

**REVISED INITIAL STUDY, ENVIRONMENTAL CHECKLIST,  
AND MITIGATED NEGATIVE DECLARATION**

**for**

**County Road 305 over Watson Creek Bridge Replacement Project,  
Bridge No. 11C-0091, Federal Aid No. BRLO-5911(056)**

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**April 2026**



**Lead Agency:**

Glenn County  
Public Works Agency  
777 North Colusa Street, Willows, CA 95988

**Prepared By:**

Glenn County  
Public Works Agency  
777 North Colusa Street, Willows, CA 95988

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### CONSULTATION AND COORDINATION

- a. County of Glenn, Public Works Agency
- b. California Department of Transportation, District 3
- c. California Department of Fish and Wildlife
- d. United States Fish and Wildlife Service
- e. United States Army Corps of Engineers

### SOURCES CITED

The following are also referenced where appropriate in the Environmental Checklist Form:

- a. California Department of Transportation (CALTRANS), *California Scenic Highway Program*.
- b. California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, *Important Farmland In California*, 2022.
- c. Northern Sacramento Valley Planning Area 2021 Triennial Air Quality Attainment Plan, December 2021.
- d. Volume III, Glenn County Environmental Setting Technical Paper, Glenn County General Plan, 1993.
- e. Glenn County General Plan EIR, June 1993.
- f. Foundation Report, Replacement of County Road 305 Bridge over Watson Creek, Caltrans Bridge No. 11C-0091 Glenn County, California, Willdan Geotechnical, November 30, 2016.
- g. Preliminary Design Hydraulic Study, County Road 305 Bridge at Watson Creek, Glenn County, California, Bridge #11C0091, Avila & Associates, January 23, 2017.
- h. Historic Property Survey Report for the County Road 305 Bridge over Watson Creek Replacement Project, Glenn County, California, Pacific Legacy, September 2022.
- i. Archaeological Survey Report for County Road 305 Bridge over Watson Creek Replacement Project, Glenn County, California, Pacific Legacy, August 2022.

- j. Extended Phase I Investigation for the County Road 305 over Watson Creek Bridge Replacement Project, Glenn County, California, Pacific Legacy, June 2022.
- k. Delineation of Waters of the United States, County Road 305 Bridge over Watson Creek Replacement Project, Stantec, December 2, 2019.
- l. Natural Environment Study, County Road 305 Bridge (No. 11C-0091) over Watson Creek Replacement Project, Glenn County, California, Stantec, October 2020.
- m. Initial Site Assessment Transaction Screen Assessment for County Road 305 over Watson Creek Bridge Replacement, Willdan, March 30, 2021.
- n. Botanical Survey for County Road 305 Bridge (11C-0091) Over Watson Creek Replacement Project, Glenn County, California, Stantec, August 30, 2024.
- o. 2024 Crotch's Bumble Bee Survey Report for County Road 305 Bridge (11C-0091) Over Watson Creek Replacement Project, Glenn County, California, Stantec, August 20, 2024.
- p. 2026 Technical Memorandum: Review of Updated U.S. Fish and Wildlife Service Species List, California Natural Diversity Data Base Records, and California Native Plant Society Inventory and Natural Environment Study Addendum for the County Road 305 Bridge (11C-0091) over Watson Creek Replacement Project in Glenn County, Glenn County California, Stantec, March 13, 2026.

## **ABBREVIATIONS AND ACRONYMS**

### **Agencies, Boards, Commissions, Districts:**

CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CDWR	California Department of Water Resources
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
NAHC	Native American Heritage Commission
NSVAB	Northern Sacramento Valley Air Board
RWQCB	Regional Water Quality Control Board
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey

### **Guidelines, Policies, Programs, Regulations:**

CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CWA	Clean Water Act
ESA	Endangered Species Act
MBTA	Migratory Bird Treaty Act
NESHAP	National Emission Standards for Hazardous Air Pollutants
NHPA	National Historic Preservation Act
NPDES	National Pollution Discharge Elimination System
NRHP	National Registry of Historic Places

### **Miscellaneous:**

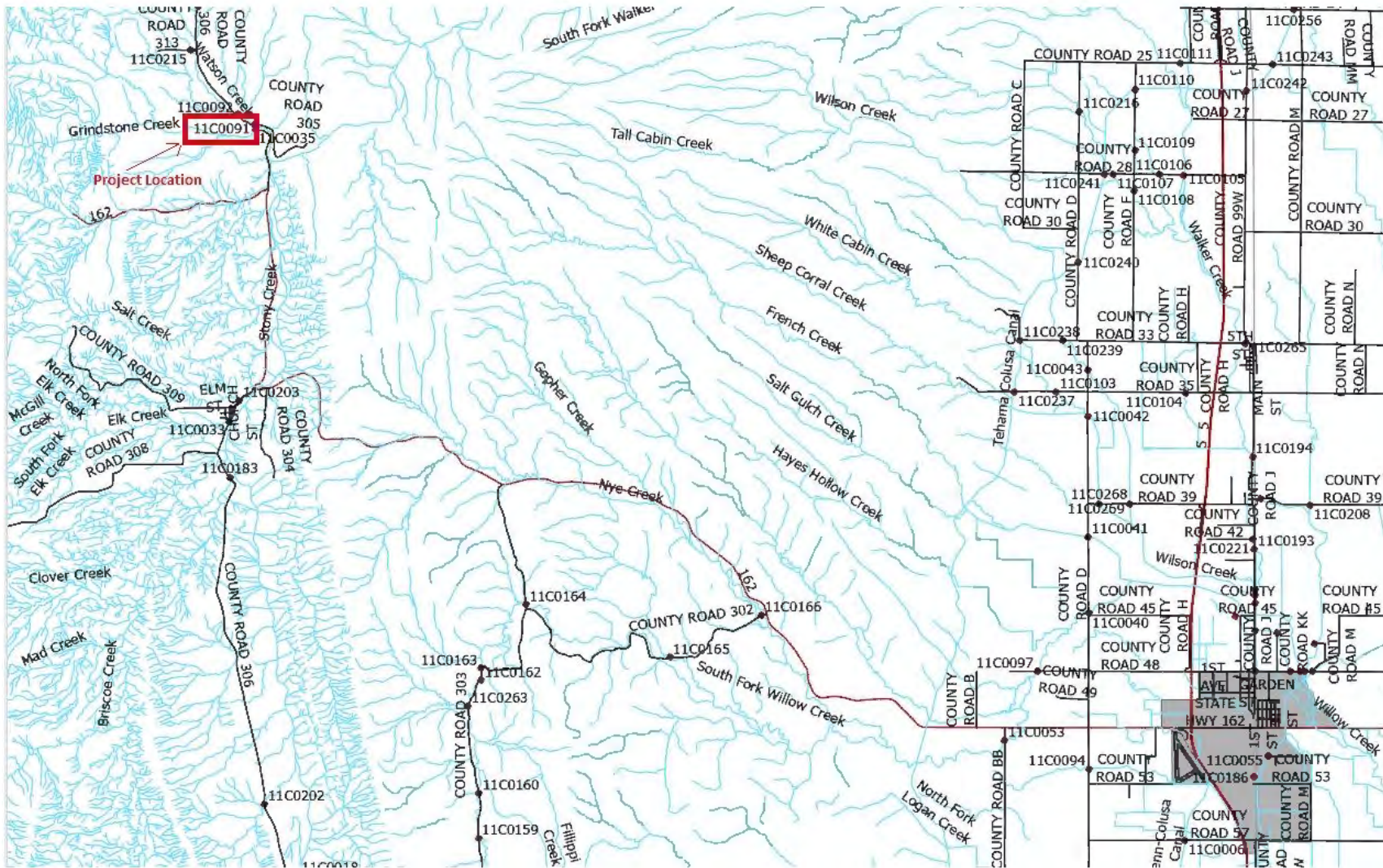
APE	Area of Potential Effect
ASR	Archaeological Survey Report
BMPs	Best Management Practices
BSAs	Biological Study Areas
Cm	Centimeter
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
ESAs	Environmentally Sensitive Areas
FIRM	Flood Insurance Rate Map
GHG	Green House Gases
ISA	Initial Site Assessment Transaction Screen Assessment
MDBM	Mount Diablo Base and Meridian
MLD	Most Likely Descendant
NES	Natural Environmental Study
NOx	Nitrogen oxides
PM <sub>10/2.5</sub>	Particulate Matter less than 10 / 2.5 Microns
ROG	Reactive Organic Gases
RSP	Rock Slope Protection

# INITIAL STUDY, ENVIRONMENTAL CHECKLIST AND MITIGATED NEGATIVE DECLARATION

## 1. PROJECT DESCRIPTION

- A. Project Title:** County Road 305 at Watson Creek Bridge Replacement Project, Bridge No. 11C-0091, Federal Aid No. BRLO-5911(056)
- B. Lead Agency Name and Address:** Glenn County Public Works Agency  
777 North Colusa Street, Willows, CA
- C. Contact Person and Phone Number:** Talia Richardson, Director, Public Works Agency  
(530) 934-6530
- D. Project Location:** County Road 305, immediately east of County Road 306, Glenn County, CA  
Latitude: 39.680283, Longitude: -122.530238
- E. Project Sponsor's Name and Address:** Glenn County Public Works Agency  
777 North Colusa Street, Willows, CA
- F. General Plan Designation:** Agricultural Preserve
- G. Zoning:** Public Right of Way; AP-160 (Agricultural Preserve Zone – 144 acre minimum)
- H. Surrounding Land Uses and Settings:** The project is located in the County of Glenn in the foothills region where grazing lands are the predominant land use. (See Exhibits 1 through 2.) The project is more specifically located at the western terminus of County Road 305 where it intersects with County Road 306. The project involves replacing the existing bridge over Watson Creek and includes a minor realignment of County Road 305 to improve the roadway geometrics and improve safety. The project is in an undeveloped area with the nearest residence located approximately 1,000 feet to the north east. Further to the south, County Road 305 provides the sole access to the Grindstone Rancheria.





**Figure 2**  
**Project Location Map**

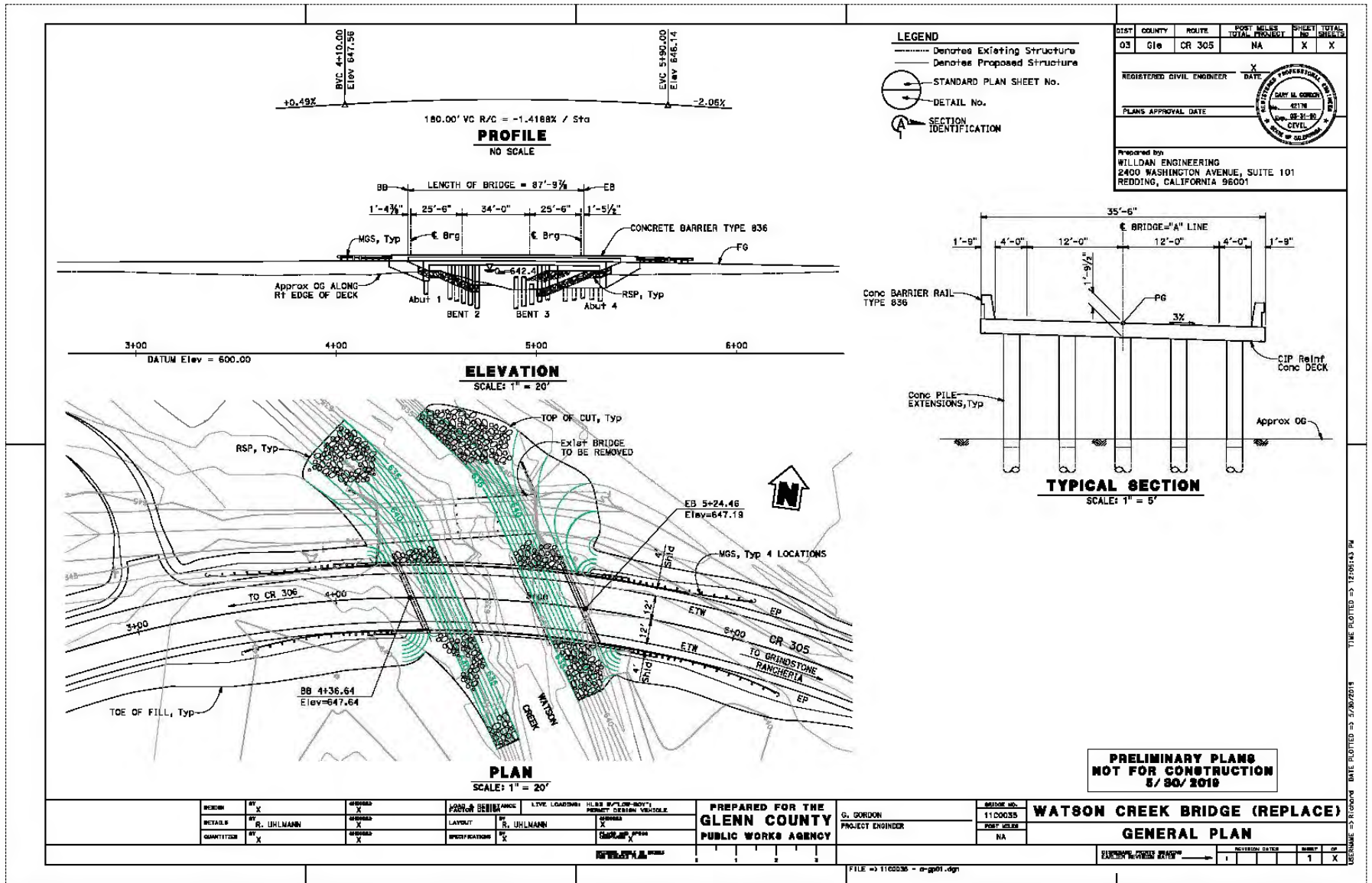
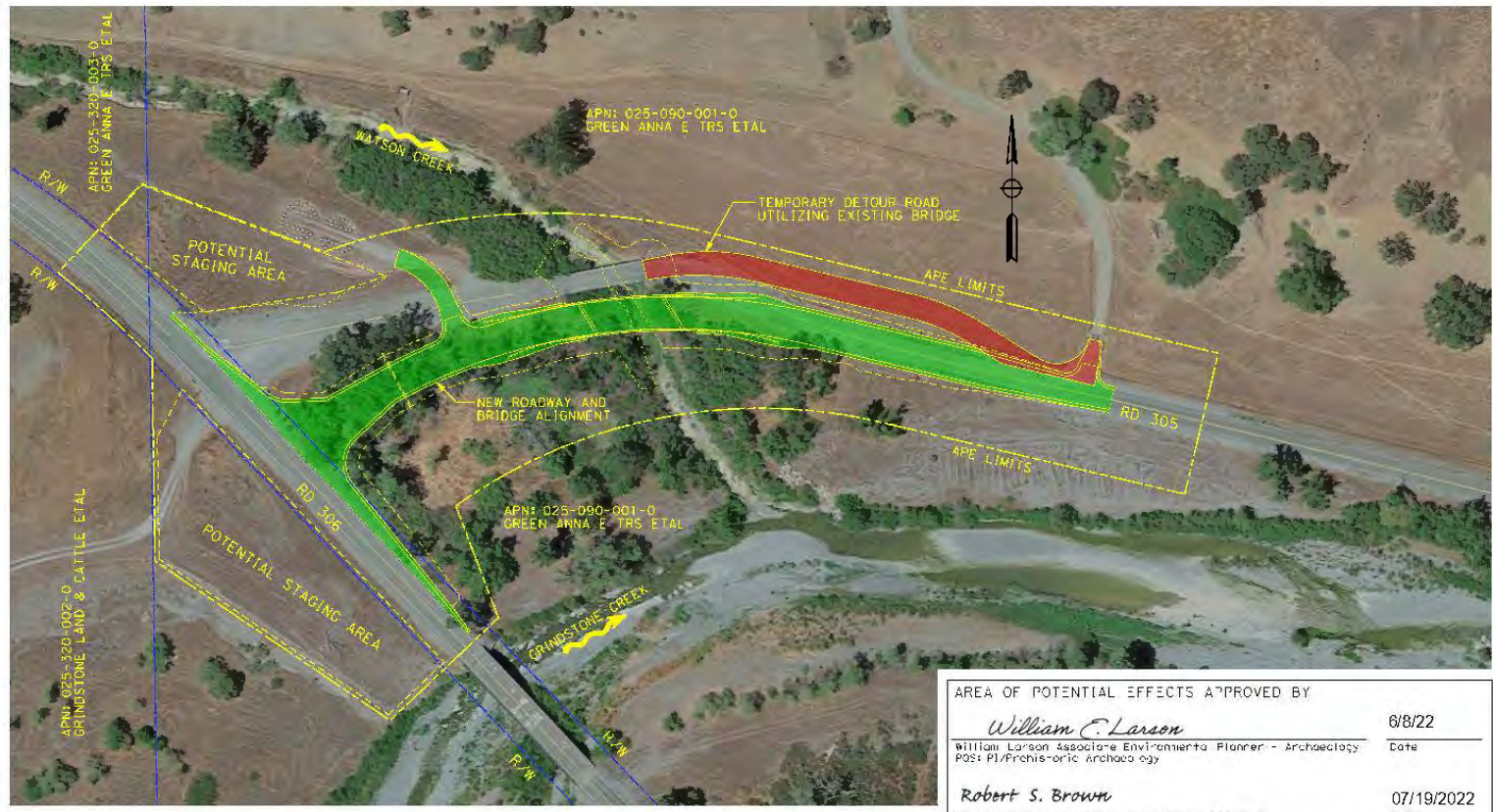


Figure 3  
General Plan

REVISED BY DATE REVISION  
 P. ULLMANN  
 GARY M. GORDON

03	Glenn	CR 305	POST MILES TOTAL PROJECT	N/A	SHEET NO.	1	TOTAL SHEETS	1
WILDAN ENGINEERING 2400 WAS-INGTON AVENUE, SUITE 101 REDDING, CA 96001 COUNTY OF GLENN PUBLIC WORKS AGENCY 777 N. COLUSA STREET WILLIAMS, CA 96098								



AREA OF POTENTIAL EFFECTS APPROVED BY

<i>William F. Larson</i>	6/8/22
William Larson Associate Environmental Planner - Archaeology	Date
POS: PI/Prehistoric Archaeology	
<i>Robert S. Brown</i>	07/19/2022
Vicor Poppe, Local Assistance Engineer, Office of Local Assistance, Caltrans	Date

**COUNTY ROAD 305 AT WATSON CREEK  
 AREA OF POTENTIAL EFFECT**  
 SCALE: 1" = 100'

USHRM: 03-01-01  
 06/15/22 10:00 AM  
 1" = 1000'

W:\PROJECTS\2022\071922\071922\_01\071922\_01.dwg  
 07-19-2022 10:00 AM

*Figure 4*  
**Area of Potential Effect (APE) Map**

## **I. DESCRIPTION OF PROJECT:**

### **Project Funding**

The County of Glenn (County) has received funding through the Federal Highway Bridge Program (HBP) to replace bridge number 11C-0091 on County Road 305 immediately east of County Road 306 (Project). The funding for the design and construction of this structure is 100 percent financed through the HBP program and toll credits with no match required of the County. At this point in time, the County has received approval for the expenditure of Preliminary Engineering (PE) funds to complete the design and permitting process in order to deliver a final bid package.

### **Project Area Characteristics**

The Project is located in a rural area approximately 5.5 miles north of the community of Elk Creek in Glenn County, California and it consists of a 1,125-foot alignment along County Road 305. This location can be found on the Chrome, California 7.5-minute U.S. Geological Survey (USGS) quadrangle in Township 21N, Range 6E, Section 15. The approximate center of the study area is located at latitude 39.680283°, longitude -122.530238° (North American Datum 83). The study area location is shown in Figure 2. To access the Project site, from Interstate 5 in Willows, travel 20.5 miles west on CA-162. Turn right to stay on CA-162, continue straight on County Road 306 and travel approximately 5 miles to the intersection of County Road 305 & County Road 306. Turn right on County Road 305 where the Bridge crosses over Watson Creek approximately 360 feet east of the intersection of CR 305 & CR 306 (Figure 2).

The study area is bounded by annual grassland which is grazed by cattle. There are two rural residences in the vicinity, one located approximately 0.15 mile north of the study area and one located approximately 0.15 mile south of the study area. County Road 305 serves as the only access to the Grindstone Rancheria, which is located approximately 0.4 mile to the southeast of the study area. The topography of the study area immediately adjacent to Watson Creek consists of nearly level terraces. All adjacent land drains to Watson Creek and the seasonal wetland. The seasonal wetland is located to the southeast of the County Road 305 and County Road 306 intersection. The feature is lower in elevation than the immediate surrounding area and does not appear to have direct surface water connection to Watson Creek or Grindstone Creek. Watson Creek flows to Grindstone Creek approximately 145 feet downstream of the Project area. Grindstone Creek flows southeast to Stony Creek approximately 0.85 mile downstream of the confluence with Watson Creek. Stony Creek flows approximately 10.5 river miles to Black Butte Reservoir and then approximately 26 river miles from Black Butte Dam to the Sacramento River, a traditional navigable water (TNW).

### **Project Components**

The existing County Road 305 Bridge was built in 1920 and is a single lane, structurally deficient, load limited bridge. The purpose of the Project is to create a bridge that provides a safe and dependable route for traffic crossing Watson Creek. The bridge structure would be a multi-span, continuous reinforced concrete slab. The existing County Road 305 alignment would be used for project access. The total Area of Potential Effect (APE), or biological study area (BSA), is approximately 6.28 acres (Figure 4).

The existing bridge is a narrow 2-lane, 4-span, reinforced concrete slab bridge, approximately 18-ft wide and 80-ft long with a paved approach roadway. Due to the existing poor alignment of County Road 305 at the Bridge, improved roadway geometrics were reviewed and evaluated. The proposed roadway would be widened up to 32 feet in order to meet current The American Association of State Highway and Transportation Officials (AASHTO) and The California Department of Transportation (Caltrans) standards and to conform to the ends of the new bridge. The new roadway would be constructed 32-feet wide from

County Road 306 for approximately 875-ft until the realigned portion of County Road 305 conforms back to the existing road. Additional material will likely need to be imported for the widened roadway approaches.

### **Construction Activities**

This project replaces the existing bridge on County Road 305 over Watson Creek with a new bridge on a revised alignment approximately 75 feet downstream. The new bridge can be constructed in a single construction season running from April 15th to October 15th.

County Road 305 will remain open to traffic during construction as the new bridge and new roadway alignment has been shifted slightly downstream to improve roadway geometrics and safety.

The new roadway embankment will be approximately 50-ft wide at its base for the entire length of the project centered on the existing centerline of the roadway. All vegetative material within these limits will be removed during the clearing and grubbing process. It is anticipated that the clearing limits will extend another 10-ft beyond the roadway embankment catch point for an overall disturbance width of approximately 70-ft centered on the existing roadway centerline for the entire length of the project.

In general, this project will include the following construction elements: Install construction area signs; Install a temporary water diversion system; Clear and grub vegetation within the construction area; Place temporary erosion control measures around and underneath the bridge during construction; Perform channel grading in the immediate vicinity of the new bridge to blend the new channel contours into the existing ground contours around the bridge; Construct a wider two lane bridge shifted slightly downstream; Widen and adjust the grade of the roadway to conform to the new bridge; Construct drainage systems; Construct field accesses; Install Midwest Guardrail System (MGS); Demolish the existing bridge and roadway; Install permanent erosion control measures.

### **Temporary Water Diversion System**

Although Watson Creek typically dries up during the summer months, a temporary water diversion system will most likely be constructed to isolate the construction area in the event of a summer storm. The temporary water diversion system will most likely consist of upstream and downstream coffer dams and either polyvinyl chloride (PVC) or corrugated metal pipe (CMP) that remain in place during the entire construction period, including demolition of the existing bridge. The coffer dam would be constructed across the channel with clean washed gravel bags wrapped in impermeable plastic sheeting. The water conveyance pipe would pass through the cofferdam upstream of the existing bridge, through the construction site (under the new bridge), and exit through the downstream cofferdam conveying any runoff from the field to the north of the project through the project site.

### **Temporary Construction Access and Staging**

The proposed alignment for the road approaches has been developed so that traffic may continue to use the existing bridge and roadway while the new bridge and approaches are being constructed. A small portion of private property north of County Road 305 will be utilized with this staging plan. This will allow the Contractor to maintain access to the Grindstone Rancheria during the duration of the construction project. Utilizing the existing roadway and bridge to carry traffic during construction will reduce the overall project cost as well as reduce construction time. This will result in a project that is completed in the shortest amount of time with the least impact to local users.

## **Bridge Removal**

The contractor will be required to submit a specific demolition and removal plan, but, in general, the process will follow the following steps: (a) The existing concrete deck, pile bents, and abutments will be demolished utilizing a hydraulic ram mounted on an excavator or backhoe; (b) once this material has been removed, the channel would be reshaped to match the existing ground; and (c) existing roadway material will be removed to the limits of the new alignment. Bridge removal will be restricted to a period when Watson creek is not flowing and the project area is dry or while a temporary water diversion system is in place to protect water quality from bridge removal activities.

## **Bridge Construction**

Cast-in-Place (CIP) reinforced concrete slab sections would be used for construction of the proposed bridge. The entire bridge will be completed in three primary phases. The first phase of construction would be the drilling of the pile shafts for each of the internal bents (supports) and the two end abutments. There are two internal supports and five pile shafts would be drilled at each support location. The piles will be drilled to a depth of approximately 15-ft to 20-ft below the existing ground surface. The piles drilled in this initial step will provide the support for the abutments.

After the piles have been drilled, the abutments and wingwalls will be formed and poured along with the pile extensions for the intermediate supports. The new abutments will extend to a depth of approximately 5-ft to 8-ft below the existing ground surface and will generally be located near the existing top of bank. The pile extensions at the intermediate supports will extend from the existing ground to the soffit of the new bridge deck.

After the abutments and pile extensions have been formed and poured, the bridge deck will be formed and poured. The deck forms will be supported by falsework either bearing directly on the dry channel bottom, or by temporary supports attached directly to the piles.

During construction, both temporary and permanent erosion control measures will be implemented on the disturbed areas including the creek bed underneath the bridge and along the embankments in accordance with the Structures Hydraulics and Caltrans Erosion Control Standards.

## **Utility Relocation and Storm Water Drainage Improvements**

There are no known utilities within the project boundaries. An overhead phone line runs along the southwest side of County Road 306, but will not be impacted by the proposed improvements.

## **Erosion Control Measures**

Temporary and permanent erosion control measures would be placed along the roadway embankments as well any disturbed areas of the project site. Rock Slope Protection will be placed around the roadway embankments at the bridge in accordance with Caltrans' Structures Hydraulics and Erosion Control Standards. The Best Management Practices (BMP's) for erosion control will be utilized to reduce the potential for erosion from runoff.

## **Right of Way**

Additional right of way will be required for this project; however, only one property is impacted and the owner is a proponent of the project. Because the project requires realigning the roadway and there is only a single property owner, it is anticipated that the old road right of way, which will no longer be required, will be relinquished back to the property owner after the project is complete.

Temporary Construction easements running the full length of the project out to the limits shown in the Area of Potential Effects (APE) map on both sides of the roadway are anticipated. These limits are adequate to allow the contractor sufficient room to maneuver around the project site.

**J. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (e.g., permits, financing approval, or participation agreement):**

Various permits and approvals would be required in order to approve and implement the project. Other regulatory agencies and local jurisdictions would also require permits or approvals in order to carry out the project. These entitlements and permits are summarized below:

<b>Agency</b>	<b>Permit/Action</b>
<b>Federal</b>	
U.S. Army Corps of Engineers	Section 404 Nationwide Permit for the discharge of dredged or fill material into Waters of the U.S., their tributaries, and/or adjacent wetlands
<b>State</b>	
California Department of Fish and Wildlife	Section 1600 Streambed Alteration Agreement
California Regional Water Quality Control Board, Central Valley Region	Construction General Permit for ground disturbing activities; Section 401 Permit for discharge of storm water
<b>Local</b>	
County of Glenn, Public Works Agency	Project entitlement, supervision, maintenance

**2. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**


The environmental factors checked below could be potentially affected by this project, but, due to the inclusion of specific mitigation measures, will result in impacts that are a “Less Than Significant with Mitigation Incorporated,” as indicated by the environmental 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 checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials        |
| <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use / Planning                 | <input type="checkbox"/> Mineral Resources                    |
| <input 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 type="checkbox"/> Mandatory Findings of Significance   |

**3. DIRECTOR DETERMINATION:**

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.

  
 \_\_\_\_\_  
 Signature

04/07/26  
 \_\_\_\_\_  
 Date

Talia Richardson  
 \_\_\_\_\_  
 Printed Name

Glenn County Public Works Agency  
 \_\_\_\_\_  
 For

#### 4. 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 would 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.
3. Once the lead agency has determined that a particular physical impact may occur, 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.
4. “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.
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 Analyses 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.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. 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

**ENVIRONMENTAL CHECKLIST**

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS.</b> Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In nonurbanized 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 governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**I(a). Less Than Significant Impact.** The proposed project involves the construction of a new bridge and the demolition of the existing bridge over Watson creek along County Road 305. The proposed project will not change regulations or policies (or their implementation) relative to aesthetic/visual resources. Project construction will not change the established visual character and planned future use of the surrounding area as similar components (i.e. bridge) already exist at the location. Placement of the new bridge will not interfere with the views of scenic vistas from the adjacent parcels and public right-of-way. Additionally, the replacement structure will follow the general aesthetic guideline established by Caltrans. Although the rural setting and geography of Glenn County and its surrounding area have created a number of scenic vistas and corridors, the proposed project only includes bridge replacement, roadway, and approach rehabilitation near the existing roadway alignments for improved safety and will not have a substantial adverse effect on a scenic vista.

**I(b). No Impact.** There are no designated resources within a state scenic highway in the project area. Furthermore, there are no officially recognized scenic roadways in Glenn County. The proposed project would not result in a significant change to the appearance of the existing roadway, nor would it eliminate access to scenic views or alter the landscapes surrounding the project site.

**I(c). No Impact.** The proposed project will not substantially degrade the existing visual character or quality of the site and its surroundings. The project would not create structures with a substantial vertical presence. Temporary visual impacts may occur during construction activities, when heavy equipment and

construction materials will be present within the project area. Neither the function nor the general appearance of the surrounding area would be substantially modified by the proposed project.

**I(d). No Impact.** The improvements associated with this project do not include the installation of lighting or reflective surfaces that could contribute to substantial sources of light or glare. Additionally, construction will not occur during the nighttime hours.

**MITIGATION:** None required.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>II. AGRICULTURE AND FORESTRY RESOURCES.</b> 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:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**II(a). No Impact.** Project implementation would have no impact to Prime Farmland that is currently in cultivation or directly supports adjacent agricultural infrastructures (i.e., unimproved access roads, ancillary ditches, and uncultivated buffers). There are no parcels designated as Prime Farmland or Farmland of Statewide Importance in the vicinity of the project location. A parcel designated as Unique Farmland is located approximately 1,000 feet southeast of the BSA on the southside of County Road 306. The parcels adjacent to the Project location are designated as Grazing Land. No indirect conversion of

farmland is anticipated as a result of project implementation; adjacent grazing land would continue to be managed for existing uses.

**II(b). Less Than Significant Impact.** Grazing lands on all sides of the BSA are currently under a Williamson Act contract. Permanent right of way acquisition is anticipated for the Project due to roadway realignment needed to meet current AASHTO design standards. The old bridge and roadway would be removed, the roadway would be realigned to the new bridge location, and the disturbed area of the old bridge and roadway would be restored to match adjacent conditions.

Due to the realignment of roadway and the new downstream location of the replacement bridge, earthwork would encroach onto adjacent Grazing Land. Additional right of way will be required for this project. However, it is anticipated that the old road right of way, which will no longer be required, will be relinquished back to the property owner after the project is completed. Temporarily disturbed areas and old road right of way location will be restored upon construction completion. Although the restored areas are unlikely to be used for grazing due to small size and their proximity to roads, they would contribute to form open space field buffers. Such land uses would be consistent with the intent of the Williamson Act, which is to preserve agricultural and open space land uses. The new bridge would not conflict with the agricultural zoning of the land in the project vicinity. For all of these reasons, these impacts would be less than significant.

**II(c). No Impact.** The proposed project would not conflict with existing zoning or cause the rezoning of forestland (as defined in Public Resources Code §12220(g)), timberland (as defined in Public Resources Code §4526), or Timberland Production (as defined in Government Code §51104(g)), because the project site and the surrounding area does not contain forest land. The proposed project is located in a non-forested region of the northern portion of California's Central Valley.

**II(d). No Impact.** The proposed project would not cause the rezoning or loss of forestland or timberland to non-forest use due to its location. The project is located within the northern portion of California's Central Valley and does not contain forest land.

**II(e). No Impact:** The Project does not include other activities that could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

**MITIGATION:** None required.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY.</b> 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. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION:**

Pursuant to the California Clean Air Act of 1988, a Draft Air Quality Attainment Plan for the Northern Sacramento Valley Air Basin (NSVAB) was adopted (Technical Advisory Committee [TAC] to the Northern Sacramento Valley Air Basin 1991). The Attainment Plan has since been updated triennially (the 2021 Triennial Air Quality Attainment Plan [TAQAP] is the latest) and is designed to achieve a reduction in basin-wide emissions and proposes control measures to be adopted to achieve mandatory reduction.

Air quality standards are based on provisions of the Federal and State Clean Air Acts. In addition, the Glenn County Air Pollution Control District (GCAPCD) is responsible for the planning and maintenance/attainment of these standards at the local level. In 2018 Glenn County was designated as an attainment area by the State. According to the 2021 TAQAP, “there were no days where the site exceeded the 8-hour standard or the 1-hour standard between 2018 and 2020”. Probable sources of pollutants in Glenn County include agricultural burning of field crops and orchard waste, cultivating and harvesting of crops, driving on unpaved roads, and transport of pollutants from the Sacramento metropolitan area.

**III(a). Less Than Significant Impact With Mitigation Incorporated.** The proposed project is the replacement of an existing bridge. It does not involve the construction of new expanded facilities. The proposed project will be required to comply with all applicable rules, regulations, and control measures including permitting, prohibitions, and limits to emissions that work to reduce air pollution throughout California. Therefore, it will not conflict with or obstruct implementation of any air quality plans in Glenn County. The proposed project would not create a source of new vehicle traffic, such as a new housing development or commercial uses, and thus there would be no added vehicle trips to the existing roadway network, and no long-term air quality impacts. The proposed project is located within the NSVAB and the jurisdiction of GCAPCD. Construction activities may result in ground disturbance due to vegetation removal and placement of bridge components. To comply with Caltrans Standard Specifications, the County shall comply with all Best Available Mitigation Measures (BAMMs), as described in Mitigation Measure MM-1, for the control of construction related particulate emissions. With implementation of the

mitigation measures, Project impacts to applicable air quality plans would be considered to be less than significant.

**III(b). Less Than Significant With Mitigation Incorporated.** Bridges and roadways are conduits that enable vehicular traffic to move from one point to another. The project involves replacement of an existing bridge, and does not generate new traffic, thereby generating more emissions, as would new development (i.e., residential or commercial land uses).

Implementation of the proposed project would result in the generation of short-term construction-related air pollutant emissions. Diesel fumes may be noticeable near the site; however, diesel fumes will be a short-term effect. All equipment must comply with California emissions standards and Caltrans Standard Specifications. Exhaust emissions from construction equipment would contain reactive organic gases (ROG), nitrogen oxides (NOx), carbon monoxide (CO) and particulate matter less than 10 microns in diameter (PM10). Particulate matter less than 10 microns emissions would also result from windblown dust (fugitive dust) generated during construction activities.

The proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard. Each of the above impacts are temporary, local, and construction related.

Because the project is receiving funding from the Highway Bridge Program, the project must comply with Caltrans Standard Specifications (Section 14-9.02, Air Pollution Control and Section 10-5, Dust Control), therefore, the contractor is required to comply with local jurisdiction rules, regulations, ordinances, and statutes.

The incorporation of Mitigation Measure MM-1 would reduce impacts associated with PM10 to a less than significant level. Air quality mitigation measures are consistent with the requirements of Glenn County General Plan, the GCAPCD, and Caltrans Standard Specifications for pollution and dust control.

**III(c). Less Than Significant Impact.** The land uses surrounding the bridge over Watson Creek are as follows:

- Northwest quadrant – agricultural uses; Watson Creek drainage
- Northeast quadrant – agricultural uses;
- Southeast quadrant – agricultural uses; Watson Creek drainage
- Southwest quadrant – agricultural uses; Watson Creek drainage

None of these land uses are sensitive air pollution receptors. The nearest single-family residence is approximately 1,000 feet northeast of the project.

As discussed, the project would cause a temporary increase in localized air pollutants caused by construction vehicles and equipment. In addition, the construction activities during development of the bridge would generate fugitive dust, including PM10. However, the proposed project's generation of these air pollutants would terminate at the end of construction.

The amount of air pollutants reaching the nearby single-family residence would be reduced by climatic conditions and construction practices. Prevailing winds in the project area are likely to disperse pollutants resulting from construction activities. The single sensitive receptor in the project vicinity is located over 1,000 feet northeast of the project site, and the prevailing winds are expected to dissipate any air pollutants that may be generated from the construction site. In addition, fugitive dust generated from the

construction of the proposed bridge would be required to be reduced to a minimum, in accordance with Air Quality Attainment Plan Control Measures.

In conclusion, the project would have no permanent or long-term effect to the air quality of sensitive receptors. During construction, however, the project would generate CO and PM10, which have the potential to impact the single-family residences in the northwest quadrant of the project area. However, these impacts would be short-term and would be reduced by wind direction and construction practices. Therefore, the project would have a less than significant impact to sensitive air pollution receptors.

**III(d). Less Than Significant Impact.** Other than construction activities (diesel odors may be noticeable near the construction site), no long-term odor producing activities would result from the project. Therefore, the proposed project would result in less than significant objectionable odor impacts.

**MITIGATION:**

**MITIGATION MEASURE MM-1: Air Quality**

To comply with the Glenn County Air Pollution Control District's (GAPCD) regulations (section 76 visible emissions), the County shall comply with all Best Available Mitigation Measures (BAMMs) for the control of construction related particulate emissions. The contractor shall submit an Air Quality Attainment Plan to the County for approval. The approved plan shall include all applicable BAMMs as specified by GCAPCD's Standard Construction Phase Mitigation Measures, including but not limited to the following:

1. Haul trucks must be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
2. Construction equipment exhaust emissions shall not exceed GCAPCD Section 76 Visible Emissions (40 percent opacity or Ringelmann 2.0). Operators of vehicles and equipment found to exceed opacity limits shall act to repair the equipment within 72 hours or remove the equipment from service.
3. The area disturbed by demolition, clearing, grading, earth moving, or excavation operations shall be minimized at all times.
4. Suspend grading or earth moving activities when wind speeds exceed 20 mph.
5. Minimize unnecessary idling time to 5 minutes.
6. Water shall be applied as needed to prevent fugitive dust impacts offsite.
7. All onsite vehicles should be limited to a speed of 15mph on unpaved roads.

*MITIGATION MONITORING MM-1:* Public Works staff shall ensure the construction documents incorporate Best Available Mitigation Measures and the development of an Air Quality Attainment Plan. Public Works (with GCAPCD) staff will ensure that construction, grading, and erosion control operations are conducted in accordance with GCAPCD standards.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES.</b> Would the project:				
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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

A Natural Environment Study (NES) was prepared by Stantec Consulting Services, Inc. (Stantec) in October 2020 (Appendix A). The purpose of the NES is to document the current endangered, threatened, sensitive and rare species, and their critical habitats that occur in the BSA of the project. The BSA is an approximately 6.28 acre corridor along County Road 305. This Area encompasses all areas that would be subject to ground disturbance (e.g., construction, staging). Primary references consulted include species lists and information gathered using the United States Fish and Wildlife Service (USFWS) Information,

Planning, and Conservation System (IPaC), California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB), the California Native Plant Society's (CNPS) list of rare and endangered plants, and literature review.

Stantec prepared a Technical Memorandum dated March 13, 2026 for the purpose of providing an addendum to the NES to incorporate the comments received from CDFW during the 2023 circulation of the Initial Study/Mitigated Negative Declaration (IS/MND). Additionally, an update to and review of the species lists cited above was provided in the technical memorandum and incorporated into this revised IS/MND.

A Draft Delineation of Waters of the United States was prepared for the project in April 2019 by Stantec (Appendix B). The surveys involved an examination of botanical resources, soils, hydrological features, and determination of wetland characteristics based on the United States Army Corps of Engineers (USACE) Wetlands Delineation Manual (Environmental Laboratory 1987) and other current regulations, manuals and interpretations of jurisdiction currently in effect.

The project site contains the habitat types of Annual Grassland, Riverine, Valley Foothill Riparian, Seasonal Wetland, and Barren/Ruderal. Riverine habitat in the study area consists of Watson Creek Annual Grassland is located throughout the BSA and is characterized as a dense herbaceous layer and is dominated by introduced annual grasses and forbs. Valley foothill riparian habitat occurs adjacent to Watson Creek and around the edges of the seasonal wetland. Seasonal wetland habitat occurs to the southeast of the County Road 305 and County Road 306 intersection. This is a depressional feature that appears to hold water for extended periods of time. Barren habitats are comprised of the existing roadway, and gravel road shoulders.

There is no National Marine Fisheries Service (NMFS) or USFWS designated Critical Habitat in or near the project site.

**IV(a). Less Than Significant with Mitigation Incorporated.** The BSA potential habitat for three special-status plant species. These species include adobe lily (*Fritillaria pluriflora*), Jepson's milk vetch (*Astragalus rattanii* var. *jepsonianus*), and Stony Creek spurge (*Euphorbia ocellata* ssp. *rattanii*). The BSA provides potential habitat for seven special-status animal species. These species include loggerhead shrike (*Lanius ludovicianus*), burrowing owl (*Athene cunicularia*), yellow warbler (*Setophaga petechia*), yellow breasted chat (*Icteria virens*), white-tailed kite (*Elanus leucurus*), western red bat (*Lasiurus blossevillii*), and ringtail (*Bassariscus astutus*). Suitable habitat for migratory birds is present within the BSA and vicinity.

On January 20, 2026 a list of federally listed species (including proposed species) and designated critical habitat with the potential to occur in or near the project area was obtained from the USFWS. All species and designated critical habitat that were not previously evaluated in the April 2021 NES were considered and evaluated for their potential to occur within or near the project area and for their potential to be impacted by the project. These species include Keck's checkerbloom (*Sidalcea keckii*), monarch butterfly (*Danaus Plexippus*), northwestern pond turtle (*Actinemys marmorata*), western spadefoot (*Spea hammondi*), and California condor (*Gymnogyps californianus*). The project area does not provide the presence of designated critical habitat or suitable habitat for any of these species. Based on the review the project would not affect any new federally listed or proposed species or any designated critical habitat.

A review of the current CNDDB (2026) and CNPS queries (2026) identified four special-status plant species that were not included in the CNDDB and CNPS queries presented in the April 2021 NES. These species include Hogwallow starfish (*Hesperovax caulescens*), broad-lobed leptosiphon (*Leptosiphon*

latisectus), woolly-headed lessingia (*Lessingia hololeuca*), Tehama navarretia (*Navarretia heterandra*), and American goshawk (*Astur atricapillus*). The project area does not provide suitable habitat for any of these species.

There are no special-status animal species on the current (2026) CNDDDB query that were not included in the CNNB query presented in the April 2021 NES. However, based on comments received from the CDFW on October 10, 2023 during circulation of the draft IS/MND for the project, and biological surveys conducted in 2024, updates to the April 2021 NES are warranted for Crotch's bumble bee (*Bombus crotchii*), foothill yellow-legged frog (*Rana boylei*), burrowing owl (*Athene cunicularia*), white-tailed kite (*Elanus leucurus*), migratory birds, western red bat (*Lasiurus blossevillii*), structure roosting bats, and ringtail (*Bassariscus astutus*). This updated information is provided below.

The BSA provides marginal to good quality habitat for three special-status plant species. These species include adobe lily (*Fritillaria pluriflora*) and Stony Creek spurge (*Euphorbia ocellata* ssp. *rattanii*). The BSA provides marginal to good quality habitat for four special-status animal species. These species include white tailed kite (*Elanus leucurus*), loggerhead shrike (*Lanius ludovicianus*), western burrowing owl (*Athene cunicularia*), and western red bat (*Lasiurus blossevillii*). Suitable habitat for migratory birds is present within the BSA and vicinity.

A discussion of the regulatory status, habitat requirements, potential for occurrence, potential Project related impacts, avoidance and minimization measures, and cumulative effects for each species determined to have the potential to use habitat in the BSA or immediate vicinity is provided below. With implementation of the avoidance and minimization measures presented below, the Project is not expected to adversely affect any special-status plant and/or animal species.

### **Special Status Plants**

#### Survey Results

There is potential habitat for adobe lily (*Fritillaria pluriflora*), Jepson's milk-vetch (*Astragalus rattanii* var. *jepsonianus*), and Stony Creek spurge (*Euphorbia ocellata* ssp. *rattanii*) within the BSA. Adobe lily and Jepson's milk-vetch could potentially be present in the annual grassland and Stony Creek spurge could be present in the annual grassland and dry streambanks of Watson Creek. No special-status plant species were detected within the BSA during the botanical survey conducted on June 14, 2019, which is inclusive of the blooming period for Jepson's milk-vetch and Stony Creek spurge. Therefore, Jepson's milk-vetch and Stony Creek spurge are determined to be absent from the BSA. The botanical survey was conducted outside of the blooming period for adobe lily, and the presence or absence of this species within the BSA could not be determined. A list of all plants observed in the BSA is provided as Appendix A.

#### Project Impacts

Ground-disturbing activities for the road grading and the preparation of the work area for the staging of equipment and materials is expected to temporarily impact annual grassland. These activities could affect adobe lily if this species is present in the areas subject to ground disturbance.

### **White-Tailed Kite and Loggerhead Shrike**

#### Survey Results

The annual grassland habitats in and adjacent to the BSA provides potential foraging habitat for white-tailed kite and loggerhead shrike. White-tailed kite may utilize large trees for nesting. Loggerhead shrike may utilize the trees and shrubs near open woodland and grassland habitats for nesting and foraging purposes.

### Project Impacts

Construction disturbance during the breeding season could result in the loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Loss of fertile eggs or nesting birds, or any activities resulting in nest abandonment, may adversely affect these species. The project may also result in a small, temporary reduction of foraging or roosting habitat for these species. However, due to the regional abundance of similar habitats, temporary habitat loss is not expected to result in an adverse effect on these species.

### Western Burrowing Owl

The western burrowing owl is designated as a candidate species for listing as endangered under CESA. This species prefers open grasslands and ruderal habitats with barren or low growing vegetation. Burrowing owls use mammal burrows or other suitable underground cavities and/or crevices to nest and roost. Burrows must be of sufficient size (at least 3 to 4 inches across) to be utilized by this species. Burrows created by ground squirrels are typically preferred. Burrowing owls forage primarily for insects and often use fence posts or other erect structures to perch and hunt (CDFW 2012).

### Survey Results

Ground squirrel burrows that could be utilized as habitat are scattered throughout the BSA. Foraging habitat is present in and around the BSA. No burrowing owls or owl sign (white wash, feathers, pellets, etc.) were observed during the site visit. There are no CNDDDB records for burrowing owl within a 5-mile radius of the BSA.

### Project Impacts

The Project could result in temporary loss of habitat and displacement due to Project activities affecting potential burrow sites. Direct disturbance from construction activities, such as operation of vehicles, heavy equipment operation, and earth moving operations around burrows could result in stress, injury, or mortality to individuals or destruction of their burrows.

### Western Red Bat

#### Survey Results

Bat species may roost individually or in small groups in tree cavities, in rock crevices, in riparian vegetation, or in man-made structures (e.g., bridges). Western red bats typically roost in dense riparian tree foliage. The existing bridge contains suitable night roosting habitat. The BSA contains trees that may contain suitable roosting habitat (e.g., cavities, exfoliating bark) for bats.

#### Project Impacts

Due to the ability of individual bats to move away from disturbance, direct impacts on bats are not expected when the bats are not in a maternity colony. Bats may form maternity colonies in tree cavities in the BSA. If a tree is removed that contains a bat colony, the disturbance could result in bat mortality or injury. Indirect impacts may occur from construction disturbances if a maternity colony is present in or adjacent to the BSA. Significant noise disturbance could result in adults temporarily or permanently leaving the maternity colony.

### Migratory Birds and Raptors

All migratory birds and their nests are protected from take under the federal Migratory Bird Treaty Act (MBTA). All raptor species, including relatively common species and their nests, are protected from take according to California Fish and Game Code (CFGF).

#### Survey Results

The annual grasslands, trees, shrubs, and other features (e.g., the existing bridge) in and near the BSA provide potential nesting and foraging habitat for various bird species. Protected avian species that could

use habitats in and near the BSA include loggerhead shrike (*Lanius ludovicianus*), Nuttall's woodpecker (*Picoides nuttallii*), cliff swallow (*Petrochelidon pyrrhonota*), and other migratory birds and raptors. An active black phoebe (*Sayornis nigricans*) nest was observed on the underside of the Watson Creek bridge. In addition, green herons (*Butorides virescens*), osprey (*Pandion haliaetus*), and numerous other migratory birds and raptors were identified during the field survey.

### Project Impacts

Construction activities (e.g., vegetation removal and equipment noise) may be scheduled during the avian breeding season (generally February 15 through August 31, depending on the species) and could disturb nesting birds in or adjacent to the BSA. Construction-related disturbance could result in the incidental loss of fertile eggs or nestlings or nest abandonment, which could affect local or regional populations of affected birds. Impacts on nesting birds could result from:

- Tree and shrub removal along County Road 305 and Watson Creek, which will be necessary to accommodate the new bridge and roadway modifications;
- Ground-disturbing activities (e.g., grubbing and grading) in annual grasslands that could affect ground-nesting birds (e.g., killdeer [*Charadrius vociferous*] and western meadowlark [*Sturnella neglecta*]);
- Noise from construction activities; and
- Removal of the bridge and other construction activities near the existing bridge that could disturb or remove active nests of cliff swallows or other bird species (e.g., black phoebe) if they are present.

### Ringtail

Ringtail utilize riparian, forested, and brush habitats and typically choose rock recesses, hollow trees, logs, snags, and abandoned burrows as denning locations. The BSA is located within the range of ringtail, but there are no CNDDDB occurrence records within the nine-quadrangle search area. Tree snags/cavities, piles of vegetative debris, and burrows in the BSA provide potential denning habitat for the species. Given the proposed project is located within the known range of the species and potential denning habitat exists in the BSA there is a potential for the species to occur.

### Project Impacts

Due to the ability of individual ringtails to move away from disturbance, direct impacts on ringtail are not expected outside of the denning period. Ringtail may form dens in tree cavities or abandoned burrows in the BSA. If a tree is removed that contains a den, the disturbance could result in ringtail mortality or injury. Indirect impacts may occur from construction disturbances if a den is present in or adjacent to the BSA. Significant noise disturbance could result in adults temporarily or permanently leaving the den.

### Crotch's Bumble Bee

Crotch's bumble bee habitat includes open grasslands and scrub habitats in southern and central California, with few reports in northern California (CDFW 2019). Crotch bumble bee requires abundant floral resources with undisturbed nest sites. Plant families including Fabaceae, Apocynaceae, Asteraceae, Lamiaceae, Hydrophyllaceae, Asclepiadaceae, and Boraginaceae among the most visited plant families (CDFW 2019). They also require overwintering sites with soft soil or underleaf litter or other debris.

A list of plant species identified on site is included in the NES (Appendix A). Of the observed plant species within the BSA several are among the families of Fabaceae, Apocynaceae, Asteraceae, Lamiaceae, and Boraginaceae favored by the Crotch bumble bee. These species include Redbud (*Cercis occidentalis*), bicolor lupine (*Lupinus bicolor*), bur clover (*Medicago polymorpha*), yellow sweetclover

(Melilotus officinalis), rose clover (Trifolium hirtum), hairy vetch (Vicia villosa), Mexican whorled milkweed (Asclepias fascicularis), mugwort (Artemisia vulgaris), yellow star-thistle (Centaurea solstitialis), everlasting cudweed (Gnaphalium luteo-album), virgate tarweed (Holocarpha virgate), blessed milk thistle (Silybum marianum), common cocklebur (Xanthium strumarium), white horehound (Marrubium vulgare), vinegarweed (Trichostema lanceolatum), Douglas' fiddleneck (Amsinckia douglasiana), European heliotrope (Heliotropium europaeum).

#### Survey Results

Surveys for Crotch's bumble bee within the project area were conducted on May 10, May 31, and June 19, 2024 to determine if Crotch's bumble bees were present. No Crotch's bumble bees were observed during the surveys. However, it was determined that suitable habitat is present within the grassland habitat upland of the stream banks (Stantec 2024)

#### Potential Impacts

Given that no Crotch's bumble bees were observed during the 2024 surveys, the project is not anticipated to result in impacts on Crotch's bumble bee. However, because suitable habitat is present in the project area, the project has the potential to impact Crotch's bumble bee if the species is present in burrows during ground disturbance.

#### **Foothill Yellow-Legged Frog**

As identified in the NES the Foothill yellow-legged frog (Rana boylii) is a special-status wildlife species potentially occurring or known to occur in the BSA. However, foothill yellow-legged frog requires perennial partly shaded, shallow streams and riffles with a rocky substrate in a variety of habitats and needs at least some cobble sized substrate for egg laying. The NES notes that "The BSA does not contain suitable aquatic habitat for this species." The intermittent aquatic habitat within the project area does not provide suitable breeding habitat. However, it may provide potential dispersal habitat for foothill yellow-legged frog if the species is utilizing aquatic habitat downstream from the project area.

#### Survey Results

Since suitable aquatic habitat was not identified as being present within the BSA, no survey has been conducted for the foothill yellow-legged frog to date. However, in response to CDFW's comments received after the initial noticed comment period ended, the County commits to retaining a qualified biologist to survey the Project area for the foothill yellow-legged frog, its egg masses, and its larval stages prior to starting project activities.

#### Project Impacts

Due to the ability of individual frogs to move away from disturbance, direct impacts on frogs are not expected. Frog eggs or larval tadpoles have the potential of being disturbed by Project activities that could result in mortality or injury. Indirect impacts may occur from construction disturbances if egg masses or larval stage frogs are present in or adjacent to the BSA.

#### **Structure Roosting Bats**

##### Survey Results

A daytime roost survey was conducted on June 3, 2024 to determine if bats were utilizing the existing bridge for roosting. During the survey, evidence was observed of bats utilizing the structure for night roosting. Crevices or cavities that could be used by bats for day roosts (e.g., small or large groups of male and/or non-reproductive female bats roost throughout the day and return after feeding at night), maternity roosts (e.g., small or large groups of females roosting together while they are pregnant, giving birth, and caring for pups), or hibernacula (small or large groups of bats hibernate through the winter) were not

observed on the existing bridge (Stantec, 2024). A copy of the bat roosting habitat assessment report is provided in Appendix H.

#### Project Impacts

Removal of the bridge is not anticipated to adversely affect bats that are day roosting, giving birth and caring for young, or hibernating for the winter; and a bat avoidance plan for bridge removal is not anticipated to be required.

**IV(b). Less Than Significant with Mitigation Incorporated.** The CNDDDB contains no records of rare natural communities within the BSA (California Department of Fish and Wildlife 2014). Additionally, there is no Critical Habitat as designated by the USFWS, within or adjacent to the project site. However, the portion of Watson Creek in the BSA does support a narrow corridor of valley foothill riparian habitat. Based on field observations, all of the riparian vegetation in the BSA occurs adjacent to waters of the United States.

#### Survey Results

Riparian habitat was mapped in the BSA adjacent to Watson Creek and around the seasonal wetland.

#### Project Impacts

Based on project detail, implementation of the proposed project would result in temporary impacts on approximately 0.023 acre of upland valley foothill riparian habitat. Temporary impacts would result from recontouring the creek bank upstream of the old bridge. Construction of the new bridge and realignment of County Road 305 would result in permanent impacts on approximately 0.643 acre of upland valley foothill riparian habitat.

CDFW may require a discretionary Stream Alteration Agreement to be issued prior to initiating construction within riparian habitat that is adjacent to streambeds. Implementation of mitigation measure MM-8 would reduce the Project's impact to less than significant.

#### **IV(c). Less Than Significant with Mitigation Incorporated.**

##### Survey Results

Stantec conducted a delineation of potential waters of the United States within the BSA on June 14, 2019 (Appendix B). A total of 0.557 acre (255 linear feet) of potential waters of the United States was delineated. Potential waters of the United States occur as intermittent stream (Watson Creek) (0.147 acre, 255 linear feet) and seasonal wetland (0.41 acre).

##### Project Impacts

Based on existing project detail, implementation of the proposed project would result in temporary impacts on approximately 0.101 acre (220 linear feet) of waters of the United States. The majority of the temporary impacts would result from channel grading in the immediate vicinity of the new bridge and placement of the water diversion structure within the ordinary high water mark of Watson Creek. These activities in the channel would impact up to 0.101 acre (220 linear feet) of intermittent stream. Placement of RSP and contouring for the new road would result in permanent impacts on approximately 0.028 acre (123 linear feet) of intermittent stream and 0.003 acre of seasonal wetland.

With implementation of the avoidance and minimization measures, the Project would not result in cumulatively considerable adverse effects on waters of the United States.

**IV(d). Less Than Significant Impact.** As discussed, the proposed projects would replace the existing bridge over Watson Creek with new a bridge. The proposed project could interfere incrementally with

localized wildlife movement. The BSA is likely utilized by wildlife for foraging, breeding, and movement within the BSA and to open space areas nearby. County Road 305 is an existing roadway, and the bridge replacements would not create new restrictions on wildlife movement, nor would they affect wildlife access to existing open space areas and wildlife corridors. There are no wildlife nursery sites in or adjacent to the BSA, therefore impacts would be less than significant.

**IV(e). No Impact.** The Glenn County General Plan includes policies and programs to promote the protection of biological resources areas within the County’s jurisdiction. However, the County Code does not include specific ordinances protecting biological resources, and the proposed project would have no related impacts.

**IV(f). No Impact.** The project site is located in an active agricultural area of Glenn County and is not within a proposed, approved, or adopted conservation plan. Therefore, the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan and would have no related impact.

**MITIGATION:**

**MITIGATION MEASURE MM-2: Special Status Plants**

The following measures will be required in order to avoid and minimize potential impacts to special status plants:

- A botanical survey for adobe lily shall be conducted prior to construction activities to determine the presence or absence of this species in the project area. The survey should be conducted in general accordance with the Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Natural Communities (California Department of Fish and Wildlife 2018) and shall be timed appropriately to coincide with the blooming period for adobe lily (February–April).
- In the event that adobe lily or other special-status plant species are found during the botanical survey, the locations of the special-status plants should be marked as avoidance areas both in the field, using flagging, staking, fencing, or similar devices, and on construction plans. If avoidance of the special-status plant species is not practicable, additional minimization efforts (e.g., topsoil stockpiling after the plants have gone to seed) shall be developed by a qualified biologist to minimize impacts to the extent practicable.

*MITIGATION MONITORING MM-2.:* Public Works staff will require final copies of the pre-construction surveys for special status plants, no less than 2 days prior to the commencement of construction. Should the species occur on the project site, a qualified biologist shall be retained on-site during ground-disturbance.

**MITIGATION MEASURE MM-3: White-Tailed Kite and Loggerhead Shrike**

The following measures will be required in order to avoid and minimize potential impacts to white-tailed kite and loggerhead shrike:

- Vegetation removal, grading, and other construction activities shall be scheduled to avoid the breeding season for nesting raptors and other special-status birds (generally February 15 through August 31, depending on the species) to the extent practicable. If construction occurs outside of the breeding season, no further mitigation is necessary. If the breeding season cannot be completely avoided, then the following mitigation measure will be implemented.

- If construction activities occur during the nesting season (generally February 1 through August 31), a qualified biologist will conduct pre-construction surveys for nesting white-tailed kite and other raptors within the project area and within 0.25-mile of the project area (as accessible). The survey will be conducted no more than seven (7) calendar prior to the start of construction activities. The survey will be conducted during the appropriate time of day to maximize detectability and will concentrate on suitable nesting structures for the species. If a lapse in construction activities for seven (7) calendar days or longer occurs, another pre-construction survey will be performed.

If construction activities occur between December 1 through March 31, then the qualified biologist will survey for white-tailed kite winter roosting activity within 0.25-mile of the project area (as accessible). The survey will be conducted no more than seven (7) calendar days prior to the start of construction activities.

- If an active nest or active winter roost site is discovered during the survey or during construction, all construction activities with a potential to disturb nesting activity will be stopped and a qualified biologist will be contacted to develop appropriate conservation measures in coordination with the California Department of Fish and Wildlife. The conservation measures may include, but are not limited to, establishing a construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities in the vicinity of the active nest site until the young have fledged. Construction activities will not resume until the conservation measures have been implemented.

*MITIGATION MONITORING MM-3:* Public Works staff will require final copies of the pre-construction surveys for white-tailed kite and loggerhead shrike, no less than 2 days prior to the commencement of construction. Should the species occur on the project site, a qualified biologist shall be retained on-site during ground-disturbance.

#### **MITIGATION MEASURE MM-4: Burrowing Owl**

The following measures will be required in order to avoid and minimize potential impacts to burrowing owl:

- A minimum of two pre-construction surveys for occupied burrowing owl burrows within 500 feet (as accessible) of the project area will be conducted by a qualified biologist, regardless of the timing of construction. One preconstruction survey will be conducted no more than thirty (30) calendar days prior to the start of construction activities and a second preconstruction survey will be conducted no more than fourteen (14) calendar prior to the start of construction activities. The surveys will be conducted during the appropriate time of day to maximize detectability of burrowing owls. If any occupied burrows are identified, appropriate conservation measures (as determined by a qualified biologist) will be implemented.
- At a minimum, no construction activities will occur within 165 feet (approximately 50 meters) of occupied burrows during the non-breeding season (September 1–January 31) or within 660 feet (approximately 200 meters) of occupied burrows during the breeding season (February 1–August 31).
- Other conservation measures (as determined by a qualified biologist) may include, but are not limited to, establishing a larger no-disturbance buffer, biological monitoring of the active burrows, and delaying construction activities until all young have fledged and are no longer reliant on the nest or parental care for survival.

*MITIGATION MONITORING MM-4.*: Public Works staff will confirm project initiation timing and/or require final copies of the pre-construction surveys for burrowing owl, no less than 2 days prior to the commencement of construction. Should the species occur on the project site, a qualified biologist shall be retained on-site during ground-disturbance.

#### **MITIGATION MEASURE MM-5: Western Red Bat**

The following measures will be required in order to avoid and minimize potential impacts to western red bat:

- To the extent practicable, removal of trees will be limited to either (1) between approximately March 1 and March 31, prior to parturition (birth) of pups; or (2) between September 1 and October 31 prior to hibernation (or prior to evening temperatures dropping below 45°F and onset of rainfall greater than 0.50 inch in 24 hours). Removal of trees containing suitable bat habitat should be conducted under the supervision of a qualified biologist.
- If construction (including the removal of trees) occurs during the non-volant season (April 1 through August 31 when young are incapable of flight), a qualified biologist will conduct a pre-construction survey within the project area and within 500 feet of the project area for maternity colonies. The pre-construction survey will be performed no more than fourteen (14) calendar days prior to the implementation of construction activities (including staging and equipment access). If a lapse in construction activities for fourteen (14) calendar days or longer occurs, another pre-construction survey will be performed. If any maternity colonies are detected, all construction activities with a potential to disturb the colony will be stopped, the California Department of Fish and Wildlife will be notified, and conservation measures will be developed by a qualified biologist in coordination with the California Department of Fish and Wildlife. The conservation measures may include, but are not limited to: establishing a construction-free buffer zone around the maternity colony site, biological monitoring of the maternity colony, and delaying construction activities in the vicinity of the maternity site. Construction activities will not resume until the conservation measures have been implemented. Any observations of western red bats during the pre-construction survey will be reported to the California Department of Fish and Wildlife.

*MITIGATION MONITORING MM-5.*: Public Works staff will confirm project initiation timing and/or require final copies of the pre-construction surveys for western red bat, no less than 2 days prior to the commencement of construction. Should the species occur on the project site, a qualified biologist shall be retained on-site during removal of large trees.

#### **MITIGATION MEASURE MM-6: Migratory Birds and Raptors**

The proposed project has been designed to minimize removal of annual grassland habitat to the greatest extent practicable. The following avoidance and minimization measures to minimize the potential for adverse effects on nesting migratory birds are required.

- Vegetation removal, grading, and other construction activities will be scheduled to avoid the breeding season for nesting raptors and migratory birds (generally February 1 through August 31, depending on the species) to the extent practicable. If construction occurs outside of the breeding season, no further measures are necessary. If the breeding season cannot be completely avoided, then AMM 7 will be implemented.
- A qualified biologist shall conduct a minimum of one preconstruction survey for nesting migratory birds within the project area and within 500 feet of the project area (as accessible). The

survey will be conducted no more than seven (7) calendar days prior to the initiation of construction (including vegetation clearing and other ground disturbance); and will be conducted during the appropriate time of day to maximize detectability of active nests. If a lapse in construction activities for seven (7) calendar days or longer occurs, another pre-construction survey will be performed. If an active nest is found, appropriate conservation measures (as determined by a qualified biologist) will be implemented. These measures may include, but are not limited to, establishing a construction-free buffer zone around the active nest site (size of buffer to be based on biologist assessment of sensitivity to disturbance), biological monitoring of the active nest site, and delaying construction activities in the vicinity of the active nest site until the young have fledged.

- To deter cliff swallows from nesting under the existing bridge, the County will install an exclusionary device (e.g., MEL-ROL waterproofing membrane) on the bridge prior to the initiation of the avian breeding season (before February 1) during the same year as bridge removal is proposed and after a qualified biologist has determined no nesting activity is present. Netting poses an entrapment risk to wildlife and should not be used as an exclusion device. The exclusionary device will remain in place until August 31 or until the bridge is demolished. The exclusionary device will be anchored such that swallows cannot attach their nests to the structure through gaps. Monitoring of the exclusionary device will be monitored frequently for damage, failure to prevent nest building, or trapped birds. If swallows begin building nests on the structure after installation of the exclusionary device, the County will coordinate with California Department of Fish and Wildlife and will remove the nesting material with monitoring by a qualified biologist so that the destruction of an active nest does not occur. If active nests (e.g., eggs or young) are present, bridge removal activities that may disturb the active nests will be delayed until the nests are no longer active.

*MITIGATION MONITORING MM-6:* Public Works staff will confirm project initiation timing and/or installation of exclusionary devices. If the presence of nests is observed, Public Works Staff will require final copies of the pre-construction surveys for migratory birds and raptors, no less than 2 days prior to the commencement of construction. Should the nests occur on the project site, a qualified biologist shall be retained on-site during nesting material removal.

#### **MITIGATION MEASURE MM-7: Ringtail**

The following measures shall be implemented to avoid or minimize the potential for adverse impacts on the Ringtail.

- If construction activities will occur during the natal denning period for ringtail (March 1 to June 30), a qualified biologist will conduct a pre-construction survey no more than three (3) calendar days prior to construction activities. The survey will be conducted within the project area and within 500 feet of the project area (as accessible). If any ringtails or their sign is discovered at or within 500 feet of the project area, construction activities will be stopped until: (1) a 500-foot avoidance buffer from the natal den can be established (and confirmed adequate by a qualified biologist), (2) the natal denning period has ended and a qualified biologist has confirmed no active natal dens are present; or (3) other appropriate conservation measures have been implemented in coordination with the California Department of Fish and Wildlife. All observations of ringtail or their sign will be reported to the California Department of Fish and Wildlife.

*MITIGATION MONITORING MM-7.*: Public Works staff will require final copies of the pre-construction surveys for special status species, no less than 2 days prior to the commencement of construction. Should the species occur on the project site, a qualified biologist shall be retained on-site during ground-disturbance.

**MITIGATION MEASURE MM-8: Crotch's Bumble Bee**

The following measures shall be implemented to avoid or minimize the potential for adverse impacts on the Crotch's bumble bee.

- If Crotch's bumble bee is identified during the course of any survey or project activities, work will stop until the individual leaves of its own volition. The County will notify the California Department of Fish and Wildlife by phone and email, and activities with the potential to result in take of Crotch's bumble bee will stop until California Endangered Species Act compliance is demonstrated.

*MITIGATION MONITORING MM-8.*: Public Works staff will require final copies of the pre-construction surveys for special status species, no less than 2 days prior to the commencement of construction. Should the species occur on the project site, a qualified biologist shall be retained on-site during ground-disturbance.

**MITIGATION MEASURE MM-9: Foothill Yellow-Legged Frog**

The following measures shall be implemented to avoid or minimize the potential for adverse impacts on the Foothill yellow-legged frog.

- A pre-construction survey for foothill yellow-legged frog will be conducted by a qualified biologist within fourteen (14) calendar days prior to the start of construction activities. The surveys will be conducted within the project area and within 500 feet upstream and downstream of the project area (as accessible). If foothill yellow-legged frogs (including egg masses and larval stages) are identified during the survey or during project activities at or within 50 feet of the project area, adults will be allowed to leave construction areas on their own violation and impacts on egg masses or larval stages will be avoided. If the species is found, appropriate conservation measures (as determined by a qualified biologist) shall be implemented.
- These measures may include, but are not limited to: allowing foothill yellow-legged frogs to leave the Project area unharmed and avoid its egg masses. If avoidance is not practicable, then a qualified biologist will relocate the species out of harm's way in accordance with a relocation plan that has been approved by the California Department of Fish and Wildlife.

*MITIGATION MONITORING MM-9.*: Public Works staff will require final copies of the pre-construction surveys for special status species, no less than 2 days prior to the commencement of construction. Should the species occur on the project site, a qualified biologist shall be retained for avoidance and relocation.

**MITIGATION MEASURE MM-10: Structure Roosting Bats**

The following measures will be required in order to avoid and minimize potential impacts to structure roosting bats:

- To confirm that conditions have not changed and bat day roosts, maternity roosts, or hibernacula are not present, a preconstruction survey of the existing bridge for roosting bats will be conducted no more than fourteen (14) calendar prior to the start of construction activities. The results of the survey will be documented in a written report. If roosting bats were observed, the report will include the species of bats (if known), type of roost, and approximate colony size. If no day

roosts, maternity roosts, or hibernacula are present, no additional measures are required. If active day roosts or maternity roosts are observed during the preconstruction survey(s), measure BAT-2 will be implemented.

- If active bat day roosts, maternity roosts, or hibernacula are present at the existing bridge, a bat avoidance and minimization plan will be developed and implemented in coordination with the California Department of Fish and Wildlife. The bat avoidance and minimization plan will identify: (1) the location of the roosting sites; (2) the estimated number of bats present at the time of assessment; (3) the species of bats present (if known); (4) the type of roost (e.g., day, maternity, hibernaculum); and (5) the specific measures that will be implemented to avoid or minimize potential impacts on roosting bats (e.g., timing of bridge removal, bat exclusion, replacement structures).

MITIGATION MONITORING MM-10.: Public Works staff will require final copies of the pre-construction surveys for special status species, no less than 2 days prior to the commencement of construction. Should the species occur on the project site, a qualified biologist shall be retained for avoidance and relocation.

#### **MITIGATION MEASURE MM-11: Riparian Habitat**

The following measures shall be implemented to avoid or minimize the potential for adverse impacts on Riparian Habitat.

- Impacts on riparian habitat will be minimized to the extent practicable through pre-construction planning and by providing as much riparian habitat to be avoided as practicable during installation of the exclusionary fencing. Exclusionary fencing shall be installed along the boundaries of all riparian areas to be avoided to ensure that impacts on riparian vegetation outside of the construction area are minimized. The exclusionary fencing shall be inspected and maintained on a regular basis throughout project construction.
- Following completion of construction, temporarily disturbed areas of riparian habitat and the former alignment of the road will be graded as appropriate to restore to natural conditions and seeded with a California native seed mix.

MITIGATION MONITORING MM-11.: Public Works staff will be present on site during exclusionary fencing installation and shall inspect said fencing on a regular basis throughout project construction. Public works staff shall be present on site to inspect post construction restoration, including planting of suitable native trees and shrubs.

#### **MITIGATION MEASURE MM-12: Waters of United States**

The following measures shall be implemented to avoid or minimize the potential for adverse impacts on waters of the United States.

- Prior to any discharge of dredge or fill material into Watson Creek, the required permits/authorizations shall be obtained from the USACE and the RWQCB. All terms and conditions of the required permits/authorizations shall be implemented.
- Prior to any activities that would obstruct the flow of, or alter the bed, channel, or bank of Watson Creek, notification of streambed alteration shall be submitted to the CDFW. If required, a streambed alteration agreement shall be obtained from CDFW and all conditions of the agreement shall be implemented.

- All waters of the United States that are temporarily affected by project construction shall be restored as close as practicable to their original contour and conditions within 10 days of the completion of construction activities.

*MITIGATION MONITORING MM-12.*: Public Works staff will require final copies of the required permits or letters documenting relief thereof, prior to the commencement of construction.

**MITIGATION MEASURE MM-13: Regulatory Permits**

Prior to commencing construction, the County shall have available the final copies of the permits and authorizations required by the U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife Service (USFWS), California Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Wildlife (CDFW) or copies of relevant correspondence documenting that no permit is required, as applicable.

*MITIGATION MONITORING MM-13.*: Public Works staff will require final copies of the required permits or letters documenting relief thereof, prior to the commencement of construction.

**CUMULATIVE IMPACTS:**

Other bridge replacement projects in Watson Creek watershed and road improvement projects along County Road 305 may be undertaken by the County or Caltrans in the future. These projects have the potential to result in cumulative impacts on special-status plants and animal species, and associated habitats. The County would be expected to implement similar measures as those described above to avoid direct impacts on individuals and protect special-status plant habitat, to the extent practicable. With implementation of the avoidance and minimization measures identified above, the proposed project would not result in cumulatively considerable impacts on special-status plants and animal species, or associated habitats.

**COMPENSATORY MITIGATION:**

Compensatory mitigation is not proposed.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES.</b> Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION:**

**V(a-b). Less Than Significant With Mitigation Incorporated.** A systematic and complete pedestrian survey of the APE was conducted on June 14, 2019 by Pacific Legacy for the purposes of preparing an Archeological Survey Report (ASR) and a Historical Property Survey Report (HPSR). Upon review of the draft ASR and HPSR, CalTrans recommended that the County conduct an Extended Phase I Investigation (XPI) within the Area of Direct Impact (ADI) to look for presence/absence of any resources. Pacific Legacy performed further field investigation and prepared an XPI report in June 2022. Final versions of the XPI, ASR, and HPSR were accepted by CalTrans in October 2022 (Appendices E & F). Three previously recorded sites are located within a one quarter mile radius. However, no archaeological resources were identified in the APE that do not qualify as exempt from evaluation or require further study under Section 106 of the NHPA (36 CFR Part 800) and for the purposes of CEQA. All resources identified in the APE were previously determined ineligible for the NRHP or qualify as being exempt from evaluation as decreed in Stipulation VIII.C.1 and Attachment 4 of the Section 106 PA. No further study under Section 106 of the NHPA (36 CFR part 800) is required for these resources.

If previously unidentified cultural materials are unearthed during construction, it is Caltrans’ policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits. While it is Caltrans policy to avoid impacts to cultural resources whenever possible, if a site cannot be avoided by the proposed project, testing to determine its potential NRHP and CRHR eligibility will be necessary. Therefore, in the event that resources are inadvertently discovered, implementation of Mitigation Measures MM-12 will mitigate potential impacts to a less than significant impact.

**V(c). Less Than Significant Impact.** No known human remains are known to exist on the project site, and the project site is not designated nor has it been designated for use as a cemetery. As with any project, if human remains are discovered in the course of project construction, the County Coroner would be contacted and provisions of State CEQA Guidelines Section 15064.5 would be followed. Given the low potential for human remains on-site, impacts would be less than significant and no further study of this issue is required.

**MITIGATION:**

**MITIGATION MEASURE MM-12: Cultural Resources**

- A note shall be placed on all grading and construction plans which informs the construction contractor that if any bones, pottery fragments, potentially paleontological, prehistoric, protohistoric, and/or historic cultural resources or tribal cultural resources are encountered during construction, all work shall cease within the area of the find equivalent to a 25 foot radius around the materials (100 feet for human remains) pending an examination of the site and materials by a professional archaeologist.
- If during ground disturbing activities, any bones, pottery fragments or other potential cultural resources are encountered, the contractor shall cease all work within 25 feet of the materials and notify Glenn County Public Works staff at (530) 934-6530.
- A professional archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology and who is familiar with the archaeological record of Glenn County, shall be retained to evaluate the significance of the find.
- County staff shall notify all local tribes on the consultation list maintained by the State of California Native American Heritage Commission, to provide local tribes the opportunity to monitor evaluation of the site.
- If human remains are uncovered, the project team shall notify the Glenn County Coroner pursuant to Section 7050.5 of California's Health and Safety Code.
- Site work shall not resume until the archaeologist conducts sufficient research, testing and analysis of the archaeological evidence to make a determination that the resource is either not cultural in origin or not potentially significant.
- If a potentially significant resource is encountered, the archaeologist shall prepare a mitigation plan for review and approval by the Glenn County Public Works Agency, including recommendations for total data recovery, Tribal monitoring, disposition protocol, or avoidance, if applicable.
- All measures determined by Glenn County to be appropriate shall be implemented pursuant to the terms of the archaeologist's report. The preceding requirement shall be incorporated into construction contracts and plans to ensure contractor knowledge and responsibility for proper implementation.

*MITIGATION MONITORING MM-12.:* Public Works staff will verify that the wording is included on construction contracts and plans. Should paleontological, prehistoric, protohistoric, and/or historic cultural resources or tribal cultural resources be encountered, the contractor shall be responsible for reporting any such findings to Public Works staff, and contacting a professional archaeologist, in consultation with Public Works staff, to evaluate the find.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. ENERGY.</b> Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**VI(a). No Impact.** The proposed project will not result in any potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Construction energy consumption would largely occur from fuel consumption by heavy equipment during demolition of the existing bridge and subsequent bridge construction, transportation of materials to and from the site, and construction worker trips to and from the project site. Energy consumption during construction related activities would vary substantially depending on the level of activities, length of construction period, construction operations, type of equipment used, and number of personnel present. Despite this variability, the overall scope of construction is moderate and would be completed within one construction season. The proposed project is the installation of a new safer bridge with improved roadway approaches, as such, it will not use any energy resources during operation.

**VI(b). No Impact.** Many of the state and federal regulations regarding energy efficiency focus on increasing building efficiency and renewable energy generation, as well as reducing water consumption and vehicle miles traveled. The proposed project includes conservation measures to meet or exceed the regulatory requirements including limiting idling time of heavy equipment during construction activities. The project will comply with Glenn County and Caltrans standards regarding engine efficiency and limiting idling time during project construction.

**MITIGATION:** None required.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. GEOLOGY AND SOILS.</b> Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION:**

**VII(a)(i). No Impact.** Glenn County is in a relatively inactive seismic area when compared to other portions of California such as the San Francisco Bay area and the Los Angeles Basin. There are no Alquist-Priolo Special Studies Zones within the County (Hart, 1988). Such zones highlight active faults that have a potential for ground surface rupture. During the past 100 years, the County has experienced

only minor earthquakes within its boundaries and secondary impacts from earthquakes centered out of the area.

**VII(a)(ii). No Impact.** The project site lies within a low-to-moderate seismically active portion of the Northern Sacramento area that is traversed by active fault systems. However, as indicated previously, earthquakes along systems located in the area are rare.

Although the bridge site is not within a zone requiring special study, several active faults are located within 62 miles of the project site. A seismic event on one of these faults may subject the site to strong ground shaking. The replacement bridge, however, would be designed to withstand such potential seismic events.

According to current data from Caltrans, the controlling fault is the Great Valley Fault 1, located approximately 8.5 miles east of the site. As indicated, the replacement bridge structure would be subject to Caltrans' seismic design criteria such that the proposed structure would adequately withstand estimated ground force acceleration generated by an earthquake event. As such, no impact would result.

**VII(a)(iii). No Impact.** The project site is not known to be located within a Liquefaction area identified by the California Department of Conservation, Division of Mines and Geology on the seismic hazards map. Although liquefaction has occurred in scattered areas within the County, related seismic events (which trigger liquefaction) are low.

Although Glenn County is in a relatively inactive seismic area as discussed above, due to the presence of shallow groundwater and layers of fine-grained clayey sand with gravel soils encountered at depths less than 50 feet, site specific liquefaction analyses were conducted by Willdan Geotechnical using the design seismic parameters corresponding to an earthquake with a 975 year return period. Data from the borings advanced at the bridge abutment and pier locations was utilized for these analyses. Willdan Geotechnical determined that the soils within the upper 50 feet of the subsurface are not susceptible to liquefaction under the design seismic scenario.

**VII(a)(iv). Less Than Significant Impact.** The project site does not lie within an Earthquake Induced Landslides area identified by the California Department of Conservation, Division of Mines and Geology on the seismic hazards map. Similarly, the County's General Plan indicates that the areas of highest apparent landslide potential generally correlate with areas of relatively high topographic relief. Those areas having the highest potential occur in the mountainous western portion of the County, while lower potential areas occur in the lower relief eastern portion of the County. Given the landslide potential of the site and the nature of the proposed project (replacement of a substandard existing bridge with a new continuous concrete slab bridge) and the existing topography of the project site area, the project's potential landslide-related impacts are considered low.

**VII(b). Less Than Significant Impact.** Erosion may be expected in Glenn County where protective vegetation is removed by construction, fire or cultivation. Factors that contribute to erosion include topography, rainfall, and soil type. Similar to landslide potential, erosion hazards in the County are highest in the western mountain region and lowest in the eastern valley region. During construction the proposed project could temporarily expose unvegetated soils. Unvegetated soils are prone to erosion during storm events.

Section 402 of the Clean Water Act (33CFR26 Section 1342) established the National Pollutant Discharge Elimination System (NPDES). This act requires local governments to obtain an NPDES Permit for their storm water induced water pollutants including sediment. In California, the Regional Water

Quality Control Boards (RWQCB) of the State Water Resources Control Board (SWRCB) administers NPDES Permits. This permit requires all construction activities, including the proposed project, to limit, to the maximum extent feasible, discharges of storm water pollutants using Best Management Practices (BMPs). The BMPs for this project may include sandbagging the project site to prevent siltation and prohibiting construction during the rainy season. The required compliance with NPDES would ensure that loss of topsoil would not be a significant impact of the proposed project.

**VII(c). Less Than Significant Impact.** As discussed, the project site is not subject to significant ground failure, liquefaction, or landslides. Therefore, the proposed project would not have significant impacts from unstable soil or geologic units.

**VII(d). No Impact.** Willdan Geotechnical prepared a Foundation Report for the bridge replacement on County Road 305 at Watson Creek (Appendix C). Based on field observations of the material type, and data from field and laboratory testing, the existing the subsurface soils encountered in the borings to a depth ranging from 10 to 15 feet below ground surface, are consisted of layers of clayey gravel with sand, clayey sand with gravel, poorly graded gravel with clay and sand, and well graded gravel with clay and sand, which were found in medium dense to dense condition. Following these layers and to the maximum depth drilled a layer of very dense clayey sand with gravel was encountered. As indicated above, the soils within the upper 10 to 15 feet of the subsurface are not susceptible to liquefaction nor do they contribute to expansive soil conditions.

**VII(e). No Impact.** The project site will cross a creek channel and does not include any habitable structures which might require septic tank service. No impact to such services is expected as a result of the proposed project.

**VII(f). Less Than Significant with Mitigation Incorporated.** The project is not anticipated to cause a substantial adverse change in the significance, directly or indirectly destroy a unique paleontological resource or site, geological feature, or unique geological feature. Due to the developed character of the site, the potential to encounter surface-level paleontological resources is considered low. However, there is the potential for accidental discovery of paleontological resources. In the event that resources are inadvertently discovered, implementation of Mitigation Measure MM-12 discussed in section V, would reduce impacts to a less-than-significant level. Therefore, impacts would be considered less than significant with mitigation incorporated.

**MITIGATION:** Mitigation Measure MM-12. (Cultural Resources).

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION:**

**VII(a). Less Than Significant With Mitigation Incorporated.** It is anticipated that bridge replacement activities would generate short-term temporary Greenhouse Gas (GHG) emissions associated with construction equipment. Examples of sources for construction related GHGs are equipment fossil fuel combustion, material transportation, and purchased electricity. This is considered a less than significant impact with mitigation incorporated. See the Mitigation Measure MM-1 discussed in Section III, Air Quality, minimize and reduce temporary emissions associated with the construction activities.

**VII(b). Less Than Significant Impact.** Due to the temporary nature of impacts resulting from construction activities on a relatively small bridge replacement project, the project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. This is considered a less than significant impact.

**MITIGATION:** Mitigation Measure MM-1 (Air Quality)

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

An Initial Site Assessment Transaction Screen Assessment (ISA) was completed for the Project by Willdan Engineering in March 2021. The purpose of the assessment is to evaluate whether there is evidence of a recognized environmental condition that may have impacted or could potentially impact the environment resulting from project activities. The assessment for the bridge included research of site history, review of information provided by regulatory databases, observed site conditions, and discussions with owners, local officials, or regulatory personnel regarding past site activities and history. According

to the ISA prepared for the project there are no recognized environmental conditions within the project area.

**IX(a). Less Than Significant Impact.** The proposed project would not involve the routine transport, use, or disposal of hazardous materials, and would not result in such impact. Construction activities associated with the project would include refueling and minor onsite maintenance of construction equipment, which could lead to minor fuel or oil spills. The use and handling of hazardous materials during construction activities would occur in accordance with applicable federal, state, and local laws including California Occupational Health and Safety Administration (CalOSHA) requirements.

**IX(b). Less Than Significant Impact.** The proposed project would not result in new land uses when compared to existing conditions. The project would not construct dwellings, occupy structures, or result in land uses that could generate or emit hazardous materials. Project activities are not anticipated to result in a release of hazardous materials into the environment, or to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions as stated previously, the use and handling of hazardous materials during construction activities would occur in accordance with applicable federal, state, and local laws including CalOSHA requirements.

**IX(c). No Impact.** The proposed project does not involve any emission or handling of any hazardous materials, substances, or waste within one-quarter mile of an existing school. No existing or proposed school facilities are located within one-quarter mile radius of the project site. As stated previously, the use and handling of hazardous materials during construction activities would occur in accordance with applicable federal, state, and local laws including CalOSHA requirements.

**IX(d). No Impact.** The project is not included on a list of sites containing hazardous materials, and would not result in a significant hazard to the public or to the environment. The project site is not included on the Cortese list compiled pursuant to Government Code Section 65962.5. As part of the ISA, an Envirostor and Geotracker database search was performed and did not identify any potential sites of concern within a one-mile radius of the project.

**IX(e). Less Than Significant Impact.** The project site is not located in an airport land use plan nor in the vicinity of a public airport. The nearest public airport, Willows-Glenn Airport, west of Willows, CA is located approximately 20 miles to the southeast of the project site. Therefore, the hazards related to noise, and airport or aircraft accidents is considered less than significant.

**IX(f). Less Than Significant Impact.** The existing bridge will provide circulation around the project site during construction. Although temporary, short disruptions to normal traffic operations would occur during construction, the impact would be less than significant. The Project is not anticipated to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

**IX(g). No Impact.** The project does not involve the construction of significant structures that would be considered residential in nature, and thus would not expose people or associated structures to risk of loss, injury or death involving wildland fires. The project is the replacement of a structurally deficient bridge. The new bridge would improve emergency access to the area.

**MITIGATION:** None required.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 which would:				
i) result in a substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**X(a). Less Than Significant With Mitigation Incorporated.** As identified in Section IV of this document (Mitigation Measure MM-11), the project will obtain all appropriate regulatory permits including certification from a RWQCB per Section 401 Water Quality Certification of the Clean Water Act prior to construction activities. A Section 401 permit is contingent on sufficient evidence that a project would not pose a threat to water quality or quantity leaving the proposed project's site. Additionally, the project would be required to prepare a SWPPP and implement all applicable erosion

control BMPs, which include: the installation of straw wattles, and silt fencing to prevent silt/sediment from entering the waterways, and re-seeding of disturbed upland areas post construction. As described in the Air Quality Section III of this document, the project will be required to adhere to BAMMs standard mitigation measures for fugitive dust control, Mitigation Measure MM-1 (Air Quality).

Existing State permitting requirements by the RWQCB, will ensure that the project will not result in the violation of any water quality standards or waste discharge requirements. Due to the scope and nature of the proposed project, it is not expected that the project would degrade ground water quality. With these standard permitting and water quality requirements in place, potential impacts to water quality from the project are considered to be less than significant with mitigation.

**X(b). No Impact.** The proposed project involves the replacement of an existing bridge and does not propose activities requiring increases in groundwater use. No new extraction wells or buildings with the potential to increase water usage are proposed.

**X(c)(i). Less Than Significant Impact.** The project would not alter the existing drainage patterns at the site that would result in substantial erosion or siltation on- or off-site. The implementation of a SWPPP and BMPs during construction activities will minimize soil erosion and siltation caused by construction activities. The channel slopes are susceptible to erosion and bank protection will be necessary at the abutments to meet design requirements. Rock slope protection will be placed at both abutments to protect against channel erosion. The limits of RSP at each abutment will extend from the top of bank down to the toe of slope and approximately 40 feet upstream and 30 feet downstream of the proposed edge of deck. The result of the proposed project will be a site that is less susceptible to erosion and siltation, therefore this is considered a less than significant impact.

**X(c)(ii). Less Than Significant Impact.** The Project proposes minor widening of the paved approach sections to accommodate a wider bridge, as well as realigning the roadway to match the new bridge location, which will result in an increase of impervious surfaces at the project site. However, the existing roadway alignment will be restored to match surrounding site conditions. These increases in impervious surfaces are not a substantial increase when compared to existing conditions. Water will continue to drain along the roadside and the Project will not contribute to a substantial increase in flooding or water runoff from the site. Project impacts are less than significant.

**X(c)(iii). Less Than Significant Impact.** As mentioned above, the proposed Project would include minor increases in runoff water, however the runoff water would not exceed the capacity of existing stormwater drainage systems. The proposed Project includes the replacement of an existing bridge, roadway realignment, and minor widening of an existing road and will not introduce a substantial additional source of polluted runoff. Project impacts are less than significant.

**X(c)(iv). Less Than Significant Impact.** A Design Hydraulic Study was prepared in December 2017 by Avila & Associates Consulting Engineers, Inc. (Appendix D) to complete the bridge hydrology, hydraulics, and scour analysis for the Project. Chapter 800 of the Caltrans Highway Design Manual (HDM) delineates the hydraulic design criteria for bridges (Caltrans, 2001). The basic HDM rule for hydraulic design is that bridges should be designed to pass the flows generated by a storm with a recurrence interval of 50 years (Q50) with sufficient freeboard and convey the flows generated by a storm with a recurrence interval of 100 years (Q100) without freeboard. Exceptions may be granted if the bridge designer can provide sufficient evidence that less freeboard is needed. The HDM notes that 2 feet of freeboard is often assumed to be appropriate for preliminary bridge designs, but leaves the

recommendation for freeboard to the judgment of the hydraulic engineer based primarily upon the debris anticipated at the bridge.

The existing bridge is located approximately 400 feet upstream from the confluence with Grindstone Creek and the water surface elevation (WSE) is influenced by the flow condition in Grindstone Creek. Two flow conditions were analyzed to take into account the difference between the two drainage areas as follows: Q50 and Q100 discharge in Watson Creek at time of 10-year peak discharge in Grindstone Creek; and 10-year discharge in Grindstone Creek at time of Q50 and Q100 peak discharge in Watson Creek. The minimum soffit elevation for the proposed bridge will be approximately 1.8 feet higher than existing. Under this proposed condition the soffit elevation of the proposed bridge would be at an elevation of 644.6 feet and will provide approximately 0.7 feet of freeboard above the Q50 WSE in Watson Creek during the peak flow in Grindstone Creek (WSE 643.9) and approximately 1.6 feet of freeboard above the Q50 WSE during the peak flow in Watson Creek (WSE 643.0). Similarly, the proposed bridge will provide approximately 0.6 feet of freeboard above the Q100 WSE in Watson Creek during the peak flow in Grindstone Creek (WSE 644.0) and approximately 0.9 feet of freeboard above the Q100 WSE during the peak flow in Watson Creek (WSE 643.7). Based upon the Design Hydraulic Study prepared by Avila & Associates this condition meets the HDM criteria and impacts would be considered less than significant.

**X(d). Less Than Significant Impact.** The Project is located within Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel 06021C0325D and is located in a Special Flood Hazard Area (SFHA) Zone, which represents areas subject to flooding by the Q100 flood. However, the Project proposes replacing the existing bridge structure with a hydraulically improved bridge structure, which will not reduce the channel's hydraulic capacity to pass storm flows. The completed Project would not include components that risk release of pollutants due to inundation. Additionally, the Project is not located within a tsunami or seiche zones, and impacts would be considered less than significant.

**X(e). No Impact.** The proposed Project is the replacement of an existing bridge and does not include activities that would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

**MITIGATION:** MM-1 (Air Quality) & MM-11 (Biological Resources)

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. LAND USE AND PLANNING.</b> Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**XI(a). Less Than Significant Impact.** The project will not physically divide an established community. The existing bridge will be used as a detour throughout construction to provide circulation around the project site which will result in a minimal disruptions to vehicular traffic. Any disruptions will be temporary during construction activities Therefore, the project is anticipated to have a less than significant impact.

**XI(b). No Impact.** The project implements General Plan goals and policies which strive to enhance community connectivity and improve public safety and access. The project is also identified in the Glenn County Regional Transportation Plan. There will be no conflicts with land use plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect. This is considered no impact.

**MITIGATION:** None required.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. MINERAL RESOURCES.</b> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**XII(a-b). No Impact.** The closest mining operation is located approximately 1.2 miles south of the project location. The proposed project is a bridge replacement project surrounded by grazing lands. As such, the project would not result in the loss of availability of a known mineral resource or mineral resource recovery site. Mineral resources are not associated with the project or located on the project site. Therefore, the project would have no impact on mineral resources.

**MITIGATION:** None required.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII. NOISE.</b> Would the project result in:				
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 noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or 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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION:**

The Glenn County General Plan identifies land use compatibility standards for exterior community noise reported as Day Night Average Sound Level (Ldn) or a Community Noise Equivalent Level (CNEL), for a variety of sensitive land uses. For residential designations, a maximum allowable noise exposure level of 60 Ldn/CNEL outdoors and 45 Ldn/CNEL indoors decibel level is generally identified as being an acceptable noise environment requiring no special noise insulation or noise abatement features. This standard is applicable to properties containing noise sensitive land uses that are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the use of the land.

The Glenn County Noise Control Ordinance provides the County with a means of assessing complaints of alleged noise violations and to address noise level violations. The ordinance sets forth exterior and interior noise level standards that are applicable to sensitive areas within Glenn County, including residential uses. However, the County Noise Control Ordinance also provides for certain exemptions provided that standard, reasonable practices are being followed. Construction site sounds between 7:00 a.m. and 7:00 p.m. are identified as exempt from local noise standards.

**XIII(a-c). Less Than Significant Impact.** The proposed project will be required to comply with all applicable rules, regulations and control measures including permitting, prohibitions, and limits to noise generation. There are two rural residences in the Project vicinity, one located approximately 0.15 mile north of the Project area and one located approximately 0.15 mile south of the Project area. While construction activities would generate noise, it is anticipated at this distance noise levels would not exceed established acceptable levels. The Project would be expected to comply with all applicable laws including the noise ordinance with regard to allowable construction times and noise limits.

**MITIGATION:** None required.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. POPULATION AND HOUSING.</b> Would the project:				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**XIV(a-b). No Impact.** The proposed project is a bridge replacement project located in a rural portion of Glenn County. The proposed project will not induce substantial population growth in the area, directly or indirectly, or displace a substantial number of people or existing housing. The project will not displace people or housing nor necessitate the construction of replacement housing elsewhere. Therefore, the project will not impact population or housing.

**MITIGATION:** None required.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. PUBLIC SERVICES.</b> Would the project:				
a) 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:				
i.) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii.) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii.) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv.) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v.) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**XV(a)(i-v). No Impact.** The proposed project would not construct buildings, businesses or other facilities that would result in an increased population in the area. Temporary delays to traffic may occur during construction activities. However, as required by state and local regulations, emergency vehicles will be given the right-of-way in the event of their presence at the project site. There would be no long-term demands on public services such as fire protection, police protection, schools, or parks generated by this project. Therefore, the proposed project is not anticipated to impact public services.

**MITIGATION:** None required.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. RECREATION.</b>				
a) Would the project 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**XVI(a-b). No Impact.** The project does not propose dwelling units, businesses or other structures that might increase the area’s human population. The project site does not include existing recreational facilities. Similarly, the proposed project would not construct recreational facilities. The proposed project would not generate additional demands on parks and recreational facilities. The proposed project does not include the development of recreational facilities or other structures that would necessitate the development or modification of any recreational facilities. Relative to recreation, the proposed project would result in no impact.

**MITIGATION:** None Required.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. TRANSPORTATION.</b> Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION:**

**XVII(a). No Impact.** The proposed Project does not include activities that would cause a permanent negative impact to the circulation system (roads), including transit, roadway, bicycle, and pedestrian facilities. The project is also identified in the Glenn County Regional Transportation Plan. The bridge replacement will occur in the same vicinity as the existing bridge and is designed to provide for public safety. Once constructed, the Project would not result in an increase in traffic in the area and will not conflict with the Glenn County General Plan, Regional Transportation Plan, or any ordinance, policy, or congestion management program. The Project will have no impact on traffic circulation plans or policies.

**XVII(b). Less Than Significant Impact.** The Project would not have an impact on vehicle miles traveled. During the construction period, worker commute and equipment hauling vehicles would be traveling to and from the Project site causing a minor, temporary increase in localized traffic; however, this would cease once construction is complete. There may be a minor increase in regional commuting times during construction activities; however, upon completion of the Project, regional commuting times will return to pre-project conditions. Once completed, the Project would not result in any changes to vehicle miles travelled. The impact associated with temporary increases in Project-related traffic would be less than significant.

**XVII(c). No Impact.** The Project replaces the existing bridge to improve public safety. The Project does not include features that introduce or exacerbate any transportation or traffic hazards due to a design feature. The proposed bridge replacement has been designed to accommodate automobiles, as well as farm equipment, while providing improvements to public safety.

**XVII(d). Less Than Significant Impact.** The completed Project will have no impact on emergency access. The Project construction activities would be coordinated with local law enforcement and emergency services providers as applicable. During the construction phase, emergency vehicle access to the project site would be ensured through adherence to applicable roadway and/or lane closures and detour standards. The project will be required to adhere to pertinent local and state construction site regulations. Impacts would be considered less than significant.

**MITIGATION:** None Required.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVIII. TRIBAL CULTURAL RESOURCES.</b>				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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) 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), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION:**

**XVIII(a)(i). Less Than Significant Impact.** As discussed in Section V. (Cultural Resources), there are no potential properties located within the APE considered historically significant. Based on the results of the ASR/HPSR/XPI documents and the AB 52 consultation there are no sites, features, places, or cultural landscapes that are 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. Therefore, Project activities are considered to be less than significant impact.

**XVIII(a)(ii). Less Than Significant With Mitigation Incorporated.** Pacific Legacy requested a Sacred Lands File and Native American Contacts List from the Native American Heritage Commission (NAHC). NAHC responded to the request on January 24, 2019 indicating that Native American cultural sites are present (presumably in the project area) and to contact Grindstone Rancheria as a source of information regarding known and/or recorded sites in the project area. The NAHC letter also provided a list of four Native American tribes and individuals who may have knowledge of cultural resources in the project area.

Representatives of local Native American groups were contacted via letters on March 19, 2019. The letter requested tribal knowledge, comments, and concerns about cultural resources in the proposed project area. No responses to the initial contact letter were received. Follow up correspondence was conducted on April 2, 2019 via mail and phone calls to the identified representatives.

Follow-up phone calls were returned April 3, 2019, from the Paskenta Band of Nomlaki Indians and a representative stated that the APE was outside of their territory. A representative of the Mechoopda Indian Tribe also called on April 3, 2019 and deferred to the Grindstone Indian Rancheria or the Paskenta Band of Nomlaki Indians. No response was received from the Estom Yumeka Maidu Tribe of the Enterprise Rancheria.

Additional efforts were made to contact the Grindstone Indian Rancheria of Wintun-Wailaki on April 9. Pacific Legacy followed up with an additional phone call on April 11, 2019 which was answered by the Tribal Administrator. The consultation documents were emailed to the Tribal Administrator. A phone call from the Chairperson of the Grindstone Rancheria was received on April 27, 2019 acknowledging receipt of the notification letter and stating that they had no concerns regarding the project.

During the Phase I inventory, the APE was identified as having a moderate to high sensitivity for buried resources. An Extended Phase I (XPI) investigation was undertaken in January 2022 to determine if subsurface archaeological deposits are present that may be adversely affected by ground-disturbing activities associated with project construction. The XPI investigation included the mechanical excavation of approximately 15.7 cubic meters from eight exploratory trenches located in the APE. The XPI investigation found no evidence of subsurface archaeological deposits in the exploratory trenches, and only modern refuse was noted near or at the surface. In the event that resources are inadvertently discovered, Implementation of Mitigation Measure MM-12 would reduce impacts to less than significant with mitigation incorporated.

**MITIGATION: Mitigation Measure MM-12 (Cultural Resources)**

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIX. UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				
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 could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the waste water 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**XIX(a). Less Than Significant Impact.** The Project involves the replacement of an existing bridge and will not require new water or expanded wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities to serve the Project. There are no known utilities within the project boundaries. An overhead phone line runs along the southwest side of County Road 306, but will not be impacted by the proposed improvements. Utility relocation is not anticipated for this project This is considered a less than significant impact.

**XIX(b). No Impact.** The proposed project would not increase the need for water supply. Therefore, the proposed projects would not result in the need for the construction of or expansion of water supply facilities, and would have no associated impacts.

**XIX(c). No Impact.** The Project would not produce wastewater.

**XIX(d). Less Than Significant Impact.** Solid waste generated by the Project would be limited to construction debris. Solid waste disposal would occur in accordance with federal, state, and local regulations. Disposal would occur at permitted landfills/transfer stations. The Project would not generate

solid waste in amounts that would substantially affect landfill/transfer station capacity and impacts would be less than significant.

**XIX(e). No Impact.** Disposal of waste materials generated during construction will comply with all local, state, and federal requirements for integrated waste management (e.g., recycling, green waste) and solid waste disposal.

**MITIGATION:** None required.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XX. WILDFIRE.</b> If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**XX(a-d). No Impact.** The project site is identified as an area outside of Cal Fire’s ‘Very High Fire Hazard Severity Zone’ (i.e., it is a non-VHFHSZ) as identified by Cal Fire (see the following: <https://databasin.org/datasets/fbb8a20def844e168aeb7beb1a7e74bc>). However, the site is categorized as being High Fire Hazard Severity Zone for both State Responsibility Area (SRA) and Local Responsibility Area (LRA). State and local building code require ignition resistant construction and defensible space of buildings for the design and construction for new buildings within High or Very High Fire Hazard Severity Zones. Upon Project completion, the new bridge would improve emergency access to the area. Additionally, the project site is served by a local fire district. Therefore, it will not substantially impair an adopted emergency response plan or emergency evacuation plan, exacerbate wildfire risks, require the installation or maintenance of associated infrastructure, or expose people or structures to significant risks. The proposed project would have no impact on wildfire.

**MITIGATION:** None required.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION:**

**XXI(a). Less Than Significant with Mitigation Incorporated.** The proposed Project does not have the potential to significantly 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, 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. Based on the preceding environmental analysis, the application of existing regulations and the incorporation of BMPs and mitigation measures, all potentially significant impacts associated with the Project, including those related to air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hydrology and water quality, and tribal cultural resources would be avoided, minimized, or mitigated to maintain a level that is considered less than significant with mitigation incorporated.

**XXI(b). Less Than Significant Impact.** The Project is consistent with the General Plan and would not result in individually limited but collectively significant impacts; therefore, the Project would not cause any additional environmental effects or significantly contribute to a cumulative impact.

**XXI(c). Less Than Significant Impact.** The Project would not result in substantial direct or indirect adverse effects from noise, either during Project construction or operation, nor would it result in impacts to air quality, water quality, or utilities and public services. Additionally, measures have been identified to maintain the Project's effects to air quality, water quality, hazards and hazardous materials, and noise levels at less than significant levels. Therefore, the Project would not cause substantial adverse effects on human beings.

**5. MITIGATION MONITORING AND REPORTING PROGRAM**

MM No.	Mitigation Measure	Timeframe for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Agency & Initials	Date	Notes
<b>Air Quality</b>						
	<p><b>MITIGATION MEASURE MM-1: Air Quality</b></p> <p>To comply with the Glenn County Air Pollution Control District’s (GAPCD) regulations (section 76 visible emissions), the County shall comply with all Best Available Mitigation Measures (BAMMs) for the control of construction related particulate emissions. The contractor shall submit an Air Quality Attainment Plan to the County for approval. The approved plan shall include all applicable BAMMs as specified by GCAPCD’s Standard Construction Phase Mitigation Measures, including but not limited to the following:</p> <ol style="list-style-type: none"> <li>1. Haul trucks must be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.</li> <li>2. Construction equipment exhaust emissions shall not exceed GCAPCD Section 76 Visible Emissions (40 percent opacity or Ringelmann 2.0). Operators of vehicles and equipment found to exceed opacity limits shall act to repair the equipment within 72 hours or remove the equipment from service.</li> <li>3. The area disturbed by demolition, clearing, grading, earth moving, or excavation operations shall be minimized at all times.</li> <li>4. Suspend grading or earth moving activities when wind speeds exceed 20 mph.</li> <li>5. Minimize unnecessary idling time to 5 minutes.</li> <li>6. Water shall be applied as needed to prevent fugitive dust impacts offsite.</li> <li>7. All onsite vehicles should be limited to a speed of 15mph on unpaved roads.</li> </ol>	<p>Public Works staff shall ensure the construction documents incorporate Best Available Mitigation Measures and the development of an Air Quality Attainment Plan. Public Works (with GCAPCD) staff will ensure that construction, grading, and erosion control operations are conducted in accordance with GCAPCD standards.</p>	<p>Glenn County Public Works Agency</p>			

**MITIGATION MONITORING AND REPORTING PROGRAM**

MM No.	Mitigation Measure	Timeframe for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Agency & Initials	Date	Notes
<b>Biological Resources</b>						
	<p><b>MITIGATION MEASURE MM-2: Special Status Plants</b></p> <p>The following measures will be required in order to avoid and minimize potential impacts to special status plants:</p> <ul style="list-style-type: none"> <li>• A botanical survey for adobe lily shall be conducted prior to construction activities to determine the presence or absence of this species in the project area. The survey should be conducted in general accordance with the Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Natural Communities (California Department of Fish and Wildlife 2018) and shall be timed appropriately to coincide with the blooming period for adobe lily (February–April).</li> <li>• In the event that adobe lily or other special-status plant species are found during the botanical survey, the locations of the special-status plants should be marked as avoidance areas both in the field, using flagging, staking, fencing, or similar devices, and on construction plans. If avoidance of the special-status plant species is not practicable, additional minimization efforts (e.g., topsoil stockpiling after the plants have gone to seed) shall be developed by a qualified biologist to minimize impacts to the extent practicable.</li> </ul>	<p>Public Works staff will require final copies of the pre-construction surveys for special status plants, no less than 2 days prior to the commencement of construction. Should the species occur on the project site, a qualified biologist shall be retained on-site during ground-disturbance.</p>	<p>Glenn County Public Works Agency</p>			

**MITIGATION MONITORING AND REPORTING PROGRAM**

MM No.	Mitigation Measure	Timeframe for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Agency & Initials	Date	Notes
<b>Biological Resources</b>						
	<p><b>MITIGATION MEASURE MM-3: White-Tailed Kite and Loggerhead Shrike</b></p> <p>The following measures will be required in order to avoid and minimize potential impacts to loggerhead shrike:</p> <ul style="list-style-type: none"> <li>• <u>Vegetation removal, grading, and other construction activities shall be scheduled to avoid the breeding season for nesting raptors and other special-status birds (generally February 15 through August 31, depending on the species) to the extent practicable. If construction occurs outside of the breeding season, no further mitigation is necessary. If the breeding season cannot be completely avoided, then the following mitigation measure will be implemented.</u></li> <li>• <u>If construction activities occur during the nesting season (generally February 1 through August 31), a qualified biologist will conduct pre-construction surveys for nesting white-tailed kite and other raptors within the project area and within 0.25-mile of the project area (as accessible). The survey will be conducted no more than seven (7) calendar prior to the start of construction activities. The survey will be conducted during the appropriate time of day to maximize detectability and will concentrate on suitable nesting structures for the species. If a lapse in construction activities for seven (7) calendar days or longer occurs, another pre-construction survey will be performed.</u></li> </ul>	<p>Public Works staff will require final copies of the pre-construction surveys for white-tailed kite and loggerhead shrike, no less than 2 days prior to the commencement of construction. Should the species occur on the project site, a qualified biologist shall be retained on-site during ground-disturbance.</p>	<p>Glenn County Public Works Agency</p>			

**MITIGATION MONITORING AND REPORTING PROGRAM**

<u>MM No.</u>	<u>Mitigation Measure</u>	<u>Timeframe for Implementation</u>	<u>Responsible Monitoring Agency</u>	<u>Verification of Compliance</u>		
				<u>Agency &amp; Initials</u>	<u>Date</u>	<u>Notes</u>
<b><u>Biological Resources</u></b>						
	<p><b><u>MITIGATION MEASURE MM-3: White-Tailed Kite and Loggerhead Shrike Continued</u></b></p> <p><u>The following measures will be required in order to avoid and minimize potential impacts to loggerhead shrike:</u></p> <ul style="list-style-type: none"> <li><u>If construction activities occur between December 1 through March 31, then the qualified biologist will survey for white-tailed kite winter roosting activity within 0.25-mile of the project area (as accessible). The survey will be conducted no more than seven (7) calendar days prior to the start of construction activities. mitigation measure will be implemented.</u></li> <li><u>If an active nest or active winter roost site is discovered during the survey or during construction, all construction activities with a potential to disturb nesting activity will be stopped and a qualified biologist will be contacted to develop appropriate conservation measures in coordination with the California Department of Fish and Wildlife. The conservation measures may include, but are not limited to, establishing a construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities in the vicinity of the active nest site until the young have fledged. Construction activities will not resume until the conservation measures have been implemented.</u></li> </ul>	<p><u>Public Works staff will require final copies of the pre-construction surveys for white-tailed kite and loggerhead shrike, no less than 2 days prior to the commencement of construction. Should the species occur on the project site, a qualified biologist shall be retained on-site during ground-disturbance.</u></p>	<p><u>Glenn County Public Works Agency</u></p>			

**MITIGATION MONITORING AND REPORTING PROGRAM**

MM No.	Mitigation Measure	Timeframe for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Agency & Initials	Date	Notes
<b>Biological Resources</b>						
	<p><b>MITIGATION MEASURE MM-4: Burrowing Owl</b>                      The following measures will be required in order to avoid and minimize potential impacts to burrowing owl:</p> <ul style="list-style-type: none"> <li>• A minimum of one pre-construction survey for occupied burrowing owl burrows within 300 feet of the BSA will be conducted by a qualified biologist within 15 days prior to the initiation of construction activities, regardless of the timing of construction. If any occupied burrows are identified, appropriate conservation measures (as determined by a qualified biologist) will be implemented.</li> <li>• No disturbance will occur within 150 feet of occupied burrows during the non-breeding season (September 1–January 31) or within 250 feet during the breeding season (February 1–August 31).</li> <li>• These measures may also include establishing a construction free buffer zone around the active nest site in coordination with the CDFW, biological monitoring of the active nest site, and delaying construction activities in the vicinity of the active nest site until the young have fledged.</li> <li>• <u>A minimum of two pre-construction surveys for occupied burrowing owl burrows within 500 feet (as accessible) of the project area will be conducted by a qualified biologist, regardless of the timing of construction. One preconstruction survey will be conducted no more than thirty (30) calendar days prior to the start of construction...</u></li> </ul>	Public Works staff will confirm project initiation timing and/or require final copies of the pre-construction surveys for burrowing owl, no less than 2 days prior to the commencement of construction. Should the species occur on the project site, a qualified biologist shall be retained on-site during ground-disturbance.	Glenn County Public Works Agency			

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<u>MM No.</u>	<u>Mitigation Measure</u>	<u>Timeframe for Implementation</u>	<u>Responsible Monitoring Agency</u>	<u>Verification of Compliance</u>		
				<u>Agency &amp; Initials</u>	<u>Date</u>	<u>Notes</u>
<u>Biological Resources</u>						
	<p><u>MITIGATION MEASURE MM-4: Burrowing Owl Continued</u>  <u>The following measures will be required in order to avoid and minimize potential impacts to burrowing owl:</u>  <u>...activities and a second preconstruction survey will be conducted no more than fourteen (14) calendar prior to the start of construction activities. The surveys will be conducted during the appropriate time of day to maximize detectability of burrowing owls. If any occupied burrows are identified, appropriate conservation measures (as determined by a qualified biologist) will be implemented.</u></p> <ul style="list-style-type: none"> <li><u>At a minimum, no construction activities will occur within 165 feet (approximately 50 meters) of occupied burrows during the non-breeding season (September 1–January 31) or within 660 feet (approximately 200 meters) of occupied burrows during the breeding season (February 1–August 31).</u></li> <li><u>Other conservation measures (as determined by a qualified biologist) may include, but are not limited to, establishing a larger no-disturbance buffer, biological monitoring of the active burrows, and delaying construction activities until all young have fledged and are no longer reliant on the nest or parental care for survival.</u></li> </ul>	<p><u>Public Works staff will confirm project initiation timing and/or require final copies of the pre-construction surveys for burrowing owl, no less than 2 days prior to the commencement of construction. Should the species occur on the project site, a qualified biologist shall be retained on-site during ground-disturbance.</u></p>	<p><u>Glenn County Public Works Agency</u></p>			

**MITIGATION MONITORING AND REPORTING PROGRAM**

MM No.	Mitigation Measure	Timeframe for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Agency & Initials	Date	Notes
<b>Biological Resources</b>						
	<p><b>MITIGATION MEASURE MM-5: Western Red Bat</b>                      The following measures will be required in order to avoid and minimize potential impacts to western red bat:</p> <ul style="list-style-type: none"> <li>To the extent practicable, removal of large trees with cavities shall occur before maternity colonies form (i.e., prior to March 1) or after young are volant (i.e., after August 15).</li> <li>If construction (including the removal of large trees) occurs during the non-volant season (March 1 through August 15), a qualified biologist shall conduct a pre-construction survey of the BSA for maternity colonies. The pre-construction survey will be performed no more than 14 days prior to the implementation of construction activities (including staging and equipment access). If a lapse in construction activities for 14 days or longer occurs between those dates, another pre-construction survey will be performed. If any maternity colonies are detected, appropriate conservation measures (as determined by a qualified biologist) shall be implemented. These measures may include but are not limited to: establishing a construction-free buffer zone around the maternity colony site, biological monitoring of the maternity colony, and delaying construction activities in the vicinity of the maternity.</li> </ul>	Public Works staff will confirm project initiation timing and/or require final copies of the pre-construction surveys for western red bat, no less than 2 days prior to the commencement of construction. Should the species occur on the project site, a qualified biologist shall be retained on-site during removal of large trees.	See previous pages			

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<u>MM No.</u>	<u>Mitigation Measure</u>	<u>Timeframe for Implementation</u>	<u>Responsible Monitoring Agency</u>	<u>Verification of Compliance</u>		
				<u>Agency &amp; Initials</u>	<u>Date</u>	<u>Notes</u>
<u>Biological Resources</u>						
	<p><u>MITIGATION MEASURE MM-5: Western Red Bat Continued</u>  <u>The following measures will be required in order to avoid and minimize potential impacts to western red bat:</u></p> <ul style="list-style-type: none"> <li><u>To the extent practicable, removal of trees will be limited to either (1) between approximately March 1 and March 31, prior to parturition (birth) of pups; or (2) between September 1 and October 31 prior to hibernation (or prior to evening temperatures dropping below 45°F and onset of rainfall greater than 0.50 inch in 24 hours). Removal of trees containing suitable bat habitat should be conducted under the supervision of a qualified biologist.</u></li> <li><u>If construction (including the removal of trees) occurs during the non-volant season (April 1 through August 31 when young are incapable of flight), a qualified biologist will conduct a pre-construction survey within the project area and within 500 feet of the project area for maternity colonies. The pre-construction survey will be performed no more than fourteen (14) calendar days prior to the implementation of construction activities (including staging and equipment access). If a lapse in construction activities for fourteen (14) calendar days or longer occurs, another pre-construction survey will be performed. If any maternity colonies are detected, all construction activities with a potential to disturb the colony will be stopped, the California Department of Fish and Wildlife...</u></li> </ul>	<p><u>Public Works staff will confirm project initiation timing and/or require final copies of the pre-construction surveys for western red bat, no less than 2 days prior to the commencement of construction. Should the species occur on the project site, a qualified biologist shall be retained on-site during removal of large trees.</u></p>	<p><u>Glenn County Public Works Agency</u></p>			

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<u>MM No.</u>	<u>Mitigation Measure</u>	<u>Timeframe for Implementation</u>	<u>Responsible Monitoring Agency</u>	<u>Verification of Compliance</u>		
				<u>Agency &amp; Initials</u>	<u>Date</u>	<u>Notes</u>
<b><u>Biological Resources</u></b>						
	<p><b><u>MITIGATION MEASURE MM-5: Western Red Bat Continued</u></b>  <u>The following measures will be required in order to avoid and minimize potential impacts to western red bat:</u>  <u>...will be notified, and conservation measures will be developed by a qualified biologist in coordination with the California Department of Fish and Wildlife. The conservation measures may include, but are not limited to: establishing a construction-free buffer zone around the maternity colony site, biological monitoring of the maternity colony, and delaying construction activities in the vicinity of the maternity site. Construction activities will not resume until the conservation measures have been implemented. Any observations of western red bats during the pre-construction survey will be reported to the California Department of Fish and Wildlife.</u></p>	<p><u>Public Works staff will confirm project initiation timing and/or require final copies of the pre-construction surveys for western red bat, no less than 2 days prior to the commencement of construction. Should the species occur on the project site, a qualified biologist shall be retained on-site during removal of large trees.</u></p>	<p><u>Glenn County Public Works Agency</u></p>			

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<u>MM No.</u>	<u>Mitigation Measure</u>	<u>Timeframe for Implementation</u>	<u>Responsible Monitoring Agency</u>	<u>Verification of Compliance</u>		
				<u>Agency &amp; Initials</u>	<u>Date</u>	<u>Notes</u>
<b><u>Biological Resources</u></b>						
	<p><b><u>MITIGATION MEASURE MM-6: Migratory Birds and Raptors Continued</u></b></p> <p><u>The proposed project has been designed to minimize removal of annual grassland habitat to the greatest extent practicable. The following avoidance and minimization measures to minimize the potential for adverse effects on nesting migratory birds are required.</u></p> <p><u>another pre-construction survey will be performed. If an active nest is found, appropriate conservation measures (as determined by a qualified biologist) will be implemented. These measures may include, but are not limited to, establishing a construction-free buffer zone around the active nest site (size of buffer to be based on biologist assessment of sensitivity to disturbance), biological monitoring of the active nest site, and delaying construction activities in the vicinity of the active nest site until the young have fledged.</u></p> <ul style="list-style-type: none"> <li><u>To deter cliff swallows from nesting under the existing bridge, the County will install an exclusionary device (e.g., MEL-ROL waterproofing membrane) on the bridge prior to the initiation of the avian breeding season (before February 1) during the same year as bridge removal is proposed and after a qualified biologist has determined no nesting activity is present. Netting poses an entrapment risk to wildlife and should not be used as an exclusion device. The exclusionary device will remain in place until August 31 or until the bridge is demolished...</u></li> </ul>	<p><u>Public Works staff will confirm project initiation timing and/or installation of exclusionary devices. If the presence of nests is observed, Public Works Staff will require final copies of the pre-construction surveys for migratory birds and raptors, no less than 2 days prior to the commencement of construction. Should the nests occur on the project site, a qualified biologist shall be retained on-site during nesting material removal.</u></p>	<p><u>Glenn County Public Works Agency</u></p>			

**MITIGATION MONITORING AND REPORTING PROGRAM**

<u>MM No.</u>	<u>Mitigation Measure</u>	<u>Timeframe for Implementation</u>	<u>Responsible Monitoring Agency</u>	<u>Verification of Compliance</u>		
				<u>Agency &amp; Initials</u>	<u>Date</u>	<u>Notes</u>
<b><u>Biological Resources</u></b>						
	<p><b><u>MITIGATION MEASURE MM-6: Migratory Birds and Raptors Continued</u></b></p> <p><u>The proposed project has been designed to minimize removal of annual grassland habitat to the greatest extent practicable. The following avoidance and minimization measures to minimize the potential for adverse effects on nesting migratory birds are required.</u></p> <p><u>The exclusionary device will be anchored such that swallows cannot attach their nests to the structure through gaps. Monitoring of the exclusionary device will be monitored frequently for damage, failure to prevent nest building, or trapped birds. If swallows begin building nests on the structure after installation of the exclusionary device, the County will coordinate with California Department of Fish and Wildlife and will remove the nesting material with monitoring by a qualified biologist so that the destruction of an active nest does not occur. If active nests (e.g., eggs or young) are present, bridge removal activities that may disturb the active nests will be delayed until the nests are no longer active.</u></p>	<p><u>Public Works staff will confirm project initiation timing and/or installation of exclusionary devices. If the presence of nests is observed, Public Works Staff will require final copies of the pre-construction surveys for migratory birds and raptors, no less than 2 days prior to the commencement of construction. Should the nests occur on the project site, a qualified biologist shall be retained on-site during nesting material removal.</u></p>	<p><u>Glenn County Public Works Agency</u></p>			

**MITIGATION MONITORING AND REPORTING PROGRAM**

MM No.	Mitigation Measure	Timeframe for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Agency & Initials	Date	Notes
<b>Biological Resources</b>						
	<p><b>MITIGATION MEASURE MM-7: Ringtail</b>                      The following measures shall be implemented to avoid or minimize the potential for adverse impacts on the Ringtail.</p> <ul style="list-style-type: none"> <li>Given that work will occur during the natal denning period for ringtail (March 1 to June 30), a qualified biologist should conduct a pre-construction survey no more than 3 days prior to construction activities. If an active denning location is identified during the survey, the County will coordinate with a qualified biologist and CDFW, as necessary, on additional protection measures.</li> <li><u>If construction activities will occur during the natal denning period for ringtail (March 1 to June 30), a qualified biologist will conduct a pre-construction survey no more than three (3) calendar days prior to construction activities. The survey will be conducted within the project area and within 500 feet of the project area (as accessible). If any ringtails or their sign is discovered at or within 500 feet of the project area, construction activities will be stopped until: (1) a 500-foot avoidance buffer from the natal den can be established (and confirmed adequate by a qualified biologist), (2) the natal denning period has ended and a qualified biologist has confirmed no active natal dens are present; or (3) other appropriate conservation measures...</u></li> </ul>	Public Works staff will require final copies of the pre-construction surveys for special status species, no less than 2 days prior to the commencement of construction. Should the species occur on the project site, a qualified biologist shall be retained on-site during ground-disturbance.	Glenn County Public Works Agency			

**MITIGATION MONITORING AND REPORTING PROGRAM**

<u>MM No.</u>	<u>Mitigation Measure</u>	<u>Timeframe for Implementation</u>	<u>Responsible Monitoring Agency</u>	<u>Verification of Compliance</u>		
				<u>Agency &amp; Initials</u>	<u>Date</u>	<u>Notes</u>
<u>Biological Resources</u>						
	<p><u>MITIGATION MEASURE MM-7: Ringtail Continued</u>  <u>The following measures shall be implemented to avoid or minimize the potential for adverse impacts on the Ringtail.</u>  <u>...have been implemented in coordination with the California Department of Fish and Wildlife. All observations of ringtail or their sign will be reported to the California Department of Fish and Wildlife.</u></p>	<p><u>Public Works staff will require final copies of the pre-construction surveys for special status species, no less than 2 days prior to the commencement of construction. Should the species occur on the project site, a qualified biologist shall be retained on-site during ground-disturbance.</u></p>	<p><u>Glenn County Public Works Agency</u></p>			

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MM No.	Mitigation Measure	Timeframe for Implementation	Responsible Monitoring Agency	Verification of Compliance		
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<b>Biological Resources</b>						
	<p><b>MITIGATION MEASURE MM-8: <a href="#">Crotch's Bumble Bee</a></b>                      The following measures shall be implemented to avoid or minimize the potential for adverse impacts on the Crotch bumble bee.</p> <ul style="list-style-type: none"> <li>• A qualified biologist shall conduct a minimum of one preconstruction survey for Crotch bumble bee to determine the presence or absence of this species within the BSA and a 250-foot buffer around the BSA. The survey should be conducted no more than 15 days prior to the initiation of construction and shall be timed appropriately to coincide with the blooming period for the plant species listed above (March–June). If the species is found, appropriate conservation measures (as determined by a qualified biologist) shall be implemented.</li> <li>• These measures may include, but are not limited to: the locations of the habitat shall be marked as avoidance areas both in the field, using flagging, staking, fencing, or similar devices, and on construction plans. If avoidance of the habitat is not practicable, additional minimization efforts (e.g., top soil stockpiling after the plants have gone to seed) shall be developed by a qualified biologist to minimize impacts to the greatest extent practicable.</li> </ul>	Public Works staff will require final copies of the pre-construction surveys for special status species, no less than 2 days prior to the commencement of construction. Should the species occur on the project site, a qualified biologist shall be retained on-site during ground-disturbance.	Glenn County Public Works Agency			

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<u>Biological Resources</u>						
	<p><b><u>MITIGATION MEASURE MM-8: Crotch’s Bumble Bee Continued</u></b></p> <p><u>The following measures shall be implemented to avoid or minimize the potential for adverse impacts on the Crotch’s bumble bee.</u></p> <ul style="list-style-type: none"> <li><u>If Crotch’s bumble bee is identified during the course of any survey or project activities, work will stop until the individual leaves of its own volition. The County will notify the California Department of Fish and Wildlife by phone and email, and activities with the potential to result in take of Crotch’s bumble bee will stop until California Endangered Species Act compliance is demonstrated.</u></li> </ul>	<p><u>Public Works staff will require final copies of the pre-construction surveys for special status species, no less than 2 days prior to the commencement of construction. Should the species occur on the project site, a qualified biologist shall be retained on-site during ground-disturbance.</u></p>	<p><u>Glenn County Public Works Agency</u></p>			

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<u>Biological Resources</u>						
	<p><b><u>MITIGATION MEASURE MM-9: Foothill Yellow-Legged Frog</u></b></p> <p><u>The following measures shall be implemented to avoid or minimize the potential for adverse impacts on the Foothill yellow-legged frog.</u></p> <ul style="list-style-type: none"> <li><u>A pre-construction survey for foothill yellow-legged frog will be conducted by a qualified biologist within fourteen (14) calendar days prior to the start of construction activities. The surveys will be conducted within the project area and within 500 feet upstream and downstream of the project area (as accessible). If foothill yellow-legged frogs (including egg masses and larval stages) are identified during the survey or during project activities at or within 50 feet of the project area, adults will be allowed to leave construction areas on their own violation and impacts on egg masses or larval stages will be avoided. If the species is found, appropriate conservation measures (as determined by a qualified biologist) shall be implemented.</u></li> <li><u>These measures may include, but are not limited to: allowing foothill yellow-legged frogs to leave the Project area unharmed and avoid its egg masses. If avoidance is not practicable, then a qualified biologist will relocate the species out of harm's way in accordance with a relocation plan that has been approved by the California Department of Fish and Wildlife.</u></li> </ul>	<p><u>Public Works staff will be present on site during exclusionary fencing installation and shall inspect said fencing on a regular basis throughout project construction. Public works staff shall be present on site to inspect post construction restoration, including planting of suitable native trees and shrubs.</u></p>	<p><u>Glenn County Public Works Agency</u></p>			

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<u>Biological Resources</u>						
	<p><u>MITIGATION MEASURE MM-10: Structure Roosting Bats</u>  <u>The following measures will be required in order to avoid and minimize potential impacts to structure roosting bats:</u></p> <ul style="list-style-type: none"> <li><u>To confirm that conditions have not changed and bat day roosts, maternity roosts, or hibernacula are not present, a preconstruction survey of the existing bridge for roosting bats will be conducted no more than fourteen (14) calendar prior to the start of construction activities. The results of the survey will be documented in a written report. If roosting bats were observed, the report will include the species of bats (if known), type of roost, and approximate colony size. If no day roosts, maternity roosts, or hibernacula are present, no additional measures are required. If active day roosts or maternity roosts are observed during the preconstruction survey(s), measure BAT-2 will be implemented.</u></li> <li><u>If active bat day roosts, maternity roosts, or hibernacula are present at the existing bridge, a bat avoidance and minimization plan will be developed and implemented in coordination with the California Department of Fish and Wildlife. The bat avoidance and minimization plan will identify: (1) the location of the roosting sites; (2) the estimated number of bats present at the time of assessment; (3) the species of bats present (if known); (4) the type of roost (e.g., day, maternity, hibernaculum);</u></li> </ul>	<p><u>Public Works staff will require final copies of the required permits or letters documenting relief thereof, prior to the commencement of construction.</u></p>	<p><u>Glenn County Public Works Agency</u></p>			

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<u>Biological Resources</u>						
	<p><u>MITIGATION MEASURE MM-10: Structure Roosting Bats Continued</u>                      The following measures will be required in order to avoid and minimize potential impacts to structure roosting bats: ...and (5) the specific measures that will be implemented to avoid or minimize potential impacts on roosting bats (e.g., timing of bridge removal, bat exclusion, replacement structures).</p>	<p><u>Public Works staff will require final copies of the required permits or letters documenting relief thereof, prior to the commencement of construction.</u></p>	<p><u>Glenn County Public Works Agency</u></p>			

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<b><u>Biological Resources</u></b>						
	<p><b><u>MITIGATION MEASURE MM-11: Riparian Habitat</u></b>  <u>The following measures shall be implemented to avoid or minimize the potential for adverse impacts on Riparian Habitat.</u></p> <ul style="list-style-type: none"> <li><u>Exclusionary fencing shall be installed along the boundaries of all riparian areas to be avoided to ensure that impacts on riparian vegetation outside of the construction area are minimized. The exclusionary fencing shall be inspected and maintained on a regular basis throughout project construction.</u></li> <li><u>Where post-construction site conditions allow, suitable native trees or shrubs will be planted in areas of disturbed riparian habitat to facilitate the return of the site to preconstruction conditions.</u></li> <li><u>Impacts on riparian habitat will be minimized to the extent practicable through pre-construction planning and by providing as much riparian habitat to be avoided as practicable during installation of the exclusionary fencing. Exclusionary fencing shall be installed along the boundaries of all riparian areas to be avoided to ensure that impacts on riparian vegetation outside of the construction area are minimized. The exclusionary fencing shall be inspected and maintained on a regular basis throughout project construction.</u></li> </ul>	<p><u>Public Works staff will be present on site during exclusionary fencing installation and shall inspect said fencing on a regular basis throughout project construction. Public works staff shall be present on site to inspect post construction restoration, including planting of suitable native trees and shrubs.</u></p>	<p><u>Glenn County Public Works Agency</u></p>			

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<b><u>Biological Resources</u></b>						
	<p><b><u>MITIGATION MEASURE MM-11: Riparian Habitat Continued</u></b>  <u>The following measures shall be implemented to avoid or minimize the potential for adverse impacts on Riparian Habitat.</u></p> <ul style="list-style-type: none"> <li>• <u>Following completion of construction, temporarily disturbed areas of riparian habitat and the former alignment of the road will be graded as appropriate to restore to natural conditions and seeded with a California native seed mix.</u></li> </ul>	<p><u>Public Works staff will be present on site during exclusionary fencing installation and shall inspect said fencing on a regular basis throughout project construction. Public works staff shall be present on site to inspect post construction restoration, including planting of suitable native trees and shrubs.</u></p>	<p><u>Glenn County Public Works Agency</u></p>			

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<b>Biological Resources</b>						
	<p><b>MITIGATION MEASURE MM-12: Waters of United States</b></p> <p>The following measures shall be implemented to avoid or minimize the potential for adverse impacts on waters of the United States.</p> <ul style="list-style-type: none"> <li>• Prior to any discharge of dredge or fill material into Watson Creek, the required permits/authorizations shall be obtained from the USACE and the RWQCB. All terms and conditions of the required permits/authorizations shall be implemented.</li> <li>• Prior to any activities that would obstruct the flow of, or alter the bed, channel, or bank of Watson Creek, notification of streambed alteration shall be submitted to the CDFW. If required, a streambed alteration agreement shall be obtained from CDFW and all conditions of the agreement shall be implemented.</li> <li>• All waters of the United States that are temporarily affected by project construction shall be restored as close as practicable to their original contour and conditions within 10 days of the completion of construction activities.</li> </ul>	Public Works staff will require final copies of the required permits or letters documenting relief thereof, prior to the commencement of construction.	Glenn County Public Works Agency			

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<b>Biological Resources</b>						
	<p><b>MITIGATION MEASURE MM-13: Regulatory Permits</b></p> <p>Prior to commencing construction, the County shall have available the final copies of the permits and authorizations required by the U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife Service (USFWS), California Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Wildlife (CDFW) or copies of relevant correspondence documenting that no permit is required, as applicable.</p>	<p>Public Works staff will require final copies of the required permits or letters documenting relief thereof, prior to the commencement of construction.</p>	<p>Glenn County Public Works Agency</p>			

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<b>Cultural Resources</b>						
	<p><b>MITIGATION MEASURE MM-14: Cultural Resources</b></p> <ul style="list-style-type: none"> <li>• A note shall be placed on all grading and construction plans which informs the construction contractor that if any bones, pottery fragments, potentially paleontological, prehistoric, protohistoric, and/or historic cultural resources or tribal cultural resources are encountered during construction, all work shall cease within the area of the find equivalent to a 25 foot radius around the materials (100 feet for human remains) pending an examination of the site and materials by a professional archaeologist.</li> <li>• If during ground disturbing activities, any bones, pottery fragments or other potential cultural resources are encountered, the contractor shall cease all work within 25 feet of the materials and notify Glenn County Public Works staff at (530) 934-6530.</li> <li>• A professional archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards for prehistoric and historic archaeology and who is familiar with the archaeological record of Glenn County, shall be retained to evaluate the significance of the find.</li> <li>• County staff shall notify all local tribes on the consultation list maintained by the State of California Native American Heritage Commission, to provide local tribes the opportunity to monitor evaluation of the site.</li> </ul>	<p>Public Works staff will verify that the wording is included on construction contracts and plans. Should paleontological, prehistoric, protohistoric, and/or historic cultural resources or tribal cultural resources be encountered, the contractor shall be responsible for reporting any such findings to Public Works staff, and contacting a professional archaeologist, in consultation with Public Works staff, to evaluate the find.</p>	<p>Glenn County Public Works Agency</p>			

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<b>Cultural Resources</b>						
	<p><b>MITIGATION MEASURE MM-14: Cultural Resources Continued</b></p> <ul style="list-style-type: none"> <li>• If human remains are uncovered, the project team shall notify the Glenn County Coroner pursuant to Section 7050.5 of California’s Health and Safety Code.</li> <li>• Site work shall not resume until the archaeologist conducts sufficient research, testing and analysis of the archaeological evidence to make a determination that the resource is either not cultural in origin or not potentially significant.</li> <li>• If a potentially significant resource is encountered, the archaeologist shall prepare a mitigation plan for review and approval by the Glenn County Public Works Agency, including recommendations for total data recovery, Tribal monitoring, disposition protocol, or avoidance, if applicable.</li> <li>• All measures determined by Glenn County to be appropriate shall be implemented pursuant to the terms of the archaeologist’s report. The preceding requirement shall be incorporated into construction contracts and plans to ensure contractor knowledge and responsibility for proper implementation.</li> </ul>	See previous pages	See previous pages			

## APPENDICES

- Appendix A - Natural Environmental Study (NES)
- Appendix B - Delineation of Waters of the United States
- Appendix C - Foundation Report
- Appendix D – Preliminary Design Hydraulic Study
- Appendix E - Historic Properties Survey Report and Archaeological Survey Report
- Appendix F – Extended Phase I Investigation (XPI)
- Appendix G - Initial Site Assessment Transaction Screen Assessment
- Appendix H - Technical [Memorandum](#)

**APPENDIX A**  
**NATURAL ENVIRONMENTAL STUDY**

**APPENDIX B**  
**DELINEATION OF WATERS**  
**OF THE UNITED STATES**

**APPENDIX C**  
**FOUNDATION REPORT**

**APPENDIX D**  
**DESIGN HYDRAULIC STUDY**

**APPENDIX E**  
**HISTORIC PROPERTIES SURVEY REPORT**  
**AND ARCHAEOLOGICAL SURVEY REPORT**  
**(REDACTED)**

**APPENDIX F**  
**EXTENDED PHASE I INVESTIGATION (XPI)**

**APPENDIX G**  
**INITIAL SITE ASSESSMENT TRANSACTION SCREEN ASSESSMENT**

**APPENDIX H**

**TECHNICAL MEMORANDUM:**

**REVIEW OF UPDATED U.S. FISH AND WILDLIFE SERVICE SPECIES LIST, CALIFORNIA  
NATURAL DIVERSITY DATA BASE RECORDS, AND CALIFORNIA NATIVE PLANT SOCIETY  
INVENTORY AND NATURAL ENVIRONMENT STUDY ADDENDUM FOR THE COUNTY ROAD 305  
BRIDGE (11C-0091) OVER WATSON CREEK REPLACEMENT PROJECT IN GLENN COUNTY**