



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

November 9, 2022

**CALIFORNIA ENVIRONMENTAL QUALITY ACT
ENVIRONMENTAL CHECKLIST FORM
INITIAL STUDY 22-26**

- 1. Project Title:** Bartlett Springs Road Bridge over Bartlett Creek
(No. 14C0099)
- 2. Lead Agency Name & Address:** County of Lake Community Development
Department, Planning Division
Courthouse – 255 North Forbes Street
Lakeport CA 95453
- 3. Contact Person & Phone Number:** Laura Hall, Senior Planner (707) 263-2221
- 4. Project Location:** Bridge #14C0099 is located in a rural area of
northeast Lake County, approximately 13.7 miles
northeast of State Route 20; Quad: Bartlett Springs
T15N, R08W, Section 2 UTM Zone 10
(39.181913, -122.718796)
- 5. Project Sponsor's Name & Address:** County of Lake
255 N Forbes Street
Lakeport, CA 95453
- 6. General Plan Designation(s):** Rural Lands RL
- 7. Zoning Designation(s):** “RL”-“WW”-“SC” Rural Lands-Waterway-Scenic
Combining
- 8. Permit Numbers:** Initial Study (IS 22-26)
General Plan Conformity (GPC 22-09)
- 9. APN(s):** 004-037-15
- 10. Supervisor District:** District 3
- 11. Slope:** 0-3% (bridge site)
- 12. Fire Hazard Zone:** Very High Fire Severity Zone
- 13. Earthquake Fault Zone:** Bartlett Springs Fault Zone

- 14. Dam Failure Inundation Area:** N/A
- 15. Flood Zone:** Area not mapped
- 16. Fire Protection District:** Northshore (CALFIRE)
- 17. Site Visit** July 29, 2022

18. Acronyms

ADT	Average Daily Trips
APE	Area of Potential Effects
BAAQMD	Bay Area Air Quality Management District
BMP	Best Management Practices
BSA	Biological Survey Area
CDFW	California Department of Fish and
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CGS	California Geological Survey
DBH	diameter at breast height
FYLF	foothill yellow-legged frog
HMMP	Habitat Mitigation and Monitoring Plans
ITP	Incidental Take Permit
LCAQMD	Lake County Air Quality Management District
MBTA	Migratory Bird Treaty Act
MND	Mitigated Negative Declaration
NAHC	Native American Heritage Commission
NPDES	National Pollutant Discharge Elimination System
PES	Preliminary Environmental Study
PRC	Public Resource Code
RSP	rock-slope-protection
SWPPP	Storm water Pollution Prevention Plan
VELB	valley elderberry longhorn beetle
VMT	Vehicle Miles Traveled
WDR	Waste Discharge Requirement

19. Determination

Pursuant California Code of Regulations Title 14, Chapter 3, Article 5, Section 15063, the County has prepared a Mitigated Negative Declaration (MND) for the proposed project. Per Section 15105, “When a proposed negative declaration or mitigated negative declaration is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 30 days, unless a shorter period, not less than 20 days, is approved by the State Clearinghouse”. Depending on comments received by interested agencies, stakeholders, and the public, this proposed MND is subject to change. The County has determined the proposed project would not have a significant impact on the environment because: The project would have no impact on recreation; a less than significant impact on the following: Aesthetics,

Agriculture/Forestry Resources, Energy, Hazards & Hazardous Materials, Greenhouse Gas Emissions, Land Use/Planning, Mineral Resources, Noise, Population/Housing, Transportation, Utilities/Service Systems, Wildfire, Public Services; and a less than significant impact with mitigation incorporated on the following: Biological Resources, Geology/Soils, Hydrology/Water, Quality, Cultural Resources, Air Quality, Tribal Cultural Resources. The Monitoring and Reporting Program that includes mitigation measures to reduce potential significant impacts to less than significant is included in Attachment A.

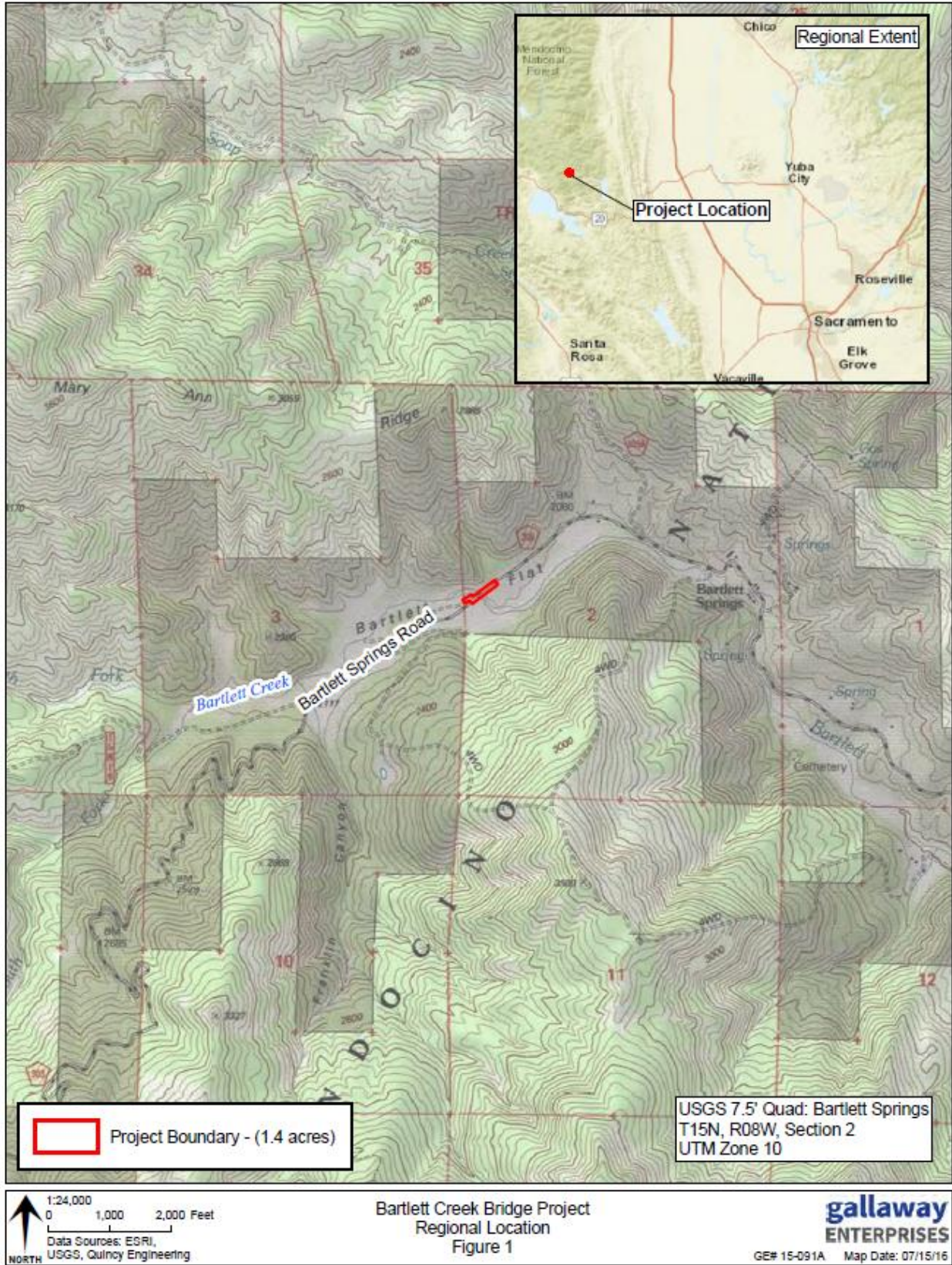
20. Environmental Setting/Existing Conditions

The project site is relatively flat. Local terrain is characterized by the alluvium valley floor flanked by moderately steep foothills. Stream courses are found within the general project area, with Bartlett Creek, a tributary of Cache Creek, representing the nearest source of surface water. Elevation within the project area is approximately 2,100 feet above mean sea level. Bartlett Bridge is in a region of Mediterranean climate that consists of hot, dry summers and mild, wet winters. Average rainfall is approximately 40 inches with most precipitation occurring in January. Summers are hot and dry, with an average 24-hour temperature of 75°F in July, with high temperatures typically above 90 °F. Winters are generally mild and wet with highs averaging in the mid-40s to low-50s. Vegetation in this area includes the following: black oak, valley oak, ponderosa pine, grey pine, willow, dogwood, various brush species and grasses (California Department of Transportation, 2018).

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

Project Purpose and Need

Lake County, in coordination with the California Department of Transportation (Caltrans), proposes replacing the existing Bartlett Springs Road Bridge over Bartlett Creek (No 14C0099) to improve public safety (Attachment B). Bridge #14C0099 is located in a rural area of northeast Lake County, approximately 13.7 miles northeast of State Route 20. Bartlett Springs Road is an Off-System Local Road that connects State Route 20 with the rural area north of the Indian Valley Reservoir. The existing bridge has a twelve-foot clear width and projected Average Daily Traffic (ADT) of 127 vehicles per day by the year of 2034. The single lane bridge is a single 53' span simply supported steel girder bridge with a precast concrete deck supported by concrete seat abutments with unknown foundations. The original timber deck was replaced with a precast panel deck in 1997. The existing bridge has a 2014 sufficiency rating of 50.6 and is designated as Functionally Obsolete by Caltrans which makes it eligible for replacement utilizing 88.53% Highway Bridge Program funds and 11.47% Toll Credit funds. Figure 1 includes a Regional Location map, and Figure 2 includes a Project Location map of the project site (Gallaway Enterprises, Inc., 2016). Figure 3 includes the Area of Potential Effect where the bridge will be constructed.



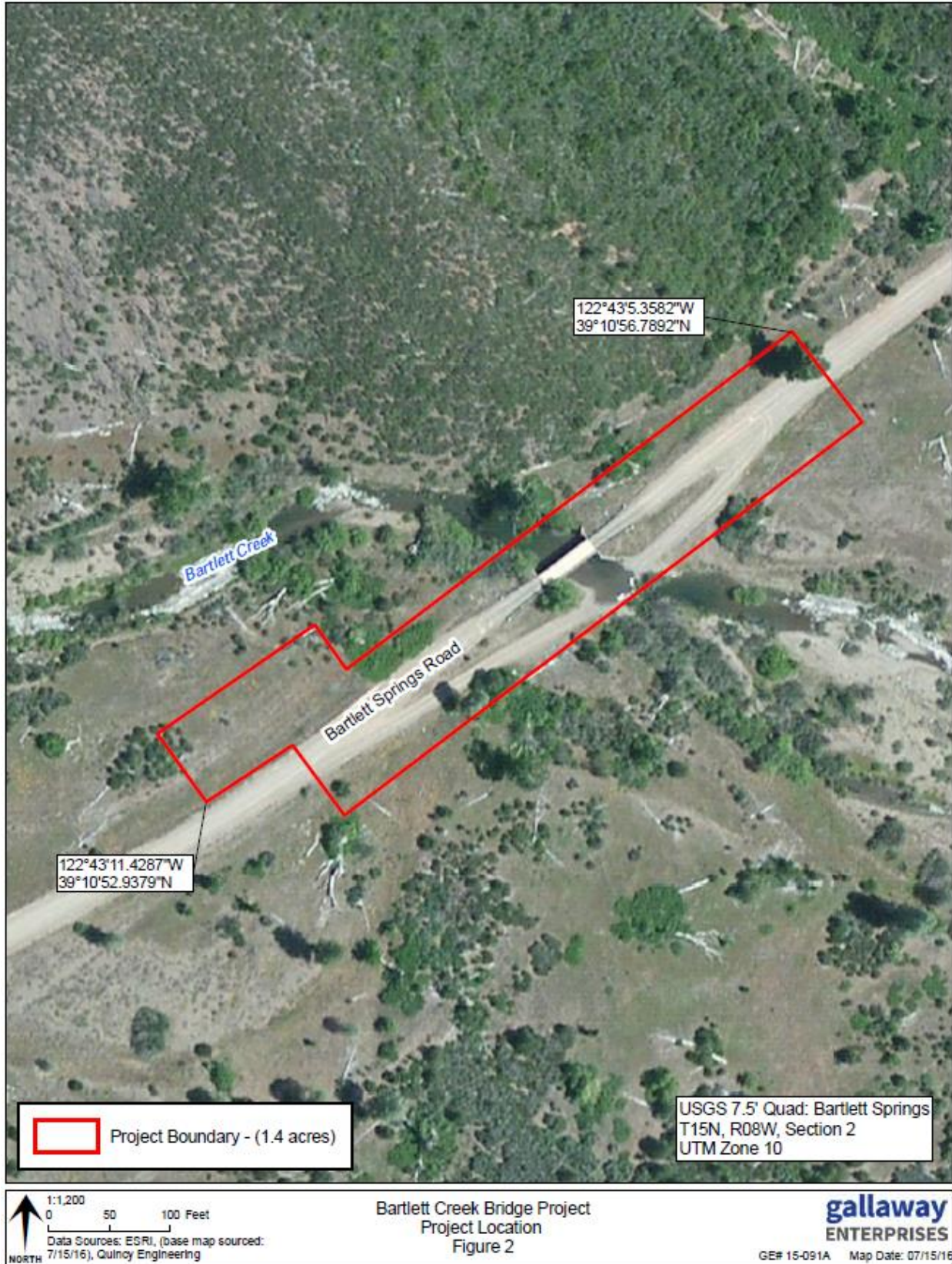
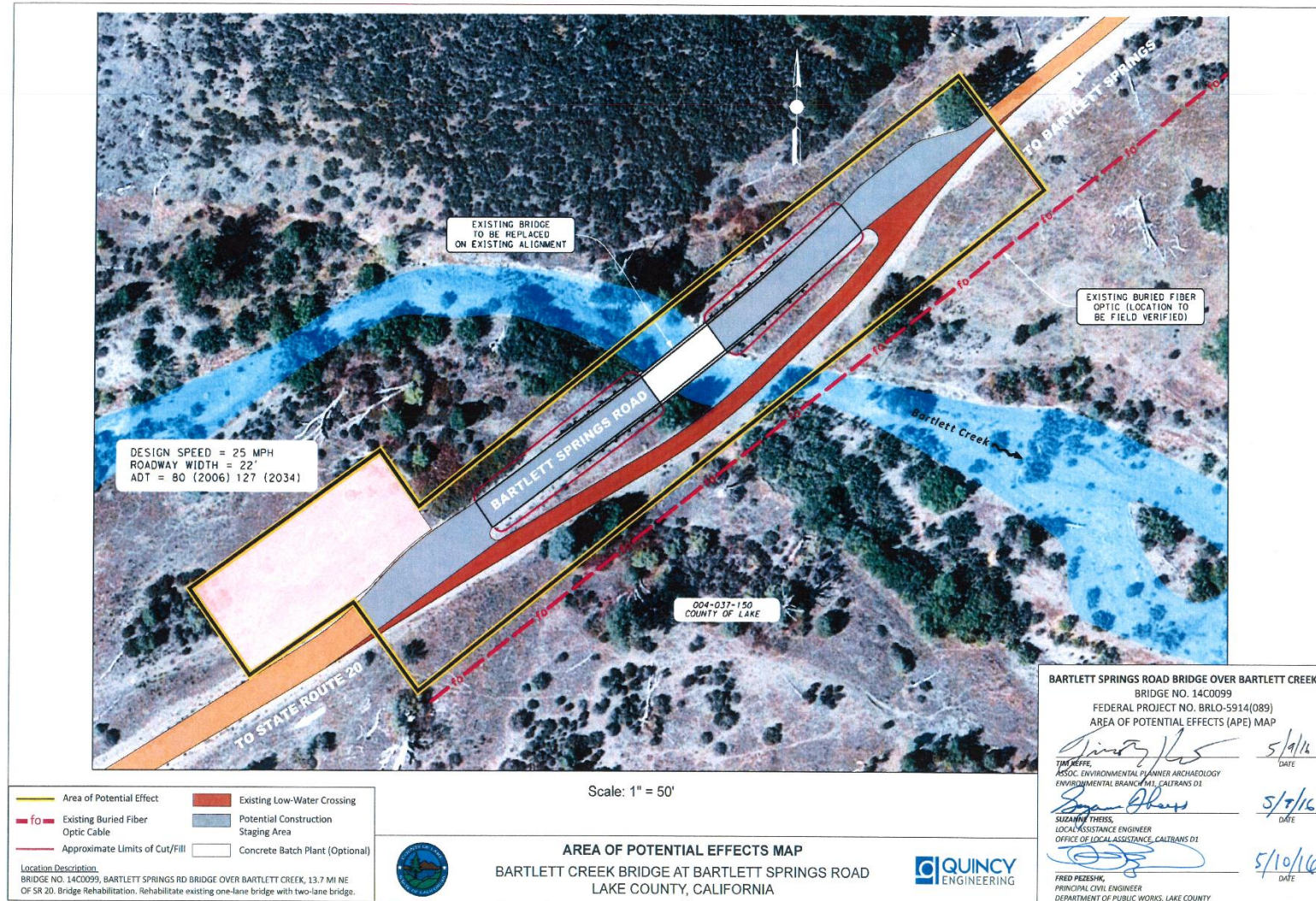


Figure 3: Area of Potential Effects Map



August 1, 2022, Site Visit



Photo 1: Standing in the southern portion of the project site looking northeast at the bridge.



Photo 2: Standing in the northern portion of the project site looking southwest at the bridge.



Photo 3: Standing on the Bartlett Springs Road Bridge looking upstream at Bartlett Creek



Photo 4: Standing on the Bartlett Springs Road Bridge looking downstream at Bartlett Creek

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

Bartlett Bridge is in a remote area of the county. Surrounding lands adjacent to the proposed project site are only developed with roads. There are a few residences several parcels away to the east.

North: “O”-“WW”, Open Space-Waterway

East: “O”, “RL”-“SC”, Open Space, Rural Lands-Scenic Combining

South: “RL”-“WW”-“SC”, “O”-“SC”, Rural Lands-Waterway-Scenic Combining, Open Space-Scenic Combining

West: “RL”-“WW”-“SC”, “O”, Rural Lands-Waterway-Scenic Combining, Open Space

Project Description

The proposed bridge replacement structure will have its supports built behind the existing bridge abutments and as such would be slightly longer (60+/- feet) than the existing bridge length of 53 feet. This approach would keep the new abutments outside the natural creek channel (minimize environmental impacts). Two (2) bridge design alternatives were considered:

- #1. 60+/- foot Single Span Steel Girder Bridge
- #2. 60+/- foot Single Span Precast Prestressed Girder/Voided Slab Bridge.

Construction of the new bridge abutments will require two excavation areas approximately 35 feet wide by 15 feet long by and up to 15 feet deep. Cast-in-Drilled-Hole (CIDH) piles will be used per geotechnical study recommendations. These deep foundations are anticipated to be fairly short in length due to the shallow bedrock. Noise and vibration from pile construction would likely not generate significant concerns as there are no nearby residents or other sensitive receptors within the project study area. Attachment B includes diagrams of the bridge.

Proposed Bridge Profile

The design of the proposed bridge will conform to the "AASHTO Policy on Geometric Design of Highways and Streets 2011, 6th Edition Green Book" and "AASHTO Very Low Volume Local Road Guidelines" along with County standards where appropriate. In addition, per County and Caltrans coordination the proposed bridge will be designed to pass the 100-year flood (base flood) and the overtopping flood (design flood) with no freeboard. This design criteria will require a design exception as it does not meet the Federal Highway Administration (FHWA), Caltrans and the County's freeboard requirements.

Roadway Approaches

Bartlett Springs Road is a rural, one lane, unpaved road that varies in width from 12' to 24' in width. With a low Average Daily Trips (ADT) of 127 (projected by 2034), the recommended minimum width of traveled way is 20 feet plus 2 foot shoulders on each side, for a total of 24 feet, for the proposed roadway approaches. The new roadway approaches will be unpaved and will conform to the existing roadway condition and width, with standardized transition railings and end treatments planned for all four quadrants of the bridge crossing.

In-Channel Work and Detour Route

Some temporary in-channel work may be required to remove the existing bridge structure. Constructing the existing bridge on the same alignment will require on site detour around the construction zone to maintain through traffic on Bartlett Springs Road. Fortunately, an existing well established low water crossing is directly adjacent to the existing bridge and appears to be a regularly used route by vehicular traffic. This existing and well defined low water crossing is considered the most viable option for redirecting traffic and construction equipment as it will not require additional vegetation removal and minimal earthwork grading within the waterway. To minimize these potential water quality impacts, it is anticipated that construction will be completed

in one construction season, at a time when the creek is dry. However, depending on the creek flows at the time of construction, a temporary stream diversion may be required, which may include screened pumps, a temporary pipe network, and clean gravel fill to route flow through and around the immediate work area, maintain dewatered conditions, and return flow to the downstream channel network without causing harm to biological resources or affecting water quality. Attachment C includes the Natural Environmental Study that was completed by Caltrans for the project on April 2018.

Staging Areas, Rights of Way, and Utilities

Staging areas will be established on private property along the north side of Bartlett Springs Road. There will not be any need for permanent right-of-way acquisition. This minor temporary construction easement area are all that will be required, and the project will be built within the footprint of the existing bridge. There is an existing buried fiber optic line running parallel to the existing road alignment on the southern side of Bartlett Springs Road. The fiber optic line appears to be outside of the project limits. As a result, work on this bridge will not impact this utility. No other utilities are located near the proposed project limits.

Construction Equipment and Schedule

Typical construction equipment will include the following: backhoes, dozers, excavators, dump trucks, and concrete breakers for the removal of the existing bridge, excavation of the abutments and construction of the new bridge structure. Bridge foundations will require equipment to drill the cast-in-place drilled piles including cranes to lower the steel reinforcing steel in the drilled hole, with concrete trucks to fill the drilled holes with concrete. Erection of steel and precast bridge components will involve hauling trucks, small cranes, and temporary scaffolding. Components of the bridge that are cast-in-place, will require additional formwork and falsework. Roadway work will require use of graders and dump trucks and earth moving equipment such as bulldozers or graders. It is anticipated that construction will begin in summer of 2023.

Construction activities will occur in the approximate sequence

- Relocate Utilities- if necessary, currently not anticipated.
- Construct temporary detour and stream diversion downstream of bridge (if required based on stream flow).
- Remove the existing bridge and bridge foundations. • Construct new bridge foundations and abutments. Abutments will rest on cast-in-drilled-hole pile foundations.
- Construct bridge superstructure, by erecting steel girders and precast deck components hauled in from off-site.
- New rock slope protection (RSP) will be installed along the re-constructed embankments in the areas disturbed by foundation excavation. A large excavator with bucket/thumb attachment would place/fit RSP on the slopes.
- Install bridge safety railing system.
- Construct roadway approaches including final grading and approach guard railing
- Complete remove temporary creek crossing detour, if installed.
- Final site clean-up of all staging and construction work area.

The following permits will be required pursuant to the Lake County Municipal Code:

- Community Development Department – Complex Grading Permit
- Community Development Department – Building Permit

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

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

- Regional Water Quality Control Board - 401 Permit
- U.S. Army Corps of Engineers - 404 Permit
- CA Department of Fish and Wildlife - 1602 Permit Stream Alteration Agreement

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

23. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission’s Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Pursuant to Public Resources Code Section 21080.3.1, the Lake County Community Development Department sent a formal notification on July 7, 2022, to the Robinson Rancheria Pomo Indians of California who are traditionally and culturally affiliated with the project area. Consultation with the Tribal government occurred on September 19, 2022, and there was no noted concerns from the tribes. The California Historical Resources Information System of Sonoma State noted that the proposed project area has the possibility of containing unrecorded archaeological sites and recommend a study by a qualified professional archaeologist prior to commencement of project activities. An Archaeological Survey Report was completed in 2018 which concluded that no archeological resources were identified in the Area of Potential Effects (APE) during investigation, pedestrian survey, or consultation efforts. It was also concluded that based on the results of a previous archaeological survey and other information, the probability of encountering intact, buried, prehistoric deposits at this locale appears to be unlikely. Please refer to Section XVIII for more information on the Archaeological Survey Report that was completed in 2018

If, as a result of the cultural resource study, monitoring is a mitigation measure proposed by the archaeologist, the County will require one. The County may also recommend monitoring if a member of the public presents substantial evidence that items of cultural or historical significance are located on-site and are impacted by the project. The County will take the above steps whether or not there is an AB52 consultation.

24. Initial Study Attachments

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture/Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input 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 checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the lead Agency)

On the basis of this initial evaluation:

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

Initial Study prepared by:
Laura Hall, Senior Planner



SIGNATURE

Date: 11/9/22

Mireya G. Turner, Director
Community Development Department

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

IMPACT CATEGORIES*	1	2	3	4	All determinations need explanation. Reference to documentation, sources, notes and correspondence.	Source Number
I. AESTHETICS <i>Except as provided in Public Resources Code Section 21099, would the project:</i>						
a) Have a substantial adverse effect on a scenic vista?			X		<p>The proposed project site is within the “SC” Scenic Combining District. Article 34 of the Lake County Zoning Ordinance includes regulations for properties within this District. The purpose of the “SC” Combining District is “To protect and enhance views of scenic areas from the County’s scenic highways and roadways for the benefit of local residential and resort development, the motoring public, and the recreation-based economy of the County”.</p> <p>There may be a temporary visual impact to the site during construction related to the presence of equipment, materials and earthmoving activities. However, construction will be temporary, so is considered a short-term impact. In addition, Bartlett Bridge was built in 1960, and is showing signs of its age. The long-term benefits of a new bridge would actually improve the scenic vista of this area.</p> <p>Lastly, the Preliminary Environmental Study (PES) concluded that there are no designated scenic areas or resources within the proposed project area. No changes in the levels of light, glare, or shadows associated with the current road conditions are expected to occur as a result of implementing the proposed project. Using the Caltrans Visual Impact Assessment evaluation criteria (http://www.dot.ca.gov/hq/LandArch/via_outlines/index.htm), the visual analysis resulted in a total score of 8 (considered as a “no noticeable” level of change) (California Department of Transportation, 2013).</p> <p>Less than Significant Impact</p>	8., 17.
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X		<p>Bartlett Creek Road is not on the Caltrans List of Officially Designated County Scenic Highways, or on the List of Eligible and Officially Designated State Scenic Highways List (California Department of Transportation, 2015).</p> <p>Less than Significant Impact</p>	9.
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public			X		<p>Please see response to Section I. a).</p> <p>Less than Significant Impact</p>	17.

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?						
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X		Work will be conducted during daylight hours. The project is not anticipated to create additional light or glare on the road or in the vicinity of the bridge. Also see Section I (a) response. Less than Significant Impact	17.
II. AGRICULTURE AND FORESTRY RESOURCES						
<i>Would the project:</i>						
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X	The project site where the Bartlett Bridge is located, is classified as “Other Land” in the California Department of Conservation’s California Important Farmland Finder. Other Land is defined as: <ul style="list-style-type: none"> Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land. <p>Lands surrounding the site are also classified as “Other Land”, as well as “Grazing Land” (California Department of Conservation, 2018).</p> No Impact.	6.
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	Please see response to Section II (a). The project only includes replacement of an existing bridge. There is no request for a change of use to the land. In addition, there are no Williamson Act contracts on any of the adjacent surrounding properties, and Lake County is no longer accepting Williamson Act contracts. No Impact	6.
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined				X	See responses to Section II (a) and (b). No Impact	6.

<p>in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>					
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>			X	<p>Forest land as defined under PRC 12220(g) is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.</p> <p>Although three riparian trees will be removed and replanted at a 3:1 ratio, riparian habitat on the 430.34-acre parcel would be less than 10% (California Department of Transportation, 2019d).</p> <p>Less Than Significant Impact</p>	15.
<p>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>			X	<p>N/A</p> <p>No Impact</p>	
<p>III. AIR QUALITY</p> <p><i>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.</i></p> <p><i>Would the project:</i></p>					
<p>a) Conflict with or obstruct implementation of the applicable air quality plan?</p>			X	<p>Lake County Air Quality Management District (LCAQMD) is a full attainment district for criteria air pollutants and therefore has not adopted an air quality plan. Implementation of the proposed project would only include short-term impacts from construction activities.</p> <p>Less Than Significant Impact</p>	29.
<p>b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under and applicable federal or</p>		X		<p>The California Air Resources Board defines criteria air pollutants as air pollutants for which acceptable levels of exposure can be determined and were an ambient air quality standard has been set. Examples include: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and PM10 and PM2.5 (California Air Resources Board, 2022). The LCAQMD fugitive dust emissions related to construction activities has the potential to result in conflict with local air quality plans. Additionally, the potential</p>	1., 29.

<p>state ambient air quality standard?</p>				<p>exists that asbestos may exist in the old bridge that is to be demolished. The following mitigation measures would reduce impacts to less than significant:</p> <p>AQ-1: Prior to construction, the applicant shall contact the Lake County Air Quality Management District and obtain an Authority to Construct. Permit for all operations and for any diesel-powered equipment and/or other equipment with potential for air emissions.</p> <p>AQ-2: All mobile diesel equipment used must be in compliance with State registration requirements. Portable and stationary diesel-powered equipment must meet the requirements of the State Air Toxic Control Measures for CI engines.</p> <p>AQ-3: The applicant shall maintain records of all hazardous or toxic materials used, including a Material Safety Data Sheet (MSDS) for all volatile organic compounds utilized, including cleaning materials. Said information shall be made available upon request and/or the ability to provide the Lake County Air Quality Management District such information in order to complete an updated Air Toxic Emission Inventory.</p> <p>AQ-4: All vegetation during site development shall be chipped and spread for ground cover and/or erosion control. The burning of vegetation, construction debris, including waste material is prohibited.</p> <p>AQ-5: An asbestos survey shall be performed by a California certified asbestos consultant. The permit holder must file notification with the Lake County Air Quality Management District at least 14 days prior to beginning major work on the bridge structure.</p> <p>Less Than Significant with Mitigation Incorporated</p>	
<p>c) Expose sensitive receptors to substantial pollutant concentrations?</p>		<p>X</p>		<p>According to the California Air Resources Board “Sensitive receptors are children, elderly, asthmatics and others whose are at a heightened risk of negative health outcomes due to exposure to air pollution. The locations where these sensitive receptors congregate are considered sensitive receptor locations. Sensitive Receptor locations may include hospitals, schools, and day care centers, and such other locations as the air district board or California Air Resources Board may determine (California Health and Safety Code § 42705.5(a)(5))”. Although the site is in a remote area of Lake County, with implementation of AQ-1 through AQ-6, impacts to any sensitive groups passing through the area would be reduced.</p> <p>Less Than Significant with Mitigation Incorporated</p>	<p>19., 26.</p>

<p>d) Result in other emissions (such as those leading to odors or dust) adversely affecting a substantial number of people?</p>			<p>X</p>	<p>See Section III b) for mitigation measures for odors and dust. Less than Significant Impact</p>	<p>1., 29.</p>
<p>IV. BIOLOGICAL RESOURCES <i>Would the project:</i></p>					
<p>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 Game or U.S. Fish and Wildlife Service?</p>		<p>X</p>		<p>A Natural Environment Study was prepared in April of 2018 by Gallaway Enterprises, which included the results from surveying special status animal and plant species, as well as a Delineation of Waters of the United States at the project site on May 26, 2016 (California Department of Transportation, 2018).</p> <p>Based on the results of the protocol-level botanical survey conducted within the Biological Survey Area (BSA), no special-status plant species were observed within the BSA. Further, based on the results of the habitat assessment conducted, none of the special-status plant species with blooming periods outside of the field survey date were determined to have potential occur due to the lack of suitable habitat.</p> <p>Special-status animal species that have the potential to occur within the BSA include a variety of bird species protected by the Migratory Bird Treaty Act (MBTA) and the foothill yellow-legged frog (FYLF, <i>Rana boylei</i>), a state species of special concern (SSC) and a candidate species for listing as threatened under the California Endangered Species Act (CESA). Elderberry shrubs (<i>Sambucus sp.</i>), host to the federally threatened valley elderberry longhorn beetle (VELB, <i>Desmocerus californicus dimorphus</i>), occur within the BSA; however, the Project site is outside the current and historic range for VELB, thus the Project will have no impact on this species.</p> <p>To avoid impacts to the Foothill Yellow-Legged Frog (FYLF) and to FYLF habitat the following avoidance and minimization measures shall be incorporated into the project as mitigation measures:</p> <p>BOS-1: Construction within Bartlett Creek shall commence when there is no flow or ponded water and shall conclude before the creek begins to flow.</p> <p>BOS-2: Prior to start of construction, fencing shall be installed around the project perimeter.</p> <p>BOS-3: A qualified biologist shall conduct a preconstruction survey within 12 hours prior start of construction to determine absence/presence of FYLF.</p>	<p>10., 12.</p>

				<p>BOS-4: Products with plastic monofilament or cross joints in the netting are prohibited.</p> <p>BOS-5: Bartlett Creek stream channel shall not be altered during construction.</p> <p>BOS-6: If in-water work is proposed, then an ITP (Incidental Take Permit) for FYLF shall be obtained.</p> <p>Avoid impacts to avian species of special concern (Yellow Breasted Chat) or avian species protected under MBTA (Migratory Bird Treaty Act) and California Fish and Game Code (CFG):</p> <p>BOS-7: Any vegetation removal and/or ground disturbance activities shall take place during the avian non- breeding season (September 1 - February 28).</p> <p>BOS-8: If construction is to begin within the avian breeding season (March 1 -August 31) then a migratory bird and raptor survey shall be conducted by a qualified biologist as stated in pg. 31.</p> <p>BOS-9: Immediately following construction, all disturbed areas that will not receive permanent fill shall receive a native grass seed mixture or in-kind vegetation.</p> <p>BOS-10: All staging and construction activity shall be limited to designated areas.</p> <p>BOS-11: The removal of the current Bartlett Springs Road Bridge should be conducted during the avian non-breeding season (September 1 – February 28).</p> <p>BOS-12: If existing Bartlett Springs Road Bridge can't be removed prior to the avian breeding season (March 1 - August 31) then exclusion and monitoring shall be implemented as stated in pg. 32.</p> <p>Less than Significant with Mitigation Incorporated</p>	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		<p>It is anticipated that a small portion of riparian habitat will be removed in order to construct the new bridge. According to the Lake County Public Works Department, a site visit was conducted in 2022, and there were no trees with a greater than 4” trunk diameter at the bridge site. If any dead or alive trees need to be removed, the County shall pay for removal and a plan sheet will be prepared showing which tree will be removed.</p> <p>Less than Significant with Mitigation Incorporated</p>	10., 12.
c) Have a substantial adverse effect on state or federally protected			X	<p>Gallaway Enterprises conducted a delineation of waters of the U.S. within the BSA. The entire Project site was surveyed by Gallaway Enterprises staff on May 26, 2016</p>	10., 12.

wetlands (including, not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				to identify potentially jurisdictional features. The survey involved an examination of botanical resources, soils, hydrological features, and determination of wetland characteristics based on the United States Army Corps of Engineers Wetlands Delineation Manual (1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (2008). There were no wetland features identified within the project boundary. Less than Significant Impact	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		Section IV (a) BIO-1 through BIO-12 would reduce impacts to migratory wildlife. Less Than Significant with Mitigation Incorporated	10., 12.
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	Oak Woodland Management Policy, #95-211 requires monitoring of increases and decreases in canopy cover of oak trees in Lake County. However, this project will not result in the removal of oak trees. No Impact	15.
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?			X	Lake County does not have a Habitat Conservation Plan or Natural Community Conservation Plan. No Impact.	32.
V. CULTURAL RESOURCES					
<i>Would the project:</i>					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?		X		An Archeological Survey Report For Bartlett Springs Road Over Bartlett Creek Bridge Replacement Project BRLO 5914 (111) (hereafter Archeological Survey Report) was completed by Sean Michael Jensen, M.A., administrator for Genesis Society. The pedestrian survey conducted by Mr. Jensen included the APE which consists of a linear corridor extending approximately 500 feet in length and ranging from between 100 feet and 150 feet in width, and generally centered on Bartlett Creek. Prior to conducting the pedestrian field survey, the official Lake County archaeological records maintained by the Northwest Information Center were examined for any	11., 37., 42.

				<p>existing recorded prehistoric or historic sites (NWIC File No.: 16-0475, dated October 25, 2016).</p> <p>In addition to examining the official records of Lake County as maintained by the Northwest Information Center, the following were also reviewed by the Information Center, or separately:</p> <ul style="list-style-type: none"> • The National Register of Historic Places (1988, Supplements through 7-00). • The California Register of Historical Resources (2012). • Directory of Properties in the Historic Property Data File for Butte County (2015). • Office of Historic Preservation Determination of Eligibility (2015). • The California Inventory of Historic Resources (2014). • California Points of Historical Interest (1992). • California Historical Landmarks (2012). • Historic Spots in California (1990). • Gold Districts of California (1970). • Handbook of North American Indians, Vol. 8, California (1978). • The Caltrans State and Local Bridge Survey (2016). • 1871 and 1891 GLO Plats, T15N, R8W. • 1944 US Army Corps Bartlett Springs Quadrangle. • 1952 Metsker’s Map of Lake County, California. <p>The records search area was established at 1/2-mile radius of the APE. According to the records search indicated that no prehistoric or historic-era sites have been recorded or otherwise identified within the APE boundary. Additionally, no prehistoric sites, traditional use areas or other cultural issues of concern have been identified by the Native American groups and individuals contacted. The Native American Heritage Commission (NAHC) has no record of Sacred Land listings within, adjacent or close to the project area. The data file and determinations of effect for the Office of Historic Preservation also failed to document resources in the APE. Lastly, the California Inventory failed to identify potential historic resources within the APE.</p> <p>No archaeological resources were identified within or immediately adjacent to the APE during the background investigation, the present pedestrian survey, or the consultation efforts.</p> <p>It seems unlikely that buried cultural materials related to prehistoric occupation are present within the APE. Although the presence of buried cultural material is always a possibility, in the present case the foregoing conclusion is based on the results of previous archaeological survey on lands in the vicinity and</p>	
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				<p>containing similar geomorphological characteristics. Known and recorded sites in the vicinity are situated on well-developed benches elevated above the Bartlett Creek stream course, a setting quite distinct from the gravel-laden basin which forms the present APE. Further, the APE has been subjected to disturbance associated with road and bridge construction. These disturbances have resulted in exposure of the creek bank profiles which were carefully examined during the pedestrian survey, and which did not contain any cultural material. Both the initial road construction and ongoing maintenance have not identified archaeological resources within or near the APE. Geotechnical was undertaken for foundation design engineering on October 18-19, 2017. No cultural resources were identified in any of the geotechnical borings. Consequently, the probability of encountering intact, buried, prehistoric deposits at this locale appears to be unlikely.</p> <p>If cultural resources are found during bridge construction, there are clear federal, state, or local regulations which must be followed. All human remains discovered are to be treated with respect and dignity. Federal law and regulations ([Archaeological Resources Protection Act (ARPA)16 USC 470 & 43 CFR 7], [Native American Graves Protection & Repatriation Act (NAGPRA) 25 USC 3001 & 43 CFR 10] and, [Public Lands, Interior 43 CFR 8365.1-7]), as well as, California state law (California Health & Safety Code 7050.5), and Chapter 30, Section 30.8 of the Lake County Municipal Code require that all parties that discover human remains in California must follow a well-defined process, regardless if the remains are modern or archaeological. In order to ensure that construction workers are able to recognize potential artifacts during earth moving activities, the following mitigation measure shall be implemented.</p> <p>CUL-1: If any artifacts or remains are found, the local overseeing Tribe shall immediately be notified; a licensed archaeologist shall be notified, and the Lake County Community Development Director shall be notified of such finds.</p> <p>Less than Significant with Mitigation Incorporated</p>	
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?		X		<p>See Section V. a).</p> <p>Less than Significant with Mitigation Incorporated</p>	11., 37., 42.
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		<p>See Section V. a).and mitigation measure CUL-1.</p> <p>Less than Significant with Mitigation Incorporated</p>	11., 37., 42.

VI. ENERGY					
<i>Would the project:</i>					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	<p>Construction activities would result in short-term consumption of fossil fuels in construction vehicles, worker commuter vehicles, and construction equipment. California regulation (13 CCR 2449[d][3], 2485) will limit idling of diesel-powered equipment. Due to the remoteness of the site, contractors would need to conserve on fuel. The project would apply Caltrans’s Construction Manual to prevent waste.</p> <p>Less than Significant Impact.</p>	12., 36.
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	<p>Please see Section VI. a).</p> <p>Less than Significant Impact.</p>	12., 36
VII. GEOLOGY AND SOILS					
<i>Would the project:</i>					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> 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. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides? 		X		<p>A Final Foundation Report was prepared by Crawford & Associates Inc. for the proposed project on April 5, 2022. “According to the California Geological Survey (CGS), the closest active fault is the Bartlett Springs fault system at about 6.4 miles northwest of the site. An inactive trace of the Bartlett Springs fault system is located about 400 ft. east-northeast of the project site. No active fault traces are shown on the cited published mapping to cross the site and the site is not within or adjacent to an Alquist–Priolo Earthquake Fault Zone for fault rupture hazard. The CGS considers a fault to be active if the fault has had surface displacement within Holocene time (about the last 11,000 years). Refer to Figure 5 at the end of this document for a Fault Map showing location and age of surrounding faults.</p> <p>No significant geologic hazards such as “large-scale” landslides, faulting, volcanoes, settlement, very soft soils, severe erosion, subsidence, etc. were identified in either published geologic mapping or site reconnaissance performed for the study. Results of the subsurface exploration, conclusions, and recommendations for the design of new bridge foundation are included in the Report. The following mitigation measure shall be incorporated into the project.</p> <p>GEO-1: The recommendations included in the Final Foundation Report completed by Crawford & Associates, Inc. on April 5, 2022, shall be incorporated into replacement of the Bartlett Creek Bridge (Bridge No. 14C-0099).</p> <p>Less than Significant with Mitigation Incorporated</p>	4., 5., 21.

<p>b) Result in substantial soil erosion or the loss of topsoil?</p>			<p>X</p>	<p>The proposed project will be excavating approximately 69 cubic yards of soil. However, about 90% of the excavated soil has been previously disturbed, and is what is referred to as select fill, or imported borrow. This bridge approach consist of soil was built up when the original bridge was constructed in 1960. A small percentage (~10%) of excavation will be done in undisturbed soil when six 30”diameter drilled shaft piles are cast in place to support the abutment walls for this bridge.</p> <p>Per Lake County Municipal Code Chapter 30, Section 30-22, the proposed project will require a Complex Grading Permit. Conditions tied to the grading permit will include Best Management Practices (BMPs) for erosion and sediment control.</p> <p>Also, according to Final Foundation Report, Rock Slope Protection will be placed and maintained at the abutments for erosion and scour protection during routine flow events. GEO-1 would reduce impacts related to soil erosion (Crawford & Associates, Inc., 2022).</p> <p>Less than Significant with Mitigation Incorporated</p>	<p>21.</p>
<p>c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</p>			<p>X</p>	<p>The Final Foundation Report says the potential for seismic instability of the existing creek banks is considered to be low and likely limited to potential for only minor (surficial) bank distortion. The potential for seismically induced slides on engineered fill slopes, constructed at 1.5H:1V (Horizontal:Vertical) with RSP per Caltrans Standard Section 72-2 and typical gradients of 2H:1V with no RSP or flatter, is considered low. Therefore, seismic instability of the existing banks and planned engineered fill slopes is considered insignificant and not a design consideration.</p> <p>Further, lateral spread, characterized by incremental flow-failure within liquefiable soil on sloping ground or a free face, is capable of producing horizontal ground displacement during a seismic event. Youd et al. (2002)¹² indicate that potentially liquefiable soil layers with SPT N160 values greater than 15 are too dense and dilative for lateral spread to occur. Based on the boring data, all soil layers have N160 > 15. Therefore, the potential for lateral spreading to occur at this site does not exist and is not a geotechnical consideration for foundation design (Crawford & Associates, Inc., 2022).</p> <p>Less Than Significant Impact</p>	<p>21., 39.</p>
<p>d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating</p>		<p>X</p>		<p>Soil at the site is predominately Xerofluvents-Riverwash complex (Natural Resources Conservation Service, 2019). According to the Soil Survey of Lake County, California, the soil is not expansive. Additionally, the Final Foundation Report recommends “Any imported fill should</p>	<p>21., 33., 39.</p>

substantial direct or indirect risks to life or property?				<p>be approved by the soils engineer, should have 100% passing 3-inch sieve, and be of low expansion potential (EI < 50) and Sand Equivalent (SE) > 20. In general, all fill material should be free of debris and organic material”. Also, “Expansive soil (EI ≥ 50 and SE ≤ 20) should not be used as fill” (Crawford & Associates, Inc., 2022). GEO-1 would implement this requirement.</p> <p>Less than Significant with Mitigation Incorporated</p>	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?			X	<p>See VII d).</p> <p>Less Than Significant Impact</p>	21., 39.
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	<p>As stated in the Cultural Resources section of this environmental evaluation, the study determined that there was no archaeological site within the project area.</p> <p>Less Than Significant Impact</p>	42.
VIII. GREENHOUSE GAS EMISSIONS					
<i>Would the project:</i>					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	<p>The LCAQMD does not currently have any adopted greenhouse gas emissions thresholds for projects undergoing a CEQA analysis, but recommends the Bay Area Air Quality Management District (BAAQMDs) thresholds of significance contained within the district’s CEQA Air Quality Guidelines. However, the BAAQMD doesn’t currently have thresholds for greenhouse gas emissions for construction projects. According to the BAAQMD, Greenhouse gas emissions from construction represent a very small portion of a project’s lifetime greenhouse gas emissions (Bay Area Air Quality Management District, 2022).</p> <p>Less than Significant Impact</p>	1.
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	<p>This project will not conflict with any adopted plans or policies for the reduction of greenhouse gas emissions.</p> <p>Less than Significant Impact</p>	1.
IX. HAZARDS AND HAZARDOUS MATERIALS					
<i>Would the project:</i>					
a) Create a significant hazard to the public or the environment through the routine			X	<p>This project includes the replacement of the bridge.</p> <p>Painted surfaces of the bridge substructure were analyzed and determined to exceed thresholds for consideration as</p>	14., 25.

<p>transport, use, or disposal of hazardous materials?</p>				<p>hazardous waste. Analytical data indicate the lead concentration in this paint is above the 1,000 mg/kg threshold for hazardous waste. Painted steel components during removal for disposal must be handled and disposed of in accordance with the Caltrans 2018 Standard Specifications (SS) 14-11 .13 and Standard Special Provision 14-11.13. A lead compliance plan will be required for this work (SS 71 .02K(6)G)(ii)) (California Department of Transportation, 2019c).</p> <p>Less than Significant Impact</p>	
<p>b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</p>			<p>X</p>	<p>An Initial Site Assessment was completed by Crawford & Associates, Inc., and finalized on February 5, 2018. The purpose of this assessment was to identify hazardous materials, hazardous waste, or soil or groundwater contamination issues that may affect the planned project improvements. The proposed project will impact an existing roadway, bridge structure, watercourse, and adjacent property within the Lake County right-of-way. The following general hazardous materials or environmental concerns have been evaluated in the assessment. A detailed discussion is provided in Section 7.2. of the Initial Site Assessment:</p> <ul style="list-style-type: none"> • Asbestos Containing Construction Material • Lead-based Paint • Chemically Treated Wood • Naturally Occurring Asbestos • Transformers • Agricultural Chemicals (Pesticides/Herbicides) • Aerially Deposited Lead • Petroleum Hydrocarbons <p>Chemical analysis of a paint sample from the bridge indicated a total lead concentration above the hazardous waste threshold; waste from the painted bridge components will need to be handled and disposed of as hazardous waste. The total lead concentrations in soil samples collected at the bridge drip line were below the hazardous waste threshold; these soils will not require special handling.</p> <p>Less than Significant Impact</p>	<p>20., 25.</p>
<p>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>			<p>X</p>	<p>There are no schools within many miles of the project site due to the site’s remoteness.</p> <p>No Impact</p>	<p>26.</p>

<p>d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</p>			X	<p>An EnviroStor search was completed for the project site, and sites within a 0.5 mile radius that resulted in no results (Department of Toxic Substances Control, 2022).</p> <p>No Impact</p>	22.
<p>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?</p>			X	<p>According to the Lake County Airport Land Use Compatibility Plan, there are three airports that include the Lampson Field, Pearce Field, and the proposed Quackenbush Mountain Airport. None of these airports are within 2 miles of the project site (Hodges & Shutt, 1992). Additional public and private airports include: Redbud Community Hospital Heliport - CL53, Ferndale Resort Seaplane Base - CN20, Konocti - Clear Lake Seaplane Base - 5CA9, Sutter Lakeside Hospital Heliport - CL69, and the Gravelly Valley Airport - 1Q5 which is the closest airport located in Upper Lake, but still is several miles away.</p> <p>Less than Significant Impact</p>	27.
<p>f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>			X	<p>The project site is located in a remote rural area of northeast Lake County, California, approximately 13.7 miles northeast of State Route 20 (SR20). Bartlett Springs Road is an Off-System Local Road that connects SR20 with the rural area north of the Indian Valley Reservoir. Constructing the existing bridge on the same alignment will require a minimal detour around the construction zone to maintain through traffic on Bartlett Springs Road. Fortunately, an existing well established low water crossing is directly adjacent to the existing bridge and appears to be a regularly used route by vehicular traffic. The Average Daily Traffic in 2006 was approximately 60, with a projected ADT of 127 vehicles per day by 2034 (California Department of Transportation, 2019c).</p> <p>Less Than Significant Impact.</p>	14.
<p>g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?</p>			X	<p>The site is mapped as being in a Very High Fire Severity Zone (CAL FIRE, 2022). Due to the remoteness of the site, if a wildfire was to occur it could take first responders a significant amount of time to arrive. Therefore, the proposed project should have measures in place to prevent accidental construction fires, or non-construction related wildfires. The project will be required to comply with Lake County's Emergency Operations Plan (2020 Updated EOP), State requirements for construction workers including Caltrans's Construction Manual, as well as with Cal/OSHA Pocket Guide for the Construction Industry 2022 (County of Lake, 2020; California Department of Transportation, 2021; Cal/OSHA, 2022).</p>	2., 3., 7., 36.

					Less than Significant Impact.	
X. HYDROLOGY AND WATER QUALITY						
<i>Would the project:</i>						
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		X			<p>According to the Water Quality Technical Memorandum completed by Caltrans, some temporary in-channel work may be required to remove the existing bridge infrastructure and to apply RSP at the abutments to address scour concerns. Constructing the existing bridge on the same alignment will require a minimal detour around the construction zone to maintain through traffic on Bartlett Springs Road. Fortunately, an existing well established low water crossing is directly adjacent to the existing bridge and appears to be a regularly used route by vehicular traffic. This existing and well defined low water crossing is considered the most viable option for redirecting traffic and construction equipment as it will not require additional vegetation removal and minimal earthwork grading within the waterway. To minimize these potential water quality impacts, it is anticipated that construction will be completed in one season, at a time when the creek is dry. However, depending on the creek flows at the time of construction, a temporary stream diversion may be required, which may include screened pumps, a temporary pipe network, and clean gravel fill to route flow through and around the immediate work area, maintain dewatered conditions, and return flow to the downstream channel network without causing harm to biological resources or affecting water quality.</p> <p>The report concludes there will be no long-term impacts from the project, although short-term impacts to surface water quality could occur during project construction. For the Project, the following measures are recommended. All BMPs and other avoidance/minimization measures will be prepared in consultation with the project engineer, contractor, Lake County, the Central Valley RWQCB, CDFW, and other appropriate agencies.</p> <p>The County shall obtain all necessary permits to conduct work that results in placement of fill within waters of the U.S. and state. The County will implement all permit terms required by regulatory agencies. Permits will include a CWA Section 404 permit from the USACE, a CWA Section 401 permit from the Central Valley RWQCB, and a CFGC Section 1602 streambed alteration agreement from the CDFW.</p> <p>In addition to the requirements listed above, the following mitigation measures shall be incorporated into the project:</p> <p>WQ-1: This project shall comply with the National Pollutant Discharge Elimination System (NPDES) Storm Water Permit Waste Discharge Requirements for the</p>	14.

				<p>Central Valley Regional Water Quality Control Board adopted State Water Resources Control Board (SWRCB).</p> <p>WQ-2: This project may require Construction General Plan which includes preparing and implementing a SWPPP for the appropriate risk level or a Water Pollution Control Plan.</p> <p>WQ-3: This project shall preserve existing site conditions.</p> <p>WQ-4: If dewatering is required, construction site dewatering must comply with the General Waste Discharge Requirements/NPDES Permit for Limited Threat Discharges to Surface Waters.</p> <p>Less Than Significant with Mitigation Incorporated</p>	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?		X		<p>The Water Quality Technical Memorandum states that it is anticipated that construction will be completed in one season, at a time when the creek is dry. However, depending on the creek flows at the time of construction, a temporary stream diversion may be required. The Memorandum further says no new long term impacts that affect water quality are anticipated as a result of the project. The project does not change, alter, or modify stormwater drainage patterns, affect surface flows, or affect groundwater. No new drainages or modifications to uplands will result in additional stormwater flows into Bartlett Creek.</p> <p>WQ-4 would reduce impacts from dewatering if required.</p> <p>Less Than Significant with Mitigation Incorporated</p>	14.
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would: i) result in substantial erosion or siltation on-site or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; iii) create or contribute runoff water which would exceed the		X		<p>See Section X a) and b).</p> <p>Less Than Significant with Mitigation Incorporated</p>	14.

capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows?						
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X		<p>A Location Hydraulic Study and Summary Floodplain Report was completed by WRECO for the proposed project in July 2019. The proposed project would not change the overall land use within the project watershed and would not significantly increase impervious areas. Based on the results of the hydraulic analysis, the proposed bridge would not significantly modify the water surface profile within the studied reach for the 100-year flood event. Therefore, potential impacts of the project to the floodplain are minimal, and no mitigation measures are proposed. The project site is not located in a tsunami or seiche zone. Further, all chemicals including pesticides, fertilizers and other potentially toxic chemicals shall be stored in a manner that the chemicals will not be adversely affected in the event of a flood (WRECO, 2019).</p> <p>Less than Significant Impact</p>	38., 40.
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X		<p>The Lake County Watershed Protection District is an authorized groundwater management agency as defined by the California Water Code (CWC) §10753 (a) and (b). The Groundwater Management Plan (GMP) supports the long-term maintenance of high quality groundwater resources within the 13 groundwater basins of the county. Groundwater Management Plan Objectives include the following:</p> <ul style="list-style-type: none"> • Improve the understanding of groundwater hydrology and quality in Lake County; • Maintain a sustainable, high quality water supply for agricultural, environmental, and • urban uses; • Minimize the long-term drawdown of groundwater levels; • Protect groundwater quality; • Minimize changes to surface water flows and quality that directly affect groundwater • levels or quality; • Minimize the effect of groundwater pumping on surface water flows and quality; • Facilitate groundwater replenishment and cooperative management projects; and • Prevent inelastic land surface subsidence from occurring as a result of groundwater pumping. 	16., 38.

				According to the Water Quality Technical Memorandum completed by Caltrans, the project would not affect groundwater. Less than Significant Impact	
XI. LAND USE AND PLANNING <i>Would the project:</i>					
a) Physically divide an established community?			X	A temporary detour (with a low water crossing) adjacent to the existing bridge will need to be utilized during project construction. The proposed project will involve the use of temporary detours or road closures. However, construction would be temporary (California Department of Transportation, 2019c). Less than Significant	14.
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	This project will have to be in compliance with the Lake County General Plan and Lake County Municipal Code, as well as State and federal regulations. Less than Significant Impact	32.
XII. MINERAL RESOURCES <i>Would the project:</i>					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	The project site is not identified by the Lake County Aggregate Resource Management Plan as a mineral resource site (Lake County Planning Department Resource Management Division, 1992). No Impact	30.
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?			X	Neither the County of Lake’s General Plan, nor the Lake County Aggregate Resource Management Plan designates the project site as being a locally important mineral resource recovery site (Lake County Planning Department, Resource Management Division, 1992). Less than Significant Impact	30.
XIII. NOISE <i>Would the project result in:</i>					
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			X	Noise impacts related to construction activities may occur, such as bridge demolition, minor excavation, and equipment use; however, construction activities are considered temporary and short-term. The project is located in a rural area of the County and no sensitive land uses (i.e., residential, school, hospital, etc.) are located within or immediately adjacent to the project site (California Department of Transportation, 2013). Less Than Significant Impact	8., 26.

applicable standards of other agencies?						
b) Generation of excessive groundborne vibration or groundborne noise levels?			X		Noise and vibration impacts from driven piles would likely not generate significant concerns as there are no nearby residents or other sensitive receptors within the project area (California Department of Transportation, 2013). Less Than Significant Impact	8.
XIV. POPULATION AND HOUSING <i>Would the project:</i>						
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X		This project includes replacing an existing bridge to improve public safety as determined by Caltrans. There is no other development planned. This is a remote area with very few single-family residences. Due to the remoteness of the site, the population in this area of Lake County is not expected to increase much. Less Than Significant Impact	12., 26.
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X		See XIV. Section a). Less Than Significant Impact	12., 26.
XV. PUBLIC SERVICES <i>Would the project:</i>						
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: - Fire Protection? - Police Protection?			X		This is a remote site, which is several miles away from all public services. In addition, although construction of the bridge will temporary route traffic through the low-water crossing, all vehicles would need to adhere to fire and police by pulling over and letting these first responders get through. Less than Significant Impact	18., 26.

- Schools? - Parks? - Other Public Facilities?						
XVI. RECREATION						
<i>Would the project:</i>						
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X	See Section XIV. a). No Impact	12., 26.
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?				X	See Section XIV. a). No Impact	12., 26.
XVII. TRANSPORTATION						
<i>Would the project:</i>						
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X	<p>According to the Categorical Exclusion prepared by Caltrans, Bartlett Springs Road is a rural, one lane, unpaved road that varies in width from 12' to 24' in width. With a low ADT of 127 (projected in 2034), the recommend minimum width of traveled way of 20 feet plus 2-foot shoulders on each side, for a total of 24 feet, is anticipated for the proposed roadway approaches. The new roadway approaches will be unpaved and tapered to conform to the existing roadway condition and width, with standardized transition railings and end treatments planned for all four comers of the bridge. During construction, the existing bridge and roadway approaches will be closed. Through traffic will be detoured onto the existing adjacent low water crossing.</p> <p>The existing low water crossing of Bartlett Creek typically goes dry during the construction season. If water is present at the time of construction, a temporary water diversion system consisting of pipe culverts and clean gravel fill will be used to accommodate a single lane of traffic through the low water crossing. The area of the low water crossing will be restored to the pre-construction condition at the completion of construction and detour activities. No significant delays are expected for traffic along Bartlett Springs Road (California Department of Caltrans, 2019a).</p> <p>The proposed project is listed in the Final 2022 Lake County Regional Transportation Plan/ Active Transportation Plan on page 53. Bartlett Springs Road is</p>	12., 23., 24., 28., 31.

				<p>not included on the Lake Transit Authority Bus Passenger list (Lake Transit Authority, 2019). Nor is the road included on the 2011 Regional Transportation Bikeway Map #18 which covers the Shoreline Communities Planning Area, Lake County, California (Lake County/City Area Planning Council (APC), 2011). The road is not included in the Lake County Pedestrian Facility Needs Study either (Lake Area Planning Council, 2019). The project is also in agreement with the Lake County General Plan Chapter 6, Transportation & Circulation, and Chapter 5, Public facilities & Service, as well as with the Lake County Municipal Code.</p> <p>Less than Significant Impact</p>	
<p>b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?</p>			X	<p>According to CEQA Guidelines Section 15064.3, subdivision (b) specifies the criteria for determining the significance of transportation impacts. As stated in subdivision (b), Vehicle Miles Traveled (VMT) is “generally” the best measurement of transportation impacts, thus allowing agencies room to tailor their analyses to include other measures if appropriate. The draft section describes factors that might indicate whether a project’s VMT is less than significant or not, and gives examples of projects that might have less-than-significant impacts with respect to VMT, such as projects that would result in decreased VMT. Subdivision (b) recognizes that not all transportation projects will induce vehicle travel, such as projects improving transit operations, and thus would not result in a significant transportation impact. In addition to a project’s impact on VMT, “a lead agency may also consider localized effects of project-related transportation on safety.” Finally, subdivision (b) states that a lead agency’s evaluation of a project’s VMT “is subject to a rule of reason,” but also states that “a lead agency generally should not confine its evaluation to its own political boundaries.”</p> <p>The existing bridge has a twelve-foot clear width and projected ADT of 127 vehicles per day by the year of 2034. Replacement of an existing bridge will not increase roadway capacity and will no induce population growth in the project area. The project would however improve safety for the general public.</p> <p>Less than significant Impact</p>	12.
<p>c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>			X	<p>This is not a road project, and the use would not change.</p> <p>No Impact</p>	12.

<p>d) Result in inadequate emergency access?</p>			<p>X</p>	<p>Bartlett Springs Bridge is located in a State Responsibility Area, so fire protection services and emergency response services are provided by CAL FIRE. The closest CAL FIRE station is located at 9458 State Hwy 20, Glenhaven, CA 95443. Police protection is provided by the Lake County Sheriff's Office, located at 6222 State Hwy 20, Lucerne, CA 95458. The nearest hospital is Redbud Community Hospital, located in the City of Clearlake, approximately 26.5 miles from the project site. Due to the remote location of the project site, in critical emergencies requiring rapid response the emergency response is typically provided by heliport. This will not change during construction, or in the case of a brief closure. If vehicle response is required, emergency vehicles can enter on the appropriate end of Bartlett Springs Road to gain access to the project site.</p> <p>Less than Significant Impact</p>	<p>7., 18.</p>
<p>e) Result in inadequate emergency access?</p>			<p>X</p>	<p>Bartlett Springs Bridge is located in a State Responsibility Area, so fire protection services and emergency response services are provided by CAL FIRE. The closest CAL FIRE station is located at 9458 State Hwy 20, Glenhaven, CA 95443. Police protection is provided by the Lake County Sheriff's Office, located at 6222 State Hwy 20, Lucerne, CA 95458. The nearest hospital is Redbud Community Hospital, located in the City of Clearlake, approximately 26.5 miles from the project site. Due to the remote location of the project site, in critical emergencies requiring rapid response the emergency response is typically provided by heliport. This will not change during construction, or in the case of a brief closure. If vehicle response is required, emergency vehicles can enter on the appropriate end of Bartlett Springs Road to gain access to the project site.</p> <p>Less than Significant Impact</p>	<p>7., 18.</p>
<p>XVIII. TRIBAL CULTURAL RESOURCES</p> <p><i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i></p>					
<p>a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or</p>			<p>X</p>	<p>Pursuant to Public Resources Code Section 21080.3.1, the Lake County Community Development Department sent a AB52 Tribal Consultation Notification on July 7, 2022, to the Robinson Rancheria Pomo Indians of California who are traditionally and culturally affiliated with the project area. Consultation with the Tribal government, and Lake County Community Development and Public Works Department occurred on September 19, 2022. During this meeting, the Tribal members did not indicate any issues with the project.</p> <p>According to the Archaeological Survey Report, no prehistoric sites, traditional use areas or other cultural issues of concern have been identified by the Native</p>	<p>42.</p>

				<p>American groups and individuals contacted. The NAHC has no record of Sacred Land listings within, adjacent or close to the project area. The data file and determinations of effect for the Office of Historic Preservation also failed to document resources in the APE. Lastly, the California Inventory failed to identify potential historic resources within the APE.</p> <p>No archaeological resources were identified within or immediately adjacent to the APE during the background investigation, the present pedestrian survey, or the consultation efforts.</p> <p>If cultural resources are found during bridge construction, there are clear federal, state, or local regulations which must be followed. Please see Section V. a). The following mitigation measure will be incorporated into the project.</p> <p>CUL-1: If any artifacts or remains are found, the local overseeing Tribe shall immediately be notified; a licensed archaeologist shall be notified, and the Lake County Community Development Director shall be notified of such finds.</p> <p>Less Than Significant with Mitigation Incorporated</p>	
<p>b) 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 section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>			X	<p>Please see Section XVIII. a).</p> <p>Less Than Significant with Mitigation Incorporated</p>	42.
<p>XIX. UTILITIES AND SERVICE SYSTEMS <i>Would the project:</i></p>					
<p>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</p>			X	<p>There is an existing buried fiber optic line running parallel to the existing road alignment on the southern side of Bartlett Springs Road. The fiber optic line flares out as it approaches the bridge and appears to be outside the potential impact area for the proposed low-water crossing. By maintaining the existing alignment, impacts to this utility will be minimal. Further coordination will be required during final design to verify its exact location, but it currently appears that the proposed project can be</p>	10.

facilities, the construction or relocation of which could cause significant environmental effects?				constructed without any impacts to this utility and it may be left in place (California Department of Transportation, 2018a). The project is not proposing the construction of any new utilities or service systems. Less Than Significant Impact.	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	For construction of the project, due to the remoteness of the site and being in a High Fire Severity Zone, project activities will have to comply with state and federal regulations. See Section IX. g). Less Than Significant Impact.	7.
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	The project only includes replacing an existing bridge. No Impact	10.
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	Construction waste would be disposed of at the Eastlake Sanitary Landfill. The landfill recently received approval to expand its operations which would extend the lifespan of the landfill by 22 years (SHN Consulting Engineers & Geologists and SCS Engineers, 2020). Less than Significant Impact	34.
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	The project would have to comply with Caltrans 2018 Standard Specifications Section 14, Subsection 14-10 Solid Waste Disposal and Recycling (State of California, California State Transportation Agency, Department of Transportation). Please also refer to Section IX. a). Less than Significant Impact	35.
XX. WILDFIRE					
<i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	The project would have to comply with the County of Lake, 2020 Emergency Operations Plan with the Wildland Fire Annex, as well as with the Lake County Local Hazard Mitigation Plan Update (February 2018). Please refer to Section XV. a), and Section IX. g). Less than Significant Impact	18., 25.

<p>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?</p>			<p>X</p>	<p>Slopes at the bridge site appear to be less than 1%. There was no wind during the August 2022 site visit.</p> <p>Because the bridge has been deemed to be unsafe by Caltrans, its replacement is not only necessary, but in the long run would result in a safer route for those needing to evacuate. Also, because the site has been classified as being in a Very High Fire Severity Zone, it is important that construction of the bridge follow all local, State, and federal regulations for the construction workers, as well as the public.</p> <p>Less than Significant Impact</p>	<p>7., 12., 36</p>
<p>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?</p>			<p>X</p>	<p>To minimize potential water quality impacts, it is anticipated that construction will be completed in one season, at a time when the creek is dry. However, depending on the creek flows at the time of construction, a temporary stream diversion may be required, which may include screened pumps, a temporary pipe network, clean gravel, siltation baffles, and/or cofferdams to route flow through and around the immediate work area, maintain dewatered conditions, and return flow to the downstream channel network without causing harm to biological resources or affecting water quality. If dewatering is required, construction site dewatering must comply with the General Waste Discharge Requirements/NPDES Permit for Limited Threat Discharges to Surface Waters. Dewatering activities are not expected to exacerbate fire risk.</p> <p>Less than Significant Impact</p>	<p>7., 14.</p>
<p>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?</p>			<p>X</p>	<p>Please see Section XX. a).</p> <p>Less than Significant Impact</p>	<p>18.</p>

XXI. MANDATORY FINDINGS OF SIGNIFICANCE					
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?		X			<p>A Natural Environment Study was prepared in April of 2018 by Gallaway Enterprises, which included the results from surveying special status animal and plant species, as well as a Delineation of Waters of the United States at the project site on May 26, 2016 (California Department of Transportation, 2018).</p> <p>The incorporation of mitigation measures BIO-1 through BIO-13 in Section IV. Biological Resources of this study would reduce potential impacts to wildlife animals and plants to a less-than-significant level.</p> <p>Archeological Survey Report BRLO 5914 (111) was completed for this site. According to the report, Bartlett Bridge is not eligible for the NRHP. It was also concluded from the records search that no prehistoric or historic-era sites have been recorded or otherwise identified within the APE boundary.</p> <p style="text-align: center;">Less than Significant with Mitigation Incorporated</p>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X			<p>Due to the remoteness of the site and no change in the use, plus the short duration of construction, impacts after mitigation is applied would not be cumulatively considerable when viewed in connection with other past, current, and probable future projects. Although two other bridge replacement projects are proposed in the unincorporated Spring Valley, the distance is several miles away. The following environmental factors were considered with mitigation measures incorporated: Air Quality, Biological Resources, Cultural Resources, Geology and Soils, and Hydrology and Water Quality.</p> <p style="text-align: center;">Less than Significant with Mitigation Incorporated</p>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X		<p>The proposed project would reduce the safety hazards associated the existing bridge crossing Bartlett Springs Creek, which has been determined to be functionally obsolete by Caltrans. Improved approach geometry would offer user a better site distance. Because the proposed project represents a net decrease in environmental effects that could adversely impact human beings, either directly or indirectly, project impacts to human beings would be less than significant.</p> <p style="text-align: center;">Less than Significant Impact</p>

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Attachment A: Diagrams of Proposed Bridge

Attachment B: Mitigation Monitoring & Reporting Program (MMRP)

Attachment C: Natural Environmental Study