

# Summary Form for Electronic Document Submittal

**Form F**

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: \_\_\_\_\_

Project Title: Manthey Road Bridge Replacement

Lead Agency: City of Lathrop

Contact Name: Michael King

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Phone Number: (209) 941-7454

Project Location: Lathrop

*City*

San Joaquin

*County*

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

Under the proposed project, the City would replace the Manthey Road Bridge (No. 29C0127) with a new bridge downstream of the existing railroad bridge and demolish the existing bridge. A roadway following the alignment of the extension of Golden Valley Parkway from Sadler Oak, across the San Joaquin River to conform with the existing Stewart Road on the west side of the river. The alignment of Golden Valley Parkway is in accordance with the West Lathrop Specific Plan.

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

A total of 5.52 acres of prime farmland would be converted to non-agricultural use. However, this represents 0.01 percent of farmland in the county, and the parcels would continue to be used for agricultural purposes. Form AD-1006 was completed and this acquisition was found not to be substantial. Partial acquisition from private properties would occur, but there would be no displacement or relocation. These acquisitions would be consistent with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended. A Traffic Management Plan would reduce any impacts related to delays and access in the community. Mitigation Measures related to incorporating native vegetation, installing visual barriers during construction, installing landscaping and visual buffers, and applying lighting standards would reduce impacts to aesthetics. Mitigation Measure CUL-1 requires monitoring in areas that have been identified as sensitive for buried archaeological resources. A geotechnical investigation would be required for project design, and standard measures would reduce impacts related to hazards and hazardous materials and air quality. Noise abatement was considered but found to be infeasible. Mitigation Measure BIO-1 entails compensation for loss of riparian woodland. Preconstruction surveys and monitoring for Western Pond Turtle, Western Burrowing Owl, Roosting Bats would occur, as well as measures to reduce sound levels from pile driving and effects on aquatic species.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

N/A

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

State Lands Commission, CDFW, RWQCB, Reclamation District 17, Reclamation District 2602