

Summary Form for Electronic Document Submittal**Form F**

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

SCH #: _____

Project Title: Lurline Check and Replacement Structure ProjectLead Agency: Glenn-Colusa Irrigation DistrictContact Name: Jeff Sutton, General ManagerEmail: _____ Phone Number: (530) 934-8881Project Location: Colusa County*City**County*

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

See attached Project Description.

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

See Draft IS/MND, Chapter 4 Environmental Impact Analysis, Section 4.4.4 Biological Resources Mitigation (Page 4-27), Section 4.18.3 Tribal Cultural Resources Mitigation (Page 4-69).

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

No known areas of controversy.

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

Not Applicable.

Project Description

The District is proposing the construction of a check structure and siphon to replace the existing check structure and siphon, as well as their associated facilities, in their approximate current location along the Glenn-Colusa Canal. The new structure would include box culverts or precast concrete pipes constructed to convey 100% of the Glenn-Colusa Canal's design flow rate at this location (630 cubic feet per second (cfs)). The initial phase would involve clearing and grubbing any vegetation present within the Project work area. The next phase would see the demolition and removal of the existing check, siphon, and outlet structures, as well as the two existing reinforced concrete maintenance bridges and overflow spill. The existing overflow spill is no longer used at the site, so a replacement overflow spill is not included in the proposed structure. Prior to commencing the demolition and removal, a bypass would be constructed for Lurline Creek. While the Canal would be dry during construction, the proposed construction window occurs during the Creek's peak flows. A temporary bypass channel would be built to divert flows around the work site and back into Lurline Creek so as to not impact the creek's water flow. The bypass would be an earthen channel with a High Density Polyethelene (HDPE) lining and design maximum flow rate of 850 cfs. Water control measures including temporary coffer dams, dewatering pumps, etc., may be installed to dewater groundwater and nuisance surface water from within the main canal from the project area for construction activities.

Construction of the new, concrete structure would occur after the bypass is operational and demolition is complete. The siphon would be built by excavating an open trench for the pipe or box culverts to be installed. Subsequent to installation, the trench would be backfilled and potentially concrete capped in order to protect it from scour and channel maintenance activities. Additionally, a low-water vehicle crossing would be constructed along the east canal bank through Lurline Creek, which would replace the two existing vehicle bridges. The low-water crossing would include a vehicle drive surface elevated above the stream bed elevation with culvert pipes cast into the structure to convey typical stormwater runoff. The District's Lateral 49-2 headgate, which delivers water from the Canal to Lurline Creek, would also be replaced. The proposed Lateral 49-2 headgate would include the installation of a 42-inch reinforced concrete pipe with a precast concrete outlet structure located in the side slope of Lurline Creek adjacent to the low-water crossing. Once these construction steps are completed, Lurline Creek would be returned to its original alignment with the Canal flows to run below the creek. The new Lurline Check structure is anticipated to include wingwalls, gate bay walls, concrete lining at the structure inlet, poured-in-place concrete siphon inlet headwall, embedded hydraulic gate and stoplog guides, metal catwalks and handrails, underground electrical service and controls improvements, Lateral 49-2 headgate and pipe, photovoltaic lighting operated via a light switch, and SCADA integration (including a new 60-foot-tall SCADA antenna to replace the existing antenna) to the District's network.

Earthwork cut and fill volumes are expected to balance after construction. However, if fill material were needed for the proposed Project, fill material would be imported from the designated borrow area or a District-designated stockpile. The borrow area is located along the left bank of the Canal approximately five miles north of the Project site. This area was also included in the proposed Project area surveyed for potential biological resources. The Project site is approximately 7.6 acres including the structure footprint, construction staging, access, and borrow area. The borrow area, accounting for 5.2 of the 7.6 acres, would be located north of the structure construction along the bank of the Glenn-Colusa Canal.

The proposed Project includes standard practices to avoid or minimize cultural resources impacts and would be required to follow all applicable federal, State, and local requirements set for archaeological resource recovery. In the unlikely event that an archaeological resource is uncovered during the construction of this proposed Project, all construction activities would cease, and a qualified archaeologist

would be contacted to assess the uncovered resource. Additionally, in accordance with Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98, if human remains were uncovered, construction activities would cease, and the Colusa County Coroner would be contacted.

Construction

There is an existing, District-maintained gravel road, Canal Road, that runs along the Glenn-Colusa Canal and would be used for access to the Project site. Construction would take place over the course of approximately six months, from October 2025 to April 2026. This period coincides with an existing pump station electrical improvement project that requires a longer than normal shutdown period.

Equipment

Construction equipment would likely include, but not be limited to, the following:

- Excavators,
- Backhoes,
- Graders,
- Skid steers,
- Loaders,
- Crane
- Hauling trucks,
- Concrete pump truck,
- Water trucks supplying water for dust control and conditioning soil for compaction, and
- Water pumps and hoses.

Post-construction activities would include system testing, commissioning, and site clean-up. Construction would require temporary staging and storage of materials and equipment; staging areas would be located onsite.

Operation and Maintenance

Operation and maintenance of the Lurline Check would be performed by existing District staff once the proposed Project is constructed, and it would be consistent with the existing operations and maintenance for the current check structure.