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Calaveras County
County Clerk-Recorder
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San Andreas, CA 95249
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THANK YOU. PLEASE KEEP FOR REFERENCE

3/15/23 1:05 PM ssimpson

Print Form

Notice of Determination

Appendix D

To:

☐ Office of Planning and Research

U.S. Mail: P.O. Box 3044, Sacramento, CA 95812-3044

Street Address: 1400 Tenth St., Rm 113, Sacramento, CA 95814

☒ County Clerk
County of: Calaveras
Address: 891 Mountain Ranch Road
San Andreas, CA 95249

From:
Public Agency: South San Joaquin Irrigation District
Address: 11011 E. Highway 120
Manteca, CA 95336
Contact: Forrest Killingsworth
Phone: (209) 249-4600

Lead Agency (if different from above):
South San Joaquin Irrigation District
Address: 11011 E. Highway 120
Manteca, CA 95336
Contact: Forrest Killingsworth
Phone: (209) 249-4600

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2023010504

Project Title: Canyon Tunnel Project

Project Applicant: South San Joaquin Irrigation District

Project Location (include county): Calaveras County, Stanislaus County, and Tuolumne County

Project Description:

See attached Project Description.

This is to advise that the South San Joaquin Irrigation District (☒ Lead Agency or ☐ Responsible Agency) has approved the above described project on 03/14/2023 (date) and has made the following determinations regarding the above described project.

1. The project [☐ will ☒ will not] have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations [☐ was ☒ was not] adopted for this project.
6. Findings [☐ were ☒ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
South San Joaquin Irrigation District, 11011 E. Highway 120, Manteca, CA 95336

Signature (Public Agency): F. K. Title: Engineering Department Manager

Date: 3/14/23 Date Received for filing at OPR: _____

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2011

FILED
County of Calaveras
Rebeca Turner, County Clerk-Recorder
05-2023-008 FISH
03/15/2023 Pages: 4
Fee: $ 0.00

ssimpson, Deputy Clerk

Description of Project

Project Background and Purpose

The Project consists of a new water conveyance tunnel (approximately 12,000 lineal feet, 1,000 feet hard rock and 11,000 feet soft rock) to bypass approximately 12,250 lineal feet of existing canal, referred to as the Joint Supply Canal (JSC). The purpose of the Project is to improve long-term reliability of this critical water supply system because existing canal segments along this bypass reach are extremely vulnerable to catastrophic failure, primarily due to unstable rock slopes that are present along the canyon wall above the JSC.

The JSC provides water supply for both South San Joaquin Irrigation District (SSJID) and Oakdale Irrigation District (OID). SSJID provides JSC maintenance and is the lead agency for this project. The JSC is located along the north bank of the Stanislaus River in Calaveras and Stanislaus Counties, California, near the town of Knights Ferry. Water is diverted into the JSC at Goodwin Dam; Goodwin Dam was constructed circa 1913 and was raised in 1958. Goodwin Dam is operated by the Tri-Dam Project, an agency owned jointly by SSJID and OID. The maximum design flow capacity of the existing JSC is approximately 1,250 cubic feet per second (cfs); the existing flows and annual diversion limits would not be modified as a part of this Project but would increase the reliability of supplies. Based on subsurface conditions data and evaluation of potential tunneling methods, a recommended tunnel route was selected. The Project evaluated is a tunnel intake located upstream of the dam; with a submerged intake from the existing forebay pool approximately 20 feet from the dam.

Project objectives would be as follows:

- Increase water supply reliability: The Project would increase reliability of supplies available for both SSJID and OID.
- Reduce rockfall hazard: The Project would provide rockfall protection, thus limiting/minimizing/preventing rocks, sand, gravel, trees, and other material cleanup within the canal, by redirecting flows through the tunnel thus minimizing rockfall issues/concerns.
- Increase Safety: Provide much safer working conditions for facilities maintenance personnel.

Project Description

The work would include temporary construction access, laydown, and staging areas; permanent downstream tunnel portal and tie-in to the existing canal; approximately 12,000 lineal feet of new tunnel; permanent upstream tunnel portal and tie-in to either the existing Goodwin Reservoir; and permanent access improvements leading to the existing Goodwin Dam right abutment:

The Project specifically includes the following components:

- Construction of approximately 12,000 feet tunnel; approximately 16-feet-wide by 13.8-feet-high;
- Use of existing roads paved and dirt roads to be rehabilitated where necessary;
- Rehabilitation of an existing barge landing and new barge platform:
    - Sectional barge would consist of eight pre-cast concrete segments (each 10 feet by 15 feet) with a combined 30-foot by 40-foot area, measuring 7 feet in depth, which is required for 65,000 pound of live load weight during construction;
    - Rehabilitation of the existing landing would be constructed at the same location and same footprint at the south shore of Goodwin Dam Reservoir at the current parking lot location;
    - Protective cofferdam would be used to dewater around the existing barge landing;
    - Tensioned guide cable would be secured for barge movement alignment:

        - South end would be attached below the reconstructed concrete landing with rock bolts;
        - North end would be attached to the existing concrete trash rack wall; and
        - Electric winches would be used to move the barge platform back and forth.
- Improve and re-align existing livestock fences including barbed wire fencing and panel gates;
- Tunnel inlet would start on the north side of the reservoir, upstream of the dam, above the existing diversion canal and on the dry side of the forebay and trash rack;
- Installation of new control gates at the tunnel inlet;
    - The tunnel size would be approximately 16 feet in diameter
- Temporary installation of stop logs at the existing trash rack for forebay dewatering;
- Installation of a concrete cover cap over the existing forebay to provide rockfall protection;
- Existing ram pump to be abandoned;
    - Proposed vertical conduit to be drilled vertically to tunnel for upland property owner (well with steel casing, removable screen and sump at tunnel sidewall, submersible solar power pump);
- Existing canal gates at dam to remain for side-spill
- Existing canal inlet gates to be abandoned
- Tunnel Outlet would be located at the south end of the Project area at the downstream portal.
- The proposed Canyon Tunnel would bypass the existing canal for approximately 12,000 feet and tie back into the existing canal through a downstream tunnel portal.

Construction Phases are as follows and are referenced throughout the document:

1. Excavate Portal Work Area
2. Shotcrete Portal Face
3. Excavate First 916 LF D + S
4. Tunnel Excavation, Stage 1 Shotcrete
5. Stage 2 Shotcrete
6. Place Concrete Slab D+S and Invert Concrete
7. Tunnel Cleanup

Cultural Area of Potential Effect

The cultural Area of Potential Effect (APE) for ground disturbing activities is approximately 8.5 acres outlined below:

Tuolumne County

Existing Staging Area (barge landing and related improvements) = 16,560 sf = ~0.4 acres
Existing Access Road (may need to be widened) = 780 lf @ 16'w = 12,480 sf = ~0.3 acres

Stanislaus County

Existing Access Road (From Diversion Works – improvements to restore conditions following construction) = 5,481 lf @ 16'w = 87,696 sf = ~2.2 acres
Temporary Contractor Laydown Area (improve then reclaim) = ~3 acres

Calaveras County

New Barge Landing/Cap over Upstream Portal = 12,093 sf = ~0.3 acres
Existing Access Road (To Downstream Tunnel Portal and Staging Area - improvements to restore conditions following construction) = 1,508 lf @ 16'w = 24,128 sf = ~ 0.6 acres
New Downstream Tunnel Portal and Staging Area = 19,446 sf = ~ 0.5 acres

Temporary Construction Staging, Spoils Pile/Staging Area with connecting Road (improve then reclaim) = 49,285 sf = ~ 1.2 acres

Construction Schedule

Construction will occur over two to three years and consist of several phases including clearing, grading, and excavation. Equipment maintenance visits are anticipated to occur weekly.

Equipment

Construction equipment would include air compressors, all-terrain vehicles, concrete mixers, concrete pumps, concrete vibrators, electric generators, excavators, light plants, loaders, water pumps, dump/haul trucks, road header tunneling machine, various hand tools, forklift, drill rig, grout pump, concrete transit trucks, and a temporary barge to transport equipment. Temporary construction staging area would be located within the Project boundary and used for storage of materials and equipment.

Operation and Maintenance

Operation and maintenance of the facility would be consistent with current activities to maintain infrastructure. The new water conveyance tunnel and associated infrastructure would have the same intent and operational needs as the existing JSC. SSJID would be responsible for operation and maintenance of the Project. Current maintenance equipment access to the north abutment is provided through the JSC during the non-irrigation season (annually November through February). Because the bypassed segment of JSC will be abandoned and no longer available for access, future permanent access to the north abutment will be provided by the new barge.

Setting and Surrounding Land Uses

The Project is located within Calaveras, Stanislaus, and Tuolumne Counties, north of the unincorporated community of Knights Ferry, California. This area lies within the foothills of the Sierra Nevada Mountain Range adjacent to the San Joaquin Valley. The topography is made up of rolling hills with elevations ranging from approximately 300 to 700 feet, with underlying rock formations of older metamorphic rock and younger volcanic flows and sandstone. The hills are made up of large oak woodland and grassland habitat. Outside of the community of Knights Ferry are residential homes and ranches on larger lot sizes.

Like most of California, the Sierra foothills experience a Mediterranean climate. Warm, dry summers are followed by cool, moist winters. Summer temperatures range between 70- and 90-degrees Fahrenheit (°F), but often exceeds 100 °F. Winter minimum temperatures are near 40 °F. The average annual precipitation is approximately 13 inches, falling mainly from October to April.