Pomo of Upper Lake and the Yocha Dehe Wintun Nation have both responded indicating the project is not within their territories.</p> <p>The following standard mitigation measures shall be applied to the proposed project.</p> <p>TCR-1: Prior to commencement of ground disturbing activities, the permittee shall submit documentation to the Community Development Department demonstrating that they have engaged with the culturally affiliated tribe(s) to provide cultural monitors and that cultural sensitivity training has been provided to site workers.</p> <p>TCR-2: All ground disturbing activities shall be monitored by qualified tribal monitor(s). Qualified tribal monitor(s) are defined as qualified individual(s) who have experience with identification, collection, and treatment of tribal cultural resources of value to the Tribes. Such individuals will include those who:</p> <ul style="list-style-type: none"> a. Possess the desired knowledge, skills, abilities, and experience established by the Native American Heritage Commission (NAHC) through the NAHC’s Guidelines for Native American Monitors/ Consultants (2005) OR b. Members of culturally affiliated tribe(s) who: <ul style="list-style-type: none"> i. Are culturally affiliated with the project area, as determined by the NAHC; and ii. Have been vetted by tribal officials of the culturally affiliated tribe(S) as having the desired knowledge, skills, abilities, and experience established by the NAHC’s Guidelines for Native American Monitors (as cited in TCR-1(a), above). 	
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				<p>TCR-3: The permittee shall notify all culturally affiliated tribes at least 15 days prior to commencement of ground disturbance activities on the project. All cultural resources unearthed by Project activities shall be evaluated by the Archeologist and monitor(s). The culturally affiliated tribe(s) must have an opportunity to inspect and determine the nature of the resource and the best course of action for avoidance, protection and/or treatment of the resource to the extent permitted by law. If the resource is determined to be a tribal cultural resource of value to a tribe, that tribe will coordinate with the permittee to establish by which the tribe(s) may appropriately protect, treat, and dispose of the resource(s) with appropriate dignity, which may include reburial or preservation of resources. The permittee shall allow the Tribe(s) to facilitate and ensure that the treatment and disposition by the Tribe(s) is followed to the extent permitted by law.</p> <p>TRC-4: If previously unidentified tribal cultural resources are encountered during the project altering the materials and their stratigraphic context shall be avoided and work shall halt immediately. Project personnel shall not collect, move, or disturb cultural resources. A representative from a locally affiliated tribe(s) shall be contacted to evaluate the resource and prepare a tribal cultural resources plan to allow for identification and further evaluation in determining the tribal cultural resource significance and appropriate treatment or disposition.</p> <p>Less than Significant with Mitigation Incorporated</p>	
XIX. UTILITIES AND SERVICE SYSTEMS					
<i>Would the project:</i>					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which			X	<p>According to the Natural Environment Study, there are several utilities at the site, both overhead and underground. Overhead electric and communication lines run parallel to the bridge on the north side of Wolf Creek Road. These lines may need to be temporarily relocated or de-energized during the construction of the replacement bridge; to be determined as the design of the project progresses. A 6-inch waterline, owned and operated by the Special Districts Administration, runs along the south side of Wolf Creek Road, and is attached to the superstructure of the existing bridge. This</p>	

could cause significant environmental effects?				waterline will need to be relocated to the new structure (Northwest Biosurvey, 2018). The project would have to comply with all State regulations for utilities including those of PG&E. Less Than Significant Impact	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	The project would not require a water supply connection for bridge construction. No Impact	
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	The project only includes replacing an existing bridge. No Impact	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	Construction waste would be disposed of at the Eastlake Sanitary Landfill. The landfill recently received approval to expand its operations which would extend the lifespan of the landfill by 22 years (SHN Consulting Engineers & Geologists and SCS Engineers, 2020). Less than Significant Impact	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	The project would have to comply with Caltrans 2018 Standard Specifications Section 14, Subsection 14-10 Solid Waste Disposal and Recycling (State of California, California State Transportation Agency, Department of Transportation). Please also refer to Section IX. a). Less than Significant Impact	
XX. WILDFIRE					
<i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	The project would have to comply with the County of Lake, 2020 Emergency Operations Plan with the Wildland Fire Annex, as well as with the Lake County Local Hazard Mitigation Plan Update	

				(February 2018). Please refer to Section XV. a), and Section IX. g). Less than Significant Impact	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	Slopes at the bridge site appear to be less than 1%. There was no wind during the August 2022 site visit. Because the bridge has been deemed to be unsafe by Caltrans, its replacement is not only necessary, but in the long run would result in a safer route for those needing to evacuate. Also, because the site has been classified as being in a Very High Fire Severity Zone, it is important that construction of the bridge follow all local, State, and federal regulations for the construction workers, as well as the public. Less than Significant Impact	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	The project is not proposing to add or maintain any additional infrastructure beyond what is existing. There will be a slight realignment of the road, but the applicant will have to comply with all local, State, and federal regulations related to wildfires. Less than Significant Impact	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	Please see Section XX. a). Less than Significant Impact	

XXI. MANDATORY FINDINGS OF SIGNIFICANCE					
<p>a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p>		X			<p>A NES was prepared in September of 2018 by Caltrans, which included the results from surveying special status animal and plant species, as well as a Delineation of Waters of the United States at the project site which was completed in the spring and summer of 2016 (California Department of Transportation, 2018). The incorporation of mitigation measures BIO-1 through BIO-17 in Section IV. Biological Resources of this study would reduce potential impacts to wildlife animals and plants to a less-than-significant level.</p> <p>A HPSR and Archaeological Survey Report was completed for this site. According to the report, Wolf Creek Bridge is not eligible for the NRHP (Alta Archaeological Consulting, LLC, 2017). It was also concluded that no cultural resources were identified within the project area as a result of the records search, consultation with Native American agencies and tribes, or the field survey. The project as presently designed is not anticipated to have an adverse effect on cultural resources.</p> <p>Less than Significant with Mitigation Incorporated</p>
<p>b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p>		X			<p>Due to the remoteness of the site, and no change in the use, plus the short duration of construction, impacts after mitigation is applied would not be cumulatively considerable when viewed in connection with other past, current, and probable future projects. Although two other bridge replacement projects are proposed in the unincorporated Spring Valley, the distance is several miles away. The following environmental factors were considered with mitigation measures incorporated: Air Quality, Biological Resources, Cultural Resources, Hazards & Hazardous Materials, Geology and Soils, Hydrology and Water Quality, Noise, and Traffic.</p> <p>Less than Significant with Mitigation Incorporated</p>
<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>			X		<p>The proposed project would reduce the safety hazards associated the existing bridge crossing over the North Fork Cache Creek, which has been determined to be functionally obsolete by Caltrans. Improved approach geometry would offer user a better site distance. Because the proposed project represents a net decrease in environmental effects that could adversely impact human beings, either directly or indirectly, project impacts to human beings would be less than significant.</p>

					Less than Significant Impact	
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Attachment A: Diagrams of Proposed Bridge

Attachment B: Mitigation Monitoring & Reporting Program (MMRP)

Attachment C: Natural Environmental Study

Attachment D: Detour Plan