SAN JOAQUIN COUNTY
Greatness grows here.

Department of Public Works

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NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Office of Planning and Research
1400 Tenth Street
Sacramento, California 95814

San Joaquin County Clerk
44 N. San Joaquin Street, Suite 260
Stockton, California 95202

FROM: San Joaquin County Public Works Department
1810 E. Hazelton Avenue
Stockton, California 95205
https://www.sjgov.org/department/pwk/

PROJECT: FINE ROAD BRIDGE SCOUR MITIGATION PROJECT, SAN JOAQUIN COUNTY

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

PROJECT LOCATION

Fine Road Bridge (No. 29C-228) 1.2 miles south of State Route 26, southeast of Linden in the eastern part of San Joaquin County. The project is situated in the north-central portion of Section 24, Township 02N, Range 08E, in the Linden 7.5-minute U.S. Geological Survey (USGS) quadrangle.

BACKGROUND

The Fine Road Bridge has a history of channel bank erosion at Abutment 1 and scour degradation at both bents. In an effort to protect the bents and banks at the abutments until the engineered Project could be constructed, the San Joaquin County Maintenance Department placed non-engineered rock slope protection on the channel bottom around the bent columns and on the banks under the bridge.

PROPOSED PROJECT DESCRIPTION

The Project proposes to remove the existing rock protection at the site and replace it with articulated concrete block channel protection to reduce scour erosion of Potter Creek in the vicinity of the Fine Road Bridge (No. 29C-0228).

The rural, two-lane bridge crosses Potter Creek (Figures 1-2 and 1-3). The bridge is a three-span, reinforced concrete (RC) slab bridge supported on four 16-inch RC pile-extension at the bents, and RC diaphragm

abutments with supported on three 16-inch RC piles. As stated above, the bridge has a history of channel bank erosion at Abutment 1 and scour degradation at both bents. In an effort to protect the bents and banks at the abutments until the engineered Project could be constructed, the San Joaquin County Maintenance Department placed non-engineered rock slope protection on the channel bottom around the bent columns and on the banks under the bridge.

The proposed design concept includes removing the existing rock protection at the site and replacing it with articulated concrete block (ACB) channel protection. Based on hydraulic analysis input, some slope reconstruction with imported fill might be considered. No bridge modification work is anticipated. The maximum depth of excavation is expected to be greater than 5 feet. Permanent improvements are planned to be confined to the Fine Road right-of-way.

Rock rip-rap and broken concrete will be removed from the channel and banks and ABC installed. The ABC consists of concrete blocks that will be placed by hand and laced together.

Site Access and Staging. The contractor will be able to access the Project site from the top of bank on the east side of the bridge with the installation of a temporary access road. There will be no impacts to traffic. Right-of-Way and Utilities. No permanent right-of-way is anticipated. Temporary construction easements (TCE) will be required for contractor access and staging. The TCE is planned for the east side of the bridge.

An existing communication line is attached to the east side of the bridge and will not be affected by the Project. There are also overhead power and communication lines along the east side of Fine Road that will not be affected by the Project. The contractor's operations will need to consider the overhead line clearance restrictions.

There is a tree at the southwest corner of the bridge within the Project limits that may need to be trimmed.

Creek Diversion System. If water is present when construction is scheduled to begin, a creek diversion system will be used to divert flow through the construction zone and dewater the area around the abutments during construction. The temporary creek diversion would use temporary cofferdams located at the upstream and downstream ends. The cofferdams would be assembled before the beginning of any work in Potter Creek and removed at the end of construction.

The creek diversion system and subsequent site dewatering will be designed in conformance with County specifications and regulations as required by the Regional Water Quality Control Board (RWQCB), California Department of Fish and Wildlife (CDFW), and the United States (US) Fish and Wildlife Service (FWS). The operational timeline for the creek diversion would likely be June 16 to October 15, depending on the regulatory permit mitigation measures.

Restoration. Temporary impacts on upland habitat would be minor in extent and are expected to return to pre-project conditions within one growing season because they are dominated by herbaceous vegetation. Routinely used temporary Best Management Practices (BMPs) for erosion control are included to protect water quality. These include preservation of existing vegetation, temporary cover for soil stabilization, temporary fiber rolls, silt fences for sediment control, potential creek diversion, dewatering, and temporary construction entrances and exits.

Drainage. Potter Creek crosses the Project site under Fine Road and would be the direct receiving water body for runoff from the Project site. Potter Creek originates approximately 3 miles to the northeast of the Project and extends from east to west through the Project site to its termination about 4 miles to the southwest of the Project site (AECOM 2021c). Potter Creek is part of the Stockton East Water District's surface water distribution system for irrigation water and is supplied by artificial diversions from Calaveras River/Mormon Slough (Stockton East Water District 2020). Potter Creek is not tributary to any other surface waters.

Construction Phasing*.* Construction will consist of the following phases:

Installing construction area:

- Installation of temporary construction barrier fencing, silt fencing, and/or flagging between the work area and sensitive natural communities and riparian habitat would occur.

Relocating utilities (if required):

- Any existing overhead utilities that conflict with equipment required to install piling will be temporarily relocated. When construction is complete, utilities will be re-installed at their original locations.

Clearing and grubbing work site:

- The areas around the work site will be cleared of vegetation and fencing that would interfere with bridge and approach construction.

Rock rip-rap removal.

- Removal of existing rip-rap from the creek channel could require temporary dewatering of the creek for equipment access. Installation of cofferdams and/or silt curtains would exclude fish from active dredging (rip-rap removal) areas and isolate construction areas to minimize adverse effects to aquatic species and habitat during construction activities

Grading and excavation.

- Installation of ACB.

Cleanup and installation of erosion controls.

- Once the project is complete, all materials and equipment will be removed from the site. Appropriate BMPs will be installed for erosion control.

Right of way acquisition. The proposed project would require approximately 0.378 acres of temporary construction easements (TCE) for construction access and staging, distributed as follows:

1. APN 105-250-03: approximately 0.054 acre for the TCE;
2. APN 105-250-04: approximately 0.048 acre for the TCE; and
3. APN 930-600-7: approximately 0.277 acre for the TCE;

Traffic Provisions: There will be no impacts to traffic.

Construction Equipment. Construction will likely require the following non-road vehicles and heavy equipment:

- Water Truck

- Front-End Loader
- Dump truck
- Skid Steer
- Backhoe
- Pump
- Generator
- Forklift
- Concrete saw
- Light crane
- Tractor
- Sweeper

Numerous environmental-protection measures are incorporated into the project design and workflow, as required under permits from the California Department of Fish and Wildlife and other regulatory agencies. These measures are summarized in the discussions below, and detailed in the project's approved NEPA documentation (Preliminary Environmental Study with supporting Technical Studies) performed in 2017 for the California Department of Transportation (Caltrans), the Biological Assessment performed for the project in 2019, the Natural Environment Study (NES) performed in January 2020, the Stormwater Pollution and Prevention Plan (SWPPP) required for the project, and others. All materials cited and incorporated by reference are listed at the end of the Initial Study.

HAZARDOUS WASTE PRESENCE

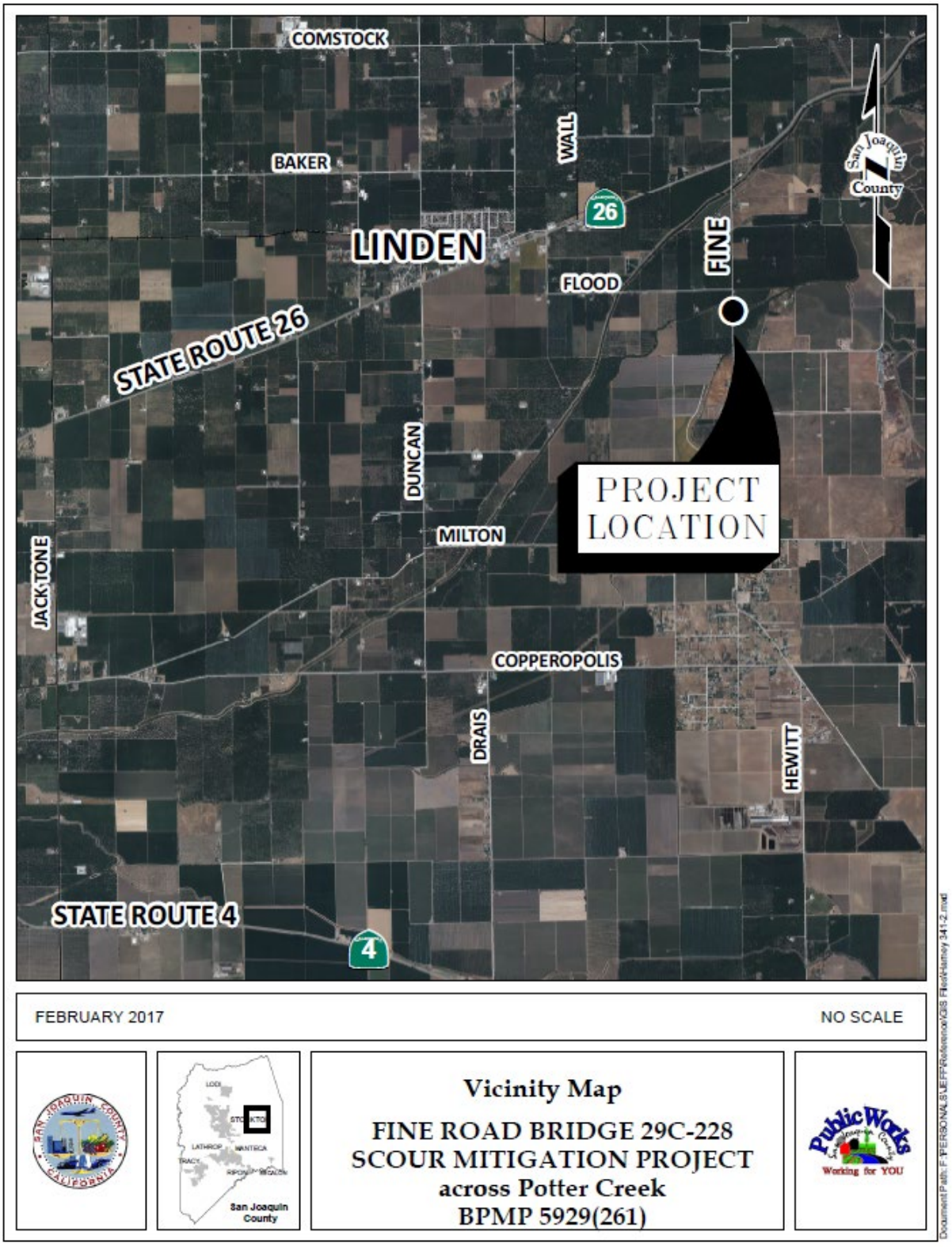
This project has no known association with identified hazardous waste *sites* pursuant to 65962.5 of the Government Code. However, as described in Section IX of the Initial Study, the historical use of the project site and adjacent property as cropland, residual concentrations of agricultural chemicals may be present in shallow soils, as this is common throughout much of the agricultural regions of the United States. Based Existing regulations govern handling and disposal of these materials.

The Initial Study/ Mitigated Negative Declaration 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 September 26, 2021 and must be received by the San Joaquin County Public Works Department no later than 5:00 p.m. on October 25, 2022.** Contact Marilissa Loera, Associate Planner, at (209) 468-3085 or mloera@sjgov.org for questions.


COMSTOCK
BAKER
WALL
LINDEN
26
FINE
FLOOD
STATE ROUTE 26
DUNCAN
PROJECT LOCATION
MILTON
JACKSTONE
COPPEROPOLIS
DRAIS
HEWITT
STATE ROUTE 4
4
San Joaquin County
FEBRUARY 2017
NO SCALE
Vicinity Map
FINE ROAD BRIDGE 29C-228
SCOUR MITIGATION PROJECT
across Potter Creek
BPMP 5929(261)
San Joaquin County
Public Works
Working for YOU