Outlet Creek at Reynolds Highway Bridge (10C0174) Replacement Project

Initial Study/Mitigated Negative Declaration —Final

October 16, 2026

Prepared for:
Mendocino County Department of Transportation
340 Lake Mendocino Drive
Ukiah, California 95482
(707) 234-2819

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Project Information

1. Project Title	Outlet Creek at Reynolds Highway Bridge (10C0174) Replacement Project
2. Lead Agency Name and Address	County of Mendocino Department of Transportation 340 Lake Mendocino Drive Ukiah, CA 95482 (707) 234-2819
3. Contact Person	James Linderman Senior Environmental Compliance Specialist (707) 234-2819 lindermanj@mendocinocounty.gov
4. Project Location	Reynolds Highway at Outlet Creek, located north of the community of Willits, Mendocino County, California.
5. Project Sponsor's Name	Mendocino County
6. General Plan Designation	Remote Residential (RMR)
7. Zoning	Upland Residential (UR)

8. Description of Project

County of Mendocino Department of Transportation (County) proposes implementing the Outlet Creek at Reynolds Highway Bridge (10C0174) Replacement Project (project). The existing single-lane bridge was constructed in 1955 and is considered scour critical and fracture critical. The County proposes to replace the existing bridge with a new two-lane bridge and traffic rated vehicular barriers to meet American Association of State Highway and Transportation Officials standards. The new roadway profile would match the existing profile. The bridge would be placed on a new, slightly modified alignment upstream of the existing bridge. The project area encompasses approximately 3.45 acres.

9. Surrounding Land Uses and Setting

The project is centered on Reynolds Highway, about 4 miles north of the community of Willits in Mendocino County, California. Land ownership within the project area is private. The surrounding landscape primarily consists of conifer and hardwood forest and riparian woodlands. There are several rural residences located near the project and along Reynolds Highway Road in the vicinity. The topography of the project area includes the wide floodplain of Outlet Creek. The project area is relatively flat with slopes ranging from 0 to 2 percent and an elevation of approximately 1,320 to 1,350 feet above mean sea level.

The major hydrologic feature in the project's vicinity is Outlet Creek, a perennial stream that flows westward through the project area. Outlet Creek is tributary to the Eel River, located approximately 15 miles northeast of the project area.

Vegetation communities in the project area and vicinity include montane riparian habitat on either side of Outlet Creek, mixed conifer-hardwood forest, and grassland.

10. Other Public Agencies Whose Approval May Be Required (e.g., permits, financing approval, or participation agreement)

- U.S. Army Corps of Engineers (San Francisco District)
- California Department of Fish and Wildlife (Region 1)
- California State Regional Water Quality Control Board (North Coast Region 1)
- Mendocino County Department of Transportation
- California State Historic Preservation Officer

11. Consultation with California Native American tribes traditionally and culturally affiliated with the project area (Public Resources Code section 21080.3.1)

Consultation emails and letters to all the parties on the list of contacts provided by the Native American Heritage Commission were sent out. Outreach letters were sent to 20 tribal administrators via email on August 23, 2023, with follow-up letters sent on September 25, 2024. Parties receiving emails and letters included representatives of the following:

- Coyote Valley Band of Pomo Indians
- Guidiville Indian Rancheria
- Hopland Band of Pomo Indians
- Manchester Band of Pomo Indians of the Manchester Rancheria
- Noyo River Indian Community
- Pinoleville Pomo Nation
- Potter Valley Tribe
- Redwood Valley or Little River Band of Pomo Indians
- Robinson Rancheria of Pomo Indians
- Round Valley Reservation/Covelo Indian Community
- Sherwood Valley Rancheria of Pomo
- Yokayo Tribe

Sherwood Valley Rancheria of Pomo and the Round Valley Reservation/Covelo Indian Community expressed interest of the project to Caltrans District 1. Follow-up emails were sent to tribal administrators informing the tribe of date, location, and time of fieldwork. However, no tribal representative replied or was present for the cultural resource surveys.

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Acronyms and Abbreviations

°F	degrees Fahrenheit
APE	area of potential effect
BMP	best management practice
CALFIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
DBH	diameter at breast height
DOC	Department of Conservation
DPS	Distinct Population Segment
ESA	Endangered Species Act
ESU	Evolutionarily Significant Unit
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
IS	Initial Study
IS/MND	Initial Study/Mitigated Negative Declaration
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
NAHC	Native American Heritage Commission
NMFS	National Marine Fisheries Service
NO_x	Nitrogen oxides
OR	Openness Ratio
PM	particulate matter
PM_{10}	particulate matter 10 microns in diameter or less
$PM_{2.5}$	particulate matter 2.5 microns in diameter or less
PRC	Public Resources Code
Project	Outlet Creek at Reynolds Highway Bridge (10C0174) Replacement Project
RWQCB	Regional Water Quality Control Board
SNC	Sensitive Natural Communities
SONCC	Southern Oregon/Northern California Coast
SWPPP	Stormwater Pollution Prevention Plan
USACE	U.S. Army Corps of Engineers
USFWS	US Fish and Wildlife Service
USGS	US Geological Survey
XPI	Extended Phase I Report

1.0 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study (IS) that summarizes the technical studies prepared for the proposed Outlet Creek at Reynolds Highway Bridge (10C0174) Replacement Project (project). It includes an evaluation of potential environmental impacts that could result from project implementation and provides justification for a Mitigated Negative Declaration (MND) for the project. This document was prepared in accordance with the current California Environmental Quality Act (CEQA), Public Resources Code (PRC) Section 21000 et seq., and the state CEQA Guidelines (14 California Code of Regulations 1500 et seq.) that require all state and local government agencies to consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. Mitigation measures are proposed to avoid or minimize any significant impacts that are identified.

1.2 LEAD AGENCY

The Lead Agency is the public agency with primary responsibility for carrying out or approving a project. The CEQA Lead Agency will be Mendocino County, and the project will be funded by the Federal Aid Highway Bridge Program administered by the Federal Highway Administration through the Caltrans Local Assistance Program.

1.3 SUPPORTING TECHNICAL STUDIES

The technical studies listed below are available for review at the following location:

County of Mendocino
Department of Transportation
340 Lake Mendocino Drive
Ukiah, CA 95482
(707) 234-2819

The following technical studies were conducted for this project and are available to the public upon request (with the exception of the Archaeological Survey Report and Extended Phase I Report):

- Archaeological Survey Report, Extended Phase I Report (These reports are confidential and available to qualified readers only.)
- Historic Property Survey Report.
- Phase I Initial Site Assessment.
- Biological Assessment / Essential Fish Habitat Assessment.
- Natural Environment Study, including:

- Aquatic Resources Report.
- Northern Spotted Owl and Marbled Murrelet Auditory and Visual Disturbance Analysis and Habitat Assessment Report.
- Tree Qualitative Characterization.
- Bat Habitat Assessment and Preconstruction Survey Report.

1.4 DOCUMENT ORGANIZATION

The IS consists of the following chapters:

- **Chapter 1.0: Introduction** describes the purpose and content of this document.
- **Chapter 2.0: Project Description** provides a comprehensive description of the project, a tentative schedule, and required permit approvals.
- **Chapter 3.0: Environmental Impacts and Mitigation Measures** describes the environmental impacts of the project using the CEQA Environmental Checklist. Where appropriate, mitigation measures are provided that would reduce potentially significant impacts to a less than significant level.
- **Chapter 4.0: Determination** provides the environmental determination for the project.
- **Chapter 5.0: Summary of Mitigation Commitments** provides a comprehensive list of all mitigation measures proposed for the project.
- **Chapter 6.0: Report Preparation** identifies the individuals responsible for preparation of this document.
- **Chapter 7.0: References** provides a list of references used to prepare this document.

2.0 PROJECT DESCRIPTION

2.1 LOCATION

The project is located approximately 4 miles north of the community of Willits in Mendocino County, California. The project is centered on Reynolds Highway where it crosses Outlet Creek, approximately 1 mile west of U.S. Highway 101. It is shown on the *Willits, California* U.S. Geological Survey 7.5-minute topographic quadrangle and located at latitude 39.46501° by longitude -123.366611° (WGS84 datum). The project location is shown in Figure 1.

2.2 PURPOSE AND NEED

The existing bridge is a single-lane bridge with a clear width of approximately 12 feet 6 inches; it has sufficiency rating of 37.5 out of 100 and is considered both scour critical and fracture critical. The road serves as the single point of access across the creek for all residences west of the creek. The bridge crossing is also designated as an emergency evacuation route for the Brooktrails community located southwest of the site and has been identified as such on emergency travel route maps. The new bridge would meet current bridge design standards and maintain reliable access for residences.

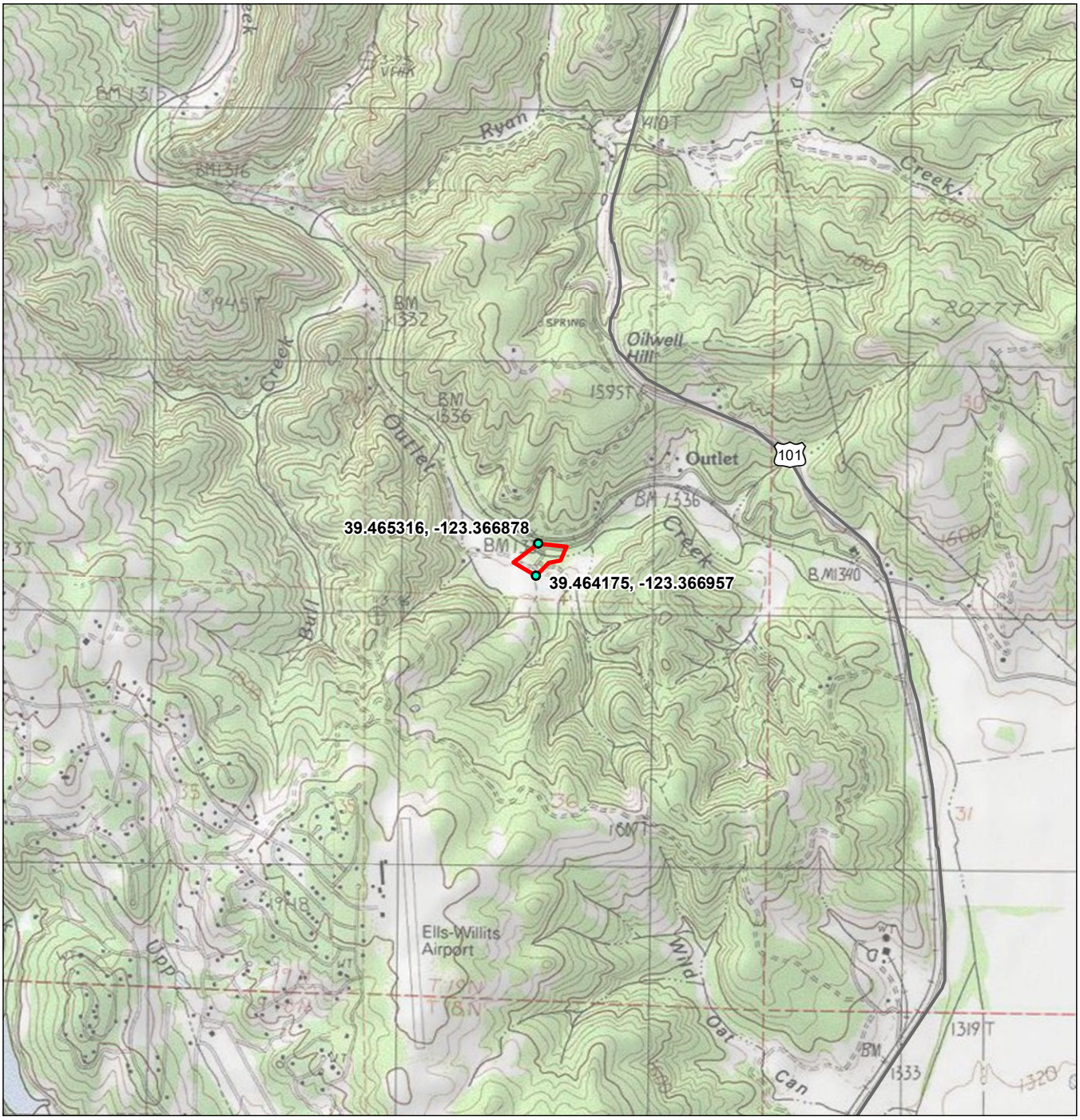
2.3 PROPOSED PROJECT

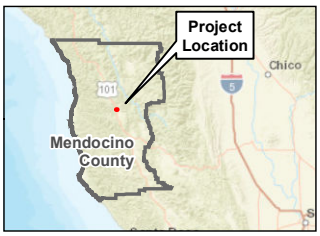
The County proposes to replace the existing bridge with a new two-lane bridge and traffic rated vehicular barriers to meet American Association of State Highway and Transportation Officials standards. The minimum total bridge width would be 22 feet. The bridge will be placed on a new, slightly modified alignment upstream of the existing bridge. The new bridge would be a three-span cast-in-place prestressed concrete slab bridge supported on cast-in-drilled-hole concrete piles. The main span of the bridge would clear span Outlet Creek to avoid the negative hydraulic impacts that would come with placing a support in the waterway. The proposed new bridge deck and concrete approach slabs (approximately 212 linear feet) represent the only impervious surface areas that would be created by the project. The total area of impervious surface would be less than 0.1 acre. The project design is shown in Figure 2.

The roadway profile would likely match the existing profile, as raising the bridge out of the floodplain is not practical for this site due to the alignment of the road and the lack of County right of way.

There are overhead utilities in the area, including an overhead telecommunication line running over the creek along the east side of the existing bridge and going back underground on both sides of the bridge. This line would require relocation to accommodate replacement of the bridge. There are also overhead electric and communication lines that run east–west along the properties south of the bridge; these lines do not conflict with the project and should not require relocation.

A bottomless culvert on shallow foundations would be placed on an unnamed intermittent tributary to Outlet Creek. The culvert would be constructed when the channel is dry and no dewatering would be needed. It would be installed with cast-in-place construction. Portions of the channel would be excavated for construction of the footings, then would be backfilled to the original contours.





Biological Study Area (3.45 acres)

Map Reference Point

0 1,000 2,000 Feet

1 inch = 2,000 feet (at original document size of 8.5x11)

N

Notes

1. Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
2. Base Map: Esri World Topographic Map web mapping service
3. PLSS: T19N R14W S25
4. Quad: Willits 1991

Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.

Stantec

Project Location
Mendocino County, California

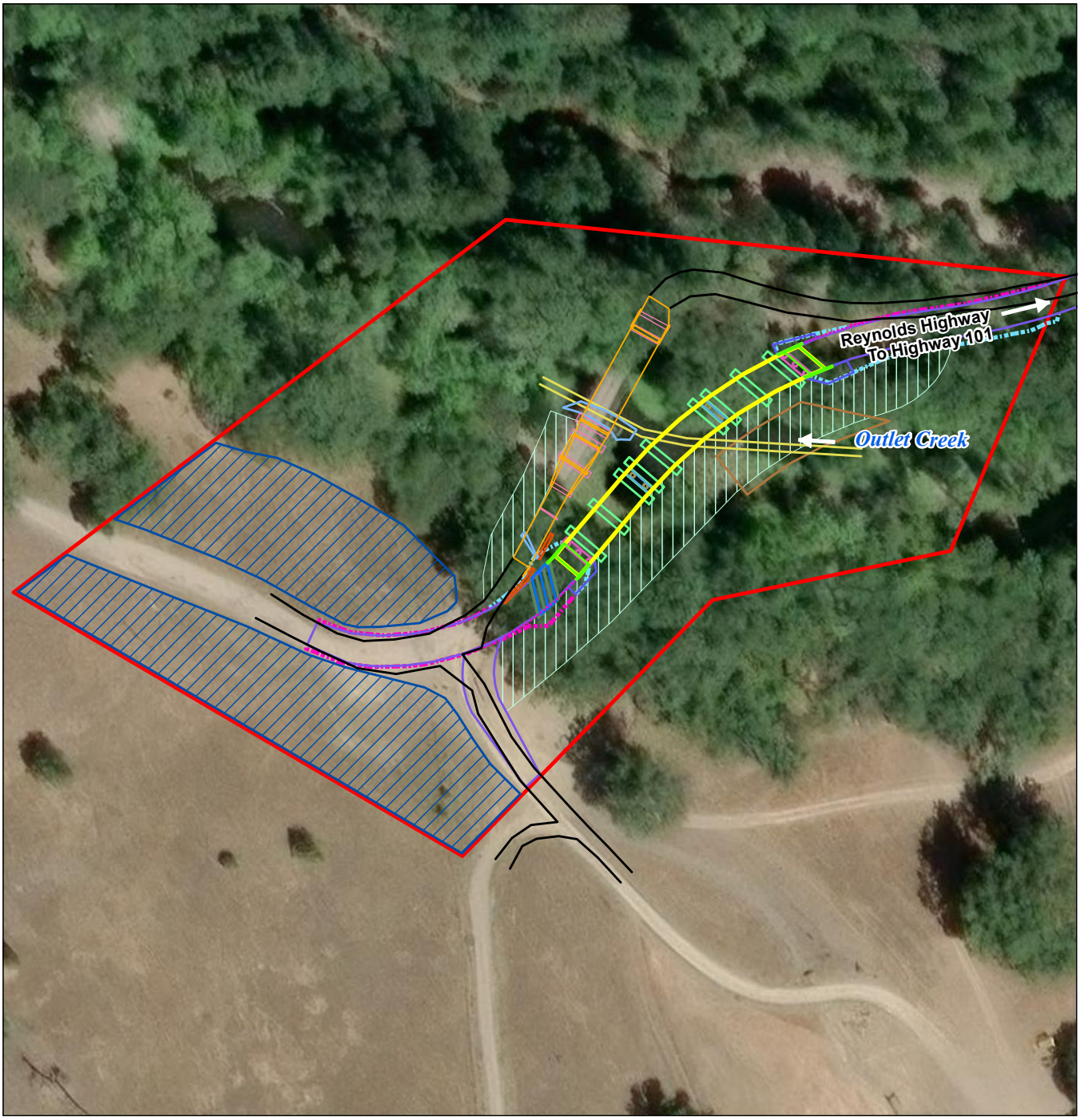
Prepared by TM on 2024-09-11
Reviewed by ST on 2024-09-11

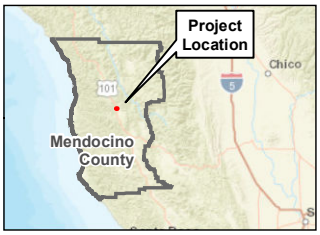
Client/Project
County of Mendocino
Outlet Creek at Reynolds Highway Bridge (10C0174) Replacement Project

Figure No.
1

Title
Project Location and Vicinity

C:\Temp\185705605 Outlet Creek Temp all moved to v drive and Citrix 20240329\gis\maps\185705605 figure 1 project location.mxd Revised: 2024-09-11 By: tmooney





Notes

1. Coordinate System: NAD 1983 StatePlane California II FIPS 0402 Feet
2. Base Map: Esri World Imagery web mapping service, 08/07/2022
3. Source: Stantec
4. Delineator: Brendan Cohen, April 15-16, 2024
5. Disclaimer: This delineation of aquatic resources is subject to verification by the U.S. Army Corps of Engineers (USACE) and the North Coast Regional Water Quality Control Board (NCRWQCB). Stantec advises all parties that the delineation is preliminary until the USACE

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- Biological Study Area (3.45 acres)
- Abutment
- Bridge Foundations
- Culvert Footing
- Existing Bridge
- Existing Concrete
- Existing Riprap
- Existing Road
- Falsework
- Gravel Pad
- New Abutment Wingwall
- New Bridge
- New Edge of Pavement
- New Guardrail
- New Install Culvert
- Piers
- Rock Slope Protection
- Stream Diversion
- Temporary Pile Wall
- Cut
- Fill
- Staging
- Temporary Access Road

0 50 100 Feet

1 inch = 100 feet (at original document size of 8.5x11)

N

Stantec

Project Location
Mendocino County, California

185705605
Prepared by TM on 2024-09-23
Reviewed by ST on 2024-09-23

Client/Project
County of Mendocino
Outlet Creek at Reynolds Highway Bridge (10C0174)
Replacement Project

Figure No.
2

Title
Project Design

C:\Temp\185705605_Outlet_Creek_temp_all_moved_to_v_drive_and_Citrix_20240329\gis\mxds\185705605_figure_2_project_design.mxd Revised: 2024-09-23 By: tmooney

Traffic would be maintained across the creek during construction. Maintaining traffic during construction would be accomplished by constructing the new bridge on an adjacent, upstream roadway alignment. This method would allow for passage of through-traffic via the existing bridge while the new bridge is under construction. Traffic volumes on Reynolds Highway in the area are very low because of the remote area large lots, and few homes present. No data was obtained regarding average vehicles per day, but less than 40 a day is a safe assumption. The new bridge would not increase traffic daily volumes in the area.

Construction is anticipated to require one construction season, timed to include the typical environmental in-stream work window provided by the National Marine Fisheries Service (NMFS) (June 15 through October 15), beginning in late spring 2027 with completion in fall 2027. Construction would take place Monday through Friday during daylight hours; no night work is anticipated. Construction methods will include the following:

- **Installing construction area signs:** Prior to construction, appropriate signage will be installed to identify construction areas. Detailed signage plans will be reviewed and approved by the County. Signs will remain in place to inform residents and other stakeholders of project developments and impacts to traffic operations throughout the duration of construction.

- **Staging areas:** The contractor will mobilize equipment and materials in the designated staging areas. Staging areas will be returned to pre-project conditions at the conclusion of construction activities.

- **Clearing, grubbing, and tree removal:** Clearing and grubbing of vegetation and tree removal will be completed.

- **Stream diversion:** Outlet Creek contains water all year. The flow will be diverted into pipes through the active construction zone. The diversion will be established in conformance with County specifications as well as California Department of Fish and Wildlife (CDFW), Regional Water Quality Control Board (RWQCB), U.S. Army Corps of Engineers (USACE), and NMFS regulatory requirements. The stream diversion will be constructed within the existing channel to protect and maintain water flow in Outlet Creek during demolition and construction activities. Materials to construct the diversion will consist of pipes, as needed, to convey flow rates anticipated during construction, and sandbags and plastic sheeting to construct diversion dams in the channel upstream and downstream of the site. All stream diversion work will be contained within the approved project area of disturbance. Equipment used could include light truck-mounted cranes above the channel, with small earthwork equipment (e.g., compact loaders and excavators) and laborers within the channel between the diversion dams. Operational timeline for the stream diversion will likely be June 15 through October 15, depending on the permit restrictions imposed by the resource agencies.

- **New bridge foundations:** The new bridge foundations will likely consist of deep foundations such as cast-in-drilled-hole concrete piles. Abutments and adjacent side slopes will be armored with rock-slope protection to mitigate scour, if needed. The use of sheet piles for temporary shoring on the south end will be needed and would be installed using a pneumatic hammer.

- **New bridge construction:** The bridge will be constructed on a new, slightly modified alignment to maintain existing traffic. The first phase of the project would consist of constructing the new bridge upstream of the existing bridge. Grading and barrier installation would transition the approaches from the portion of the new bridge to the existing roadway. Normal traffic operations would be maintained on the existing roadway and bridge.

- **Temporary construction access road:** To facilitate construction activities adjacent to the bridge, a channel crossing would be required. The crossing assumes a temporary low-water crossing would be constructed across the low-flow channel and the stream diversion. This may include an aggregate base topping placed on top of rip rap; a geotextile fabric would be placed under the rip rap. As part of the stream diversion, pipes would penetrate the rip rap and convey the required flow.

- **Demolition:** Best management practices (BMPs) will be implemented during construction. Demolition of the existing Outlet Creek Bridge and portions of the roadway will be performed in accordance with County standards supplemented by California Department of Transportation (Caltrans) specifications modified to meet environmental permit requirements. All timber and other debris resulting from the demolition would be removed from the project site and placed in a County yard for future use on other projects or properly disposed of by the contractor.

Construction activities would include the erection of falsework and the form-reinforce-pour operations for the reinforced concrete cast-in-place spanning slab and abutments. Once the bridge portion has been constructed, falsework would be removed, and concrete surfaces would be finished. The wingwalls would be constructed with form-reinforce-pour operations. Backfill would be placed behind the abutment walls, and approaches built up with roadway base materials. Lastly, the bridge barrier, roadway approaches, and Midwest guardrail systems would be installed.

2.4 REQUIRED PERMITS AND APPROVALS

The following permits will be required to implement the project:

- US Army Corps of Engineers (USACE) Section 404 Nationwide Permit 14 (Linear Transportation Projects).

- North Coast Regional Water Quality Control Board (RWQCB) Section 401 Water Quality Certification.

- California Department of Fish and Wildlife Section 1600 Lake or Streambed Alteration Agreement.

- CEQA Notice of Determination to adopt the IS/Mitigated Negative Declaration.

- Natural Environmental Policy Act Categorical Exclusion

2.5 NO PROJECT ALTERNATIVE

In addition to the proposed project, the County also considered a “No Project” alternative in its evaluation pursuant to CEQA. Under the No Project alternative, the County would not proceed with replacing the existing bridge. The bridge would continue to deteriorate and could fail during flooding events. The bridge may become unsafe for pedestrians and motorists.

2.6 CONSERVATION MEASURES

The following standard conservation measures and BMPs will be used during project construction to minimize the potential for impacts on sensitive resources.

Conservation Measure #1: Limited Operating Period

Construction activities proposed to occur within the wetted creek channel will be restricted to periods of the year when the potential for federal Endangered Species Act (ESA) -listed fish occurrence and their abundance is minimal to avoid or minimize the potential for direct injury or mortality. The proposed action will generally observe the regional limited operating period for in-water construction of June 15 through October 15. Prior to the construction season, the County may request, in consultation with NMFS and CDFW, to extend this in-water work period by a few weeks earlier and/or later in the season for certain activities provided that environmental conditions (i.e., biological and hydrologic conditions) and agency approvals accommodate such an extension of in-water work to meet project completion schedules. In addition, any percussive demolition of the existing bridge will occur between June 15 and October 15 to protect listed fishes.

Conservation Measure #2: Sedimentation Prevention Best Management Practices

Erosion and sediment control measures will be implemented during construction of the project. These measures will conform to the provisions in Section 21 of the Caltrans Standard Specifications (2024) and any special provisions included in the contract for the project. Such provisions include the preparation of a Stormwater Pollution Prevention Plan (SWPPP), which will describe and illustrate the types and locations of BMPs in the project site to be implemented based on local conditions and would require regular inspections and a Rain Event Action Plan.

Erosion and sediment control measures to be included in the SWPPP or to be implemented by the County will include the following:

- To the maximum extent practicable, activities that could potentially increase soil erosion in the project area will be restricted to the summer and early fall period to minimize the potential for stormwater transport of sediment to surface-water features. In-stream construction will be restricted to the period between June 15 and October 15. Upland construction activities that must take place during late fall, winter, or spring (e.g., vegetation removal prior to avian nesting periods) will use temporary erosion and sediment control measures that will be in place and operational at the end of each construction day and maintained until permanent erosion control measures are implemented, if necessary.

- Areas where wetland and upland vegetation need to be removed will be identified in advance of ground disturbance and limited to only those areas that have been approved by the County. Exclusionary fencing will be installed to define the limits of approved disturbance areas.

- Approved fabric barriers will be installed to prevent the discharge of contaminants (e.g., sediment, oil, grease), when equipment is working adjacent to or over waterways, or when on the river gravel bar.

- Within 10 days of completion of construction in those areas where subsequent ground disturbance will not occur for 10 calendar days or more, appropriate erosion control measures will be applied to reduce the potential for short-term erosion. Prior to a rain event or when there is a greater than 50-percent probability of precipitation within 24 hours, as forecasted by the National Weather Service, appropriate erosion and sediment control measures will be implemented at all exposed soil areas upon completion of the day's activities.

- Suitable erosion and sediment control BMPs such as silt fences, straw wattles, or catch basins, will be placed downslope of all construction activities at the edge of surface-water features to intercept sediment before it reaches the waterway. These structures will be installed prior to any clearing or grading activities. Any sediment built up at the base of these structures will be removed before removing the BMPs to prevent accumulated sediments from being transported into the stream post-construction.

- Erosion and sediment control measures will be implemented in accordance with the project SWPPP and will be monitored and maintained in good working condition until all disturbed areas have been sufficiently stabilized.

- Any rock placed in the channel will meet Caltrans' cleanliness test indicating the relative proportions of clay-sized material clinging to coarse aggregate and screenings (California Test No. 227) with a value of 85 or higher, excluding such materials as soil in the rock-slope protection to allow for riparian planting.

- All dewatering activities will be conducted in compliance with the Caltrans Field Guide for Construction Site Dewatering and Section 13-4.03G of the Caltrans Standard Specifications. Water removed from the channels for temporary diversions or excavations will be pumped to a temporary sediment retention basin outside of the channel through a mechanized water filtration system or into Baker tanks or a similar storage system and trucked off-site to an authorized disposal site. If a temporary basin is constructed, it will be located outside of the active channel and include sediment sock or similar sediment control on the discharge.

Conservation Measure #3: Prevention of Accidental Spills

The proposed SWPPP will include a waste management section that provides procedural and structural BMPs for collecting, handling, storing, and disposing of waste generated by project construction and to prevent the accidental release of pollutants. The contractor would also be required to submit a demolition and debris containment and management plan to the resident engineer for approval prior to bridge demolition. All construction will be completed according to the most recent Caltrans *Construction Site*

Best Management Practices Manual to protect water quality including, but not limited, to the following measures:

- The release of total petroleum hydrocarbons and other contaminants will be safeguarded against, to the greatest extent feasible. If leaks or spills do occur, they will be controlled immediately. All spilled contaminants and contaminated soil will be recovered from the site and stored in Department of Transportation approved containment vessels. All stored contaminated or hazardous material will be removed from the site in a timely manner and disposed of at an approved hazardous waste disposal facility.
    - Equipment parking, maintenance, and fueling will only occur at designated staging areas, with all staging locations located at least 100 feet from the low-flow channel.
    - All equipment entering the stream channel will be inspected and cleaned at an off-site location before being transported to the work site.
    - Light equipment (e.g., generators, welders, and pumps) and heavy equipment (e.g., drill rig) parked within riparian areas will use drip pans or other devices (e.g., absorbent blankets, sheet barriers) as needed to prevent contaminants from reaching the watercourse.
    - Equipment will be inspected for leaks before each shift, throughout the work shift, and at the end of the shift each day.
    - Maintenance involving the removal or repair of hydraulic cylinders or hoses or of reservoirs containing hazardous products will be performed over impervious fabric resistant to total petroleum hydrocarbons.
    - Proper spill kits will be kept on-site through the duration of the project. In the event of a spill, CDFW will be notified and consulted regarding cleanup procedures.
    - All activities related to fueling, lubing, and maintenance will be performed in the designated staging area unless equipment has been immobilized due to a mechanical failure. In those instances, every effort will be made to safeguard against and control the release of contaminants.
- The functional condition of fuel transfer pumps, hose assemblies, and emergency shutoff switches will be evaluated before fueling operations. Personnel tasked with fueling will remain near the fuel pump's emergency shutoff switch during fueling events. Topping off fuel tanks will not occur.
- The following activities will be performed at least 100 feet from the low-flow channel when the work occurs within 50 feet of the floodplain:
    - Stockpiling materials.

  - Storing pile driving equipment and liquid waste containers.
  - Washing vehicles and equipment in outside areas.
  - Fueling and maintaining vehicles and equipment.

- Vehicles and equipment used during construction will receive proper and timely maintenance to reduce the potential for mechanical breakdowns leading to a spill of materials.
- Equipment operating within the Ordinary High Water Mark (OHWM) of streams will use non-toxic vegetable oil for operating hydraulic equipment instead of traditional hydraulic fluids.
- Minimize sand and gravel from new asphalt getting into storm drains, streets, and creeks by sweeping. Old or spilled asphalt must be recycled or disposed of as approved by the resident engineer.

Conservation Measure #4: Air Quality Control

The County will include provisions in the construction bid documents that the contractor will implement a dust control program to limit fugitive dust emissions. The dust control program will include, but not be limited to, the following elements, as appropriate:

- Soil piles for backfill will be surrounded by silt fencing, straw wattles, or other sediment barriers, or covered unless actively being used.
- Mechanized or manual watering will be conducted on all stockpiles, dirt/ gravel roads, and exposed or disturbed soil surfaces, as necessary, to reduce airborne dust.

Conservation Measure #5: Avoidance and Replacement of Lost Riparian Habitat

The following measures will be implemented to reduce potential impacts on riparian habitat:

- The width of the construction disturbance zone within the riparian habitat will be minimized through careful preconstruction planning.
- Exclusionary fencing, flagging, and/or high-visibility staking will be installed along the boundaries of all riparian areas to be avoided to minimize impacts to riparian vegetation outside of the construction area.
- On-site restoration will occur in areas that have been temporarily disturbed during project construction. Native riparian woody plants (greater than 6 inches in diameter at breast height [DBH]) that have been removed will be replanted with new plantings at a minimum 3:1 ratio. This replanting ratio is intended to establish at least one vigorous plant for each plant removed.
- Plant spacing intervals will be determined, as appropriate, based on-site conditions following construction.

- Revegetation monitoring will be implemented in compliance with regulatory permit conditions and initiated immediately following completion of the planting. The monitoring surveys will consist of a general site walkover evaluating the survival and health of riparian plantings, signs of drought stress, weed or herbivory problems, and the presence or trash or other debris. The mitigation will be considered successful if 85% or greater of plantings have survived after a minimum of five years. If any "volunteer" native species occur in disturbed areas, they can contribute to the replacement numbers for the success criteria. Annual monitoring and reporting of performance of riparian wetland mitigation will be conducted for a minimum period of five years following construction. If monitoring results indicate that revegetation efforts are not meeting established success criteria, corrective measures will be implemented.

Conservation Measure #6: Sensitive Natural Communities

The following measures will be implemented to reduce potential impacts to sensitive natural communities (SNCs):

- Prior to the start of work, temporary high-visibility fencing and/or flagging would be installed around SNCs, wetlands, and other waters, where appropriate. No work would occur within fenced/flagged areas.

- Where feasible, the structural root zone will be identified around each large-diameter tree (greater than 2 feet DBH) directly adjacent to project activities, and work within the zone will be limited. When possible, excavation of roots of large-diameter trees (greater than 2 feet DBH) will not be conducted with a mechanical excavator or other ripping tools. Instead, roots would be severed using a combination of root-friendly excavation and severance methods (e.g., sharp-bladed pruning instruments or chainsaw). At a minimum, jagged roots will be pruned away to make sharp, clean cuts.

- Upon completion of construction, all superfluous construction materials will be completely removed from the site. The site will then be restored by regrading and stabilizing with a hydroseed mixture of native species along with fast-growing sterile erosion control seed mix, as required by the SWPPP.

Conservation Measure #7: Prevention of Spread of Invasive Species

The following measures will be implemented to prevent the spread of invasive species:

- All equipment used for off-road construction activities will be inspected, cleaned, and verified to be weed-free prior to entering the project area.

- If project implementation calls for mulches or fill, they will be certified to be weed-free.

- Seed mixes or other vegetative material used for revegetation of disturbed sites will consist of locally adapted native plant materials to the maximum extent practicable.

- Gravels, concrete blocks, and other materials used for the temporary stream diversions will be properly and thoroughly cleaned to remove silt and encrusted materials prior to installation.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

This chapter incorporates the Environmental Checklist contained in Appendix G of the CEQA Guidelines, including the CEQA Mandatory Findings of Significance. Each resource section provides a brief description of the setting, a determination of impact potential, and a discussion of the impacts. Where appropriate, mitigation measures are provided to reduce potential impacts to a less than significant level. A discussion of cumulative impacts is included at the end of this chapter.

Addressed in this section are the following 20 environmental categories and mandatory findings of significance:

- Aesthetics
- Agricultural/Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities/Service Systems
- Wildfire
- Mandatory Findings of Significance

Each of these issue areas was fully evaluated and one of the following four impact determinations was made:

- **No Impact:** No impact to the environment would occur as a result of implementing the proposed project.
- **Less Than Significant Impact:** Implementation of the proposed project would not result in a substantial and adverse change to the environment, and no mitigation is required.
- **Less Than Significant with Mitigation Incorporated:** A “significant” impact that can be reduced to a less than significant level with the incorporation of project-specific mitigation measures.

- **Potentially Significant Impact:** Implementation of the proposed project could result in an impact that has a "substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project" (CEQA Guidelines Section 15382).

3.1 ENVIRONMENTAL SETTING

3.1.1 Regional Setting

The project area lies in an unincorporated area of Mendocino County in northwestern California, approximately 4 miles north of the community of Willits. This region is characterized by the mountainous North Coast Range. This area is the indigenous homeland of the Sherwood Valley Band of Pomo Indians.

3.1.2 Local Setting

The project area is in a sparsely developed rural residential setting surrounded by mature conifer forest in uplands and montane riparian communities adjacent to both sides of Outlet Creek. Outlet Creek has a channel dominated by cobble, gravel, and sand and has a wide floodplain.

3.1.3 Climate

The climate is typical of the North Coast Range in Northern California with moderate wet winters and warm, dry summers. Precipitation in the project area primarily occurs as rain, with the average annual rainfall approximately 51 inches. Air temperatures in the project area range between an average January high of 55 degrees Fahrenheit (ºF), and an average August high of 85ºF. The annual average high temperature is approximately 69ºF (Western Regional Climate Center 2025).

3.1.4 Existing Land Uses

Land use within the project area is zoned by the County as remote residential and County right of way along Reynolds Highway. The surrounding land may also be used for grazing cattle. The project area is dominated by the Outlet channel. Uplands include forested lands, riparian habitat adjacent to Outlet Creek, and grassland habitat. A residence is located on the south side of the project area, and several additional widely dispersed residences are in the vicinity. There are no designated important or unique farmlands, or lands under a Williamson Act contract in the project area or vicinity (DOC 2025a).

3.1.5 Topography

The topography of the project area includes the wide floodplain of Outlet Creek. The project area is relatively flat with slopes ranging from 0 to 2 percent and an elevation of approximately 1,320 to 1,350 feet above mean sea level.

3.1.6 Hydrological Setting

The project area is in the Outlet Creek Hydrologic Unit Code (HUC) 10 watershed within the larger Upper Eel HUC 8 watershed (USGS 2025a). Outlet Creek, a perennial stream, bisects the project area flowing westerly to the Eel River, which is located approximately 15 river miles northeast of the project area. Outlet Creek in the project area is on the 303(d) List of Impaired Waterways due to aluminum pollution,

sedimentation/siltation, and temperature (SWRCB 2024). According to FEMA (Flood Insurance Rate Map Number 06045C1125G) (FEMA 2025), the project area is in Zone A, which is classified as an area of high flood risk. The project area is not located within a groundwater basin and the current depth to groundwater is unknown (SWRCB 2025a)

3.1.7 Soils

Three soil map units occur in the project area. They are described in the *Soil Survey of Mendocino County, Eastern Part and Southwestern Part, California* (Natural Resources Conservation Service 2025). These soil maps units are described below:

- Feliz clay loam, gravelly substratum, 0 to 2 percent slopes (125). This is a non-hydric, well-drained soil. Its parent material is alluvium derived from sedimentary rock and the depth to a restrictive layer is greater than 80 inches.

- Russian loam, gravelly substratum, 0 to 2 percent slopes (190). This is a non-hydric, well-drained soil. Its parent material is alluvium derived from sedimentary rock and the depth to a restrictive layer is greater than 80 inches.

- Wohly-Casabonne-Pardaloe complex, 50 to 75 percent slope (213). This is a non-hydric, well-drained soil. Its parent material is residuum weathered from sandstone and shale. The depth to a restrictive layer is 24 to 28 inches to strongly contrasting textural stratification.

3.1.8 Geology

The project area is located on Tertiary-Cretaceous Coastal Belt Rocks, consisting of sandstone, shale, and minor conglomerate in the coastal belt of northwestern California (USGS 2025b).

No known active faults pass through the project area; however, the Maacama Fault is located about 0.5 mile west of the project area (DOC 2015). The project area is not located in an area mapped under the Alquist-Priolo Earthquake Fault Zoning Act, or under the Seismic Hazards Mapping Act as a potential landside or liquefaction zone (USGS 2025c). Given the relatively flat topography of the project area and the soil types present, the potential for landslides and liquefaction is low.

3.1.9 Vegetation Community Types

The treed portion of the project area is dominated by Douglas fir (*Pseudotsuga menziesii*) forest and woodland and mixed oak (*Quercus garryana, Q. kelloggii*) woodland and forest on either side of Outlet Creek. The south side of the project area where trees are absent includes Harding grass (*Phalaris aquatica*) swards and Medusahead (*Elymus caput-medusae*) grassland. Oregon ash (*Fraxinus latifolia*) groves, and arroyo willow (*Salix lasiolepis*) thickets occur in narrow stands alongside Outlet Creek. These vegetation community types are described below per the classification system described in *A Manual of California Vegetation Online* (California Native Plant Society 2025).

Douglas fir forest and woodland (*Pseudotsuga menziesii* Forest and Woodland Alliance)

Douglas fir is dominant in the dense overstory, with white oak and black oak present to a lesser extent. California laurel (*Umbellularia californica*) is the dominant understory tree. The understory is sparse and dominated by poison oak (*Toxicodendron diversilobum*), with scattered California blackberry (*Rubus ursinus*). The herbaceous layer is minimal.

Mixed oak forest and woodland (*Quercus garryana, kelloggii* Forest and Woodland Alliance)

White oak (*Q. garryana*) and black oak (*Q. kelloggii*) are co-dominant in the overstory, with Douglas fir and bay laurel present to a lesser extent. The understory is mainly poison oak, with other scattered herbs and shrubs.

Oregon ash groves (*Fraxinus latifolia* Forest and Woodland Alliance)

Oregon ash (*Fraxinus latifolia*) occurs as a single line of trees along the banks of Outlet Creek on the west side of the bridge. Many Oregon ash trees overhang Outlet Creek. The understory of this community is mostly unvegetated because the trees are rooted at the water's edge.

Arroyo willow thickets (*Salix lasiolepis* Shrubland Alliance)

Arroyo willow thickets occur on the east side of the bridge, along the north bank of Outlet Creek and as an island within the stream channel. The community is dominated by arroyo willow shrubs, with some black willow (*Salix gooddingii*) trees also present. Most willows are small, but several larger trees are present on the riparian island.

Harding grass swards (*Phalaris aquatica* Herbaceous Semi-Natural Alliance)

This herbaceous community is dominated by Harding grass, Medusahead, English plantain (*Plantago lanceolata*), and tall fescue (*Festuca arundinacea*) forming a dense herbaceous layer.

Medusahead grassland (*Elymus caput-medusae* Herbaceous Semi-Natural Alliance)

This herbaceous community occurs in disturbed areas and is dominated by Medusahead, storksbill (*Erodium* sp.), Bermuda grass (*Cynodon dactylon*), cheat grass (*Bromus hordeaceus*), cats ear (*Hypochaeris* sp.), and dog tail grass (*Cynosurus echinatus*)

Barren

Barren areas are those which contain a built environment with disturbance to the local plant community. Barren areas within the project area include the road, road shoulders, and pull-out areas.

Riverine

Riverine includes the area occupied by Outlet Creek. The substrate is mainly silt, with cobbles and gravels present as well. Willows, small fruited bulrush (*Scirpus microcarpus*), and reed canary grass (*Phalaris arundinacea*) are present along the banks in portions of the project area.

3.2 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS — Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion of Impacts

a) **No Impact.** Views both into and from the project area include forested land that are visually similar to the area surrounding the project. There are no scenic vistas in the vicinity of the project and there would be no impact.

b) **No Impact.** The project area is not located on or adjacent to a state-designated scenic highway (Caltrans 2018).

c) **Less than Significant Impact.** The bridge replacement project would alter the visual character of the Outlet Creek crossing. The existing bridge, constructed in 1955, is composed entirely of timber, including timber decking across its full length. The proposed finished concrete slab structure replacement would utilize modern construction materials and methods, resulting in a more contemporary appearance. While this change would modify the current visual character of the stream crossing, much of the existing bridge's aesthetic is defined by its deteriorating condition. Replacing the bridge with an in-kind timber structure is not practicable due to maintenance requirements and current bridge design standards. The new bridge would have a similar appearance to other small bridges in the region, and the impact on the visual character would be less than significant.

d) **Less Than Significant Impact.** The project would temporarily increase the potential for glare emanating from the project area during construction due to the presence of construction equipment and removal of vegetation. The project would not introduce any new light sources or materials prone to glare. Because the roadway and bridge would follow a similar alignment, headlights of vehicles traveling through the area would not result in new impacts and would be buffered by surrounding vegetation, topography, and the absence of any sensitive receptors (e.g., residences) in line with the road. The impact would be less than significant.

Mitigation Measures

No project-specific mitigation is required under this subject.

Agricultural and Forest Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURAL AND FOREST RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by PRC Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion of Impacts

a) **No Impact.** Prime Farmland, Unique Farmland, or Farmland of Statewide Importance do not occur in the project area and there would be no impact (DOC 2025a).

b) **No Impact.** The project area is not zoned for agricultural use and is not under a Williamson Act contract.

c) **No Impact.** The project area is not zoned as forest land or timberland.

d) **No Impact.** Several trees may need to be removed to accommodate construction. Native riparian woody plants (greater than 6 inches [DBH]) that have been removed will be replanted with new plantings at a minimum 3:1 ratio. Natural regeneration will also be used to revegetate temporarily disturbed areas. Permanent loss of forest land or conversion of forest land to non-forest use would not occur and there would be no impact.

e) **No Impact.** The project would be built adjacent to the current road and bridge alignment. No other changes to the existing environment would occur.

Mitigation Measures

No project-specific mitigation is required under this subject.

Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Discussion of Impacts

a) **Less than Significant Impact.** Mendocino County is in the North Coast Air Basin. Mendocino County is designated as "unclassified" or "attainment" for all federal and state ambient air quality standards, including ozone, inhalable particulate matter (PM) 2.5 micron and 10 micron ($PM_{2.5}$ and PM_{10}, respectively); carbon monoxide; nitrogen dioxide; sulfur dioxide; and lead (Table 1) (CARB 2023; Environmental Protection Agency 2025). The County has partial nonattainment status for $PM_{2.5}$ for a portion of the county near the community of Willits (CARB 2024).

Table 1. State and Federal Air Quality Attainment Status for Mendocino County

Criteria Pollutants	State Designation	Federal Designation
Ozone	Attainment	Attainment
Particulate matter less than 10 microns in aerodynamic diameter (PM_{10})	Attainment	Attainment
Particulate matter less than 2.5 microns in aerodynamic diameter ($PM_{2.5}$)	Nonattainment (Partial)	Attainment
Carbon monoxide	Attainment	Attainment
Nitrogen dioxide	Attainment	Attainment
Sulfur dioxide	Attainment	Attainment
Sulfates	Attainment	—
Lead	Attainment	—
Hydrogen Sulfide	Unclassified	—
Visibility Reducing Particles	Unclassified	—

Source: California Air Resources Board 2023, California Air Resources Board 2024; California Air Resources Board 2026; Environmental Protection Agency 2025
Notes:
$PM_{2.5}$ = particulate matter 2.5 microns in diameter or less
PM_{10} = particulate matter 10 microns in diameter or less

The primary source of emissions contributing to ozone is from motorized vehicles. The small footprint of the proposed project would limit the extent of construction, including the types and numbers of equipment used. Any project that generates vehicle trips has the potential to incrementally contribute to pollution. During construction, equipment would be contained within localized areas, and emissions would be temporary (i.e., confined to short-term grading and construction activities). The operation of project construction equipment would result in limited temporary emissions of reactive organic gases and nitrogen oxides (NOx), which are ozone precursors, and PM_{10}. Earth-moving activities could increase localized levels of fugitive dust and $PM_{2.5}$ and PM_{10}. Localized PM is generated during site grading, excavation, and exhaust from construction equipment.

The proposed project would involve one season of construction, with an in-water construction period occurring from June 15 through October 15. The types of construction equipment and vehicles to be used during construction activities would be determined by the construction contractor and may include air

compressors, backhoes, bobcats, boom trucks (to place the pedestrian bridge in the northwest project area), bulldozer/loaders, compaction equipment, concrete trucks and pumps, dump trucks, excavators, flatbed trucks, forklifts, front-end loaders, graders, jackhammers, haul trucks, roller/compacter, and water trucks. There would not be operational emission increases once the project construction is completed.

County standards (implemented through the 2025 California Building Code) require implementation of BMPs to limit dust and PM_{10} emissions. Conservation Measure #4: Air Quality Control, (described in Section 2.6) will be used during project construction to limit dust and PM_{10} emissions:

Construction emissions of ROGs, NO_x, and PM_{10} are anticipated to be minimal but consistent with the policies and goals of all air quality plans applicable to the project. The project would not conflict or obstruct these plans. With the use of Conservation Measure #4, the potential for construction-related impacts on air quality would be less than significant.

b) **Less than Significant Impact.** The project would replace an existing bridge. Traffic composition, traffic speed, or traffic volume after project completion would be consistent with conditions prior to the bridge replacement and would not result in a net increase of pollutants. There would be no impact on operational emissions. Although Mendocino County is designated as unclassified or attainment for all federal and state ambient air quality standards except for the state standard for $PM_{2.5}$, construction activities associated with the project would result in a minor net increase in PM_{10} and $PM_{2.5}$. Construction emissions would be temporary and would primarily be localized around the construction areas. Additionally, Conservation Measure #4 (described in Section 2.6) will be implemented to minimize effects on air quality from construction-related activities.

The project's net cumulative contribution to criteria pollutants in a nonattainment area would be less than significant with use of Conservation Measure #4.

c) **No Impact.** The nearest sensitive receptor to the proposed project is a residence located approximately 500 feet south of the project. Short duration exposure to pollutants as a result of construction activities may occur in close vicinity to the project. Fugitive dust would be managed with implementation of Conservation Measure #4 and the residence located 500 feet from the project would not be impacted.

d) **Less than Significant Impact.** Construction activities would involve the use of gasoline or diesel-powered equipment that emits exhaust fumes. Construction could also involve asphalt paving, which has a distinctive odor during application. While persons near the construction work area may find these odors objectionable, emissions would be infrequent, would dissipate rapidly, and would be temporary. The effect of odors generated by project construction on people in or near the project area would be less than significant.

Mitigation Measures

No project-specific mitigation is required under this subject.

Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
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?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
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?	☐	☐	☐	☒

Discussion of Impacts

a) **Less than Significant with Mitigation Incorporated.** A northern spotted owl and marbled murrelet habitat assessment report, an aquatic resources delineation report, a tree survey report, and bat survey report, a biological assessment/essential fisheries habitat assessment, and a natural environment study were prepared by Stantec (Stantec 2023, Stantec 2024a, Stantec 2024b, Stantec 2025, Stantec 2026). Collectively, these studies were used to assess the project impacts on special status biological resources that may occur or are known to occur in the project area.

Special Status Plants. A botanical survey conducted on May 9, 2023 did not locate status plant species in the project area. Based on a habitat assessment, the project area provides potential habitat for

36 special status plant species, but these species were not observed during the botanical survey and are not likely to occur. Project implementation would have no impact on special status plant species.

Special Status Wildlife. The following species could use the habitats in the project area or immediate vicinity. None of these species were incidentally observed in the project area during the site visits.

Fish

- Southern Oregon/Northern California Coast (SONCC) Evolutionarily Significant Unit (ESU) coho salmon (*Oncorhynchus kisutch*), Federally and State Threatened
- California Coastal ESU Chinook salmon (*Oncorhynchus tshawytscha*), Federally Threatened
- Northern California winter-run distinct population segment (DPS) steelhead (*Oncorhynchus mykiss irideus*), Federally Threatened, SSC

Amphibians and Reptiles

- Foothill yellow-legged frog, North Coast DPS (*Rana boylii*), State Species of Special Concern (SSC)
- Northern red-legged frog (*Rana aurora*), SSC
- Southern torrent salamander (*Rhyacotriton variegatus*), SSC
- Northwestern pond turtle (*Actinemys marmorata*), Federally Proposed Threatened, SSC

Birds

- Golden eagle (*Aquila chrysaetos*), Fully Protected
- American goshawk (*Accipiter atricapillus*), SSC
- Olive-sided flycatcher (*Contopus cooperi*), SSC
- Purple martin (*Progne subis*), SSC
- Yellow-breasted chat (*Icteria virens*), SSC
- Yellow warbler (*Setophaga petechia*), SSC
- Northern spotted owl (*Strix occidentalis caurina*), Federally Threatened
- Marbled murrelet (*Brachyramphus marmoratus*), Federally Threatened, State Endangered

Mammals

- Ringtail (*Bassariscus astutus*), Fully Protected
- Sonoma tree vole (*Arborimus pomo*), SSC
- Pallid bat (*Antrozous pallidus*), SSC
- Townsend's big-eared bat (*Corynorhinus townsendii*), SSC

Fish. The Biological Assessment/Essential Fish Habitat Assessment report (Stantec 2026) determined that the project *may affect, is not likely to adversely affect* SONCC ESU coho salmon, California Coastal Chinook salmon, and Northern California winter-run DPS steelhead. Potential direct impacts include direct physical injury or mortality, exposure to hazardous materials, and noise impacts during pile driving. Indirect impacts include riparian habitat disturbance which may include potential water quality impacts,

including minor increases in sedimentation or turbidity following construction until disturbed areas have revegetated. Conservation Measure #1 through Conservation Measure #7.(described in Section 2.6) and Mitigation Measure # 1 will be used to reduce project-related construction impacts on fish to a less than significant level. Project operation would be consistent with existing conditions and would have no impact on fish species.

Amphibians and Reptiles. The streams and associated riparian habitat in and near the project area provide potential habitat for foothill yellow-legged frog, northern red-legged frog, southern torrent salamander, and northwestern pond turtle. The project could adversely affect these species if individuals are present in the project area during construction. Potential direct impacts include harassment, injury, and mortality. Special status amphibians and reptiles may also be indirectly affected by project activities if project activities result in degradation of aquatic habitat or water quality due to erosion and sedimentation or accidental fuel leaks and spills. Conservation Measure #1 through #7. (described in Section 2.6) and Mitigation Measure # 2—Special Status Amphibians and Mitigation Measure # 3—Northwestern Pond Turtle will be used to reduce project-related construction impacts on amphibians to a less than significant level. Project operation would be consistent with existing conditions and would have no impact on amphibian and reptile species.

Special Status Birds and Migratory Birds and Raptors. Potential nesting habitat for golden eagle, American goshawk, olive-sided flycatcher, purple martin, yellow warbler, yellow-breasted chat, and other migratory birds and raptors occurs along the banks of Outlet Creek and in trees and other natural vegetation within or immediately adjacent to the project area.

Construction disturbance during the nesting season could result in the loss of fertile eggs or nestlings or otherwise lead to nest abandonment of an active nest. This has the potential to adversely affect nesting birds. The project may also result in a small reduction of nesting or foraging habitat for birds. However, due to the limited nature of the work and regional occurrence of similar habitats, the small amount of habitat loss is not expected to result in an overall adverse impact on special status birds. Conservation Measure #1 through #7. (described in Section 2.6) and Mitigation Measure # 4—Special Status and Migratory Birds will be used to reduce project-related construction impacts on avian species to a less than significant level. Project operation would be consistent with existing conditions and would have no impact on bird species.

Northern Spotted Owl and Marbled Murrelet. Stantec conducted a northern spotted owl and marbled murrelet habitat assessment and auditory and visual disturbance analysis following *Estimating the Effects of Auditory and Visual Disturbance to Northern Spotted Owls and Marbled Murrelets in Northwestern California* (USFWS 2020). The study concluded that the project area and vicinity does not contain suitable nesting habitat for northern spotted owl and marbled murrelet. A *no effect* determination was concluded for both species.

Ringtail. Ringtail occurs in riparian habitats and in brush stands of most forest and shrub habitats. Brush present in riparian habitat in the project area provides potential denning sites. Direct effects on ringtail could result from vegetation removal if it takes place during the natal and maternal denning period (May 1 to June 30). If ringtails are using a den within brush slated for removal, the animals could be injured or killed if the brush is removed while it is occupied. Temporary noise disturbance generated by construction could indirectly affect ringtail. Outside of the denning period (May 1 through June 30), ringtails are highly

mobile and would move to an alternate den site if disturbed by project activities. Conservation Measure #1 through #7. (described in Section 2.6) and Mitigation Measure # 5—Ringtail will be implemented to reduce any impacts on ring-tailed cat to a less than significant level. Project operation would be consistent with existing conditions and would have no impact on ringtail.

Sonoma Tree Vole. Sonoma tree vole is a small nocturnal mammal that primarily inhabits coniferous forests dominated by Douglas fir (*Pseudotsuga menziesii*) or forests where Douglas fir and other conifer species co-occur. Direct impacts on Sonoma tree vole could result from tree removal and vegetation removal. Temporary noise disturbance generated by construction could indirectly affect these species as well. Conservation Measure #1 through #7. (described in Section 2.6) and Mitigation Measure # 6—Sonoma Tree Vole will be implemented to reduce any impacts on Sonoma tree vole to a less than significant level. Project operation would be consistent with existing conditions and would have no impact on Sonoma tree vole.

Pallid Bat and Townsend's Big-Eared Bat. Potential maternity colony habitat and individual roosting habitat for pallid bat and Townsend's big-eared bat occurs in tree snags within the project area. No crevices suitable for maternity colonies were observed in the existing bridge, and no sign of roosting bats was observed. However, individual bats could roost on the structure. The stream and woodlands in the project area may provide foraging habitat for both species. Individual roosting bats can move away from disturbances, and direct impacts on individual roosting bats are not anticipated. However, if a tree is removed that contains a pallid bat or Townsend's big-eared bat maternity colony, the removal could result in mortality or injury of individuals. In addition, significant noise disturbance may cause both direct and indirect impacts to both maternal roosts and individual roosts, potentially resulting in mothers temporarily or permanently leaving their pups. Conservation Measure #1 through #7 (described in Section 2.6) and Mitigation Measure # 7—Special Status Bats will be implemented to reduce any impacts on bats to a less than significant level. Project operation would be consistent with existing conditions and would have no impact on bat species.

b) **Less than Significant with Mitigation Incorporated.** The current list of California SNCs (CDFW 2025) was reviewed to determine whether any SNCs occur in the project area. Arroyo willow thickets and Oregon ash groves are both SNCs and riparian habitat. These communities are described and mapped in the project's Natural Environment Study (Stantec 2025).

Temporary impacts on sensitive natural communities/riparian habitat may occur from installation of a gravel pad, temporary access road, and falsework associated with bridge construction. Permanent impacts may result from new road construction, and installation of bridge foundations and piers. Based on the current project design, approximately 0.03 acre of temporary impacts and 0.01 acre of permanent impacts on sensitive natural communities/riparian habitat are anticipated.

The project has been designed to avoid and minimize the removal of sensitive natural communities/riparian habitat to the maximum extent practicable. Staging areas and construction access routes would avoid encroachment into riparian vegetation where practicable and minimize encroachment where complete avoidance is not practicable. Protected sensitive natural communities/riparian habitat would be clearly identified in the construction drawings and contractor work plans. Exclusionary fencing would be installed to mark boundaries of all avoided sensitive natural communities/riparian habitat adjacent to the work area. All pedestrian and vehicular traffic into the avoided areas would be prohibited

during construction. The exclusionary fencing would be inspected and maintained on a regular basis throughout project construction. Conservation Measures #2, 3: 5, 6, and 7 provided in Section 2.6 would minimize impacts on sensitive natural communities/riparian habitat. Project operation would be consistent with existing conditions and would have no impact on this resource.

c) **Less than Significant with Mitigation Incorporated.** Stantec conducted a delineation of aquatic resources on April 15 and 16, 2024 (Stantec 2024a). The project would result in temporary and permanent impacts on waters of the United States and waters of the state. Up to 0.010 acre of palustrine forested wetlands, 0.003 acre of palustrine scrub-shrub wetlands, 0.023 acre of intermittent stream (260 linear feet), 0.083 acre (20 linear feet) of perennial stream would be temporarily impacted by gravel pad, temporary access road, and falsework within the Outlet Creek channel and a bottomless culvert on the intermittent tributary. Up to 0.014 acre of palustrine forested wetland and 0.025 acre (20 linear feet) of perennial stream would be permanently impacted from the cut and fill, new road, new guardrail, bridge foundations, and piers. Total impacts on waters of the United States and state include 0.158 acre (300 linear feet). In addition, temporary impacts on waters of the state that do not quality as waters of the U.S. includes 0.024 acre on a palustrine emergent wetland from equipment staging.

Under USACE Nationwide Permit 14 for Linear Transportation Projects, notification to USACE is required for impacts on special aquatic sites (i.e., wetlands). Mitigation may include 3:1 area replacement for permanent impacts and 1:1 for temporary impacts. The North Coast RWQCB may require additional mitigation for waters of the state. In addition to Conservation Measures #2, 3: 5, 6, and 7 provided in Section 2.6, mitigation required by USACE, RWQCB, and CDFW permits will be implemented to reduce any impacts to a less than significant level, as described in Mitigation Measure # 8. Project operation would be consistent with existing conditions and would have no impact on this resource.

d) **Less than Significant with Mitigation Incorporated.** Work would only be performed in the stream channel during the in-water work window (June 15 through October 15), when water levels are low and fish presence and abundance is minimal. Conservation Measure #1 through #7 (described in Section 2.6) and Mitigation Measure # 1 would be implemented to reduce impacts on fish species moving through Outlet Creek during construction. Impacts would be less than significant with mitigation incorporated. Project operation would be consistent with existing conditions.

e) **Less than Significant with Mitigation Incorporated.** The project will comply with the goals and objectives described in the County's General Plan (Mendocino County 2009), including measures for water quality and biological resources protection. Due to the density of the woodland in the project area and the necessity for a slight road re-alignment for construction purposes, many trees would have to be removed during construction. Up to 21 trees with a 12-inch or larger DBH would be removed by project construction, including 13 black or white oak, three California laurel, and five Douglas fir. Nine of the 21 trees would be permanently removed due to road and bridge infrastructure, but the remaining 12 trees would be allowed to re-grow (i.e., oak trees and California laurel commonly re-sprout from cut stumps). Additional trees smaller than 12-inch DBH would be removed and are detailed in the project's Natural Environment Study (Stantec 2025) and described further in the project's Tree Qualitative Characterization Report (Stantec 2024b). Tree removal would be avoided as much as possible according to Conservation Measure #5 and Conservation Measure #6 provided in Section 2.6. Any riparian trees removed would be

replaced according to Conservation Measure #6 in Section 2.6. Mitigation Measure # 9—Trees will be implemented to reduce any impacts from tree removal to a less than significant level.

f) **No Impact.** There are no adopted habitat conservation plans, natural community conservation plans, or other approved habitat conservation plans that cover the project area. The project would have no impact on local, regional, or state conservation plans.

Mitigation Measures

Mitigation Measure # 1—Fish Relocation and Exclusion

- Fish Relocation and Exclusion Plan will be prepared and submitted to Caltrans and NMFS for approval prior to installing the stream diversion system in Outlet Creek. The plan will clearly outline the methods for fish relocation and exclusion from all in-water work areas needed to be coffered and during construction of the diversion. Fish relocation from areas to be isolated will be performed by professional fisheries biologists with experience in safe removal of aquatic species from construction areas.

- The contractor will be required to submit a dewatering plan for approval by NMFS and CDFW: NMFS typically requires a minimum of 30 days to review. The County will confirm that any dewatering and fish relocation activities are sequenced to minimize effects, including installing fish exclusions (e.g., block nets if conditions allow); incrementally dewatering the river to minimize stranding; electrofishing/seining/other capture and relocation according to NMFS (NMFS 2000) and CDFW (Flosi et al. 2010) guidelines. The County will also verify that captured individuals are kept in cool, shaded, aerated water, protected from overcrowding or other stressors, and separated by age classes to minimize predation.

Timing/Implementation:	Prior to and during construction
Enforcement:	CDFW
Monitoring:	County and its contractor

Mitigation Measure #2—Special Status Amphibians

- A qualified biologist will provide environmental awareness training to construction personnel prior to the onset of work. The training will instruct construction personnel on how to recognize potentially occurring special status species and next steps if any are encountered.

- Within 24 hours prior to clearing/grubbing or disturbance-related construction in a previously undisturbed area, a qualified biologist will conduct a preconstruction survey for special status amphibians within the disturbance footprint. Any special status amphibian found will be relocated to a nearby suitable habitat outside of the disturbance footprint. The County will inform Caltrans if such an activity occurs.

- If special status species are encountered within the project area during construction and could be harmed by construction activities, work will stop in the area. Work will not resume until the

species has left the work area on its own or a qualified biologist has been contacted to relocate the species to nearby suitable habitat. The County will inform Caltrans if such an activity occurs.

Timing/Implementation:	Prior to and during construction
Enforcement:	CDFW
Monitoring:	County and its contractor

Mitigation Measure #3—Northwestern Pond Turtle

- A USFWS-approved biologist (biologist) will implement and administer the survey and monitoring duties outlined in these conservation measures. The biologist will provide environmental awareness training that will be presented to all construction personnel who may work within suitable northwestern pond turtle habitat, prior to commencement of work activities. The biologist may exclude select construction personnel from awareness training if their duties will not expose them to suitable northwestern pond turtle habitat (e.g., delivery drivers, traffic control). Awareness training will include a brief review of the biology of northwestern pond turtle and a description of the conservation measures that directly pertain to construction personnel, and which must be followed by all construction personnel.

- The biologist will be responsible for on-site northwestern pond turtle “clearance” surveys (detailed below) and monitoring of occupied northwestern pond turtle areas during ground-disturbing activities, in-water work, and any other time when project activities could reasonably result in adverse effects to northwestern pond turtle. The biologist will notify the resident engineer if northwestern pond turtle is encountered during project activities. The biologist will have the authority to temporarily stop work activities that may result in adverse effects to relocate northwestern pond turtle in dewatered areas (see aquatic relocation plan) or upland habitat (see below).

- The biologist will perform an initial preconstruction survey no more than 48 hours prior to any ground-disturbing work, and daily clearance surveys before the start of work each morning within suitable upland habitat for all life stages (i.e., adults, juveniles, emerged hatchlings, nests) of northwestern pond turtle during each year of the project.

- For the initial preconstruction survey, the biologist will:

  - Complete the survey no more than 48 hours prior to any ground-disturbing work, including vegetation removal and installation of northwestern pond turtle exclusion fencing (described below).

  - Survey all areas where ground-disturbing activities will occur.

  - Slowly walk linear transects surveying for any northwestern pond turtle age class prevalence or signs of activity (e.g., tracks, digging, predated nests) within 10 to 20 feet from the transect (using binoculars if needed) until all suitable northwestern pond turtle habitat within the project footprint of the project area has been surveyed.

- For daily preconstruction surveys (required when ground-disturbing activities, in-water work, and any other activities are anticipated to occur that day), the biologist will:
    - Conduct daily preconstruction surveys in fenced/unfenced locations within the project area where ground-disturbing activities (including but not limited to vegetation removal, erosion control, grading of soil) are anticipated to occur that day.
    - Inspect northwestern pond turtle exclusion fencing and repair, if needed, any gaps or slack along the fencing or remove any debris build up impacting the integrity of the fence.
- If northwestern pond turtle is detected during preconstruction surveys, construction activities will not begin in the area where the northwestern pond turtle was detected until the biologist can safely capture, handle, and relocate the northwestern pond turtle to nearby suitable aquatic habitat outside the work area. If a female is found actively nesting, she will not be disturbed until egg laying is complete and she vacates the nest area on her own volition. If northwestern pond turtle is observed in aquatic habitat, the turtle will be monitored for signs of disturbance during construction activities and not relocated. If the biologist relocates a northwestern pond turtle, USFWS will be notified by telephone or email within 48 hours.
- Prior to releasing northwestern pond turtle, the biologist will:
    - Fill out datasheet (e.g., time/date, weather, location, local habitat characteristics, sex, age category, shell measurements/condition [carapace, plastron], other notes) and photo document (carapace, plastron, face, and any other notable morphology markings or deformations, like missing limbs, or potential shell rot lesions) the turtle.
    - Conduct a visual survey for sign (e.g., scat, tracks) of potential predators (e.g., otters, bears, coyotes, meso-carnivores) along the edges of the selected aquatic relocation area. If a predator is observed, or there is recent sign of a predator, the biologist will relocate the northwestern pond turtle in an alternate aquatic or upland relocation area. Alternate relocation areas should be identified prior to conducting work activities that could result in the need for northwestern pond turtle relocation. All potential relocation sites will be in the same drainage or watershed.
    - Wear nitrile gloves when handling individual turtles (one pair per individual) to reduce the potential spread of pathogens. Gloves will be disposed of in proper trashcan facilities.
    - Any sign of possible turtle shell disease in a northwestern pond turtle during capture and relocation will be documented and reported to USFWS. If turtle shell disease is identified at the project site, USFWS may request additional measures be imposed to reduce the spread of the disease.
    - All relocations will be made in the same watershed within 1,640 feet (500 meters) of the location encountered.

- Northwestern pond turtle capture and relocation will be conducted by the biologist during dewatering, which will occur during the same in-water work window of June 15 through October 15 (or until the wet season begins) used for salmonids. Northwestern pond turtle capture and relocation will begin as soon as possible following stream cofferdam closure and commencement of dewatering or prior to implementing pile driving or hoe-ram demolition activities. Nets used for capture and relocation of northwestern pond turtle must be of suitable mesh size to minimize northwestern pond turtle injury. Nets and other equipment used for capture and relocation of northwestern pond turtle during dewatering activities will be clean, free of pathogens, and free of aquatic invasive species. Water pumps will be screened with wire mesh screens small enough to prevent hatchling northwestern pond turtle from entering the pump system. All captured northwestern pond turtle will be released to aquatic relocation areas as identified in an aquatic species relocation plan.

- The following measures will be implemented to minimize potential impacts from pile driving. Caltrans will require that the contractor implement the following measures, developed in coordination with project design engineers, to minimize the exposure of northwestern pond turtle to potentially harmful underwater sounds during each construction season that impact pile driving occurs:

    - Vibratory pile driving will be used in lieu of impact pile driving whenever feasible. Impact pile driving and hoe-ram operations will be minimized to the greatest extent practicable.

    - Impact pile driving and hoe-ram operations will be limited to daylight hours only and would be followed by a minimum period of 12 hours with no impact pile driving to allow the accumulated sound exposure level to reset to zero.

- In northwestern California, northwestern pond turtles are expected to nest between May 15th and September 15th. Eggs hatch in the fall and hatchlings remain in the nest until early spring approximately between March 1st and April 15th. Any nests will be flagged or otherwise delineated for avoidance and carefully monitored during work activities until the work is completed or the northwestern pond turtle have hatched and dispersed to adjacent aquatic habitat the following spring. Fencing will be placed within the project area to minimize impacts to female adult northwestern pond turtle accessing nesting habitat from construction activities in upland habitat.

- Heavy duty geotextile fabric (silt fencing) will be installed during the nesting season. Any fencing in the flood zone of Outlet Creek will be removed after the nesting season and prior to the wet season (between September 15th and October 15th). Fencing will be reinstalled during the second construction season between April 15th and May 15th. Fencing will be: (1) properly installed, trenched in and vertically stout, and regularly maintained, (2) buried between 6 to 8 inches deep to deter turtles digging and to improve the integrity of the fence at ground level, (3) if digging 6 to 8 inches is not practicable due to bedrock, then the bottom will be folded over 8 inches and as many stakes and sandbags as are needed will be placed along these locations to close off the bottom completely, (4) supported with posts or stakes spaced between 6 to 10 feet apart, (5) fully enclosed or sections that are not fully enclosed (i.e., entrance to temporary bridge)

will end the fence sections with a “J” or hooked end so that animals are not directed toward roads or other forms of potential harm.

- A minimum of two temporary crossings will be placed under the fenced road on the sand bar. An openness ratio (OR) defined as a culvert’s cross-sectional area divided by its length (OR = x-sec area/length) of 0.82 feet (0.25 meter) will be required. A preferred width is 2 feet or more and the minimum width will be no less than 18 inches. Natural substrates will be evenly distributed on the bottom of the crossings. Crossings will be set at grade level to avoid the risk of perching.

- The northwestern pond turtle may overwinter in aquatic or muddy substrates or on land as far as 1,640 feet from aquatic habitat. Northwestern pond turtle that overwinter in upland habitat move from aquatic habitat as early as August 25th (peaking between September and October) through November 30th. Most northwestern pond turtle will begin moving back to aquatic habitat between February 1st and April 15th. If an overwintering northwestern pond turtle is accidentally excavated and unharmed, construction activities will cease within 50 feet of the turtle until the biologist can relocate it to a location specified in the relocation plan. If a northwestern pond turtle is accidentally excavated and injured, the biologist will take the individual turtle to a USFWS-approved rehabilitation center. If it is killed, the northwestern pond turtle carcass will be taken to a designated repository. If the biologist exercises this authority, USFWS will be notified within 48 hours.

- To prevent the inadvertent entrapment of northwestern pond turtle, all excavated, steep-walled holes or trenches more than 3 inches wide and 1 foot deep will be inspected for northwestern pond turtle and then either surrounded by exclusion fencing or covered at the end of each working day by plywood or similar materials. If it is not feasible to cover an excavation, one or more escape ramps constructed of earthen fill or wood ≥6 inches wide should be installed. Before such holes or trenches are filled, they must be thoroughly inspected by the biologist for trapped northwestern pond turtle. If at any time a trapped northwestern pond turtle is detected, the biologist will relocate the turtle to and established aquatic relocation site.

- Vegetation alteration and removal will be done with the use of hand tools (including chainsaws) unless heavy equipment is required. If vehicles or equipment are used off the existing paved or graveled surface, the work area will first be surveyed for northwestern pond turtle by the biologist immediately before the proposed work.

- Food may attract northwestern pond turtle predators to the project area. All food-related trash will be disposed of in closed containers that should be removed from the project area at least twice per week during the construction period.

- No pets will be allowed anywhere in the project area during construction to eliminate the potential for disturbance or injury to, or death of, northwestern pond turtle. Any stray domestic animals observed on-site will be reported to animal control for immediate removal.

- Heavy equipment operated in or near water or suitable upland habitat will use non-toxic (e.g., vegetable oil-based) hydraulic fluids, unless it is incompatible with the safe operation of the equipment. Equipment refueling and maintenance will only occur at staging areas to avoid fuel,

hydraulic fluids, and lubricants from entering the waterway or suitable upland habitat. Further, absorptive pads or impermeable pans will be placed under the vehicles to contain leaks and spills.

Timing/Implementation:	Prior to and during construction
Enforcement:	CDFW, USFWS
Monitoring:	County and its contractor

Mitigation Measure #4—Special Status and Migratory Birds

- If all necessary approvals have been obtained, potential nesting substrate (e.g., shrubs and trees) that will be removed by the project will be removed before the onset of the nesting season (February 1 through August 31), if practicable. This will help preclude nesting and substantially decrease the likelihood of direct impacts.

- If construction occurs during the nesting season (February 1 through August 31), a qualified biologist will conduct a preconstruction nest survey of the project area, including a 500–foot buffer for raptor species and a 250-foot buffer for all other species, as access is available, to locate active bird nests and identify measures to protect the nests. The preconstruction survey will be performed between February 1 and August 31, but no more than 14 days prior to the implementation of construction activities (including staging and equipment access). If a lapse in construction activities for 14 days or longer occurs between those dates, another preconstruction survey will be performed.

- If an active nest is found, a qualified biologist (in consultation with CDFW and USFWS) will determine the extent of a construction-free buffer zone to be established around the nest. The County will inform Caltrans if such an activity occurs.

Timing/Implementation:	Prior to and during construction
Enforcement:	CDFW
Monitoring:	County and its contractor

Mitigation Measure #5—Ringtail

- To the extent practicable, removal of large trees or riparian brush will occur outside of the maternal denning period for ringtail (May 1 to June 30).

- If vegetation removal is to occur during the maternal denning period (May 1 to June 30), a qualified biologist will conduct a preconstruction survey of the project area to attempt to locate maternity dens and identify measures to protect observed maternity dens from disturbance. The preconstruction survey will be performed no more than 14 days prior to vegetation removal.

Timing/Implementation:	Prior to and during construction
Enforcement:	CDFW
Monitoring:	County and its contractor

Mitigation Measure #6—Sonoma Tree Vole

- A qualified biologist will conduct a preconstruction survey of the project area to locate and identify the potential presence of Sonoma tree vole. The survey will occur no more than 14 days prior to the start of construction activities (including staging and equipment access). If a lapse in construction activities for 14 days or longer occurs between those dates, another preconstruction survey will be performed.

- Consultation with CDFW would occur prior to surveys to determine if seasonal restrictions are appropriate if a nest is located in a tree proposed for removal.

- If an active nest is found, a qualified biologist, in consultation with CDFW, will determine the extent of a construction-free buffer zone to be established around the nest or if seasonal restrictions would reduce impacts to the species.

Timing/Implementation: Prior to and during construction

Enforcement: CDFW

Monitoring: County and its contractor

Mitigation Measure #7—Special Status Bats

- To the extent practicable, removal of large trees with cavities will occur before maternity colonies form (i.e., prior to March 1) or after young are volant (i.e., after August 15).

- If construction requires the removal of the bridge and any mature trees with cavities during the non-volant season (March 1 through August 15), a qualified biologist will conduct a preconstruction survey of the project area for maternity colonies. The preconstruction survey will be performed no more than 14 days prior to the start of construction activities (including staging and equipment access). If a lapse in construction activities for 14 days or longer occurs between those dates, another preconstruction survey will be performed. If any maternity colonies are detected, appropriate conservation measures (as determined by a qualified biologist) will be implemented. These measures may include, but are not limited to, establishing a construction-free buffer zone around the maternity colony site, biological monitoring of the maternity colony, and delaying construction activities in the vicinity of the maternity site.

Timing/Implementation:	Prior to and during construction
Enforcement:	CDFW
Monitoring:	County and its contractor

Mitigation Measure #8—Waters of the United States and State

- Prior to any discharge of dredge of fill material into potential waters of the United States and state, the required permits/authorizations will be obtained from USACE and the RWQCB. All terms and conditions of the required permits/authorizations will be implemented.

- Prior to any activities that would obstruct the flow of Outlet Creek, or alter its bed, channel, or bank, or those of the unnamed intermittent stream, notification of streambed alteration will be submitted to the CDFW. If required, a streambed alteration agreement will be obtained from CDFW, and all conditions of the agreement will be implemented.

  Timing/Implementation: Prior to and during construction

  Enforcement: USACE, RWQCB, CDFW

  Monitoring: County and its contractor

Mitigation Measure #9—Trees

- Excessive soil compaction would be prevented by carefully selecting storage areas and construction traffic routes. Stockpiled soil, construction materials, and excessive foot traffic should be prohibited within the driplines of trees. In areas where equipment traffic will occur within a tree root zone (approximately the width of the tree's dripline), an 8- to 16-inch-deep mulch layer should be used to prevent soil compaction.

- If practicable, placement of fills within the root zone of a tree will be avoided. If placement of fills within the root zone of a tree cannot be avoided, the following precautions or other methods to avoid adverse effects on the tree should be implemented:

  - Remove grass, leaves, and other material that may form an impervious layer when fill material is added.

  - Build a retaining wall no closer than 6 feet from the trunk of the tree (preferably not within the dripline). The wall should be several inches higher than the proposed depth of fill.

  - Provide an aerating system consisting of gravel aeration spokes or a gravel layer with a system of drain tiles. The spokes allow the vital exchange of gases to occur.

  - Fill soils should be of a texture and structure identical to or coarser than the original soil.

- No surface covering (e.g., paving) should be placed within a minimum 6-foot radius from the base of a tree. Where paving is planned near trees (e.g., within the dripline), pervious surfacing should be considered (e.g., porous brick with sand joints, gravel, gravel pavers).

- Removal of soil, leaves, and vegetation within a tree's dripline should be avoided. If any component of the native ground surface within dripline of a tree must be removed for any reason, it should be replaced within 48 hours.

- Roots to be severed should be the maximum allowable distance from the trunk. Roots over 1 inch in diameter that are damaged as a result of construction activities should be traced back and cleanly cut behind any split, cracked, or damaged area. Removed soil should be backfilled as soon as possible to minimize the drying of the roots.

Timing/Implementation: Prior to and during construction

Enforcement: Caltrans

Monitoring: County and its contractor

Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Discussion of Impacts

a, b) **No Impact.** Archival research, coordination with the Native American community, and an intensive archaeological survey are summarized in the confidential Archaeological Survey Report and Extended Phase I Report (XPI) prepared for the project (Stantec 2024c). A records search conducted by the Northwest Information Center of the California Historical Resources Information System identified two potential archaeological resources: the existing bridge in the area of potential effect (APE) and an abandoned railroad track outside the APE. The XPI study found two precontact (prehistoric) artifacts within the project study area; however, these artifacts are thought to have been displaced and out of context due to landform conditions associated with the floodplain setting.

Cultural studies determined that cultural resources located in the APE do not require further review. The bridge is not eligible for listing on the National Register of Historic Places, and the railroad track is outside of the APE. The XPI study considers prehistoric artifacts discovered to be displaced from any primary context due to landform conditions associated with the floodplain setting. Caltrans Federal Highway Administration Section 106 Programmatic Agreement guidelines note that isolated prehistoric finds consisting of fewer than three items per 100 square meters may be considered exempt from further evaluations.

The project would have no impact on historical resources.

c) **Less than Significant with Mitigation Incorporated.** Human remains were not identified during the cultural studies; however, the potential for encountering human remains during project construction

can never be entirely ruled out. State law prescribes protective measures that must be taken if any subsurface human remains are discovered. Mitigation Measure # 10—Cultural Resources will be implemented to reduce potential impacts to a less than significant level.

Mitigation Measures

Mitigation Measure #10—Cultural Resources

The following measure will be implemented to minimize or avoid project-related impacts on cultural resources:

- All activities that may further disturb the potential human remains will cease immediately in the vicinity of the discovery. The County and Caltrans will take appropriate steps to secure and protect human remains and any funerary objects from further disturbance.
- The Cultural Resources Specialist or crew will notify the Caltrans Archaeologist by telephone within 24 hours of discovery, followed within three days by written confirmation.
- Human remains or associated funerary objects will not be excavated or otherwise removed unless a permit is issued under the Archaeological Resources Protection Act and after consultation between the appropriate Native American representative(s) and Caltrans.
- The Activity that resulted in the inadvertent discovery may not resume until clearance is provided by Caltrans.

Timing/Implementation:	During construction
Enforcement:	Native American Heritage Commission (NAHC) and Caltrans
Monitoring:	County and its contractor

Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
VI. ENERGY — Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Discussion of Impacts

a, b) **No Impact.** The project would use gasoline and diesel-powered equipment during construction. This would not be considered wasteful, inefficient, or unnecessary consumption of energy resources and would only occur for short periods of time throughout the construction period. The project will comply with state and County plans for energy efficiency. Project operation would be consistent with conditions that existed prior to loss of the previous bridge.

Mitigation Measures

No project-specific mitigation is required under this subject.

Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
VII. GEOLOGY AND SOILS — Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
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 wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Discussion of Impacts

a, c, d) **No Impact.** The project would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known fault, strong seismic ground shaking, seismic-related ground failure, or landslides. No faults pass through the project area, and the project is not located within an Alquist-Priolo earthquake fault zone (DOC 2015). Topography in the project area is nearly level to gently sloping. There is a low potential for ground failures such as landslide, lateral spread, or collapse. Ground shaking activities such as earthquakes would have a negligible effect on the new paved roadways and associated project features.

Other types of ground failure such as expansive soils and subsidence (the gradual settling or sinking of an area with little or no horizontal motion) are not considered to pose a significant hazard within the proposed project area.

Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid, thus becoming similar to quicksand. Factors determining the liquefaction potential are soil type, the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater. Loose sands and peat deposits, along with recent Holocene age deposits, are more susceptible to liquefaction, while older deposits of clayey silts, silty clays, and clays deposited in freshwater environments are generally stable under the influence of seismic ground shaking. The project site consists of well-drained, loam, clay loam, and gravely clay loam soils which have a lower potential for liquefaction or ground failure to occur (Natural Resources Conservation Service 2025). The Mendocino County general plan does not identify the project area as a potentially liquefiable soil area (Mendocino County 2009). The proposed project would not be expected to result in substantial adverse effects from liquefaction. Key design features would provide pathways and associated project features that are constructed to provide structure stability.

No impact is anticipated on the proposed project due to ground shaking, liquefaction, landslides, unstable soils, or expansive soils.

b) **Less than Significant.** The bridge replacement project would result in soil disturbance in portions of the project area. Project designs and geotechnical considerations would reduce soil erosion. Overall, soil loss would be minimal with the implementation of standard construction practices for dust control and stormwater pollution prevention, including the project's Storm Water Pollution Prevention Plan (SWPPP). Conservation Measure #2 (Section 2.6) will also be used during construction to minimize the potential for erosion. Project operation would be consistent with existing conditions. The potential for soil erosion and loss of topsoil as a result of project implementation would be less than significant.

e) **No Impact.** The project does not involve septic or wastewater systems.

f) **No Impact.** There are no unique paleontological or geologic features in the project area.

Mitigation Measures

No project-specific mitigation is required under this subject.

Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS — Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion of Impacts

a) **Less than Significant Impact.** Greenhouse gas (GHG) emissions from the project would be generated off-site from the production of project materials, as well as on-site construction-related equipment emissions. While the project would have an incremental contribution in the context of the county and region, construction-related GHG emissions would be short-term and minor. Conservation Measure #4 (Section 2.6) regarding air quality and dust control has been incorporated into the project design to avoid or minimize construction-related GHG emissions. Project operation would be consistent with existing conditions.

b) **Less Than Significant Impact.** The State of California has adopted several regulations related to GHG emissions reduction. These include efforts to reduce tailpipe emissions and diesel exhaust produced by fuel-combustion engines. Project construction and operation would adhere to statewide efforts aimed at minimizing GHG emissions and therefore would not conflict with any applicable plans, policies, or regulations adopted for reducing the emission of GHGs. The project would have a less than significant impact.

Mitigation Measures

No project-specific mitigation is required under this subject.

Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) For a project located within an airport land use compatibility 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 for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☒	☐	☐

Discussion of Impacts

a, b) **Less than Significant Impact.** The nature and scope of the project (bridge replacement) would not present a significant risk related to hazardous materials or emissions.

Small amounts of hazardous materials would be used during construction activities for equipment maintenance (e.g., fuel and solvents) and roadway construction. Use of hazardous materials would be limited to the construction phase. Construction activities pose a slight risk for solvent or fuel spills or

leaks. Conservation Measure #3 (Section 2.6) would be implemented to avoid or minimize the potential for accidental release of hazardous materials from spills or fuel leaks during project construction.

6PPD-quinone chemicals enter the environment through tire wear and are sufficiently water-soluble to enter river systems via urban stormwater runoff. With the current open-barrier design, stormwater runoff from the bridge deck would drain off the deck edges directly to Outlet Creek. While direct discharge to the creek presents a potential pathway for tire-derived contaminants, the actual pollutant loading and risk to water quality are extremely low due to the following factors:

- Post-construction motorized traffic use of the bridge to access residences west of the creek would continue to be minor. Additionally, Reynolds Highway ends west of the bridge. Tire wear generated by the fewer than 40 anticipated average daily trips would be negligible.
- Limited impervious area: Only the bridge deck would contribute to direct runoff; the surrounding unpaved roadway would continue to promote infiltration rather than runoff.
- High dilution and rapid dispersion: Outlet Creek is a perennial stream within an active floodplain, providing substantial dilution and flow volume during rainfall events.

Given the minimal impervious footprint, low traffic intensity, and high receiving-water dilution capacity, 6PPD-quinone concentrations resulting from bridge deck runoff are expected to be orders of magnitude below known toxicity thresholds for salmonids (Tian et al. 2021; McIntyre et al. 2022) and thus would have a low impact on the environment overall.

The proposed bridge crossing will have a lower speed limit and with limited pavement in the area, regular tire wear that would eventually result in the release of materials containing 6PPD during first flush events would be limited compared to major highways or urban areas. Additionally, the new bridge is not anticipated to increase local traffic levels and will be designed to divert stormwater, therefore, increased inputs of PPD chemicals is discountable.

The potential for project construction and operation to create a hazard to the public or the environment through the accidental spill or pollutants or release of hazardous materials would be less than significant.

c) **No Impact.** No schools or proposed schools are within 0.25 mile of the project. There would be no impact on schools.

d) **No Impact.** A review of the California Department of Toxic Substances Control EnviroStor database (California Department of Toxic Substances Control 2025) and the State Water Resources Control Board GeoTracker database (SWRCB 2025b) found no record of any known contaminated sites, regulated landfill sites, underground tank sites, or hazardous waste generators in the project vicinity. The project area is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No potential hazardous materials or waste sites are listed in the project vicinity.

e) **No Impact.** The Willits Airport is approximately 0.6-mile southwest of the project area. However, the project would have no impact on the airport, nor would it present a safety hazard for people working or residing in the project area.

f) **No Impact.** The project would not impair implementation nor physically interfere with an adopted emergency response plan or emergency evacuation plan. Traffic would be allowed to pass on the current route while the new bridge is being constructed.

g) **Less than Significant with Mitigation Incorporated.** The project area is in a State Responsibility Area in a Very High Fire Hazard Severity Zone, as mapped by the California Department of Forestry and Fire Protection (CALFIRE) (CALFIRE 2025). The use of construction equipment in and around vegetated areas increases the potential for wildfire ignition. Mitigation Measure # 11—Wildfire Prevention would reduce the risk of wildfire associated with project construction. The potential for accidental wildfire ignition during construction would be less than significant. Project operation would be consistent with existing conditions and would not increase the potential for wildfire ignition.

Mitigation Measures

Mitigation Measure #11—Wildfire Prevention

- Per the requirements of PRC Section 4442, the County will include a note on all construction plans that internal combustion engines will be equipped with an operational spark arrestor, or the engine must be otherwise equipped for the prevention of fire.

Timing/Implementation:	During construction
Enforcement:	County
Monitoring:	County and its contractor

Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Discussion of Impacts

a) **Less than Significant Impact.** The project would involve ground disturbance and other activities that could discharge pollutants in storm water runoff. Project construction would not alter the existing topography or existing drainage patterns in a way that would result in increased erosion, surface runoff, flooding on- or off-site, or otherwise degrade water quality.

6PPD-quinone chemicals enter the environment through tire wear and are sufficiently water-soluble to enter river systems via urban stormwater runoff. With the current open-barrier design, stormwater runoff from the bridge deck would drain off the deck edges directly to Outlet Creek. While direct discharge to the creek presents a potential pathway for tire-derived contaminants, the actual pollutant loading and risk to aquatic life are extremely low due to the following factors:

- Post-construction motorized traffic use of the bridge to access residences west of the creek would continue to be minor. Additionally, Reynolds Highway ends west of the bridge. Tire wear generated by the fewer than 40 anticipated average daily trips would be negligible.
- Limited impervious area: Only the bridge deck would contribute to direct runoff; the surrounding unpaved roadway would continue to promote infiltration rather than runoff.
- High dilution and rapid dispersion: Outlet Creek is a perennial stream within an active floodplain, providing substantial dilution and flow volume during rainfall events.

The proposed bridge crossing will have a lower speed limit and with limited pavement in the area, regular tire wear that would eventually result in the release of materials containing 6PPD during first flush events would be limited compared to major highways or urban areas. Additionally, the new bridge is not anticipated to increase local traffic levels and will be designed to divert stormwater, therefore, increased inputs of PPD chemicals are discountable.

Construction and operation of the project would involve the minor use of hazardous materials (i.e., petroleum-based fuels and lubricants) for fueling and maintenance of equipment away from any waterways. Conservation Measure #2 and Conservation Measure #3 (Section 2.6) would reduce potential impacts on water quality; project-related impacts on water quality would remain less than significant.

b) **No Impact.** The proposed project would not require the use of any groundwater and would not substantially decrease groundwater supplies. The project would not interfere substantially with groundwater recharge and there would be no impact.

c i–iv) **Less than Significant Impact.** The drainage patterns for the proposed project would be similar to pre-project conditions. The main span of the bridge will clear span Outlet Creek to avoid the negative hydraulic impacts that come with placing a support in the waterway. A bottomless culvert on shallow foundations will be constructed to accommodate the bridge approach over an unnamed seasonal channel located on the south side of Outlet Creek; however, this would not restrict water flow. The proposed new bridge deck and concrete approach slabs (approximately 212 linear feet) represent the only impervious surface areas that would be created by the project. The total area of impervious surface would be less-than 0.1 acre.

Conservation Measure #2 in Section 2.6 would be implemented to avoid and minimize effects from erosion during construction. In addition, Conservation Measure #3 (Prevention of Accidental Spills) in Section 2.6 will be implemented so that polluted runoff from project construction do not enter the waterways surrounding the project area.

The project would not substantially increase the rate or amount of surface runoff in a manner that could result in flooding and would not impede flood flows. There would be a less than significant impact.

d) **Less Than Significant Impact.** According to FEMA (Flood Insurance Rate Map Number 06045C1125G) (FEMA 2025), the project area is in Zone A, which is classified as an area of high flood risk. The roadway profile will likely match the existing profile, as raising the bridge out of the floodplain is not practical for this site due to the alignment of the road and the lack of County right of way. With the current open-barrier design, stormwater runoff from the bridge deck would drain off the deck edges directly to Outlet Creek. Tire-derived contaminants (6PPD-quinone chemicals) may flow into the stream during a flood event. However, the actual pollutant loading would be low due to the low use of the bridge, low speed limit, limited impervious area (i.e., bridge deck), and the high dilution and rapid dispersion from the perennial stream. No other hazardous materials would be present that could be released during a flood event. Impacts from pollutant release from flooding would be less than significant.

e) **No Impact.** Construction and operation of the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The project is not within a designated groundwater sustainability plan area (SWRCB 2025a).

Mitigation Measures

No project-specific mitigation is required under this subject.

Land Use Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XI. LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion of Impacts

a) **No Impact.** The project would not divide an established community. Construction would be temporary, and the roads and bridge would remain passable.

b) **No Impact.** The project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. There would be no impact.

Mitigation Measures

No project-specific mitigation is required under this subject.

Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XII. MINERAL RESOURCES — Would the project:				
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion of Impacts

a, b) **No Impact.** The project area has not been mapped by the California Department of Conservation's Mineral Land Classification as containing marketable aggregate (DOC 2025b). The Mendocino County general plan notes that the most common minerals in the county are aggregate resource minerals, primarily sand and gravel found along rivers and streams (Mendocino County 2009). However, quarries and mines are not located near the project area (DOC 2016). Project implementation would not prevent future mining or result in the loss of availability of a valuable mineral resource.

Mitigation Measures

No project-specific mitigation is required under this subject.

Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. NOISE — Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion of Impacts

a) **Less Than Significant Impact.** Construction equipment would generate noise during project execution. The Mendocino County General Plan does not include noise restrictions that would be applicable to the construction of the project (Mendocino County 2009). The General Plan also notes that there are no County codes or ordinances that pertain to the reduction of construction noise. All construction noise would be temporary, and the nearest residence is about 600 feet from the project. Since construction would be limited to daylight hours, there would not be significant impacts from construction-generated noise. Ambient noise associated with the project operation would be consistent with existing conditions and the proposed project would not result in a substantial temporary or permanent increase in ambient noise levels.

b) **Less Than Significant with Mitigation Incorporated.** During excavation and construction activities for the project, groundborne vibration would be produced by the heavy-duty construction equipment such as jackhammers, backhoes, and loaded trucks. All groundborne vibration and noise levels associated with the construction of the proposed project would be temporary and limited to specific construction activities. Measures to minimize potential noise impacts on wildlife, such as limited operating hours for pile driving described in Mitigation Measure # 3—Northwestern Pond Turtle, will reduce noise impacts on nearby homes

c) **No Impact.** The project is approximately 0.6 mile from Willits Airport. Construction would be temporary and would not subject people in the project area to excessive noise levels.

Mitigation Measures

Mitigation Measure #3—Northwestern Pond Turtle

- A USFWS-approved biologist (biologist) will implement and administer the survey and monitoring duties outlined in these conservation measures. The biologist will provide environmental awareness training that will be presented to all construction personnel who may work within suitable northwestern pond turtle habitat, prior to commencement of work activities. The biologist may exclude select construction personnel from awareness training if their duties will not expose them to suitable northwestern pond turtle habitat (e.g., delivery drivers, traffic control). Awareness training will include a brief review of the biology of northwestern pond turtle and a description of

the conservation measures that directly pertain to construction personnel, and which must be followed by all construction personnel.

- The biologist will be responsible for on-site northwestern pond turtle "clearance" surveys (detailed below) and monitoring of occupied northwestern pond turtle areas during ground-disturbing activities, in-water work, and any other time when project activities could reasonably result in adverse effects to northwestern pond turtle. The biologist will notify the resident engineer if northwestern pond turtle is encountered during project activities. The biologist will have the authority to temporarily stop work activities that may result in adverse effects to relocate northwestern pond turtle in dewatered areas (see aquatic relocation plan) or upland habitat (see below).

- The biologist will perform an initial preconstruction survey no more than 48 hours prior to any ground-disturbing work, and daily clearance surveys before the start of work each morning within suitable upland habitat for all life stages (i.e., adults, juveniles, emerged hatchlings, nests) of northwestern pond turtle during each year of the project.

- For the initial preconstruction survey, the biologist will:

  - Complete the survey no more than 48 hours prior to any ground-disturbing work, including vegetation removal and installation of northwestern pond turtle exclusion fencing (described below).

  - Survey all areas where ground-disturbing activities will occur.

  - Slowly walk linear transects surveying for any northwestern pond turtle age class prevalence or signs of activity (e.g., tracks, digging, predated nests) within 10 to 20 feet from the transect (using binoculars if needed) until all suitable northwestern pond turtle habitat within the project footprint of the project area has been surveyed.

- For daily preconstruction surveys (required when ground-disturbing activities, in-water work, and any other activities are anticipated to occur that day), the biologist will:

  - Conduct daily preconstruction surveys in fenced/unfenced locations within the project area where ground-disturbing activities (including but not limited to vegetation removal, erosion control, grading of soil) are anticipated to occur that day.

  - Inspect northwestern pond turtle exclusion fencing and repair, if needed, any gaps or slack along the fencing or remove any debris build up impacting the integrity of the fence.

- If northwestern pond turtle is detected during preconstruction surveys, construction activities will not begin in the area where the northwestern pond turtle was detected until the biologist can safely capture, handle, and relocate the northwestern pond turtle to nearby suitable aquatic habitat outside the work area. If a female is found actively nesting, she will not be disturbed until egg laying is complete and she vacates the nest area on her own volition. If northwestern pond turtle is observed in aquatic habitat, the turtle will be monitored for signs of disturbance during

construction activities and not relocated. If the biologist relocates a northwestern pond turtle, USFWS will be notified by telephone or email within 48 hours.

- Prior to releasing northwestern pond turtle, the biologist will:
  - Fill out datasheet (e.g., time/date, weather, location, local habitat characteristics, sex, age category, shell measurements/condition [carapace, plastron], other notes) and photo document (carapace, plastron, face, and any other notable morphology markings or deformations, like missing limbs, or potential shell rot lesions) the turtle.
  - Conduct a visual survey for sign (e.g., scat, tracks) of potential predators (e.g., otters, bears, coyotes, meso-carnivores) along the edges of the selected aquatic relocation area. If a predator is observed, or there is recent sign of a predator, the biologist will relocate the northwestern pond turtle in an alternate aquatic or upland relocation area. Alternate relocation areas should be identified prior to conducting work activities that could result in the need for northwestern pond turtle relocation. All potential relocation sites will be in the same drainage or watershed.
  - Wear nitrile gloves when handling individual turtles (one pair per individual) to reduce the potential spread of pathogens. Gloves will be disposed of in proper trashcan facilities.
  - Any sign of possible turtle shell disease in a northwestern pond turtle during capture and relocation will be documented and reported to USFWS. If turtle shell disease is identified at the project site, USFWS may request additional measures be imposed to reduce the spread of the disease.
  - All relocations will be made in the same watershed within 1,640 feet (500 meters) of the location encountered.
- Northwestern pond turtle capture and relocation will be conducted by the biologist during dewatering, which will occur during the same in-water work window of June 15 through October 15 (or until the wet season begins) used for salmonids. Northwestern pond turtle capture and relocation will begin as soon as possible following stream cofferdam closure and commencement of dewatering or prior to implementing pile driving or hoe-ram demolition activities. Nets used for capture and relocation of northwestern pond turtle must be of suitable mesh size to minimize northwestern pond turtle injury. Nets and other equipment used for capture and relocation of northwestern pond turtle during dewatering activities will be clean, free of pathogens, and free of aquatic invasive species. Water pumps will be screened with wire mesh screens small enough to prevent hatchling northwestern pond turtle from entering the pump system. All captured northwestern pond turtle will be released to aquatic relocation areas as identified in an aquatic species relocation plan.
- The following measures will be implemented to minimize potential impacts from pile driving. Caltrans will require that the contractor implement the following measures, developed in coordination with project design engineers, to minimize the exposure of northwestern pond turtle

to potentially harmful underwater sounds during each construction season that impact pile driving occurs:

  - Vibratory pile driving will be used in lieu of impact pile driving whenever feasible. Impact pile driving and hoe-ram operations will be minimized to the greatest extent practicable.
  - Impact pile driving and hoe-ram operations will be limited to daylight hours only and would be followed by a minimum period of 12 hours with no impact pile driving to allow the accumulated sound exposure level to reset to zero.

- In northwestern California, northwestern pond turtles are expected to nest between May 15th and September 15th. Eggs hatch in the fall and hatchlings remain in the nest until early spring approximately between March 1st and April 15th. Any nests will be flagged or otherwise delineated for avoidance and carefully monitored during work activities until the work is completed or the northwestern pond turtle have hatched and dispersed to adjacent aquatic habitat the following spring. Fencing will be placed within the project area to minimize impacts to female adult northwestern pond turtle accessing nesting habitat from construction activities in upland habitat.

- Heavy duty geotextile fabric (silt fencing) will be installed during the nesting season. Any fencing in the flood zone of Outlet Creek will be removed after the nesting season and prior to the wet season (between September 15th and October 15th). Fencing will be reinstalled during the second construction season between April 15th and May 15th. Fencing will be: (1) properly installed, trenched in and vertically stout, and regularly maintained, (2) buried between 6 to 8 inches deep to deter turtles digging and to improve the integrity of the fence at ground level, (3) if digging 6 to 8 inches is not practicable due to bedrock, then the bottom will be folded over 8 inches and as many stakes and sandbags as are needed will be placed along these locations to close off the bottom completely, (4) supported with posts or stakes spaced between 6 to 10 feet apart, (5) fully enclosed or sections that are not fully enclosed (i.e., entrance to temporary bridge) will end the fence sections with a “J” or hooked end so that animals are not directed toward roads or other forms of potential harm.

- A minimum of two temporary crossings will be placed under the fenced road on the sand bar. An openness ratio (OR) defined as a culvert’s cross-sectional area divided by its length (OR = x-sec area/length) of 0.82 feet (0.25 meter) will be required. A preferred width is 2 feet or more and the minimum width will be no less than 18 inches. Natural substrates will be evenly distributed on the bottom of the crossings. Crossings will be set at grade level to avoid the risk of perching.

- The northwestern pond turtle may overwinter in aquatic or muddy substrates or on land as far as 1,640 feet from aquatic habitat. Northwestern pond turtle that overwinter in upland habitat move from aquatic habitat as early as August 25th (peaking between September and October) through November 30th. Most northwestern pond turtle will begin moving back to aquatic habitat between February 1st and April 15th. If an overwintering northwestern pond turtle is accidentally excavated and unharmed, construction activities will cease within 50 feet of the turtle until the biologist can relocate it to a location specified in the relocation plan. If a northwestern pond turtle is

accidentally excavated and injured, the biologist will take the individual turtle to a USFWS-approved rehabilitation center. If it is killed, the northwestern pond turtle carcass will be taken to a designated repository. If the biologist exercises this authority, USFWS will be notified within 48 hours.

- To prevent the inadvertent entrapment of northwestern pond turtle, all excavated, steep-walled holes or trenches more than 3 inches wide and 1 foot deep will be inspected for northwestern pond turtle and then either surrounded by exclusion fencing or covered at the end of each working day by plywood or similar materials. If it is not feasible to cover an excavation, one or more escape ramps constructed of earthen fill or wood ≥6 inches wide should be installed. Before such holes or trenches are filled, they must be thoroughly inspected by the biologist for trapped northwestern pond turtle. If at any time a trapped northwestern pond turtle is detected, the biologist will relocate the turtle to and established aquatic relocation site.

- Vegetation alteration and removal will be done with the use of hand tools (including chainsaws) unless heavy equipment is required. If vehicles or equipment are used off the existing paved or graveled surface, the work area will first be surveyed for northwestern pond turtle by the biologist immediately before the proposed work.

- Food may attract northwestern pond turtle predators to the project area. All food-related trash will be disposed of in closed containers that should be removed from the project area at least twice per week during the construction period.

- No pets will be allowed anywhere in the project area during construction to eliminate the potential for disturbance or injury to, or death of, northwestern pond turtle. Any stray domestic animals observed on-site will be reported to animal control for immediate removal.

- Heavy equipment operated in or near water or suitable upland habitat will use non-toxic (e.g., vegetable oil-based) hydraulic fluids, unless it is incompatible with the safe operation of the equipment. Equipment refueling and maintenance will only occur at staging areas to avoid fuel, hydraulic fluids, and lubricants from entering the waterway or suitable upland habitat. Further, absorptive pads or impermeable pans will be placed under the vehicles to contain leaks and spills.

Timing/Implementation:	Prior to and during construction
Enforcement:	CDFW, USFWS
Monitoring:	County and its contractor

Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. POPULATION AND HOUSING — Would the project:				
a) Induce substantial 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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion of Impacts

a) **No Impact.** This project would replace an existing bridge. The project would not induce growth and there would be no impact.

b) **No Impact.** The project would not displace any people or housing and there would be no impact.

Mitigation Measures

No project-specific mitigation is required under this subject.

Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XV. PUBLIC SERVICES — Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Discussion of Impact

a) **No Impact.** The project would not cause adverse physical impacts on government facilities or negatively affect fire and police protection, schools, parks, or public facilities. The proposed project would replace an existing bridge and would not require road closures or detours that could affect emergency services. The project would have no impact on any public recreational facilities in the project area and vicinity. No adverse impacts on service ratios, response times, or service objectives for any of the public services would occur. The proposed bridge, which will be wider than the existing structure and fully paved, will improve emergency vehicle access to areas west of the creek.

Mitigation Measures

No project-specific mitigation is required under this subject.

Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. RECREATION — Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion of Impacts

a, b) **No Impact.** No designated recreational facilities occur in the project area or are accessed via the existing bridge. The project would not increase the use of any parks and would not construct or expand recreational facilities.

Mitigation Measures

No project-specific mitigation is required under this subject.

Transportation/Traffic

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. TRANSPORTATION/TRAFFIC — Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒	☐

Discussion of Impacts

a) **No Impact.** The project is not anticipated to increase either the number of vehicle trips, volume-to-capacity ratio, or congestion at intersections in the project area or vicinity. It does not conflict with any alternative transportation plan or policy. The project is consistent with the transportation goals and policies of the Mendocino County General Plan (Mendocino County 2009).

b) **No Impact.** The primary purpose of the project is to replace an existing bridge structure. The project would have no impact on vehicle miles traveled since there would be no detour during construction. The project would not conflict with Section 15064.3, subdivision (b).

c) **No Impact.** The new road alignment would be similar to the existing road; the project would not result in the creation of sharp curves, dangerous intersections, or incompatible uses.

d) **Less than Significant Impact.** During construction there may be lane closures and traffic control. A detour is not needed since the existing bridge would remain in-use while the new bridge is built on a new alignment. Impacts on emergency access would be less than significant.

Mitigation Measures

No project-specific mitigation is required under this subject.

Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES — Would the project: cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or	☐	☐	☐	☒
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 PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Discussion of Impacts

a) **No Impact.** Archival research, coordination with the Native American community, and an intensive archaeological survey are summarized in the confidential Archaeological Survey Report prepared for the project (Stantec 2024c).

The NAHC reported negative findings of the Sacred Lands File on July 14, 2022. There are no tribal cultural resources listed or eligible for listing on the California Register of Historical Resources or in a local register of historical resources as defined in PRC Section 5020.1(k).

b) **Less Than Significant with Mitigation Incorporated.** Tribal representatives were consulted regarding the project, including:

- Coyote Valley Band of Pomo Indians.
- Guidiville Indian Rancheria.

- Hopland Band of Pomo Indians.
- Manchester Band of Pomo Indians of the Manchester Rancheria.
- Noyo River Indian Community.
- Pinoleville Pomo Nation.
- Potter Valley Tribe.
- Redwood Valley or Little River Band of Pomo Indians.
- Robinson Rancheria of Pomo Indians.
- Round Valley Reservation/Covelo Indian Community.
- Sherwood Valley Rancheria of Pomo.
- Yokayo Tribe.

Sherwood Valley Rancheria of Pomo and the Round Valley Reservation/Covelo Indian Community expressed interest of the project to Caltrans District 1. Follow-up emails were sent to tribal administrators informing the tribe of date, location, and time of fieldwork. However, no tribal representative replied or was present for the cultural resource surveys.

On-site surveys and tribal consultation found no tribal cultural resources in the APE (Stantec 2024c). However, undiscovered cultural resources could be unearthed during construction activities. Mitigation Measure # 10 (provided in the Cultural Resources Section and Section 5.1) include monitoring and reporting requirements in case of a new discovery of a cultural resource.

Mitigation Measures

Mitigation Measure # 10 (provided in the Cultural Resources Section and Section 5.1) will be used to avoid or reduce project-related impacts to a less than significant level.

Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS — Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion of Impacts

a) **No Impact**. The project consists of replacing an existing bridge and improving roadway approaches. The project does not involve any actions that would require or result in new or expanded water, wastewater, stormwater, or other utility facilities.

b) **No Impact.** No new or expanded water entitlements would be required for the project.

c) **No Impact.** The project does not involve any actions that would generate wastewater.

d) **Less Than Significant Impact.** Construction activities associated with the project would generate solid waste in the form of demolished materials, metal pilings, and other trash. Solid waste generated at the project site would be disposed of at a suitable facility such as the County transfer station facilities. The contractor would be responsible for removing solid waste produced from construction from the site. Project operation would not generate solid waste. Project impacts on transfer station facilities would be less than significant.

e) **Less Than Significant Impact.** Any solid waste generated by the construction of the project would be disposed of at an approved transfer station facility in compliance with local, state, and federal regulations pertaining to solid waste disposal.

Mitigation Measures

No project-specific mitigation is required under this subject.

Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XX. WILDFIRE — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion of Impacts

The potential for accidental wildfire ignition during construction activities is addressed in the Hazards and Hazardous Materials section of this Initial Study. As discussed there, Mitigation Measure #11—Wildfire Prevention would minimize ignition risk associated with construction equipment. The wildfire analysis in this section focuses on whether the project would increase long-term wildfire hazard exposure or exacerbate wildfire behavior.

a) **No Impact.** A detour would not be required during project construction since the existing bridge would remain in-use while the new bridge is built on a new alignment. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Project operation would be consistent with existing conditions.

b, c) **No Impact**. Based on current mapping, the lands in the project area are mapped as being in a "very high" fire hazard severity zone by CALFIRE (CALFIRE 2025). The project activities would not exacerbate fire risks or result in ongoing impacts on the environment. Implementation of Mitigation Measure # 11 (described in Hazards and Hazardous Materials Section and in Section 5.1) would further reduce the potential for wildfire.

Project construction would not install utilities or associated infrastructure. Project operation would be consistent with existing conditions. The project would have no impact on existing fire risks.

d) **No Impact.** The project would provide sufficient gradient for drainage of roadway surfaces, and as such, the project would not expose people or structures to significant risks as a result in drainage changes, runoff, or slope instability.

Mitigation Measures

Mitigation Measure # 11 (described in the Hazards and Hazardous Materials Section and Section 5.1) will be used if necessary; however, no project-specific mitigation is required under this subject.

Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Discussion of Impacts

a) **Less Than Significant with Mitigation Incorporated.** As discussed in the preceding sections, the project has potential to impact biological resources. Although no special status plant species would be affected by the project, special status wildlife and migratory birds could be impacted by construction. Conservation and mitigation measures described in the Biological Resources Section will be used to avoid or minimize potential impacts on wildlife species. No cultural resources are anticipated to be impacted by project construction; however, mitigation will be used if cultural resources or human remains are discovered during project construction. The project would have no impact or a less than significant impact on environmental resources with mitigation measures incorporated.

b) **Less Than Significant Impact.** The project consists of replacing the existing bridge at the Reynolds Highway crossing of Outlet Creek. The project would not expand roadway capacity, induce new development, or substantially change land use patterns in the surrounding rural area. Upon completion of construction, roadway and drainage conditions would be similar to existing conditions.

Potential impacts associated with the project would primarily occur during the temporary construction phase and would be minimized through implementation of mitigation measures and best management practices identified throughout this Initial Study. Following construction, the project would function similarly to the existing bridge and roadway.

Past, present, and reasonably foreseeable activities within the Outlet Creek watershed and surrounding Willits area consist primarily of rural residential uses, forestry activities, roadway maintenance, and other dispersed land uses typical of rural Mendocino County. Nearby transportation projects include the completed U.S. Highway 101 Willits Bypass project, which rerouted highway traffic around the City of Willits and is now part of the existing transportation setting; a current Caltrans pavement and roadway safety improvement project on U.S. Highway 101 extending from Outlet Creek to approximately 1.5 miles north of Outlet Creek; and the proposed Brooktrails Second Access Project, which would construct a new roadway connection intended to provide an additional evacuation route between the Brooktrails community and the City of Willits.

These projects occur within separate transportation corridors and watersheds and are functionally independent of the Reynolds Highway bridge crossing. The Caltrans project is limited to pavement and safety improvements within the existing U.S. Highway 101 corridor and does not increase highway capacity. The Brooktrails Second Access Project would occur several miles from the Outlet Creek project area and would involve construction of a new roadway within a different watershed. Because the proposed project replaces an existing bridge and would not substantially alter traffic volumes, drainage patterns, or land use conditions, the project would not combine with these projects to create cumulatively considerable environmental impacts.

With implementation of the mitigation measures identified in this document, the project would not cause additional environmental effects beyond those currently associated with the existing bridge crossing and would not make a cumulatively considerable contribution to environmental impacts. Therefore, cumulative impacts would be less than significant.

c) **Less than Significant with Mitigation Incorporated.** As discussed in the preceding sections, construction of the proposed project may have potential impacts on humans related to temporary impacts on air quality, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, and temporary noise increases during construction. However, all impacts are less than significant or can be mitigated to a less than significant level with implementation of project-specific mitigation measures. Project operation would not cause direct or indirect adverse effects on human beings as project operation conditions would be similar to current existing conditions. The project would not involve any actions that would have a substantial direct or indirect impact on the human environment that cannot be mitigated to a less than significant level.

4.0 DETERMINATION

Based on 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 ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature James Linderman Date 10/19/2026

James Linderman
Senior Environmental Compliance Specialist
County of Mendocino
Department of Transportation

5.0 COMMENTS AND RESPONSES TO COMMENTS

This chapter addresses comments received during the 30-day public comment period (July 17 through August 16, 2026) for the proposed project. Comments received on the Draft IS/MND do not indicate new significant impacts or significant new information that would require recirculation of the Draft IS/MND pursuant to CEQA Guidelines Section 15073.5. Because no significant new environmental issues were raised during the 30-day comment period, the County determined that a Final IS/MND should be prepared.

During the public comment period, the County received one email and one telephone call (the latter is summarized in a memorandum).

A. Email: Jennifer Garrison, California Department of Fish and Wildlife (CDFW) – Northern Region

B. Telephone Call Memorandum: Tim Howe – Project-Adjacent Property Owner

Responses to relevant comments corresponding to codes used in the margin of each follow the email and memorandum, respectively, The CDFW email commented on fish and salmonid mitigation. The telephone memorandum addresses tree removal questions.

From: Garrison, Jennifer@Wildlife
To: James Linderman
Subject: question re: Outlet creek MND
Date: Monday, August 3, 2026 2:19:36 PM

> **Caution:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

James,

A quick question; I reviewed the IS/MND and the supporting studies. Thank you again for uploading them.

Mitigation measure 1 relates to fish and salmonids. The biological assessment concluded that the project may affect, but is not likely to affect SNOCC ESU coho salmon, California Coastal Chinook salmon, and Northern California winter-run DPs steelhead. Potential direct impacts include direct physical injury or mortality, exposure to hazardous materials, and noise impacts during pile driving with additional indirect impacts. Does the County anticipate applying for State take authorization for coho? I ask as it relates to mitigation measures do not current include compensatory mitigation for salmonids.

Comment A-1

Any information would be helpful. Thank you! Jenn

Jennifer Garrison
Senior Environmental Scientist Specialist
Coastal Conservation Planning – Northern Region
32330 North Harbor Drive, Ft Bragg, CA 95437
707-477-7792
Jennifer. Garrison@wildlife.ca.gov

REPORT POACHERS & POLLUTERS: 1-888-334-2258

MEMORANDUM TO FILE

Project: Outlet Creek at Reynolds Highway Bridge (10C0174) Replacement Project
Subject: Telephone Conversation with Tim Howe Regarding Proposed Project
Date: July 15, 2026
Prepared by: James Linderman, Senior Environmental Compliance Specialist

On July 15, 2026, I received a telephone call from Tim Howe, a property owner adjacent to the Outlet Creek at Reynolds Highway Bridge Replacement Project. Mr. Howe indicated that he owns property on the north and east sides of the project area, including the parcel east of Outlet Creek where a portion of the proposed bridge and roadway alignment would be located.

Mr. Howe stated that he had received the County's mailed Notice of Intent to Adopt a Mitigated Negative Declaration for the project and called with questions regarding the proposed project and anticipated project activities.

Comment B-1

During the discussion, Mr. Howe asked whether trees would be removed from his property as part of the project and, if so, whether he could retain or retrieve trees removed from his property. I explained that the project is currently in the environmental phase, which is the first major phase of project development, and that property-specific right-of-way matters would generally be addressed during the subsequent right-of-way phase.

I further explained that the right-of-way phase would address necessary permanent and temporary property acquisitions associated with the project and that property-related matters, including the disposition of trees or other improvements affected by the project, could be discussed as part of the right-of-way acquisition and negotiation process. I advised Mr. Howe that these matters have not yet been finalized and would be addressed with affected property owners as the project advances.

The conversation was informational in nature. Mr. Howe's questions and concerns regarding potential tree removal and the disposition of trees removed from his property are documented herein for the project file and for consideration during the right-of-way phase of the project.

Property Owner: Tim Howe, [redacted]

5.1 RESPONSE TO COMMENTS

Fish

Comment A-1. Commenter asked if the County anticipates applying for State take authorization for potential take of coho salmon resulting from project-related direct physical injury or mortality, exposure to hazardous materials, or noise impacts during pile driving. Commenter asserts that compensatory mitigation was not proposed for impacts on salmonids.

As described in the BA/EFHA, Section 1.5 (Stantec 2026), project compliance under the California Endangered Species Act (CESA) includes consistency with the findings of the federal ESA Section 7 consultation. If a federal consistency determination is not made, CDFW may authorize incidental take of CESA-listed or candidate species, including coho salmon. The County will follow CESA and CDFW guidance as it applies to the project.

Standard conservation measures provided in Section 6.1 of this MMRP will be used to avoid or minimize impacts on fish and fish habitat. Proposed compensatory ratios for the replacement of riparian habitat impacted by project construction are included in conservation measures #5 and #6. However, final determinations of compensatory mitigation will be included in Section 401, Section 404, and Section 1600 regulatory permit authorizations, which are pending.

Land Use

Comment B-1. As summarized in the telephone call memorandum, commenter is a landowner whose property is immediately adjacent to the project. Commenter had called the County to inquire about the potential removal of trees on his property as part of the project. If so, he requested that he be able to retain or retrieve these trees. In its response, the County describes the property-specific right-of-way process that is a part of the environmental clearance phase required for the project. It is during this phase that permanent and temporary property acquisitions and other property-related matters, including the disposition of the trees, are identified and negotiated. The County will retain this summary as documentation of commenter’s expressed interest in the project.

6.0 MITIGATION MONITORING AND REPORTING PROGRAM

This chapter describes the Mitigation Monitoring and Reporting Program (MMRP) for the Outlet Creek at Reynolds Highway Bridge (10C0174) Replacement Project. The purpose of this MMRP is to formalize the mitigation responsibilities of the County in implementing the proposed project. The mitigation measures listed herein are required by law or regulation and will be adopted by the County as part of the overall project approval. Mitigation is defined by CEQA Guidelines Section 15370 as a measure that

- *avoids the impact altogether by not taking a certain action or parts of an action;*
- *minimizes impacts by limiting the degree or magnitude of the action and its implementation;*
- *rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;*
- *reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or*
- *compensates for the impacts by replacing or providing substitute resources or environments.*

Mitigation measures provided in this MMRP have been identified in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures of the Initial Study/Mitigated Negative Declaration (IS/MND) and are considered feasible and effective in mitigating project-related environmental impacts.

This MMRP includes discussions of the following: legal requirements, the intent of the MMRP, the development and approval process for the MMRP, the authorities and responsibilities associated with implementation of the MMRP, a method of resolution of noncompliance complaints, and a summary of monitoring requirements.

Legal Requirements: The legal basis for the development and implementation of the MMRP lies within CEQA (including the California PRC). PRC Sections 21002 and 21002.1 state the following:

> *Public agencies are not to approve projects as proposed if there are feasible alternatives or feasible mitigation measures available that would substantially lessen the significant environmental effects of such projects.*
>
> *Each public agency shall mitigate or avoid the significant effects on the environment of projects that it carries out or approves whenever it is feasible to do so.*

Section 21081.6 of the California PRC further requires the following:

> *The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation.*

> *The monitoring program must be adopted when a public agency makes its findings under CEQA so that the program can be made a condition of project approval in order to mitigate significant effects on the environment. The program must be designed to ensure compliance with mitigation measures during project implementation to mitigate or avoid significant environmental effects.*

Intent of the Mitigation Monitoring and Reporting Program: The MMRP is intended to satisfy the requirements of CEQA as they relate to the project. It will be used by the County, participating agencies, project contractors, and mitigation monitoring personnel during implementation of the project. The primary objective of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures and permit conditions. The MMRP will provide for monitoring of construction activities as needed, on-site identification and resolution of environmental problems, and proper reporting to lead agency staff.

Development and Approval Process: The timing elements for implementing mitigation measures and the definition of the approval process are provided in detail throughout this MMRP to assist the County by providing the most usable monitoring document possible.

Authorities and Responsibilities: County of Mendocino functioning as the CEQA Lead Agency, will have the primary responsibility for overseeing the implementation of the MMRP and will be responsible for the following activities:

- Coordination of monitoring activities.
- Reviewing and approving status reports.
- Maintenance of records concerning the status of all approved mitigation measures.

As the implementing agency, the County is responsible for implementing the mitigation measures by incorporating them into the project specifications (contract documents) and enforcing the conditions of the contract in the field during construction. Some pre- and post-construction activities may be implemented directly by the County.

Resolution of Noncompliance Complaints: Any person or agency may file a complaint that alleges noncompliance with the mitigation measure(s) adopted as part of the approval process for the proposed project. The complaint would be directed to County of Mendocino in written form describing the purported violation in detail. The County would investigate and determine the validity of the complaint. If noncompliance with a mitigation measure is verified, the County would take the necessary action(s) to remedy the violation.

Summary of Monitoring Requirements: Following this discussion are the mitigation measures and associated monitoring requirements for the proposed project. Conservation measures include standard BMPs that will be used during construction. Mitigation measures are organized by environmental issue areas (e.g., Biological Resources).

- Conservation Measures: describes the schedules of activities, prohibitions of practices, maintenance procedures, and structural or managerial practices, that will be used either singly or in combination to prevent or reduce the release of pollutants or otherwise minimize the potential for adverse effects on

environmental resources. The same conservation numbering system used in the IS/MND is carried forward in this MMRP.

- Mitigation Measures: describes the schedules of activities, prohibitions of practices, maintenance procedures, and structural or managerial practices, which will be used either singly or in combination to prevent or reduce the release of pollutants or otherwise minimize the potential for adverse effects on environmental resources. Mitigation measure(s) were identified for each potentially significant impact discussed in the IS/MND. The same mitigation numbering system used in the IS/MND is carried forward in this MMRP.

- Timing/Implementation: Indicates at what point in time or project phase the mitigation measure will need to be implemented.

- Enforcement: Indicates which agency or entity is responsible for enforcement of the mitigation measure(s).

- Monitoring: Indicates which agency or entity is responsible for implementing and monitoring each mitigation measure.

- Verification: Provides a space to be signed and dated by the individual responsible for verifying compliance with each mitigation measure.

6.1 CONSERVATION MEASURES

The following conservation measures and BMPs will be followed during project construction to avoid or minimize potential environmental impacts:

Conservation Measure #1: Limited Operating Period

Construction activities proposed to occur within the wetted creek channel will be restricted to periods of the year when the potential for federal Endangered Species Act (ESA) -listed fish occurrence and their abundance is minimal to avoid or minimize the potential for direct injury or mortality. The proposed action will generally observe the regional limited operating period for in-water construction of June 15 through October 15. Prior to the construction season, the County may request, in consultation with NMFS and CDFW, to extend this in-water work period by a few weeks earlier and/or later in the season for certain activities provided that environmental conditions (i.e., biological and hydrologic conditions) and agency approvals accommodate such an extension of in-water work to meet project completion schedules. In addition, any percussive demolition of the existing bridge will occur between June 15 and October 15 to protect listed fishes.

Conservation Measure #2: Sedimentation Prevention Best Management Practices

Erosion and sediment control measures will be implemented during construction of the project. These measures will conform to the provisions in Section 21 of the Caltrans Standard Specifications (2024) and any special provisions included in the contract for the project. Such provisions include the preparation of a Stormwater Pollution Prevention Plan (SWPPP), which will describe and illustrate the types and locations of BMPs in the project site to be implemented based on local conditions and would require regular inspections and a Rain Event Action Plan.

Erosion and sediment control measures to be included in the SWPPP or to be implemented by the County will include the following:

- To the maximum extent practicable, activities that could potentially increase soil erosion in the project area will be restricted to the summer and early fall period to minimize the potential for stormwater transport of sediment to surface-water features. In-stream construction will be restricted to the period between June 15 and October 15. Upland construction activities that must take place during late fall, winter, or spring (e.g., vegetation removal prior to avian nesting periods) will use temporary erosion and sediment control measures that will be in place and operational at the end of each construction day and maintained until permanent erosion control measures are implemented, if necessary.

- Areas where wetland and upland vegetation need to be removed will be identified in advance of ground disturbance and limited to only those areas that have been approved by the County. Exclusionary fencing will be installed to define the limits of approved disturbance areas.

- Approved fabric barriers will be installed to prevent the discharge of contaminants (e.g., sediment, oil, grease), when equipment is working adjacent to or over waterways, or when on the river gravel bar.

- Within 10 days of completion of construction in those areas where subsequent ground disturbance will not occur for 10 calendar days or more, appropriate erosion control measures will be applied to reduce the potential for short-term erosion. Prior to a rain event or when there is a greater than 50-percent probability of precipitation within 24 hours, as forecasted by the National Weather Service, appropriate erosion and sediment control measures will be implemented at all exposed soil areas upon completion of the day's activities.

- Suitable erosion and sediment control BMPs such as silt fences, straw wattles, or catch basins, will be placed downslope of all construction activities at the edge of surface-water features to intercept sediment before it reaches the waterway. These structures will be installed prior to any clearing or grading activities. Any sediment built up at the base of these structures will be removed before removing the BMPs to prevent accumulated sediments from being transported into the stream post-construction.

- Erosion and sediment control measures will be implemented in accordance with the project SWPPP and will be monitored and maintained in good working condition until all disturbed areas have been sufficiently stabilized.

- Any rock placed in the channel will meet Caltrans' cleanliness test indicating the relative proportions of clay-sized material clinging to coarse aggregate and screenings (California Test No. 227) with a value of 85 or higher, excluding such materials as soil in the rock-slope protection to allow for riparian planting.

- All dewatering activities will be conducted in compliance with the Caltrans Field Guide for Construction Site Dewatering and Section 13-4.03G of the Caltrans Standard Specifications. Water removed from the channels for temporary diversions or excavations will be pumped to a

temporary sediment retention basin outside of the channel through a mechanized water filtration system or into Baker tanks or a similar storage system and trucked off-site to an authorized disposal site. If a temporary basin is constructed, it will be located outside of the active channel and include sediment sock or similar sediment control on the discharge.

Conservation Measure #3: Prevention of Accidental Spills

The proposed SWPPP will include a waste management section that provides procedural and structural BMPs for collecting, handling, storing, and disposing of waste generated by project construction and to prevent the accidental release of pollutants. The contractor would also be required to submit a demolition and debris containment and management plan to the resident engineer for approval prior to bridge demolition. All construction will be completed according to the most recent Caltrans *Construction Site Best Management Practices Manual* to protect water quality including, but not limited, to the following measures:

- The release of total petroleum hydrocarbons and other contaminants will be safeguarded against, to the greatest extent feasible. If leaks or spills do occur, they will be controlled immediately. All spilled contaminants and contaminated soil will be recovered from the site and stored in Department of Transportation approved containment vessels. All stored contaminated or hazardous material will be removed from the site in a timely manner and disposed of at an approved hazardous waste disposal facility.
    - Equipment parking, maintenance, and fueling will only occur at designated staging areas, with all staging locations located at least 100 feet from the low-flow channel.
    - All equipment entering the stream channel will be inspected and cleaned at an off-site location before being transported to the work site.
    - Light equipment (e.g., generators, welders, and pumps) and heavy equipment (e.g., drill rig) parked within riparian areas will use drip pans or other devices (e.g., absorbent blankets, sheet barriers) as needed to prevent contaminants from reaching the watercourse.
    - Equipment will be inspected for leaks before each shift, throughout the work shift, and at the end of the shift each day.
    - Maintenance involving the removal or repair of hydraulic cylinders or hoses or of reservoirs containing hazardous products will be performed over impervious fabric resistant to total petroleum hydrocarbons.
    - Proper spill kits will be kept on-site through the duration of the project. In the event of a spill, CDFW will be notified and consulted regarding cleanup procedures.
    - All activities related to fueling, lubing, and maintenance will be performed in the designated staging area unless equipment has been immobilized due to a mechanical

failure. In those instances, every effort will be made to safeguard against and control the release of contaminants.

- The functional condition of fuel transfer pumps, hose assemblies, and emergency shutoff switches will be evaluated before fueling operations. Personnel tasked with fueling will remain near the fuel pump's emergency shutoff switch during fueling events. Topping off fuel tanks will not occur.
- The following activities will be performed at least 100 feet from the low-flow channel when the work occurs within 50 feet of the floodplain:
  - Stockpiling materials.
  - Storing pile driving equipment and liquid waste containers.
  - Washing vehicles and equipment in outside areas.
  - Fueling and maintaining vehicles and equipment.
- Vehicles and equipment used during construction will receive proper and timely maintenance to reduce the potential for mechanical breakdowns leading to a spill of materials.
- Equipment operating within the Ordinary High Water Mark (OHWM) of streams will use non-toxic vegetable oil for operating hydraulic equipment instead of traditional hydraulic fluids.
- Minimize sand and gravel from new asphalt getting into storm drains, streets, and creeks by sweeping. Old or spilled asphalt must be recycled or disposed of as approved by the resident engineer.

Conservation Measure #4: Air Quality Control

The County will include provisions in the construction bid documents that the contractor will implement a dust control program to limit fugitive dust emissions. The dust control program will include, but not be limited to, the following elements, as appropriate:

- Soil piles for backfill will be surrounded by silt fencing, straw wattles, or other sediment barriers, or covered unless actively being used.
- Mechanized or manual watering will be conducted on all stockpiles, dirt/ gravel roads, and exposed or disturbed soil surfaces, as necessary, to reduce airborne dust.

Conservation Measure #5: Avoidance and Replacement of Lost Riparian Habitat

The following measures will be implemented to reduce potential impacts on riparian habitat:

- The width of the construction disturbance zone within the riparian habitat will be minimized through careful preconstruction planning.

- Exclusionary fencing, flagging, and/or high-visibility staking will be installed along the boundaries of all riparian areas to be avoided to minimize impacts to riparian vegetation outside of the construction area.

- On-site restoration will occur in areas that have been temporarily disturbed during project construction. Native riparian woody plants (greater than 6 inches in diameter at breast height [DBH]) that have been removed will be replanted with new plantings at a minimum 3:1 ratio. This replanting ratio is intended to establish at least one vigorous plant for each plant removed.

- Plant spacing intervals will be determined, as appropriate, based on-site conditions following construction.

- Revegetation monitoring will be implemented in compliance with regulatory permit conditions and initiated immediately following completion of the planting. The monitoring surveys will consist of a general site walkover evaluating the survival and health of riparian plantings, signs of drought stress, weed or herbivory problems, and the presence or trash or other debris. The mitigation will be considered successful if 85% or greater of plantings have survived after a minimum of five years. If any “volunteer” native species occur in disturbed areas, they can contribute to the replacement numbers for the success criteria. Annual monitoring and reporting of performance of riparian wetland mitigation will be conducted for a minimum period of five years following construction. If monitoring results indicate that revegetation efforts are not meeting established success criteria, corrective measures will be implemented.

Conservation Measure #6: Sensitive Natural Communities

The following measures will be implemented to reduce potential impacts to sensitive natural communities (SNCs):

- Prior to the start of work, temporary high-visibility fencing and/or flagging would be installed around SNCs, wetlands, and other waters, where appropriate. No work would occur within fenced/flagged areas.

- Where feasible, the structural root zone will be identified around each large-diameter tree (greater than 2 feet DBH) directly adjacent to project activities, and work within the zone will be limited. When possible, excavation of roots of large-diameter trees (greater than 2 feet DBH) will not be conducted with a mechanical excavator or other ripping tools. Instead, roots would be severed using a combination of root-friendly excavation and severance methods (e.g., sharp-bladed pruning instruments or chainsaw). At a minimum, jagged roots will be pruned away to make sharp, clean cuts.

- Upon completion of construction, all superfluous construction materials will be completely removed from the site. The site will then be restored by regrading and stabilizing with a hydroseed mixture of native species along with fast-growing sterile erosion control seed mix, as required by the SWPPP.

Conservation Measure #7: Prevention of Spread of Invasive Species

The following measures will be implemented to prevent the spread of invasive species:

- All equipment used for off-road construction activities will be inspected, cleaned, and verified to be weed-free prior to entering the project area.
- If project implementation calls for mulches or fill, they will be certified to be weed-free.
- Seed mixes or other vegetative material used for revegetation of disturbed sites will consist of locally adapted native plant materials to the maximum extent practicable.
- Gravels, concrete blocks, and other materials used for the temporary stream diversions will be properly and thoroughly cleaned to remove silt and encrusted materials prior to installation.

6.2 MITIGATION MEASURES

In addition to standard conservation measures provided in Section 2.6 this MMRP includes the following mitigation measures to be implemented during construction of the project:

Mitigation Measure #1—Fish Relocation and Exclusion

- Fish Relocation and Exclusion Plan will be prepared and submitted to Caltrans and NMFS for approval prior to installing the stream diversion system in Outlet Creek. The plan will clearly outline the methods for fish relocation and exclusion from all in-water work areas needed to be coffered and during construction of the diversion. Fish relocation from areas to be isolated will be performed by professional fisheries biologists with experience in safe removal of aquatic species from construction areas.
- The contractor will be required to submit a dewatering plan for approval by NMFS and CDFW: NMFS typically requires a minimum of 30 days to review. The County will confirm that any dewatering and fish relocation activities are sequenced to minimize effects, including installing fish exclusions (e.g., block nets if conditions allow); incrementally dewatering the river to minimize stranding; electrofishing/seining/other capture and relocation according to NMFS (NMFS 2000) and CDFW (Flosi et al. 2010) guidelines. The County will also verify that captured individuals are kept in cool, shaded, aerated water, protected from overcrowding or other stressors, and separated by age classes to minimize predation.

Timing/Implementation:	Prior to and during construction
Enforcement:	CDFW
Monitoring:	County and its contractor

Mitigation Measure # 2—Special Status Amphibians

- A qualified biologist will provide environmental awareness training to construction personnel prior to the onset of work. The training will instruct construction personnel on how to recognize potentially occurring special status species and next steps if any are encountered.

- Within 24 hours prior to clearing/grubbing or disturbance-related construction in a previously undisturbed area, a qualified biologist will conduct a preconstruction survey for special status amphibians within the disturbance footprint. Any special status amphibian found will be relocated to a nearby suitable habitat outside of the disturbance footprint. The County will inform Caltrans if such an activity occurs.

- If special status species are encountered within the project area during construction and could be harmed by construction activities, work will stop in the area. Work will not resume until the species has left the work area on its own or a qualified biologist has been contacted to relocate the species to nearby suitable habitat. The County will inform Caltrans if such an activity occurs.

Timing/Implementation:	Prior to and during construction
Enforcement:	CDFW
Monitoring:	County and its contractor

Mitigation Measure # 3—Northwestern Pond Turtle

- A USFWS-approved biologist (biologist) will implement and administer the survey and monitoring duties outlined in these conservation measures. The biologist will provide environmental awareness training that will be presented to all construction personnel who may work within suitable northwestern pond turtle habitat, prior to commencement of work activities. The biologist may exclude select construction personnel from awareness training if their duties will not expose them to suitable northwestern pond turtle habitat (e.g., delivery drivers, traffic control). Awareness training will include a brief review of the biology of northwestern pond turtle and a description of the conservation measures that directly pertain to construction personnel, and which must be followed by all construction personnel.

- The biologist will be responsible for on-site northwestern pond turtle “clearance” surveys (detailed below) and monitoring of occupied northwestern pond turtle areas during ground-disturbing activities, in-water work, and any other time when project activities could reasonably result in adverse effects to northwestern pond turtle. The biologist will notify the resident engineer if northwestern pond turtle is encountered during project activities. The biologist will have the authority to temporarily stop work activities that may result in adverse effects to relocate northwestern pond turtle in dewatered areas (see aquatic relocation plan) or upland habitat (see below).

- The biologist will perform an initial preconstruction survey no more than 48 hours prior to any ground-disturbing work, and daily clearance surveys before the start of work each morning within suitable upland habitat for all life stages (i.e., adults, juveniles, emerged hatchlings, nests) of northwestern pond turtle during each year of the project.

- For the initial preconstruction survey, the biologist will:

  - Complete the survey no more than 48 hours prior to any ground-disturbing work, including vegetation removal and installation of northwestern pond turtle exclusion fencing (described below)

  - Survey all areas where ground-disturbing activities will occur
  - Slowly walk linear transects surveying for any northwestern pond turtle age class prevalence or signs of activity (e.g., tracks, digging, predated nests) within 10 to 20 feet from the transect (using binoculars if needed) until all suitable northwestern pond turtle habitat within the project footprint of the project area has been surveyed

- For daily preconstruction surveys (required when ground-disturbing activities, in-water work, and any other activities are anticipated to occur that day), the biologist will:
  - Conduct daily preconstruction surveys in fenced/unfenced locations within the project area where ground-disturbing activities (including but not limited to vegetation removal, erosion control, grading of soil) are anticipated to occur that day
  - Inspect northwestern pond turtle exclusion fencing and repair, if needed, any gaps or slack along the fencing or remove any debris build up impacting the integrity of the fence
- If northwestern pond turtle is detected during preconstruction surveys, construction activities will not begin in the area where the northwestern pond turtle was detected until the biologist can safely capture, handle, and relocate the northwestern pond turtle to nearby suitable aquatic habitat outside the work area. If a female is found actively nesting, she will not be disturbed until egg laying is complete and she vacates the nest area on her own volition. If northwestern pond turtle is observed in aquatic habitat, the turtle will be monitored for signs of disturbance during construction activities and not relocated. If the biologist relocates a northwestern pond turtle, USFWS will be notified by telephone or email within 48 hours.
- Prior to releasing northwestern pond turtle, the biologist will:
  - Fill out datasheet (e.g., time/date, weather, location, local habitat characteristics, sex, age category, shell measurements/condition [carapace, plastron], other notes) and photo document (carapace, plastron, face, and any other notable morphology markings or deformations, like missing limbs, or potential shell rot lesions) the turtle.
  - Conduct a visual survey for sign (e.g., scat, tracks) of potential predators (e.g., otters, bears, coyotes, meso-carnivores) along the edges of the selected aquatic relocation area. If a predator is observed, or there is recent sign of a predator, the biologist will relocate the northwestern pond turtle in an alternate aquatic or upland relocation area. Alternate relocation areas should be identified prior to conducting work activities that could result in the need for northwestern pond turtle relocation. All potential relocation sites will be in the same drainage or watershed.
  - Wear nitrile gloves when handling individual turtles (one pair per individual) to reduce the potential spread of pathogens. Gloves will be disposed of in proper trashcan facilities.
  - Any sign of possible turtle shell disease in a northwestern pond turtle during capture and relocation will be documented and reported to USFWS. If turtle shell disease is identified

at the project site, USFWS may request additional measures be imposed to reduce the spread of the disease.

  - All relocations will be made in the same watershed within 1,640 feet (500 meters) of the location encountered.

- Northwestern pond turtle capture and relocation will be conducted by the biologist during dewatering, which will occur during the same in-water work window of June 15 through October 15 (or until the wet season begins) used for salmonids. Northwestern pond turtle capture and relocation will begin as soon as possible following stream cofferdam closure and commencement of dewatering or prior to implementing pile driving or hoe-ram demolition activities. Nets used for capture and relocation of northwestern pond turtle must be of suitable mesh size to minimize northwestern pond turtle injury. Nets and other equipment used for capture and relocation of northwestern pond turtle during dewatering activities will be clean, free of pathogens, and free of aquatic invasive species. Water pumps will be screened with wire mesh screens small enough to prevent hatchling northwestern pond turtle from entering the pump system. All captured northwestern pond turtle will be released to aquatic relocation areas as identified in an aquatic species relocation plan.

- The following measures will be implemented to minimize potential impacts from pile driving. Caltrans will require that the contractor implement the following measures, developed in coordination with project design engineers, to minimize the exposure of northwestern pond turtle to potentially harmful underwater sounds during each construction season that impact pile driving occurs:

  - Vibratory pile driving will be used in lieu of impact pile driving whenever feasible. Impact pile driving and hoe-ram operations will be minimized to the greatest extent practicable.

  - Impact pile driving and hoe-ram operations will be limited to daylight hours only and would be followed by a minimum period of 12 hours with no impact pile driving to allow the accumulated sound exposure level to reset to zero.

- In northwestern California, northwestern pond turtles are expected to nest between May 15th and September 15th. Eggs hatch in the fall and hatchlings remain in the nest until early spring approximately between March 1st and April 15th. Any nests will be flagged or otherwise delineated for avoidance and carefully monitored during work activities until the work is completed or the northwestern pond turtle have hatched and dispersed to adjacent aquatic habitat the following spring. Fencing will be placed within the project area to minimize impacts to female adult northwestern pond turtle accessing nesting habitat from construction activities in upland habitat.

- Heavy duty geotextile fabric (silt fencing) will be installed during the nesting season. Any fencing in the flood zone of Outlet Creek will be removed after the nesting season and prior to the wet season (between September 15th and October 15th). Fencing will be reinstalled during the second construction season between April 15th and May 15th. Fencing will be: (1) properly installed, trenched in and vertically stout, and regularly maintained, (2) buried between 6 to 8

inches deep to deter turtles digging and to improve the integrity of the fence at ground level, (3) if digging 6 to 8 inches is not practicable due to bedrock, then the bottom will be folded over 8 inches and as many stakes and sandbags as are needed will be placed along these locations to close off the bottom completely, (4) supported with posts or stakes spaced between 6 to 10 feet apart, (5) fully enclosed or sections that are not fully enclosed (i.e., entrance to temporary bridge) will end the fence sections with a "J" or hooked end so that animals are not directed toward roads or other forms of potential harm.

- A minimum of two temporary crossings will be placed under the fenced road on the sand bar. An openness ratio (OR) defined as a culvert's cross-sectional area divided by its length (OR = x-sec area/length) of 0.82 feet (0.25 meter) will be required. A preferred width is 2 feet or more and the minimum width will be no less-than 18 inches. Natural substrate will be evenly distributed on the bottom of the crossings. Crossings will be set at grade level to avoid the risk of perching.

- The northwestern pond turtle may overwinter in aquatic or muddy substrates or on land as far as 1,640 feet from aquatic habitat. Northwestern pond turtle that overwinter in upland habitat move from aquatic habitat as early as August 25th (peaking between September and October) through November 30th. Most northwestern pond turtle will begin moving back to aquatic habitat between February 1st and April 15th. If an overwintering northwestern pond turtle is accidentally excavated and unharmed, construction activities will cease within 50 feet of the turtle until the biologist can relocate it to a location specified in the relocation plan. If a northwestern pond turtle is accidentally excavated and injured, the biologist will take the individual turtle to a USFWS-approved rehabilitation center. If it is killed, the northwestern pond turtle carcass will be taken to a designated repository. If the biologist exercises this authority, USFWS will be notified within 48 hours.

- To prevent the inadvertent entrapment of northwestern pond turtle, all excavated, steep-walled holes or trenches more than 3 inches wide and 1 foot deep will be inspected for northwestern pond turtle and then either surrounded by exclusion fencing or covered at the end of each working day by plywood or similar materials. If it is not feasible to cover an excavation, one or more escape ramps constructed of earthen fill or wood ≥6 inches wide should be installed. Before such holes or trenches are filled, they must be thoroughly inspected by the biologist for trapped northwestern pond turtle. If at any time a trapped northwestern pond turtle is detected, the biologist will relocate the turtle to and established aquatic relocation site.

- Vegetation alteration and removal will be done with the use of hand tools (including chainsaws) unless heavy equipment is required. If vehicles or equipment are used off the existing paved or graveled surface, the work area will first be surveyed for northwestern pond turtle by the biologist immediately before the proposed work.

- Food may attract northwestern pond turtle predators to the project area. All food-related trash will be disposed of in closed containers that should be removed from the project area at least twice per week during the construction period.

- No pets will be allowed anywhere in the project area during construction to eliminate the potential for disturbance or injury to, or death of, northwestern pond turtle. Any stray domestic animals observed on-site will be reported to animal control for immediate removal.

- Heavy equipment operated in or near water or suitable upland habitat will use non-toxic (e.g., vegetable oil-based) hydraulic fluids, unless it is incompatible with the safe operation of the equipment. Equipment refueling and maintenance will only occur at staging areas to avoid fuel, hydraulic fluids, and lubricants from entering the waterway or suitable upland habitat. Further, absorptive pads or impermeable pans will be placed under the vehicles to contain leaks and spills.

Timing/Implementation:	Prior to and during construction
Enforcement:	CDFW, USFWS
Monitoring:	County and its contractor

Mitigation Measure # 4—Special Status and Migratory Birds

- If all necessary approvals have been obtained, potential nesting substrate (e.g., shrubs and trees) that will be removed by the project will be removed before the onset of the nesting season (February 1 through August 31), if practicable. This will help preclude nesting and substantially decrease the likelihood of direct impacts.

- If construction occurs during the nesting season (February 1 through August 31), a qualified biologist will conduct a preconstruction nest survey of the project area, including a 500–foot buffer for raptor species and a 250-foot buffer for all other species, as access is available, to locate active bird nests and identify measures to protect the nests. The preconstruction survey will be performed between February 1 and August 31, but no more than 14 days prior to the implementation of construction activities (including staging and equipment access). If a lapse in construction activities for 14 days or longer occurs between those dates, another preconstruction survey will be performed.

- If an active nest is found, a qualified biologist (in consultation with CDFW and USFWS) will determine the extent of a construction-free buffer zone to be established around the nest. The County will inform Caltrans if such an activity occurs.

Timing/Implementation:	Prior to and during construction
Enforcement:	CDFW
Monitoring:	County and its contractor

Mitigation Measure # 5—Ringtail

- To the extent practicable, removal of large trees or riparian brush will occur outside of the maternal denning period for ringtail (May 1 to June 30).

- If vegetation removal is to occur during the maternal denning period (May 1 to June 30), a qualified biologist will conduct a preconstruction survey of the project area to attempt to locate

maternity dens and identify measures to protect observed maternity dens from disturbance. The preconstruction survey will be performed no more than 14 days prior to vegetation removal.

Timing/Implementation:	Prior to and during construction
Enforcement:	CDFW
Monitoring:	County and its contractor

Mitigation Measure # 6—Sonoma Tree Vole

- A qualified biologist will conduct a preconstruction survey of the project area to locate and identify the potential presence of Sonoma tree vole. The survey will occur no more than 14 days prior to the start of construction activities (including staging and equipment access). If a lapse in construction activities for 14 days or longer occurs between those dates, another preconstruction survey will be performed.

- Consultation with CDFW would occur prior to surveys to determine if seasonal restrictions are appropriate if a nest is located in a tree proposed for removal.

- If an active nest is found, a qualified biologist, in consultation with CDFW, will determine the extent of a construction-free buffer zone to be established around the nest or if seasonal restrictions would reduce impacts to the species.

Timing/Implementation:	Prior to and during construction
Enforcement:	CDFW
Monitoring:	County and its contractor

Mitigation Measure # 7—Special Status Bats

- To the extent practicable, removal of large trees with cavities will occur before maternity colonies form (i.e., prior to March 1) or after young are volant (i.e., after August 15).

- If construction requires the removal of the bridge and any mature trees with cavities during the non-volant season (March 1 through August 15), a qualified biologist will conduct a preconstruction survey of the project area for maternity colonies. The preconstruction survey will be performed no more than 14 days prior to the start of construction activities (including staging and equipment access). If a lapse in construction activities for 14 days or longer occurs between those dates, another preconstruction survey will be performed. If any maternity colonies are detected, appropriate conservation measures (as determined by a qualified biologist) will be implemented. These measures may include, but are not limited to, establishing a construction-free buffer zone around the maternity colony site, biological monitoring of the maternity colony, and delaying construction activities in the vicinity of the maternity site.

Timing/Implementation:	Prior to and during construction
Enforcement:	CDFW
Monitoring:	County and its contractor

Mitigation Measure # 8—Waters of the United States and State

- Prior to any discharge of dredge of fill material into potential waters of the United States and state, the required permits/authorizations will be obtained from USACE and the RWQCB. All terms and conditions of the required permits/authorizations will be implemented.

- Prior to any activities that would obstruct the flow of Outlet Creek, or alter its bed, channel, or bank, or those of the unnamed intermittent stream, notification of streambed alteration will be submitted to the CDFW. If required, a streambed alteration agreement will be obtained from CDFW, and all conditions of the agreement will be implemented.

Timing/Implementation:	Prior to and during construction
Enforcement:	USACE, RWQCB, CDFW
Monitoring:	County and its contractor

Mitigation Measure # 9—Trees

- Excessive soil compaction would be prevented by carefully selecting storage areas and construction traffic routes. Stockpiled soil, construction materials, and excessive foot traffic should be prohibited within the driplines of trees. In areas where equipment traffic will occur within a tree root zone (approximately the width of the tree's dripline), an 8- to 16-inch-deep mulch layer should be used to prevent soil compaction.

- If practicable, placement of fills within the root zone of a tree will be avoided. If placement of fills within the root zone of a tree cannot be avoided, the following precautions or other methods to avoid adverse effects on the tree should be implemented:

  - Remove grass, leaves, and other material that may form an impervious layer when fill material is added.

  - Build a retaining wall no closer than 6 feet from the trunk of the tree (preferably not within the dripline). The wall should be several inches higher than the proposed depth of fill.

  - Provide an aerating system consisting of gravel aeration spokes or a gravel layer with a system of drain tiles. The spokes allow the vital exchange of gases to occur.

  - Fill soils should be of a texture and structure identical to or coarser than the original soil.

- No surface covering (e.g., paving) should be placed within a minimum 6-foot radius from the base of a tree. Where paving is planned near trees (e.g., within the dripline), pervious surfacing should be considered (e.g., porous brick with sand joints, gravel, gravel pavers).

- Removal of soil, leaves, and vegetation within a tree's dripline should be avoided. If any component of the native ground surface within dripline of a tree must be removed for any reason, it should be replaced within 48 hours.

- Roots to be severed should be the maximum allowable distance from the trunk. Roots over 1 inch in diameter that are damaged as a result of construction activities should be traced back and cleanly cut behind any split, cracked, or damaged area. Removed soil should be backfilled as soon as possible to minimize the drying of the roots.

Timing/Implementation:	Prior to and during construction
Enforcement:	Caltrans
Monitoring:	County and its contractor

Mitigation Measure # 10—Cultural Resources

The following measure will be implemented to minimize or avoid project-related impacts on cultural resources:

- All activities that may further disturb the potential human remains will cease immediately in the vicinity of the discovery. The County and Caltrans will take appropriate steps to secure and protect human remains and any funerary objects from further disturbance.

- The Cultural Resources Specialist or crew will notify the Caltrans Archaeologist by telephone within 24 hours of discovery, followed within three days by written confirmation.

- Human remains or associated funerary objects will not be excavated or otherwise removed unless a permit is issued under the Archaeological Resources Protection Act and after consultation between the appropriate Native American representative(s) and Caltrans.

- The Activity that resulted in the inadvertent discovery may not resume until clearance is provided by Caltrans.

Timing/Implementation:	During construction
Enforcement:	Native American Heritage Commission (NAHC) and Caltrans
Monitoring:	County and its contractor

Mitigation Measure # 11—Wildfire Prevention

- Per the requirements of PRC Section 4442, the County will include a note on all construction plans that internal combustion engines will be equipped with an operational spark arrestor, or the engine must be otherwise equipped for the prevention of fire.

Timing/Implementation:	During construction
Enforcement:	County
Monitoring:	County and its contractor

The following tables summarize conservation and mitigation measures that will be used during project implementation.

Table 2. Conservation Measures Verification Record

Conservation Measures (Final IS/MND Section 2.6) The following standard conservation measures will be implemented by the construction contractor during project construction.	**Verification (Date/Initials)**
Conservation Measure #1: Limited Operating Period	
Construction activities proposed to occur within the wetted creek channel will be restricted to periods of the year when the potential for federal Endangered Species Act (ESA) -listed fish occurrence and their abundance is minimal to avoid or minimize the potential for direct injury or mortality. The proposed action will generally observe the regional limited operating period for in-water construction of June 15 through October 15. Prior to the construction season, the County may request, in consultation with NMFS and CDFW, to extend this in-water work period by a few weeks earlier and/or later in the season for certain activities provided that environmental conditions (i.e., biological and hydrologic conditions) and agency approvals accommodate such an extension of in-water work to meet project completion schedules. In addition, any percussive demolition of the existing bridge will occur between June 15 and October 15 to protect listed fishes.	
Conservation Measure #2: Sedimentation Prevention Best Management Practices	
Erosion and sediment control measures will be implemented during construction of the project. These measures will conform to the provisions in Section 21 of the Caltrans Standard Specifications (2024) and any special provisions included in the contract for the project. Such provisions include the preparation of a Stormwater Pollution Prevention Plan (SWPPP), which will describe and illustrate the types and locations of BMPs in the project site to be implemented based on local conditions and would require regular inspections and a Rain Event Action Plan. Erosion and sediment control measures to be included in the SWPPP or to be implemented by the County will include the following: • To the maximum extent practicable, activities that could potentially increase soil erosion in the project area will be restricted to the summer and early fall period to minimize the potential for stormwater transport of sediment to surface-water features. In-stream construction will be restricted to the period between June 15 and October 15. Upland construction activities that must take place during late fall, winter, or spring (e.g., vegetation removal prior to avian nesting periods) will use temporary erosion and sediment control measures that will be in place and operational at the end of each construction day and maintained until permanent erosion control measures are implemented, if necessary.	
• Areas where wetland and upland vegetation need to be removed will be identified in advance of ground disturbance and limited to only those areas that have been approved by the County. Exclusionary fencing will be installed to define the limits of approved disturbance areas.	

Conservation Measures (Final IS/MND Section 2.6) The following standard conservation measures will be implemented by the construction contractor during project construction.	**Verification (Date/Initials)**
• Approved fabric barriers will be installed to prevent the discharge of contaminants (e.g., sediment, oil, grease), when equipment is working adjacent to or over waterways, or when on the river gravel bar.	
• Within 10 days of completion of construction in those areas where subsequent ground disturbance will not occur for 10 calendar days or more, appropriate erosion control measures will be applied to reduce the potential for short-term erosion. Prior to a rain event or when there is a greater than 50-percent probability of precipitation within 24 hours, as forecasted by the National Weather Service, appropriate erosion and sediment control measures will be implemented at all exposed soil areas upon completion of the day's activities.	
• Suitable erosion and sediment control BMPs such as silt fences, straw wattles, or catch basins, will be placed downslope of all construction activities at the edge of surface-water features to intercept sediment before it reaches the waterway. These structures will be installed prior to any clearing or grading activities. Any sediment built up at the base of these structures will be removed before removing the BMPs to prevent accumulated sediments from being transported into the stream post-construction.	
• Erosion and sediment control measures will be implemented in accordance with the project SWPPP and will be monitored and maintained in good working condition until all disturbed areas have been sufficiently stabilized.	
• Any rock placed in the channel will meet Caltrans' cleanliness test indicating the relative proportions of clay-sized material clinging to coarse aggregate and screenings (California Test No. 227) with a value of 85 or higher, excluding such materials as soil in the rock-slope protection to allow for riparian planting.	
• All dewatering activities will be conducted in compliance with the Caltrans Field Guide for Construction Site Dewatering and Section 13-4.03G of the Caltrans Standard Specifications. Water removed from the channels for temporary diversions or excavations will be pumped to a temporary sediment retention basin outside of the channel through a mechanized water filtration system or into Baker tanks or a similar storage system and trucked off-site to an authorized disposal site. If a temporary basin is constructed, it will be located outside of the active channel and include sediment sock or similar sediment control on the discharge.	

Conservation Measures (Final IS/MND Section 2.6) The following standard conservation measures will be implemented by the construction contractor during project construction.	**Verification (Date/Initials)**
Conservation Measure #3: Prevention of Accidental Spills	
The proposed SWPPP will include a waste management section that provides procedural and structural BMPs for collecting, handling, storing, and disposing of waste generated by project construction and to prevent the accidental release of pollutants. The contractor would also be required to submit a demolition and debris containment and management plan to the resident engineer for approval prior to bridge demolition. All construction will be completed according to the most recent Caltrans Construction Site Best Management Practices Manual to protect water quality including, but not limited, to the following measures: • The release of total petroleum hydrocarbons and other contaminants will be safeguarded against, to the greatest extent feasible. If leaks or spills do occur, they will be controlled immediately. All spilled contaminants and contaminated soil will be recovered from the site and stored in Department of Transportation approved containment vessels. All stored contaminated or hazardous material will be removed from the site in a timely manner and disposed of at an approved hazardous waste disposal facility.	
— Equipment parking, maintenance, and fueling will only occur at designated staging areas, with all staging locations located at least 100 feet from the low-flow channel.	
— All equipment entering the stream channel will be inspected and cleaned at an off-site location before being transported to the work site.	
— Light equipment (e.g., generators, welders, and pumps) and heavy equipment (e.g., drill rig) parked within riparian areas will use drip pans or other devices (e.g., absorbent blankets, sheet barriers) as needed to prevent contaminants from reaching the watercourse.	
— Equipment will be inspected for leaks before each shift, throughout the work shift, and at the end of the shift each day.	
— Maintenance involving the removal or repair of hydraulic cylinders or hoses or of reservoirs containing hazardous products will be performed over impervious fabric resistant to total petroleum hydrocarbons.	
— Proper spill kits will be kept on-site through the duration of the project. In the event of a spill, CDFW will be notified and consulted regarding cleanup procedures.	
— All activities related to fueling, lubing, and maintenance will be performed in the designated staging area unless equipment has been immobilized due to a mechanical failure. In those instances, every effort will be made to safeguard against and control the release of contaminants.	

Conservation Measures (Final IS/MND Section 2.6) The following standard conservation measures will be implemented by the construction contractor during project construction.	**Verification (Date/Initials)**
• The functional condition of fuel transfer pumps, hose assemblies, and emergency shutoff switches will be evaluated before fueling operations. Personnel tasked with fueling will remain near the fuel pump's emergency shutoff switch during fueling events. Topping off fuel tanks will not occur.	
• The following activities will be performed at least 100 feet from the low-flow channel when the work occurs within 50 feet of the floodplain: — Stockpiling materials. — Storing pile driving equipment and liquid waste containers. — Washing vehicles and equipment in outside areas. — Fueling and maintaining vehicles and equipment.	
• Vehicles and equipment used during construction will receive proper and timely maintenance to reduce the potential for mechanical breakdowns leading to a spill of materials.	
• Equipment operating within the Ordinary High Water Mark (OHWM) of streams will use non-toxic vegetable oil for operating hydraulic equipment instead of traditional hydraulic fluids.	
• Minimize sand and gravel from new asphalt getting into storm drains, streets, and creeks by sweeping. Old or spilled asphalt must be recycled or disposed of as approved by the resident engineer.	
Conservation Measure #4: Air Quality Control	
The County will include provisions in the construction bid documents that the contractor will implement a dust control program to limit fugitive dust emissions. The dust control program will include, but not be limited to, the following elements, as appropriate: • Soil piles for backfill will be surrounded by silt fencing, straw wattles, or other sediment barriers, or covered unless actively being used.	
• Mechanized or manual watering will be conducted on all stockpiles, dirt/ gravel roads, and exposed or disturbed soil surfaces, as necessary, to reduce airborne dust.	

Conservation Measures (Final IS/MND Section 2.6) The following standard conservation measures will be implemented by the construction contractor during project construction.	**Verification (Date/Initials)**
Conservation Measure #5: Avoidance and Replacement of Lost Riparian Habitat	
The following measures will be implemented to reduce potential impacts on riparian habitat: • The width of the construction disturbance zone within the riparian habitat will be minimized through careful preconstruction planning.	
• Exclusionary fencing, flagging, and/or high-visibility staking will be installed along the boundaries of all riparian areas to be avoided to minimize impacts to riparian vegetation outside of the construction area.	
• On-site restoration will occur in areas that have been temporarily disturbed during project construction. Native riparian woody plants (greater than 6 inches in diameter at breast height [DBH]) that have been removed will be replanted with new plantings at a minimum 3:1 ratio. This replanting ratio is intended to establish at least one vigorous plant for each plant removed.	
• Plant spacing intervals will be determined, as appropriate, based on-site conditions following construction.	
• Revegetation monitoring will be implemented in compliance with regulatory permit conditions and initiated immediately following completion of the planting. The monitoring surveys will consist of a general site walkover evaluating the survival and health of riparian plantings, signs of drought stress, weed or herbivory problems, and the presence or trash or other debris. The mitigation will be considered successful if 85% or greater of plantings have survived after a minimum of five years. If any “volunteer” native species occur in disturbed areas, they can contribute to the replacement numbers for the success criteria. Annual monitoring and reporting of performance of riparian wetland mitigation will be conducted for a minimum period of five years following construction. If monitoring results indicate that revegetation efforts are not meeting established success criteria, corrective measures will be implemented.	
Conservation Measure #6: Sensitive Natural Communities	
The following measures will be implemented to reduce potential impacts to sensitive natural communities (SNCs): • Prior to the start of work, temporary high-visibility fencing and/or flagging would be installed around SNCs, wetlands, and other waters, where appropriate. No work would occur within fenced/flagged areas.	
• Where feasible, the structural root zone will be identified around each large-diameter tree (greater than 2 feet DBH) directly adjacent to project activities, and work within the zone will be limited. When possible, excavation of roots of large-diameter trees (greater than 2 feet DBH) will not be conducted with a mechanical excavator or other ripping tools. Instead, roots would be severed using a combination of root-friendly excavation and severance methods (e.g., sharp-bladed pruning instruments or chainsaw). At a minimum, jagged roots will be pruned away to make sharp, clean cuts.	

Conservation Measures (Final IS/MND Section 2.6) The following standard conservation measures will be implemented by the construction contractor during project construction.	**Verification (Date/Initials)**
• Upon completion of construction, all superfluous construction materials will be completely removed from the site. The site will then be restored by regrading and stabilizing with a hydroseed mixture of native species along with fast-growing sterile erosion control seed mix, as required by the SWPPP.	
Conservation Measure #7: Prevention of Spread of Invasive Species	
The following measures will be implemented to prevent the spread of invasive species: • All equipment used for off-road construction activities will be inspected, cleaned, and verified to be weed-free prior to entering the project area.	
• If project implementation calls for mulches or fill, they will be certified to be weed-free.	
• Seed mixes or other vegetative material used for revegetation of disturbed sites will consist of locally adapted native plant materials to the maximum extent practicable.	
• Gravels, concrete blocks, and other materials used for the temporary stream diversions will be properly and thoroughly cleaned to remove silt and encrusted materials prior to installation.	

Table 3. Mitigation Measures for Biological Resources Implementation Record

Mitigation Measure (Final IS/MND Section 3.2)	Timing/ Implementation	Responsible Party	Verification (Date/Initials)
Mitigation Measure #1—Fish Relocation and Exclusion			
Fish Relocation and Exclusion Plan will be prepared and submitted to Caltrans and NMFS for approval prior to installing the stream diversion system in Outlet Creek. The plan will clearly outline the methods for fish relocation and exclusion from all in-water work areas needed to be coffered and during construction of the diversion. Fish relocation from areas to be isolated will be performed by professional fisheries biologists with experience in safe removal of aquatic species from construction areas.	Prior to and during construction	County and/or its contractor	
• The contractor will be required to submit a dewatering plan for approval by NMFS and CDFW: NMFS typically requires a minimum of 30 days to review. The County will confirm that any dewatering and fish relocation activities are sequenced to minimize effects, including installing fish exclusions (e.g., block nets if conditions allow); incrementally dewatering the river to minimize stranding; electrofishing/seining/other capture and relocation according to NMFS (NMFS 2000) and CDFW (Flosi et al. 2010) guidelines. The County will also verify that captured individuals are kept in cool, shaded, aerated water, protected from overcrowding or other stressors, and separated by age classes to minimize predation.	Prior to and during construction	County and its contractor	
Mitigation Measure # 12—Special Status Amphibians			
• A qualified biologist will provide environmental awareness training to construction personnel prior to the onset of work. The training will instruct construction personnel on how to recognize potentially occurring special status species and next steps if any are encountered.	Prior to and during construction	County and/or its contractor	
• Within 24 hours prior to clearing/grubbing or disturbance-related construction in a previously undisturbed area, a qualified biologist will conduct a preconstruction survey for special status amphibians within the disturbance footprint. Any special status amphibian found will be relocated to a nearby suitable habitat outside of the disturbance footprint. The County will inform Caltrans if such an activity occurs.	Prior to and during construction	County and/or its contractor	

Mitigation Measure (Final IS/MND Section 3.2)	Timing/ Implementation	Responsible Party	Verification (Date/Initials)
• If special status species are encountered within the project area during construction and could be harmed by construction activities, work will stop in the area. Work will not resume until the species has left the work area on its own or a qualified biologist has been contacted to relocate the species to nearby suitable habitat. The County will inform Caltrans if such an activity occurs.	Prior to and during construction	County and/or its contractor	
Mitigation Measure # 3—Northwestern Pond Turtle			
• A USFWS-approved biologist (biologist) will implement and administer the survey and monitoring duties outlined in these conservation measures. The biologist will provide environmental awareness training that will be presented to all construction personnel who may work within suitable northwestern pond turtle habitat, prior to commencement of work activities. The biologist may exclude select construction personnel from awareness training if their duties will not expose them to suitable northwestern pond turtle habitat (e.g., delivery drivers, traffic control). Awareness training will include a brief review of the biology of northwestern pond turtle and a description of the conservation measures that directly pertain to construction personnel, and which must be followed by all construction personnel. Vegetation Removal Prior to Nesting Season: If all necessary approvals have been obtained, potential nesting substrate (e.g., shrubs and trees) that would be removed by the project should be removed before the onset of the nesting season, which is March February 1 through September August 31, if practicable. This would help preclude nesting and substantially decrease the likelihood of direct impacts.	Prior to and during construction	County and/or its contractor	
• The biologist will be responsible for on-site northwestern pond turtle “clearance” surveys (detailed below) and monitoring of occupied northwestern pond turtle areas during ground-disturbing activities, in-water work, and any other time when project activities could reasonably result in adverse effects to northwestern pond turtle. The biologist will notify the resident engineer if northwestern pond turtle is encountered during project activities. The biologist will have the authority to temporarily stop work activities that may result in adverse effects to relocate northwestern pond turtle in dewatered areas (see aquatic relocation plan) or upland habitat (see below).	Prior to and during construction	County and/or its contractor	
• The biologist will perform an initial preconstruction survey no more than 48 hours prior to any ground-disturbing work, and daily clearance surveys before the start of work each	Prior to and during construction	County and/or its contractor	

Mitigation Measure (Final IS/MND Section 3.2)	Timing/ Implementation	Responsible Party	Verification (Date/Initials)
morning within suitable upland habitat for all life stages (i.e., adults, juveniles, emerged hatchlings, nests) of northwestern pond turtle during each year of the project.			
• For the initial preconstruction survey, the biologist will: – Complete the survey no more than 48 hours prior to any ground-disturbing work, including vegetation removal and installation of northwestern pond turtle exclusion fencing (described below) – Survey all areas where ground-disturbing activities will occur – Slowly walk linear transects surveying for any northwestern pond turtle age class prevalence or signs of activity (e.g., tracks, digging, predated nests) within 10 to 20 feet from the transect (using binoculars if needed) until all suitable northwestern pond turtle habitat within the project footprint of the project area has been surveyed	Prior to and during construction	County and/or its contractor	
• For daily preconstruction surveys (required when ground-disturbing activities, in-water work, and any other activities are anticipated to occur that day), the biologist will: – Conduct daily preconstruction surveys in fenced/unfenced locations within the project area where ground-disturbing activities (including but not limited to vegetation removal, erosion control, grading of soil) are anticipated to occur that day – Inspect northwestern pond turtle exclusion fencing and repair, if needed, any gaps or slack along the fencing or remove any debris build up impacting the integrity of the fence	Prior to and during construction	County and/or its contractor	
• If northwestern pond turtle is detected during preconstruction surveys, construction activities will not begin in the area where the northwestern pond turtle was detected until the biologist can safely capture, handle, and relocate the northwestern pond turtle to nearby suitable aquatic habitat outside the work area. If a female is found actively nesting, she will not be disturbed until egg laying is complete and she vacates the nest area on her own volition. If northwestern pond turtle is observed in aquatic habitat, the turtle will be monitored for signs of disturbance during construction activities and not relocated. If the biologist relocates a northwestern pond turtle, USFWS will be notified by telephone or email within 48 hours.	Prior to, during, and after construction	County and/or its contractor	

Mitigation Measure (Final IS/MND Section 3.2)	Timing/ Implementation	Responsible Party	Verification (Date/Initials)
• Prior to releasing northwestern pond turtle, the biologist will: – Fill out datasheet (e.g., time/date, weather, location, local habitat characteristics, sex, age category, shell measurements/condition [carapace, plastron], other notes) and photo document (carapace, plastron, face, and any other notable morphology markings or deformations, like missing limbs, or potential shell rot lesions) the turtle. – Conduct a visual survey for sign (e.g., scat, tracks) of potential predators (e.g., otters, bears, coyotes, meso-carnivores) along the edges of the selected aquatic relocation area. If a predator is observed, or there is recent sign of a predator, the biologist will relocate the northwestern pond turtle in an alternate aquatic or upland relocation area. Alternate relocation areas should be identified prior to conducting work activities that could result in the need for northwestern pond turtle relocation. All potential relocation sites will be in the same drainage or watershed. – Wear nitrile gloves when handling individual turtles (one pair per individual) to reduce the potential spread of pathogens. Gloves will be disposed of in proper trashcan facilities. – Any sign of possible turtle shell disease in a northwestern pond turtle during capture and relocation will be documented and reported to USFWS. If turtle shell disease is identified at the project site, USFWS may request additional measures be imposed to reduce the spread of the disease. – All relocations will be made in the same watershed within 1,640 feet (500 meters) of the location encountered.	Prior to, during, and after construction	County and/or its contractor	
• Northwestern pond turtle capture and relocation will be conducted by the biologist during dewatering, which will occur during the same in-water work window of June 15 through October 15 (or until the wet season begins) used for salmonids. Northwestern pond turtle capture and relocation will begin as soon as possible following stream cofferdam closure and commencement of dewatering or prior to implementing pile driving or hoe-ram demolition activities. Nets used for capture and relocation of northwestern pond turtle must be of suitable mesh size to minimize northwestern pond turtle injury. Nets and other equipment used for capture and relocation of northwestern pond turtle during dewatering activities will be clean, free of pathogens, and free of aquatic invasive species. Water pumps will be screened with wire mesh screens small enough to prevent hatchling	Prior to and during construction	County and/or its contractor	

Mitigation Measure (Final IS/MND Section 3.2)	Timing/ Implementation	Responsible Party	Verification (Date/Initials)
northwestern pond turtle from entering the pump system. All captured northwestern pond turtle will be released to aquatic relocation areas as identified in an aquatic species relocation plan.			
• The following measures will be implemented to minimize potential impacts from pile driving. Caltrans will require that the contractor implement the following measures, developed in coordination with project design engineers, to minimize the exposure of northwestern pond turtle to potentially harmful underwater sounds during each construction season that impact pile driving occurs: – Vibratory pile driving will be used in lieu of impact pile driving whenever feasible. Impact pile driving and hoe-ram operations will be minimized to the greatest extent practicable. – Impact pile driving and hoe-ram operations will be limited to daylight hours only and would be followed by a minimum period of 12 hours with no impact pile driving to allow the accumulated sound exposure level to reset to zero.	Prior to and during construction	County and/or its contractor	
• In northwestern California, northwestern pond turtles are expected to nest between May 15th and September 15th. Eggs hatch in the fall and hatchlings remain in the nest until early spring approximately between March 1st and April 15th. Any nests will be flagged or otherwise delineated for avoidance and carefully monitored during work activities until the work is completed or the northwestern pond turtle have hatched and dispersed to adjacent aquatic habitat the following spring. Fencing will be placed within the project area to minimize impacts to female adult northwestern pond turtle accessing nesting habitat from construction activities in upland habitat.	Prior to and during construction	County and/or its contractor	
• Heavy duty geotextile fabric (silt fencing) will be installed during the nesting season. Any fencing in the flood zone of Outlet Creek will be removed after the nesting season and prior to the wet season (between September 15th and October 15th). Fencing will be reinstalled during the second construction season between April 15th and May 15th. Fencing will be: (1) properly installed, trenched in and vertically stout, and regularly maintained, (2) buried between 6 to 8 inches deep to deter turtles digging and to improve the integrity of the fence at ground level, (3) if digging 6 to 8 inches is not practicable due to bedrock, then the bottom will be folded over 8 inches and as many stakes and sandbags as are needed will be placed along these locations to close off the bottom completely, (4) supported with posts or stakes spaced between 6 to 10 feet apart, (5) fully enclosed or sections that are not fully enclosed	Prior to and during construction	County and/or its contractor	

Mitigation Measure (Final IS/MND Section 3.2)	Timing/ Implementation	Responsible Party	Verification (Date/Initials)
(i.e., entrance to temporary bridge) will end the fence sections with a "J" or hooked end so that animals are not directed toward roads or other forms of potential harm.			
• A minimum of two temporary crossings will be placed under the fenced road on the sand bar. An openness ratio (OR) defined as a culvert's cross-sectional area divided by its length (OR = x-sec area/length) of 0.82 feet (0.25 meter) will be required. A preferred width is 2 feet or more and the minimum width will be no less-than 18 inches. Natural substrate will be evenly distributed on the bottom of the crossings. Crossings will be set at grade level to avoid the risk of perching.	Prior to and during construction	County and/or its contractor	
• The northwestern pond turtle may overwinter in aquatic or muddy substrates or on land as far as 1,640 feet from aquatic habitat. Northwestern pond turtle that overwinter in upland habitat move from aquatic habitat as early as August 25th (peaking between September and October) through November 30th. Most northwestern pond turtle will begin moving back to aquatic habitat between February 1st and April 15th. If an overwintering northwestern pond turtle is accidentally excavated and unharmed, construction activities will cease within 50 feet of the turtle until the biologist can relocate it to a location specified in the relocation plan. If a northwestern pond turtle is accidentally excavated and injured, the biologist will take the individual turtle to a USFWS-approved rehabilitation center. If it is killed, the northwestern pond turtle carcass will be taken to a designated repository. If the biologist exercises this authority, USFWS will be notified within 48 hours.	Prior to and during construction	County and/or its contractor	
• To prevent the inadvertent entrapment of northwestern pond turtle, all excavated, steep-walled holes or trenches more than 3 inches wide and 1 foot deep will be inspected for northwestern pond turtle and then either surrounded by exclusion fencing or covered at the end of each working day by plywood or similar materials. If it is not feasible to cover an excavation, one or more escape ramps constructed of earthen fill or wood ≥6 inches wide should be installed. Before such holes or trenches are filled, they must be thoroughly inspected by the biologist for trapped northwestern pond turtle. If at any time a trapped northwestern pond turtle is detected, the biologist will relocate the turtle to and established aquatic relocation site.	Prior to and during construction	County and/or its contractor	
• Vegetation alteration and removal will be done with the use of hand tools (including chainsaws) unless heavy equipment is required. If vehicles or equipment are used off the	Prior to and during construction	County and/or its contractor	

Mitigation Measure (Final IS/MND Section 3.2)	Timing/ Implementation	Responsible Party	Verification (Date/Initials)
existing paved or graveled surface, the work area will first be surveyed for northwestern pond turtle by the biologist immediately before the proposed work.			
• Food may attract northwestern pond turtle predators to the project area. All food-related trash will be disposed of in closed containers that should be removed from the project area at least twice per week during the construction period.	Prior to and during construction	County and/or its contractor	
• No pets will be allowed anywhere in the project area during construction to eliminate the potential for disturbance or injury to, or death of, northwestern pond turtle. Any stray domestic animals observed on-site will be reported to animal control for immediate removal.	Prior to and during construction	County and/or its contractor	
• Heavy equipment operated in or near water or suitable upland habitat will use non-toxic (e.g., vegetable oil-based) hydraulic fluids, unless it is incompatible with the safe operation of the equipment. Equipment refueling and maintenance will only occur at staging areas to avoid fuel, hydraulic fluids, and lubricants from entering the waterway or suitable upland habitat. Further, absorptive pads or impermeable pans will be placed under the vehicles to contain leaks and spills.	Prior to and during construction	County and/or its contractor	
Mitigation Measure # 4—Special Status and Migratory Birds			
• If all necessary approvals have been obtained, potential nesting substrate (e.g., shrubs and trees) that will be removed by the project will be removed before the onset of the nesting season (February 1 through August 31), if practicable. This will help preclude nesting and substantially decrease the likelihood of direct impacts.	Prior to and during construction	County and/or its contractor	
• If construction occurs during the nesting season (February 1 through August 31), a qualified biologist will conduct a preconstruction nest survey of the project area, including a 500–foot buffer for raptor species and a 250-foot buffer for all other species, as access is available, to locate active bird nests and identify measures to protect the nests. The preconstruction survey will be performed between February 1 and August 31, but no more than 14 days prior to the implementation of construction activities (including staging and equipment access). If a lapse in construction activities for 14 days or longer occurs between those dates, another preconstruction survey will be performed.	Prior to and during construction	County and/or its contractor	

Mitigation Measure (Final IS/MND Section 3.2)	Timing/ Implementation	Responsible Party	Verification (Date/Initials)
• If an active nest is found, a qualified biologist (in consultation with CDFW and USFWS) will determine the extent of a construction-free buffer zone to be established around the nest. The County will inform Caltrans if such an activity occurs.	Prior to and during construction	County and/or its contractor	
Mitigation Measure # 5—Ringtail			
• To the extent practicable, removal of large trees or riparian brush will occur outside of the maternal denning period for ringtail (May 1 to June 30).	Prior to and during construction	County and/or its contractor	
• If vegetation removal is to occur during the maternal denning period (May 1 to June 30), a qualified biologist will conduct a preconstruction survey of the project area to attempt to locate maternity dens and identify measures to protect observed maternity dens from disturbance. The preconstruction survey will be performed no more than 14 days prior to vegetation removal.	Prior to and during construction	County and/or its contractor	
Mitigation Measure # 6—Sonoma Tree Vole			
• A qualified biologist will conduct a preconstruction survey of the project area to locate and identify the potential presence of Sonoma tree vole. The survey will occur no more than 14 days prior to the start of construction activities (including staging and equipment access). If a lapse in construction activities for 14 days or longer occurs between those dates, another preconstruction survey will be performed.	Prior to and during construction	County and/or its contractor	
• Consultation with CDFW would occur prior to surveys to determine if seasonal restrictions are appropriate if a nest is located in a tree proposed for removal.	Prior to and during construction	County and/or its contractor	
• If an active nest is found, a qualified biologist, in consultation with CDFW, will determine the extent of a construction-free buffer zone to be established around the nest or if seasonal restrictions would reduce impacts to the species.	Prior to and during construction	County and/or its contractor	
Mitigation Measure # 7—Special Status Bats			
• To the extent practicable, removal of large trees with cavities will occur before maternity colonies form (i.e., prior to March 1) or after young are volant (i.e., after August 15).	Prior to and during construction	County and/or its contractor	

Mitigation Measure (Final IS/MND Section 3.2)	Timing/ Implementation	Responsible Party	Verification (Date/Initials)
• If construction requires the removal of the bridge and any mature trees with cavities during the non-volant season (March 1 through August 15), a qualified biologist will conduct a preconstruction survey of the project area for maternity colonies. The preconstruction survey will be performed no more than 14 days prior to the start of construction activities (including staging and equipment access). If a lapse in construction activities for 14 days or longer occurs between those dates, another preconstruction survey will be performed. If any maternity colonies are detected, appropriate conservation measures (as determined by a qualified biologist) will be implemented. These measures may include, but are not limited to, establishing a construction-free buffer zone around the maternity colony site, biological monitoring of the maternity colony, and delaying construction activities in the vicinity of the maternity site.	Prior to and during construction	County and/or its contractor	
Mitigation Measure # 8—Waters of the United States and State			
• Prior to any discharge of dredge of fill material into potential waters of the United States and state, the required permits/authorizations will be obtained from USACE and the RWQCB. All terms and conditions of the required permits/authorizations will be implemented.	Prior to and during construction	County and/or its contractor	
• Prior to any activities that would obstruct the flow of Outlet Creek, or alter its bed, channel, or bank, or those of the unnamed intermittent stream, notification of streambed alteration will be submitted to the CDFW. If required, a streambed alteration agreement will be obtained from CDFW, and all conditions of the agreement will be implemented.	Prior to and during construction	County and/or its contractor	
Mitigation Measure # 9—Trees			
• Excessive soil compaction would be prevented by carefully selecting storage areas and construction traffic routes. Stockpiled soil, construction materials, and excessive foot traffic should be prohibited within the driplines of trees. In areas where equipment traffic will occur within a tree root zone (approximately the width of the tree's dripline), an 8- to 16-inch-deep mulch layer should be used to prevent soil compaction.	Prior to and during construction	County and/or its contractor	
• If practicable, placement of fills within the root zone of a tree will be avoided. If placement of fills within the root zone of a tree cannot be avoided, the following precautions or other methods to avoid adverse effects on the tree should be implemented:	Prior to and during construction	County and/or its contractor	

Mitigation Measure (Final IS/MND Section 3.2)	Timing/ Implementation	Responsible Party	Verification (Date/Initials)
– Remove grass, leaves, and other material that may form an impervious layer when fill material is added. – Build a retaining wall no closer than 6 feet from the trunk of the tree (preferably not within the dripline). The wall should be several inches higher than the proposed depth of fill. – Provide an aerating system consisting of gravel aeration spokes or a gravel layer with a system of drain tiles. The spokes allow the vital exchange of gases to occur. – Fill soils should be of a texture and structure identical to or coarser than the original soil.			
• No surface covering (e.g., paving) should be placed within a minimum 6-foot radius from the base of a tree. Where paving is planned near trees (e.g., within the dripline), pervious surfacing should be considered (e.g., porous brick with sand joints, gravel, gravel pavers).	Prior to and during construction	County and/or its contractor	
• Removal of soil, leaves, and vegetation within a tree's dripline should be avoided. If any component of the native ground surface within dripline of a tree must be removed for any reason, it should be replaced within 48 hours.	Prior to and during construction	County and/or its contractor	
• Roots to be severed should be the maximum allowable distance from the trunk. Roots over 1 inch in diameter that are damaged as a result of construction activities should be traced back and cleanly cut behind any split, cracked, or damaged area. Removed soil should be backfilled as soon as possible to minimize the drying of the roots.	Prior to and during construction	County and/or its contractor	
Mitigation Measure # 10—Cultural Resources			
The following measure will be implemented to minimize or avoid project-related impacts on cultural resources: • All activities that may further disturb the potential human remains will cease immediately in the vicinity of the discovery. The County and Caltrans will take appropriate steps to secure and protect human remains and any funerary objects from further disturbance.	During construction	County and/or its contractor	
• The Cultural Resources Specialist or crew will notify the Caltrans Archaeologist by telephone within 24 hours of discovery, followed within three days by written confirmation.	During construction	County and/or its contractor	

Mitigation Measure (Final IS/MND Section 3.2)	Timing/ Implementation	Responsible Party	Verification (Date/Initials)
• Human remains or associated funerary objects will not be excavated or otherwise removed unless a permit is issued under the Archaeological Resources Protection Act and after consultation between the appropriate Native American representative(s) and Caltrans.	During construction	County and/or its contractor	
• The Activity that resulted in the inadvertent discovery may not resume until clearance is provided by Caltrans.	During construction	County and/or its contractor	
Mitigation Measure # 11—Wildfire Prevention			
• Per the requirements of PRC Section 4442, the County will include a note on all construction plans that internal combustion engines will be equipped with an operational spark arrestor, or the engine must be otherwise equipped for the prevention of fire.	During construction	County and its contractor	

7.0 REPORT PREPARATION

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