

State Route 4 River Bridge Maintenance Project

On State Route 4 at the San Joaquin and Contra Costa County line

10-SJ-4-PM 0.01/0.01

Project ID Number 1017000185

Initial Study with Proposed Negative Declaration

Volume 1 of 2



Prepared by the
State of California Department of Transportation

July 2022



General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project at the San Joaquin and Contra Costa County line in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read the document. Additional copies of the document and the related technical studies are available for review at the Caltrans District 10 office at 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205, and at the Brentwood Library-Contra Costa County Library at 104 Oak Street, Brentwood, California 94513, and Weston Ranch Branch Library at 1453 West French Camp Road, Stockton, California 95206. Additionally, this Initial Study with Proposed Negative Declaration is posted online and is available to view or download on the Caltrans District 10 website: <https://dot.ca.gov/caltrans-near-me/district-10/10-1h360>.
- Tell us what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: Jaycee Azevedo, Senior Environmental Planner, District 10 Environmental Division, California Department of Transportation, 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205. Submit comments via email to: jaycee.azevedo@dot.ca.gov.
- Submit comments by the deadline: October 26, 2022.

What happens next:

After comments are received from the public and the reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

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For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Jaycee Azevedo, District 10 Environmental Division, California Department of Transportation, 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205; phone number 209-992-9824 (Voice), or use the California Relay Service 1-800-735-2929 (Teletype to Voice), 1-800-735-2922 (Voice to Teletype), 1-800-855-3000 (Spanish Teletype to Voice and Voice to Teletype), 1-800-854-7784 (Spanish and English Speech-to-Speech), or 711.

Old River Bridge maintenance on State Route 4 at the San Joaquin and
Contra Costa County line

**INITIAL STUDY
with Proposed Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation
and
Responsible Agency: California Transportation Commission

James P. Henke

James P. Henke
Environmental Office Chief, District 10
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7/21/2022

Date

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DRAFT

Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: pending

District-County-Route-Post Mile: 10-SJ-4-PM 0.01/0.01

EA/Project Number: EA 10-1H360 and Project ID Number 1017000185

Project Description

The California Department of Transportation (Caltrans) proposes to preserve the Old River Bridge (Number 29-0045) on post mile 0.01 at the San Joaquin and Contra Costa County line on State Route 4. Preserving the bridge would include a polyester concrete overlay and painting the bridge. The old timber waling and the fenders on the north side of Pier 3 would be replaced, and the south side of Pier 2 would be supported with new high-density polyethylene walers mounted to the existing timber piles. An abandoned Caltrans-owned one-car garage on the southwest levee would be removed.

Determination

An Initial Study has been prepared by Caltrans, District 10. On the basis of this study, it is determined that the proposed action will not have a significant effect on the environment for the following reasons:

The project would have no effect on aesthetics, agriculture and forest resources, air quality, energy, geology and soils, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, hazards and hazardous materials, and wildfire.

The project would have no significant effect on biological resources, cultural resources, and greenhouse gas emissions.

James P. Henke
Environmental Office Chief, District 10
California Department of Transportation

Date

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (known as NEPA). The project proposes to preserve the Old River Bridge (Number 29-0045) at post mile 0.01 on State Route 4 at the San Joaquin and Contra Costa County line. Project activities would include bridge deck overlay, bridge repainting, timber sheathing replacement, and removal of an abandoned Caltrans-owned garage on the southwest levee.

The two-lane Old River Bridge was built in 1915 and is 528 feet long, continuing State Route 4 from San Joaquin County to Contra Costa County. The bridge is a movable bridge with steel through Pratt truss approach spans and steel truss swing spans with a reinforced concrete deck. State Route 4 is routed from Interstate 80 in the San Francisco Bay Area to State Route 89 in the Sierra Nevada.

The project is listed in the 2021 San Joaquin Council of Governments' Federal Statewide Transportation Improvement Program for Bridge Preservation. The San Joaquin Council of Governments' Regional Transportation Plan guides transportation development in the project area. Chapter 1 of this document discusses the project scope, location, and alternatives; Chapter 2 discusses the project's potential environmental impacts under CEQA.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of this project is the preservation of Old River Bridge (Number 29-0045) to ensure its serviceability and structural integrity.

1.2.2 Need

The Old River Bridge (Number 29-0045) has transverse and pattern deck cracks, rust on steel members, and a deteriorated fender system. As such, the project is needed to repair or replace these worn or defective parts that threaten the bridge's serviceability and structural integrity.

1.3 Project Description

The project proposes to preserve the Old River Bridge. Proposed improvements include a polyester concrete overlay to address the transverse and pattern deck cracks that have resulted in a Poor Bridge Health condition rating and spot blasting and painting the bridge to address rust on the steel members. Old timber waling would also be removed, and the fenders on the north side of Pier 3 and the south side of Pier 2 would be supported with new high-density polyethylene walers mounted to the existing timber piles. Timber sheathing replacement would require in-water work from a barge (a flat-bottomed boat). In addition, an abandoned Caltrans-owned one-car garage on the southwest levee would be removed because it is a safety hazard.

A temporary construction easement would be required for the project to conduct the proposed work. Other proposed work would include work off the paved roadway, trenches, grading, or other ground disturbance, work in the channel, vegetation removal, and night work.

Two alternatives—a Build Alternative and a No-Build Alternative—are being proposed. The Build Alternative proposes to conduct the work described above, and the No-Build Alternative would leave the bridge location in its current condition. Figure 1-1, which shows the project vicinity map, also shows where the project is on the San Joaquin and Contra Costa County line. Figure 1-2, which shows the project location map, also shows the project location with project post miles for where work and construction will begin and end.

Figure 1-1 Project Vicinity Map

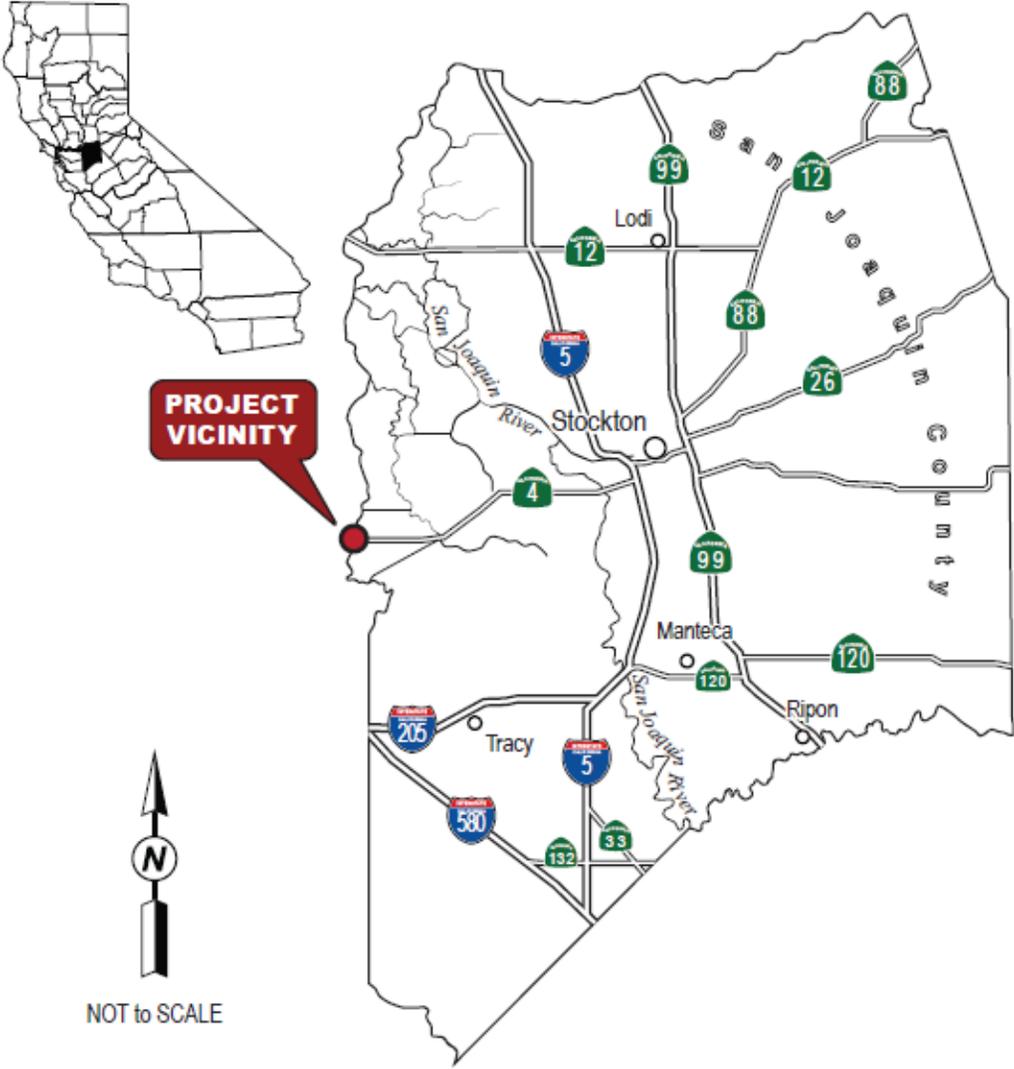
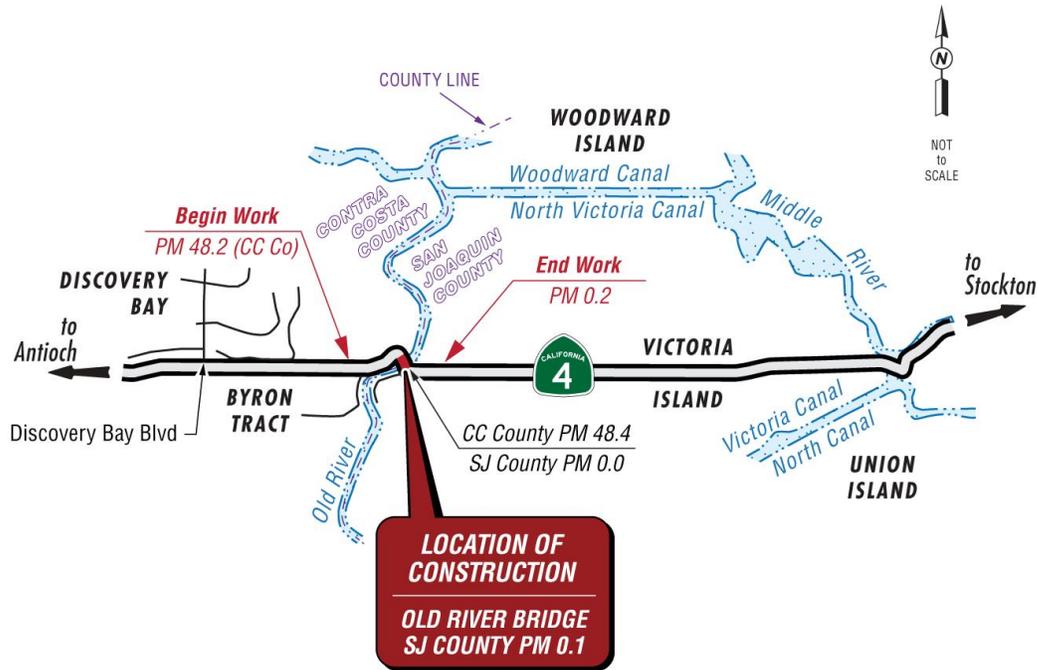


Figure 1-2 Project Location Map



1.4 Project Alternatives

A Build Alternative and a No-Build Alternative are being considered for this project.

1.4.1 Build Alternatives

The project proposes to preserve the Old River Bridge (Number 29-0045). Preserving the bridge would include a polyester concrete overlay to address the transverse and pattern deck cracks that have resulted in a Poor Bridge Health condition rating. The deck would be abrasively blasted, swept, and then blown to establish a clean, dry deck surface before the approximately 1-inch-thick polyester concrete overlay is applied. Activities and materials used

during deck treatment would be contained within the existing roadway and bridge deck.

Spot blasting and painting the bridge are also proposed to address rust on the steel members. Painting materials would be enclosed with a containment system to safely remove all lead-based debris and wash water. Old and deteriorated timber walers would also be removed, and the fenders on the north side of Pier 3 and the south side of Pier 2 would be supported with new high-density polyethylene walers mounted to the existing timber piles. Timber sheathing replacement would require in-water work from a barge (a flat-bottomed boat).

In addition, an abandoned Caltrans-owned one-car garage on the southwest levee would be removed because it is a safety hazard. Staging areas are proposed on an existing disturbed and graded area at the southwest corner of the bridge.

This project contains a number of standardized project measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are listed later in this chapter under “Standard Measures and Best Management Practices Included in All Build Alternatives.”

1.4.2 No-Build (No-Action) Alternative

The No-Build Alternative would leave the bridge, walers, and abandoned garage in their current condition.

1.5 Alternatives Considered but Eliminated from Further Discussion

The project first proposed to remove and replace the protective timber pipe pile dolphins and fenders; new steel pipe pile dolphins and fenders would have been driven in the Old River in the same location as or next to the old piles. This proposed work was dropped from further discussion after results from a bridge fender inspection came back on July 9, 2021. The inspection results indicated that the bridge fenders were generally in good condition and did not require replacement.

1.6 Standard Measures and Best Management Practices Included in All Build Alternatives

The project may include, but would not be limited to, the following Standard Special Provisions:

AQ 1: Caltrans Standard Specifications Section 14-9.02 “Air Pollution Control” requires the contractor to comply with air pollution control rules, ordinances, regulations, and statutes that apply to work performed under the contract, including those provided in Government Code Section 11017.

BIO 1: Install Construction Barrier Fencing Around the Project Area To Protect Sensitive Biological Resources To Be Avoided

BIO 2: Conduct Environmental Awareness Training for Construction Personnel

BIO 3: Retain an Agency-Approved Biologist To Conduct Periodic Monitoring During Construction in Sensitive Habitats

BIO 4: Protect Water Quality and Prevent Erosion and Sedimentation in Aquatic Habitat

BIO 5: Conduct Pre-Project Special-Status Plant Surveys and Minimize Temporary Impacts on Special-Status Plants

BIO 6: Conduct Preconstruction Surveys for Western Pond Turtle and Allow Turtles To Leave Work Area Unharmed

BIO 7: Implement Protection Measures for Giant Garter Snakes

BIO 8: Conduct Preconstruction Surveys for Nesting Migratory Birds and Raptors, Including Special-Status Species, and Establish Protective Buffers

BIO 9: Conduct Occupancy Surveys for California Black Rail and Implement Avoidance Measures, if Necessary

BIO 10: Minimize or Avoid Temporary Bridge Lighting From Directly Radiating on Water Surfaces of Old River

BIO 11: Conduct All In-Water Construction Activities Between August 1 and October 15 and Only During Daylight Hours

BIO 12: Develop and Implement a Barge Operations Plan

BIO 13: Prevent the Spread or Introduction of Aquatic Invasive Species

BIO 14: Install Bird Exclusion Measures on Bridge To Deter Structure-Nesting Migratory Birds and Roosting Bats

BIO 15: Avoid the Introduction and Spread of Invasive Plants in Uplands

CUL 1: If previously unidentified cultural materials are unearthed during construction, it is Caltrans’ policy that work be stopped in that area until a qualified archaeologist can assess the significance of the find. Additional

archaeological surveys would be needed if the project limits extend beyond the present survey limits.

GHG 1 Schedule truck trips outside of peak morning and evening commute hours.

GHG 2 Maximize the use of recycled materials.

GHG 3 Improve fuel efficiency by maintaining equipment, using the right size equipment for the job, and using equipment with new technologies where feasible.

GHG 4 Use pavement material that reduces the rolling resistance of highway surfaces.

GHG 5 Balance cut and fill quantities to reduce earthwork transport.

GHG 6 Revegetate disturbed areas.

HAZ 1: The Caltrans Standard Special Provision pertaining to nonhazardous aerially deposited lead, Section 7-1.02K(6)(j)(iii) shall be added to the construction contract.

HAZ 2: Asbestos-containing material and lead-based paint surveys would be required if there are any demolition or modifications of buildings.

HAZ 3: Caltrans Standard Special Provisions Section 14-11.12 would be added to the construction contract, and the contractor would manage the removed stripe and pavement marking as hazardous waste.

HAZ-4: Caltrans Standard Special Provisions Section 14-11.14 would be implemented for treated wood waste.

1.7 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, will be prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—that is, species protected by the Federal Endangered Species Act).

1.8 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

Agency	Permit/Approval	Status
Central Valley Regional Water Quality Control Board	Clean Water Act Section 401: Water Quality Certification	To be obtained in the design phase
U.S. Army Corps of Engineers, Sacramento District	Clean Water Act Section 404	To be obtained in the design phase
Regional Water Quality Control Board	Porter-Cologne Water Quality Control Act: Waste Discharge Requirements	To be obtained in the design phase
U.S. Army Corps of Engineers, Sacramento District	Rivers and Harbors Act of 1899 Section 10	To be obtained in the design phase
U.S. Fish and Wildlife Service and National Marine Fisheries Service	Endangered Species Act Section 7: Interagency Consultation	National Marine Fisheries Service Letter of Concurrence obtained on April 21, 2022 U.S. Fish and Wildlife Service and National Marine Fisheries Service Letter of Concurrence obtained on April 11, 2022
California Department of Fish and Wildlife	California Fish and Game Code Section 1602	To be obtained in the design phase

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A “No Impact” answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects, such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

“No Impact” determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

2.1.1 Aesthetics

Considering the information in the Scenic Resource Evaluation dated May 3, 2022, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact

Question—Would the project:	CEQA Significance Determinations for Aesthetics
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 a 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?	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

2.1.2 Agriculture 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 the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Considering the information in the project location and scope of work, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
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?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
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?	No Impact

2.1.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Considering the information in the Air Quality Memorandum dated February 22, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

2.1.4 Biological Resources

Considering the information in the Natural Environment Study dated February 2022, the Biological Assessment/Essential Fish Habitat Assessment dated January 2022, and the Aquatic Resources Delineation Report, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
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, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	Less Than Significant Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less Than Significant Impact
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?	Less Than Significant Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less Than Significant Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
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?	No Impact

Affected Environment

The following discussion is based on the Natural Environment Study, Biological Assessment/Essential Fish Habitat Assessment, and the Aquatic Resources Delineation Report. Instructions on how to obtain copies of the studies are at the end of this document.

Available information pertaining to the natural resources of the Biological Study Area was reviewed. The U.S. Fish and Wildlife Service's Information for Planning and Consultation, National Marine Fisheries Service's Information for Threatened and Endangered Species for Woodward Island Quadrangle, the California Department of Fish and Wildlife's California Natural Diversity Database, and California Native Plant Society's Inventory of Rare and Endangered Plants databases were all queried for species information. A list from the U.S. Fish and Wildlife Service of all federally proposed and listed endangered and threatened species that could occur in the project vicinity was obtained on August 9, 2021. A list from the National Marine Fisheries Service of all proposed and listed endangered and threatened fish species and designated critical habitats that could occur in the project vicinity was obtained on December 11, 2021.

Several in-person surveys were also conducted for natural communities, special-status wildlife and fish species, botanical, and delineation of aquatic resources in fall 2021.

The Biological Study Area encompasses the project's limits of disturbance. It includes developed areas consisting of the existing roadway, bridges, and existing graded/graveled staging areas. The existing biological environment in the Biological Study Area includes common natural communities (ruderal annual grassland, ruderal riparian woodland, and Himalayan blackberry riparian scrub) and one natural community of special concern (open water). The open water is the Old River, which is under the jurisdiction of the U.S. Army Corps of Engineers.

Land Cover Types

Land cover types refer to both categories of natural communities, as well as unvegetated developed areas. Five land cover types were identified in the Biological Study Area: ruderal riparian woodland, Himalayan blackberry riparian scrub, open water in Old River, ruderal annual grassland, and developed land types.

Open Water

The Old River is an open water and is considered a sensitive natural community. In addition, one type of non-wetland water (open water in Old River) was delineated as potential Waters of the U.S.

Special-Status Plants

Forty special-status plant species were identified with the potential to occur in the project region; however, only 12 have suitable habitats in the Biological Study Area, primarily within the freshwater marsh vegetation in the Old River. These species are watershield, bristly sedge, Bolander's water hemlock, woolly rose-mallow, Delta tule pea, Mason's lilaopsis, Delta mudwort, Eel-grass pondweed, Marsh skullcap, side-flowering skullcap, long-styled sand-spurrey, and Suisun Marsh aster. Potentially suitable habitat for Mason's lilaopsis also occurs within the riparian habitat.

Special-Status Wildlife Species

Thirty-seven special-status wildlife species (including invertebrates, amphibians, reptiles, birds, and mammals) were determined to have the potential to occur in the project area; however, only seven of them would have suitable habitat in the Biological Study Area. These seven species are the giant garter snake (state and federally threatened), western pond turtle (state species of special concern), Swainson's hawk (state threatened), white-tailed kite (state fully protected), loggerhead shrike (state species of special concern), Modesto song sparrow (state species of special concern) and California black rail (state threatened).

Special-Status Fish Species

Twelve special-status fish species were identified with the potential to occur in the project area; however, only 11 species would occur because of suitable habitats within the Biological Study Area. These 11 species are Southern Distinct Population Segment of North American green sturgeon (federally threatened and state species of special concern), white sturgeon (state species of special concern), Central Valley spring-run Chinook salmon (state and federally threatened), Central Valley fall-/late fall-run Chinook salmon (state species of special concern), Sacramento River winter-run Chinook salmon (state and federally endangered), Central Valley steelhead (federally threatened), Delta smelt (state and federally endangered), longfin smelt (state threatened), river lamprey (state species of special concern) Pacific lamprey (state species of special concern), and the Sacramento splittail (state species of special concern).

The National Marine Fisheries Service designates the portion of the Old River within the Biological Study Area as critical habitat for the Central Valley steelhead and green sturgeon, and the U.S. Fish and Wildlife Service designates it as critical habitat for the delta smelt. Critical habitats for the Sacramento River winter-run Chinook salmon and Central Valley spring-run Chinook salmon do not occur within the Biological Study Area.

Migratory Birds

Non-special-status migratory birds, including raptors, have the potential to nest in trees, shrubs, and on the ground in the Biological Study Area.

Additionally, swallows and black phoebes have the potential to nest under the Old River Bridge in the Biological Study Area. Remnants and signs of swallow nests were seen on the underside of the bridge.

Bats

Bats, including special-status bats, have the potential to forage over the Biological Study Area. The only potential bat habitats on the bridge are the operator's shack and generator shack, both of which are disused swallow nests, which can occasionally become occupied by individuals or small numbers of bats, generally during seasonal dispersal from maternity roost sites.

Essential Fish Habitat

The Old River within the Biological Study Area is considered Essential Fish Habitat for Pacific salmon (i.e., all races of Chinook salmon) and groundfish.

Invasive Plant Species

A total of 20 plant species identified as invasive plant species were found within the Biological Study Area, and six of those have been rated as highly invasive.

Environmental Consequences

Potential impacts to special-status plant and wildlife species were assessed and are detailed below.

Land Cover Types

Table 1 shows the potential impacts for all land cover types. All potential impacts are assumed to be temporary because there would be no permanent habitat loss.

Table 1 Temporary Impacts to Land Cover Types

Land Cover Type	Temporary Impact Area (Acres) Total: 5.42 Acres
Ruderal Riparian Woodland	0.02
Himalayan Blackberry Riparian Scrub	0.00
Open Water (Old River)	3.97
Ruderal Grassland	0.65
Developed	0.78

Open Water

The project would have no direct permanent impacts to the Old River. However, preparation activities for painting the bridge could temporarily affect the marsh vegetation. Mason’s lilaeopsis, a state-listed rare species, may also grow beneath the bridge in the marsh vegetation. Project activities could affect up to 0.33 acre of the Old River during the installation of temporary scaffolding to create the bridge containment system. Implementation of avoidance and minimization efforts, relevant Caltrans Best Management Practices, and Measures BIO 1 to BIO 4 would minimize temporary impacts to the Old River.

Special-Status Plants

The project would have no direct permanent impacts on the freshwater marsh vegetation in the Old River, where there is potential to support special-status plants. Bristly sedge, woolly rose-mallow, and Mason’s lilaeopsis were confirmed or assumed to be present in the Biological Study Area. Special-status plants, if present in the marsh vegetation, would not likely be tall enough to require trimming but could be within the area of vegetation crushed by the barges or other watercraft during the installation of the scaffolding. In addition, if barges are used for timber sheathing replacement, they would be anchored in the Old River and could temporarily affect vegetation and any special-status plants growing at the edges of the Old River. Measures BIO 1 to BIO 5 would be implemented to minimize impacts to special-status plants.

Special-Status Wildlife Species

The sections below discuss the seven special-status wildlife species that have the potential to occur within the Biological Study Area and the potential impacts to the species.

Western Pond Turtle (State Species of Special Concern)

Project implementation would require some temporary in-channel work that could disturb western pond turtles if they are present within the water column during in-water activities. All impacts on western pond turtle habitat would be temporary, and no permanent habitat loss is expected. Construction activities along the banks of the Old River could temporarily discourage western pond turtles from foraging and basking near the Biological Study Area. Measures

BIO 1 to BIO 4 and BIO 6 would be implemented to minimize and avoid any potential impacts. Descriptions of these measures are detailed in the Natural Environment Study and Biological Assessment/Essential Fish Habitat Assessment.

Giant Garter Snake (State and Federally threatened)

The project may affect but is not likely to adversely affect the giant garter snake. The Old River within the Biological Study Area has potential habitat for the giant garter snake. In-water activities within the Old River and disturbance along the riverbanks have the potential to temporarily disturb giant garter snakes if they are present in the active construction area. Giant garter snakes could be crushed by equipment or injured during the movement of a barge or other watercraft within the river channel. The species could also be exposed to hazardous materials associated with construction if these materials are inadvertently released into aquatic habitat. The project would temporarily disturb up to 0.33 acre of freshwater marsh vegetation in the Old River, which provides suitable basking and foraging habitat for giant garter snakes. Measures BIO 1 to BIO 4 and BIO 7 would be implemented to minimize and avoid any potential impacts. Descriptions of these measures are detailed in the Natural Environment Study and Biological Assessment/Essential Fish Habitat Assessment.

Swainson's Hawk (State-Listed Threatened Species)

The project would not result in the permanent loss of potential foraging or nesting habitat for the Swainson's hawk. Ruderal riparian trees in the Biological Study Area may require trimming during the removal of the Caltrans garage structure, but they do not represent suitable nesting habitat for Swainson's hawks. Temporary disturbance within ruderal grasslands would be limited to temporary staging of materials or equipment within existing heavily disturbed areas next to State Route 4. Measures BIO 1 to BIO 3 and BIO 8 would be implemented to minimize and avoid any potential impacts. Descriptions of these measures are detailed in the Natural Environment Study and Biological Assessment/Essential Fish Habitat Assessment.

White-Tailed Kite (State Fully Protected)

The project would not result in the permanent loss of potential foraging or nesting habitat for white-tailed kites. Construction activities could result in the disturbance or loss of a white-tailed kite nest if an active nest is present in or near the construction area. Measures BIO 1 to BIO 3 and BIO 8 would be implemented to minimize and avoid any potential impacts. Descriptions of these measures are detailed in the Natural Environment Study and Biological Assessment/Essential Fish Habitat Assessment.

Loggerhead Shrike and Modesto Song Sparrow (State Species of Special Concern)

Construction activities could result in the disturbance or loss of loggerhead shrikes or Modesto song sparrows if active nests are present in or near the construction area. The project would not result in the permanent loss of potential foraging or nesting habitat for loggerhead shrikes and Modesto song sparrows. Measures BIO 1 to BIO 3 and BIO 8 would be implemented to minimize and avoid any potential impacts. Descriptions of these measures are detailed in the Natural Environment Study and Biological Assessment/Essential Fish Habitat Assessment.

California Black Rail (State Threatened)

Construction activities could result in the disturbance or loss of California black rails if the species is present within freshwater marsh vegetation during proposed project activities. The project will not result in the permanent loss of potential habitat for California black rails because temporarily disturbed habitat would be expected to regenerate within one growing season. Measures BIO 1 to BIO 3 and BIO 8 to BIO 9 would be implemented to minimize and avoid any potential impacts. Descriptions of these measures are detailed in the Natural Environment Study and Biological Assessment/Essential Fish Habitat Assessment.

Special-Status Fish Species

Eleven special-status fish species could occur within the Biological Study Area. A finding of may affect but not likely to adversely affect was made for the California Central Valley Steelhead Distinct Population Segment, Southern Distinct Population Segment of North American green sturgeon, and delta smelt.

Southern Distinct Population Segment of North American Green Sturgeon (Federally Threatened and State Species of Special Concern)

The project may affect but is not likely to adversely affect the Southern Distinct Population Segment of North American green sturgeon. The green sturgeon may be at higher risk of exposure to sediment-related impacts and associated pollutant-related impacts than other listed species because its benthic nature may make it more likely to encounter sediment plumes that may be more concentrated near the river bottom. The effect of any contaminants mobilized by in-water construction is not expected to significantly affect the survival or growth of adult or juvenile green sturgeons or other special-status fish species.

Turbidity and suspended sediment and noise and visual disturbances are expected to have only temporary (several weeks) effects on the behavior and distribution of fish, including the green sturgeon. The project would require in-water work and result in the temporary disturbance to and temporary loss of

aquatic habitat area and volume, including foraging and rearing habitat for juvenile and adult green sturgeons. The project would not result in the permanent loss of designated critical habitat. Measures BIO 1 to BIO 4 and BIO 10 to BIO 13 would be implemented to minimize impacts. Descriptions of these measures are detailed in the Natural Environment Study and Biological Assessment/Essential Fish Habitat Assessment.

California Central Valley Steelhead (Federally Threatened)

The project may affect but is not likely to adversely affect the California Central Valley steelhead. Potential impacts would be similar to those described for the green sturgeon above. Measures BIO 1 to BIO 4 and BIO 10 to BIO 13 would be implemented to minimize and avoid any potential impacts. Descriptions of these measures are detailed in the Natural Environment Study and Biological Assessment/Essential Fish Habitat Assessment.

Delta Smelt (Federally Threatened)

The project may affect but is not likely to adversely affect the delta smelt and its designated critical habitat. Project impacts on the delta smelt would be similar to those described for the green sturgeon above. Measures BIO 1 to BIO 4 and BIO 10 to BIO 13 would be implemented to minimize and avoid any potential impacts. Descriptions of these measures are detailed in the Natural Environment Study and Biological Assessment/Essential Fish Habitat Assessment.

Longfin Smelt (State Threatened)

Project impacts on the longfin smelt would be similar to those described for the green sturgeon above. Measures BIO 1 to BIO 4 and BIO 10 to BIO 13 would be implemented to minimize and avoid any potential impacts. Descriptions of these measures are detailed in the Natural Environment Study and Biological Assessment/Essential Fish Habitat Assessment.

White Sturgeon, River Lamprey, Pacific Lamprey, and Sacramento Splittail

Project impacts on the white sturgeon, river lamprey, Pacific lamprey, and Sacramento splittail would be similar to those described for the green sturgeon above. Measures BIO 1 to BIO 4 and BIO 10 to BIO 13 would be implemented to minimize and avoid any potential impacts. Descriptions of these measures are detailed in the Natural Environment Study and Biological Assessment/Essential Fish Habitat Assessment.

Central Valley Spring-Run Chinook Salmon and Sacramento River Winter-Run Chinook Salmon (State and Federally Threatened)

The project would have no impacts on Central Valley spring-run chinook salmon and Sacramento River winter-run chinook salmon because these species do not occur in the Biological Study Area during summer when in-

water project activities would occur, and effects on aquatic habitat would be small, temporary, and localized. Therefore, the project would have no effect.

Central Valley Fall and Late Fall–Run Chinook Salmon (State Species of Special Concern)

Project impacts on the Central Valley fall and late fall-run chinook salmon would be similar to those described for the green sturgeon above. Measures BIO 1 to BIO 4 and BIO 10 to BIO 13 would be implemented to minimize and avoid any potential impacts. Descriptions of these measures are detailed in the Natural Environment Study and Biological Assessment/Essential Fish Habitat Assessment.

Migratory Birds

Several non-special-status migratory birds, including the red-tailed hawk, killdeer, Anna’s hummingbird, and northern mockingbird, could nest on the ground or in shrubs or trees in and next to the limits of disturbance for project construction. The project has the potential to affect vegetation-nesting migratory birds either through direct injury or mortality during ground-disturbing activities. Measures BIO 1 to BIO 3, BIO 8, and BIO 14 would be implemented to minimize and avoid any potential impacts. Descriptions of these measures are detailed in the Natural Environment Study and Biological Assessment/Essential Fish Habitat Assessment.

Bats

The project has the potential to impact bats if they are roosting in vacated swallow nests on the bridge structure or accessory buildings during construction activities. Measure BIO 14 would be implemented to minimize and avoid any potential impacts. A description of this measure is detailed in the Natural Environment Study and Biological Assessment/Essential Fish Habitat Assessment.

Essential Fish Habitat

The project is not likely to adversely affect essential fish habitat. The potential environmental effects of the project would be limited to intermittent, short-term, localized, and minor increases in turbidity and suspended sediment.

Invasive Plant Species

The project has the potential to create additional disturbed areas for a temporary period and introduce and spread invasive plant species to uninfected areas. Measure BIO 15 would be implemented to minimize and avoid any potential impacts. A description of this measure is detailed in the Natural Environment Study and Biological Assessment/Essential Fish Habitat Assessment.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented in the project to minimize impacts on biological resources. Details of the measures are available in the technical studies in Volume 2:

BIO 1: Install Construction Barrier Fencing Around the Project Area To Protect Sensitive Biological Resources to Be Avoided

BIO 2: Conduct Environmental Awareness Training for Construction Personnel

BIO 3: Retain an Agency-Approved Biologist To Conduct Periodic Monitoring During Construction in Sensitive Habitats

BIO 4: Protect Water Quality and Prevent Erosion and Sedimentation in Aquatic Habitat

BIO 5: Conduct Pre-Project Special-Status Plant Surveys and Minimize Temporary Impacts on Special-Status Plants

BIO 6: Conduct Preconstruction Surveys for Western Pond Turtle and Allow Turtles To Leave Work Area Unharmed

BIO 7: Implement Protection Measures for Giant Garter Snake

BIO 8: Conduct Preconstruction Surveys for Nesting Migratory Birds and Raptors, Including Special-Status Species, and Establish Protective Buffers

BIO 9: Conduct Occupancy Surveys for California Black Rail and Implement Avoidance Measures, if Necessary

BIO 10: Minimize or Avoid Temporary Bridge Lighting From Directly Radiating on Water Surfaces of the Old River

BIO 11: Conduct All In-Water Construction Activities Between August 1 and October 15 and Only During Daylight Hours

BIO 12: Develop and Implement a Barge Operations Plan

BIO 13: Prevent the Spread or Introduction of Aquatic Invasive Species

BIO 14: Install Bird Exclusion Measures on Bridge To Deter Structure-Nesting Migratory Birds and Roosting Bats

BIO 15: Avoid the Introduction and Spread of Invasive Plants in Uplands

2.1.5 Cultural Resources

Considering the information in the Historic Property Survey Report, Historical Resources Evaluation Report, and the Archaeological Survey Report dated July 2022, and the Section 4(f) De minimis Finding Memorandum dated June 13, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Less Than Significant Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

Affected Environment

The following discussion is based on the Archaeological Survey Report dated June 2022, Historic Property Survey Report dated June 2022, and a Section 4(f) De minimis Finding dated June 13, 2022. Instructions on how to obtain copies of the studies are at the end of this document.

The Old River Bridge is eligible for the National Register of Historic Places and the California Register of Historical Resources under Criterion A/1 for its association with the Borden Highway, one of the earliest east-west routes in the state; and under C/3 as a distinctive example of a Pratt metal truss swing bridge. The deck, the timber beams on the fenders, and the dolphins next to the bridge are not contributing elements to the bridge's eligibility.

Environmental Consequences

A Finding of No Adverse Effect and a Section 4(f) De minimis Finding were prepared. Caltrans applied the criteria of adverse effect and found that, pursuant to Stipulation X.B.2 of the Section 106 Programmatic Agreement, the undertaking would have no adverse effect on the Old River Bridge. Preserving the bridge would not add features or change the distinct design of the Old River Bridge. The character of the Old River Bridge setting would not be altered, and the workmanship and materials that make the Old River Bridge distinctive and recognizable would be preserved and would retain its integrity. The bridge would be painted in an identical color to the existing color. Once completed, the preservation would be virtually unnoticed by users of the bridge, though the preservation would help to extend the life of the resource.

Avoidance, Minimization, and/or Mitigation Measures

CUL-1: If previously unidentified cultural materials are unearthed during construction, it is Caltrans’ policy that work be stopped in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological surveys would be needed if the project limits extend beyond the present survey limits.

2.1.6 Energy

Considering the information in the project scope and the information in the Caltrans Standard Environmental Reference pulled in January 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

2.1.7 Geology and Soils

Considering the information in the California Department of Conservation Earthquake Zone Map and the California Department of Conservation Landslide Map pulled in May 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 	No Impact
ii) Strong seismic ground shaking?	No Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact
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?	No Impact
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?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

2.1.8 Greenhouse Gas Emissions

Considering the information in the Climate Change/Greenhouse Gas Analysis dated June 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No Impact

Affected Environment

The project area is characterized by urban roads and agricultural areas. The bridge serves as a connector of State Route 4 that spans over the Old River. State Route 4 is the main arterial highway in the area and extends across several counties east-west from the Interstate 80 junction in Contra Costa County through San Joaquin and Calaveras Counties to the junction of State

Route 89 in Alpine County. In the project area, State Route 4 is a conventional highway.

The project is listed in the 2021 Federal Statewide Transportation Improvement Program under Bridge Preservation. The San Joaquin Council of Governments' Regional Transportation Plan guides transportation development in the project area.

Environmental Consequences

The project would not increase operational emissions. Temporary carbon dioxide emissions generated from construction equipment were estimated using the Caltrans Construction Emissions Tool (CALCET v1.1 V1.0 Beta). The estimated carbon dioxide emissions for the project would be 122 tons during the project's 225 working days. While the project would result in greenhouse gas emissions during construction, the project is not expected to cause an increase in operational greenhouse gas emissions.

The project would not conflict with any applicable plan, policy, or regulation adopted to reduce the emissions of greenhouse gases. With the implementation of construction greenhouse gas-reduction measures, the impact would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would also be implemented in the project to reduce greenhouse gas emissions and potential climate change impacts from the project.

AQ 1 Caltrans Standard Specifications Section 14-9.02 "Air Pollution Control" requires the contractor to comply with air pollution control rules, ordinances, regulations, and statutes that apply to work performed under the contract, including those provided in Government Code Section 11017.

GHG 1 Schedule truck trips outside of peak morning and evening commute hours.

GHG 2 Maximize the use of recycled materials.

GHG 3 Improve fuel efficiency by maintaining equipment, using the right size equipment for the job, and using equipment with new technologies where feasible.

GHG 4 Use pavement material that reduces the rolling resistance of highway surfaces.

GHG 5 Balance cut and fill quantities to reduce earthwork transport.

GHG 6 Revegetate disturbed areas.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Hazardous Waste Initial Site Assessment dated April 1, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No Impact
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?	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	No Impact
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?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

2.1.10 Hydrology and Water Quality

Considering the information in the Water Compliance Memorandum dated February 10, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact
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: (i) result in substantial erosion or siltation onsite or offsite;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	No Impact
(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	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

2.1.11 Land Use and Planning

Considering the information in the San Joaquin County General Plan, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	No Impact
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?	No Impact

2.1.12 Mineral Resources

Considering the information in the San Joaquin County General Plan, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
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?	No Impact
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?	No Impact

2.1.13 Noise

Considering the information in the Noise Compliance Study dated June 21, 2022, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
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?	No Impact

Question—Would the project result in:	CEQA Significance Determinations for Noise
b) Generation of excessive groundborne vibration or groundborne noise levels?	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 2 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?	No Impact

2.1.14 Population and Housing

Considering the scope and location of the project, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

2.1.15 Public Services

Considering that the project would not affect any government facilities or trigger the need for new facilities or government services and the fact that the road would be open during construction, the following significance determinations have been made:

Question:	CEQA Significance Determinations for Public Services
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?	No Impact
Police protection?	No Impact
Schools?	No Impact
Parks?	No Impact
Other public facilities?	No Impact

2.1.16 Recreation

Considering that the project would not affect parks or recreational facilities or trigger the need for more recreational facilities to be built, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Recreation
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?	No Impact
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?	No Impact

2.1.17 Transportation

Considering the information in the San Joaquin Council of Governments' Regional Transportation Plan, which guides transportation development in the project area, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Transportation
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	No Impact

2.1.18 Tribal Cultural Resources

Considering the information in the Historic Property Survey Report dated January 5, 2022, the following significance determinations have been made:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

2.1.19 Utilities and Service Systems

Considering the information in the project scope, location, and preliminary design, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
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?	No Impact
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?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

2.1.20 Wildfire

Considering the information in the California Department of Forestry and Fire Protection's Fire Hazard Severity Zone Maps, the following significance determinations have been made:

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
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?	No Impact
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?	No Impact
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?	No Impact

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less Than Significant Impact

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
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)?	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

Affected Environment

The project proposes to preserve the Old River Bridge. The project area is characterized by agricultural land.

Environmental Consequences

As discussed in Sections 2.1.4, 2.1.5, and 2.1.8, the project would have an impact on biological resources, cultural resources, and greenhouse gas emissions during construction. But, with avoidance and minimization measures implemented, the impacts would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

With the implementation of avoidance and minimization measures discussed in this document, the project would have a less than significant impact on the environment. All other impacts would be minimized through the implementation of Caltrans’ Best Management Practices, Standard Specifications, and Standard Special Provisions. Therefore, the project would not have a significant, cumulatively considerable impact on human beings or the environment.

Appendix A Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION

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Making Conservation
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September 2021

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at 1823 14th Street, MS-79, Sacramento, CA 95811; PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

A handwritten signature in blue ink, appearing to read 'Toks Omishakin'.

Toks Omishakin
Director

"Provide a safe and reliable transportation network that serves all people and respects the environment."

List of Technical Studies Bound Separately (Volume 2)

Air Quality Report

Noise Compliance Study

Water Compliance Memorandum

Natural Environment Study

Biological Assessment/Essential Fish Habitat Assessment

Aquatic Resources Delineation Report

Historic Property Survey Report

Historical Resources Evaluation Report

- Archaeological Survey Report

Section 4(f) De minimis Finding Memorandum

Hazardous Waste Reports

- Initial Site Assessment

Scenic Resource Evaluation

Community Impact Memorandum

Climate Change Memorandum

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

Jaycee Azevedo
District 10 Environmental Division
California Department of Transportation
1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205

Or send your request via email to: jaycee.azevedo@dot.ca.gov

Or call: 209-992-9824

Please provide the following information in your request:

Project title: State Route 4 River Bridge Maintenance Project
General location information: On State Route 4 in San Joaquin County
District number-county code-route-post mile: 10-SJ-4-PM 0.01/0.01
Project ID number: 1017000185