



**Fritz Buchman, Interim Director of Public Works**

**Alex Chetley, Interim Deputy Director/Development**

**Jim Stone, Deputy Director/Operations**

**Najee Zarif, Interim Deputy Director/Engineering**

**Kristi Rhea, Public Works Business Administrator**

**NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION**

**TO:** Office of Planning and Research San Joaquin County Clerk  
1400 Tenth Street 44 N. San Joaquin Street, Suite 260  
Sacramento, California 95814 Stockton, California 95202

**FROM:** San Joaquin County Public Works Department  
1810 East Hazelton Avenue, Stockton California 95205

**PROJECT: Upper Mormon Slough Erosion Repair Project**

**NOTICE IS HEREBY GIVEN** that the San Joaquin County Department of Public Works (County) has prepared an environmental evaluation document (Initial Study) in accordance with the California Environmental Quality Act and intends to adopt a Mitigated Negative Declaration (MND) based on the finding that there is no substantial evidence that the proposed action, as mitigated, will have a significant effect on the environment. The reasons supporting this finding are documented in the Initial Study.

**PROJECT LOCATION**

The Proposed Project area is in the eastern portion of San Joaquin County, approximately four miles east/northeast of the town of Linden, and 15 miles east/northeast of the City of Stockton. The slough runs parallel to State Route 26 in the Proposed Project area. The repair area extends downstream from the Escalon-Bellota Bridge to a small regulating dam on the slough.

**BACKGROUND**

Created in 1910 by the U.S. Army Corps of Engineers to convey flood waters to avoid flooding in the City of Stockton, Mormon Slough is a wide channel with steep banks and little to no vegetation. Historically, the Calaveras was a river of extremes, flooding in the winter and drying up in summer, with some sections going completely dry and creating disconnected pools. The original Hogan Dam was first built on the river in 1930 in an effort to reign in the dynamic flooding of the Calaveras and protect the City of Stockton, followed by New Hogan Dam, which was completed in 1963 to expand storage capacity of the reservoir from 75,062 to 317,000 acre-feet. The impoundment of New Hogan altered the river’s historical flow patterns and provides a more consistent year-round flow of water downstream to the Bellota Weir and Intake Facility.

Currently, the channel is eroding toward State Route 26 on its northern bank and toward neighboring structures and orchards on its southern bank. Field observations show that erosion and undermining of the existing slopes is leading to incremental collapse and/or oversteepening of the slopes, which is considered the most prevalent mode of failure of the system to be addressed by the repair design.

## UPPER MORMON SLOUGH EROSION REPAIR PROJECT, SAN JOAQUIN COUNTY

### PROPOSED PROJECT DESCRIPTION

The proposed project would consist of repairs to the north and south banks of the upper segment of Mormon Slough near the Escalon-Bellota Bridge in San Joaquin County, California. Mormon Slough accepts flow from the Calaveras River at Bellota and carries it to the Stockton Diverting Canal, which returns the flow to the Calaveras River. Project activities include excavating to remove compromised material in the channel, and then repairing the channel slope with a variety of materials including soil-filled rock slope protection (RSP), a coarse filter bed, earthfill, and launch rock.

The purpose of the proposed project is to stabilize the channel alignment and preserve the general uniformity of the bank lines in order to preserve the function of the channel and to reduce the potential for further lateral migration of the channel.

The project area features degraded rip-rap on the north bank adjacent to State Route 26 and an almost vertical wall of loose soils on the south bank through much of the project area. The repairs would consist primarily of installing Rock Slope Protection (RSP), which generally consists of rip-rap of varying size, soil, gravel and a textile fabric above the ordinary high water mark to prevent downward migration of the soil. To promote growth of vegetation, the RSP voids would be filled with agricultural soil and seeded with grasses (i.e., soil filled RSP). Excavation prior to placement of RSP would generally be limited to removal of loose surface debris from past slope failures, minor grading to produce relatively smooth surfaces to prepare for RSP, or to key the repairs into the existing slopes. After grading, workers would install a coarse sand or gravel filter bed that will seal cracks or openings in the base soil. A base of launch rock would be installed at the lower edge of the filter, and RSP would be laid over the filter bed. The riprap size recommendations differ throughout the channel and include class II, III, and IV with a gravel filter and launchable toe.

This project is scheduled to occur within the summer months, between mid-June and mid-October, depending on final design completion and permitting status.

### PUBLIC REVIEW OF DOCUMENTS

A copy of the Initial Study/MND may be reviewed at the following locations:

- San Joaquin County Department of Public Works, 1810 East Hazelton Avenue, Stockton, California 95205 (Copies are available for a fee at this location.)
- San Joaquin County Department of Public Works website:  
<http://www.sjgov.org/pubworks/>

This Notice of Intent is being sent to applicable local public agencies, as well as organizations and individuals of local interest. Written comments on this document may be submitted during the 30-day public review period, which begins **December 23, 2020**, and must be received by the San Joaquin County Department of Public Works no later than **5:00 p.m.** on **January 23, 2020**. Contact Matt Zidar, at (209) 953-7460 or by email at [mzidar@sjgov.org](mailto:mzidar@sjgov.org) for any questions.