

# **San Joaquin River Garwood Bridge Rehabilitation Project**

At Garwood Bridge on State Route 4 in San Joaquin County

10-SJ-4-13.9/14.2

EA 10-1H200/Project ID 1017000183

## **Initial Study with Proposed Negative Declaration**

**Volume 1 of 2**



Prepared by the  
State of California Department of Transportation

**August 2023**



## 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 in San Joaquin County 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 office at 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205 and the Cesar Chavez Central Library at 605 North El Dorado Street, Stockton, California 95202-1907. The document is also available online at the following web address: <https://dot.ca.gov/caltrans-near-me/district-10>.
- 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, 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](mailto:Jaycee.Azevedo@dot.ca.gov).
- Submit comments by the deadline: June 21, 2024.

### ***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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State Clearinghouse Number: pending  
10-SJ-4-13.9/14.2  
EA 10-1H200/Project ID 1017000183

Rehabilitating San Joaquin River Garwood Bridge  
on State Route 4 at post miles 13.9 and 4.2 in San Joaquin County

**INITIAL STUDY  
with Proposed Negative Declaration**

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

THE STATE OF CALIFORNIA  
Department of Transportation

Responsible Agency: California Transportation Commission

*C. Scott Guidi*

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Scott Guidi  
Environmental Office Chief, District 10  
California Department of Transportation  
CEQA Lead Agency

08/24/2023

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-4-13.9/14.2

**EA/Project Number:** 10-1H200/1017000183

### Project Description

The California Department of Transportation proposes to address the structural deficiencies on the existing San Joaquin River Garwood Bridge (Bridge Number 29-0050). The proposed work includes replacing the damaged members of the west portal sway truss bracing with new members, removing the bridge operator house, patching the spalls in the polyester concrete overlay along the westbound lane and along the soffit of Bay 4 in Span 3, and resetting the bridge abutment bearing to prevent the undesirable movement occurring in the right bearing at Abutment 1.

Also, the project would address maintenance issues such as removal of underwater debris from Pier 2, erosion control along Abutment 1, and enhanced safety lighting at the approach, departure, and intersection of Roberts Lane and State Route 4.

### 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:

- Potential impacts to special-status fish species and Essential Fish Habitat would be avoided or minimized by limiting in-water activities to daylight hours between June 1 and October 15.
- Potential impacts to the western pond turtle and migratory birds and raptors would be avoided or minimized by delineating environmentally sensitive areas, as well as through preconstruction surveys, protective buffers, and construction monitoring.
- Potential impacts to special-status fish species would be avoided by limiting the color temperature of construction and structure lighting, and by avoiding construction lighting over the San Joaquin River to the greatest extent feasible.

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Scott Guidi  
Environmental Office Chief, District 10  
California Department of Transportation

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Date



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# **Chapter 1**      Proposed Project

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## **1.1 Introduction**

The California Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA).

Caltrans proposes to structurally rehabilitate the San Joaquin River Garwood Bridge (Bridge Number 29-0050). The work would also include in-channel debris cleanup and enhancement of the safety lighting at the intersection of State Route 4 and Roberts Lane.

## **1.2 Purpose and Need**

### **1.2.1 Purpose**

The purpose of the project is to improve bridge-related structural and maintenance deficiencies.

### **1.2.2 Need**

The project is needed to address structural and maintenance deficiencies associated with the San Joaquin River Garwood Bridge (Bridge Number 29-0050). The deficiencies include the following:

Structural Deficiencies:

- Damaged west portal overhead steel bracing members
- Undesirable movement occurring in right bearing at Abutment 1 on west side of bridge
- Spalls in the bridge concrete deck surface near the west end of the bridge in westbound direction

Maintenance Deficiencies:

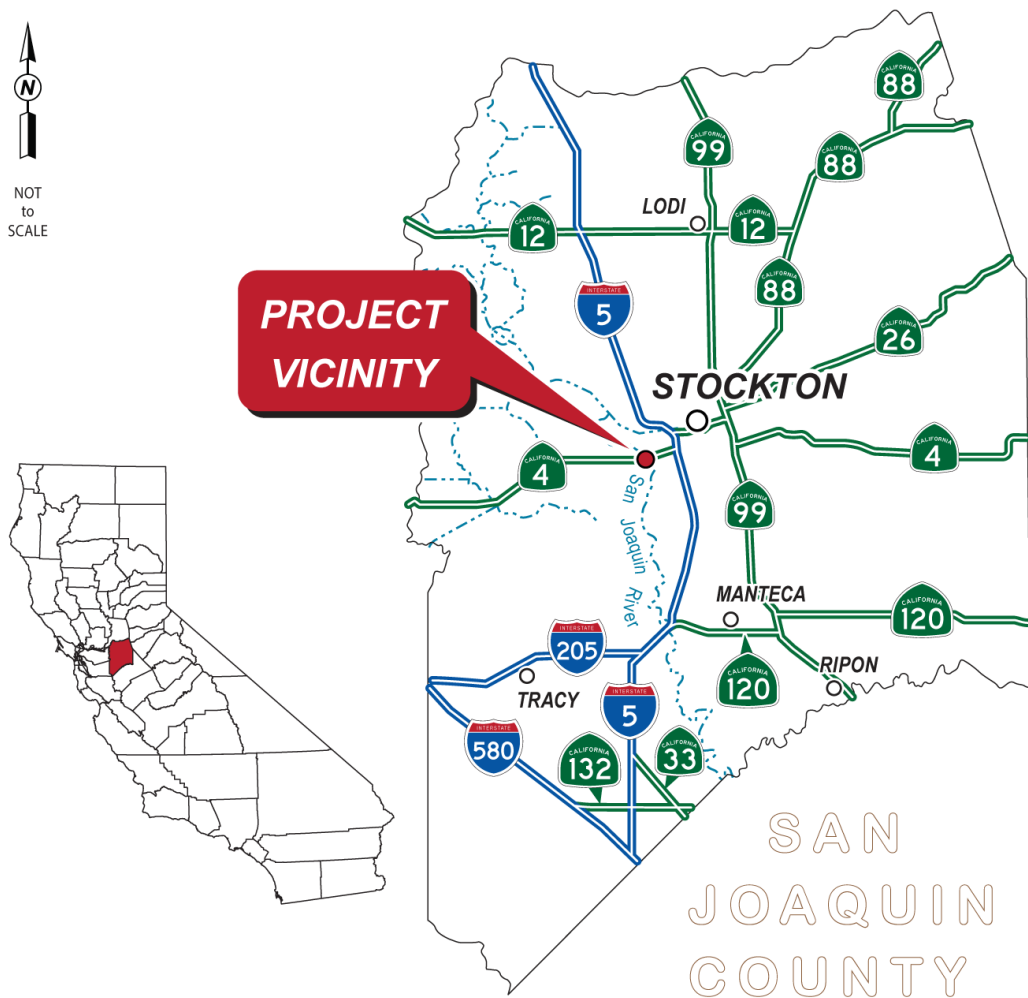
- Bridge operator house on the north side of the bridge is damaged and non-operable
- Debris buildup in the central portion of the San Joaquin River channel adjacent to the center column/foundation
- Lack of lighting at approaches and departures of the bridge and at the adjacent Roberts Lane intersection.
- Erosion along the toe of the east side abutment.

### 1.3 Project Description

Caltrans proposes to address the structural deficiencies on the existing San Joaquin River Garwood Bridge (Bridge Number 29-0050). The work includes replacing the damaged members of the west portal sway truss bracing with new members, removing the bridge operator house, patching the spalls in the polyester concrete overlay along Westbound Lane and along the soffit of Bay 4 in Span 3, and resetting the bridge abutment bearing to prevent the undesirable movement occurring in the right bearing at Abutment 1.

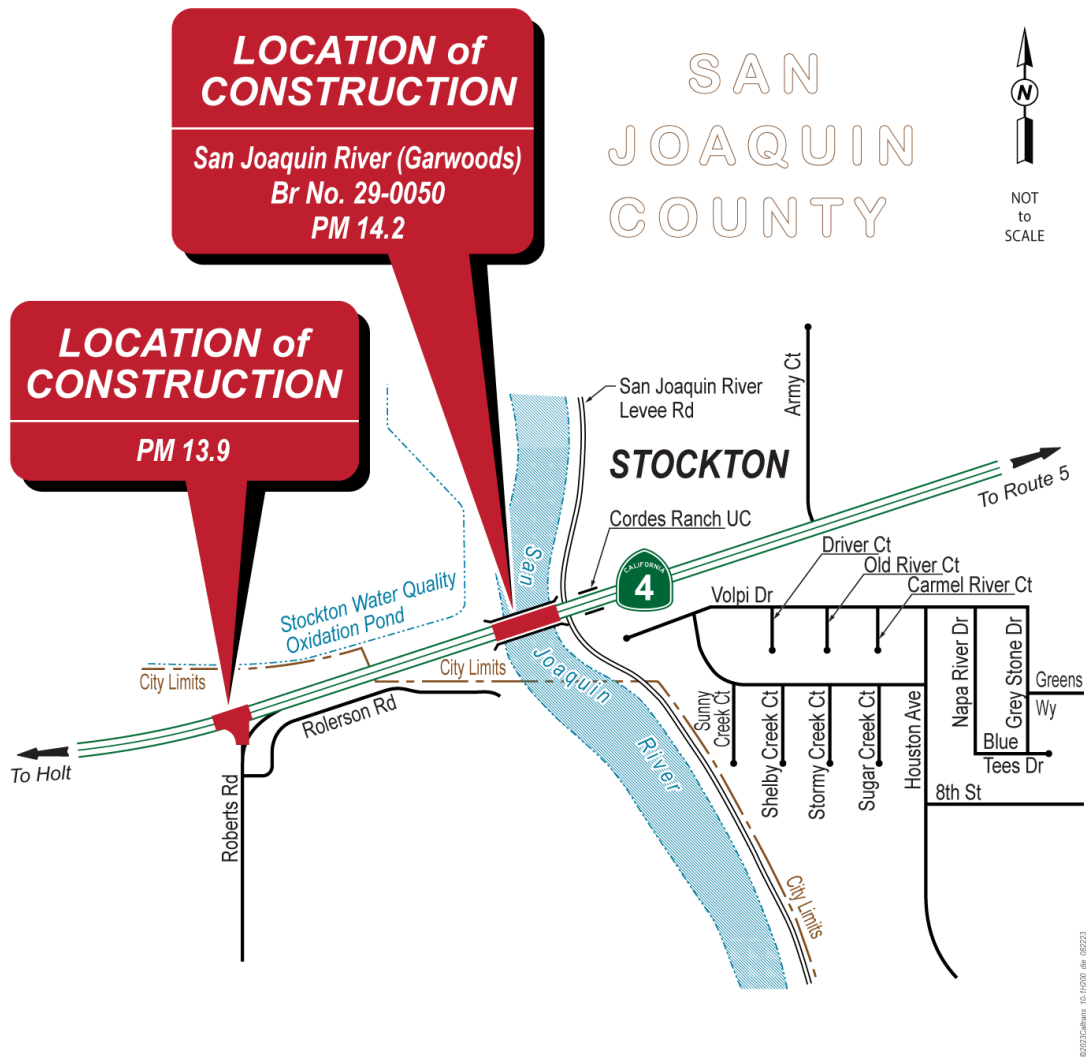
In addition, the project would address maintenance issues such as removal of underwater debris from Pier 2, erosion control along Abutment 1, and enhancement of the safety lighting at the approach, departure, and intersection of Roberts Lane and State Route 4.

**Figure 1-1 Project Vicinity Map**



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Figure 1-2 Project Location Map



## 1.4 Project Alternatives

The project has two alternatives—a Build Alternative and a No-Build Alternative—under consideration.

### 1.4.1 Build Alternative

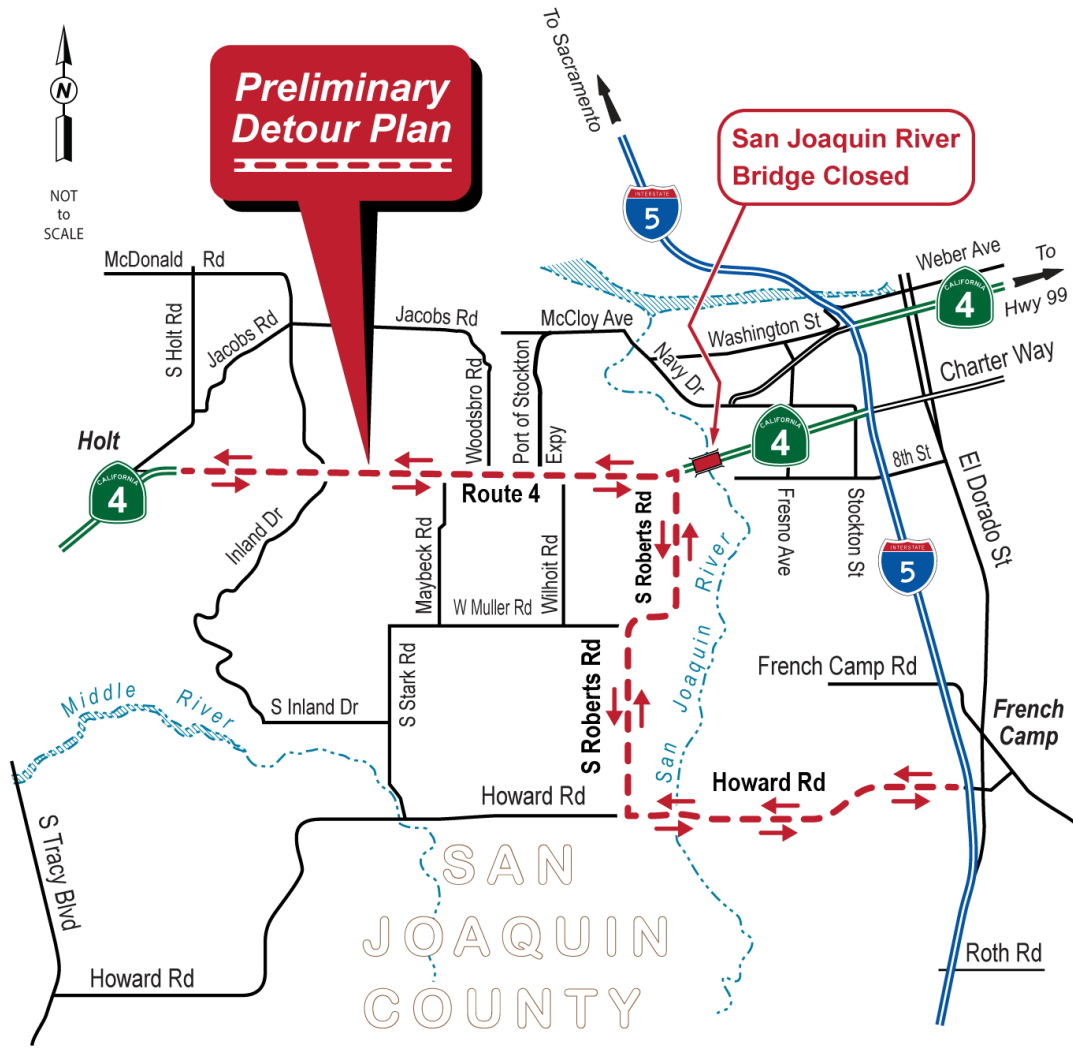
The Build Alternative would replace the damaged members of the west portal sway truss bracing with new members, remove the bridge operator house, patch the spalls in the polyester concrete overlay along Westbound Lane and along the soffit of Bay 4 in Span 3, and reset the bridge abutment bearing to prevent the undesirable movement occurring at Abutment 1.

In addition, the project would address maintenance deficiencies, including the removal of underwater debris from Pier 2 using barges, erosion control along Abutment 1, and enhancement of the safety lighting at the approach, departure, and intersection between Roberts Lane and State Route 4.

The barges are expected to be moored with 24-inch-diameter concrete shafts, referred to as spuds, that are set 5 to 10 feet deep into the river bottom. These spuds may also be pulled and set in other locations when the barge must be repositioned for the proposed work.

Traffic control during the work would be handled with nightly 10-hour reverse-lane closure during most of the construction. However, the bridge would be fully closed for two separate weekends for 55-hour closures and for two separate nights for 8-hour closures, for a total of five days and two nights of closure. During the bridge closure, traffic would be handled through a detour. The detour would direct traffic along State Route 4 and Charter Way to the south, so the traveling public can cross the San Joaquin River at Mathews Road and Howard Road. This detour is approximately 11 miles long and will be enforced only during the temporary bridge closure (see Figure 1-3).

Figure 1-3. Temporary Detour Plan during Garwood Bridge Closure



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 in its current condition. The bridge does not meet current Caltrans standards. Therefore, the No-Build Alternative would not meet the purpose and need of the project.

## 1.5 Standard Measures and Best Management Practices Included in All Build Alternatives

The following Best Management Practices are anticipated to be implemented on the project, where applicable. The final list of Best Management Practices will be submitted by the contractor and approved for inclusion in the construction contract by Caltrans later in the project design phase as part of the preparation of a Stormwater Pollution Prevention Plan or Water Pollution Control Plan.

- Spill Prevention and Control (Caltrans 2017 BMP Manual WM-4)
- Material Management (Material Delivery, Use, Storage, and Stockpiles; Caltrans 2017 BMP Manual WM-1 through WM-4)
- Waste Management (Solid, Hazardous, Concrete, Sanitary/Septic Wastes, Contaminated Soils; Caltrans 2017 BMP Manual W-M5 through WM-10)
- Vehicle and Equipment Cleaning, Fueling, and Maintenance (Caltrans 2017 BMP Manual NS-8 through NS-10)
- Material and Equipment Use Over Water (Caltrans 2017 BMP Manual NS-13)
- Structure Removal Over or Adjacent to Water (Caltrans 2017 BMP Manual NS-15)
- Paving, Sealing, Sawing, Grooving and Grinding Activities (Caltrans 2017 BMP Manual NS-3)
- Concrete Curing and Finishing (Caltrans 2017 BMP Manual NS-12)
- Temporary Soil Stabilization (Caltrans 2017 BMP Manual SS-1 through SS-10)
- Temporary Sediment Control (Caltrans 2017 BMP Manual SC-1 through SC-10)
- Temporary Tracking Control (Caltrans 2017 BMP Manual TC-1 through TC-3)
- Temporary Concrete Washouts (Caltrans 2017 BMP Manual WM-8)
- Illicit Connection/Illegal Discharge Detection and Reporting (Caltrans 2017 BMP Manual NS-6)

The following measures from the 2022 Caltrans Standard Specifications and Standard Special Provisions will also be implemented in the project, where applicable:

- Environmentally Sensitive Areas (Section 14-1.02)
- Water Pollution (Section 13-1)
- Vehicle and Equipment Cleaning (Section 13-4.03E(3))
- Weed Control (Section 20-1.03C(3))
- Erosion Control and Revegetation (Section 21-2.02)
- Construction and Structure Lighting (Section 86-1.02K)
- Species Protection (Section 14-6.03A)
- Bird Protection (Section 14-6.03B)
- Air Pollution Control (Section 14-9.02)
- Dust Control (Section 10-5)
- Noise Control (Section 14-8.02)
- Earth Material Containing Lead (Section 7-1.02K(6)(j)(iii))
- Treated Wood Waste (Section 14-11.14)
- Landscape (Section 5-1.36E)
- Property and Facility Preservation (Section 5-1.36)
- Public Safety (Section 7-1.04)

## **1.6 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, has been 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).

## 1.7 Permits and Approvals Needed

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

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	California Fish and Game Code Section 1602 Lake and Streambed Alteration Agreement	The permit would be obtained during the design phase of the project.
Central Valley Water Quality Control Board	Clean Water Act Section 401 Water Quality Certification	The permit would be obtained during the design phase of the project.
U.S. Army Corps of Engineers	Clean Water Act Section 404 Nationwide Verification	The permit would be obtained during the design phase of the project.
U.S. Army Corps of Engineers	Rivers and Harbors Act Section 10 Nationwide Permit	The permit would be obtained during the design phase of the project.
U.S. Fish and Wildlife Service	Federal Endangered Species Act Section 7 Consultation	The Letter of Concurrence would be obtained during the design phase of the project.
National Marine Fisheries Service	Federal Endangered Species Act Section 7 Consultation	The Letter of Concurrence would be obtained during the design phase of the project.



# Chapter 2 CEQA Evaluation

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## 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 Visual Impact Assessment dated January 27, 2023, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

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

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?	<b>No Impact</b>

### 2.1.2 Agriculture and Forestry 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 Community Impact Memorandum dated March 15, 2023, 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?	<b>No Impact</b>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<b>No Impact</b>

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Agriculture and Forest Resources</b>
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))?	<b>No Impact</b>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<b>No Impact</b>
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?	<b>No Impact</b>

### 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 December 20, 2022, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Air Quality</b>
a) Conflict with or obstruct implementation of the applicable air quality plan?	<b>No Impact</b>
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?	<b>No Impact</b>
c) Expose sensitive receptors to substantial pollutant concentrations?	<b>No Impact</b>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<b>No Impact</b>

### 2.1.4 Biological Resources

Considering the information in the Natural Environment Study dated January 23, 2023, 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?	<b>Less Than Significant Impact</b>
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?	<b>Less Than Significant Impact</b>
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?	<b>No Impact</b>
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?	<b>Less Than Significant Impact</b>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<b>No Impact</b>
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?	<b>No Impact</b>

#### ***Affected Environment***

Biological study for the proposed project included review of existing literature and agency consultation lists, as well as multiple field surveys conducted on

November 17, 2017; May 28, June 10, and June 11, 2021; and August 17, 2022. The biological study limits extend along State Route 4, from 410 feet west of the Garwood Bridge to 175 feet east of the bridge deck. The study limits also extend 100 feet upstream and downstream of the Garwood Bridge below the top of levee of the San Joaquin River.

The project involves work on Garwood Bridge above the San Joaquin River. The portion of the San Joaquin River within the project study area is not considered a wetland, but 1.58 acres of the study area does qualify as other waters of the United States and as waters of the State of California. Also, this segment of the San Joaquin River qualifies as navigable waters under the Rivers and Harbors Act.

Riparian vegetation in the form of two blue gum eucalyptus trees appear in a 0.08-acre portion on the east bank of the river between the ordinary high-water mark and the top of the levee. This 0.08-acre area would also potentially qualify as waters of the State of California.

The San Joaquin River also includes lower riverine habitat, characterized by low oxygen content and sluggish water that encourages plankton growth. It also falls within an area designated as Essential Fish Habitat for the experimental population of Central Valley spring-run Chinook salmon, as well as critical habitat for the green sturgeon, Delta smelt, and California Central Valley steelhead. The project area may also provide at least seasonal access to the white sturgeon, Pacific lamprey, Sacramento-San Joaquin tule perch, western brook lamprey, Sacramento hitch, hardhead, Sacramento splittail, and longfin smelt.

However, the portion of the San Joaquin River within the biological study area does not offer appropriate habitat components for these fish species to spawn. Also, the project area does not provide suitable habitat for the longfin smelt or Delta smelt during the June 1 to October 15 period when in-water activities are planned to occur.

This project area has a Mediterranean climate characterized by hot, dry summers and cool, moist winters, and is dominated mostly by heavily disturbed ruderal (weedy) vegetation communities. Botanical surveys did not indicate the presence of sensitive plant species, and the proposed work is expected to have no effect on any special-status plant species. While surveys did detect several invasive or noxious plant species common to the ruderal vegetation communities of the surrounding area, these species have “limited” or “moderate” invasiveness according to the California Invasive Plant Council. The project area also includes suitable breeding habitat for invasive bullfrogs, though none were seen during surveys.

The proposed project is also within the current range of the western pond turtle. The San Joaquin River channel represents a permanent water source

that could serve as potential breeding, foraging, or dispersal habitat for western pond turtles. However, none were detected during biological surveys. The nearest recorded observation of a western pond turtle was recorded in 2005, approximately 7.9 miles away from the proposed project.

Suitable nesting habitat for nesting migratory birds or raptors occurs within the environmental study area. Birds may attempt to nest in structures, vegetation, burrows, or other nesting sites in the area between February 1 and September 30.

### ***Environmental Consequences***

The project involves work affecting other waters of the United States and waters of the State of California. This includes in-channel debris removal activities at Pier 2 with the use of barges, slope paving at the top of the levee at Abutment 1, and filling the void at the top of the levee at Abutment 4. The barges are expected to be moored with 24-inch-diameter concrete shafts, referred to as spuds, that are set 5 to 10 feet deep into the river bottom. These spuds may also be pulled and set in other locations when the barge must be repositioned for the proposed work.

It is estimated that approximately 1,962.50 square feet (0.05-acre) of streambed may be temporarily disturbed by debris removal activities. The placement of barge spuds would also occupy 12.56 square feet (0.0002-acre) and would qualify as temporary piles.

### ***Jurisdictional Waters***

Project work would not affect the riparian vegetation in the project area. In-channel debris removal is also not expected to cause permanent or temporary fill within potentially jurisdictional waters of the United States.

However, because of potential discharge into or disturbance of other waters of the United States, a U.S. Army Corps of Engineers Permit under Section 404 of the Clean Water Act and a Central Valley Regional Water Quality Control Board Water Quality Certification under Section 401 of the Clean Water Act will be required.

Also, because of the risk of accidental discharge of material into waters of the State of California, the work will require a Lake and Streambed Alteration Agreement from the California Department of Fish and Wildlife under the California Fish and Game Code Sections 1600-1601, along with a Water Quality Certification from the Central Valley Regional Water Quality Control Board under Clean Water Act Section 401.

Because this portion of the San Joaquin River qualifies as navigable waters, the project will also require a Rivers and Harbors Act Section 10 Nationwide Permit from the U.S. Army Corps of Engineers.

### *Special-Status Plants*

Due to the project area being outside the range of the special-status plant species considered for environmental review, the lack of suitable habitat or habitat components in the project area, the lack of detection during recent Caltrans surveys or because the project would not harm individuals or alter the species' habitat, it is Caltrans' determination that the proposed project will **have no effect on any federally or state-listed species, California rare plant species, Forest Service Sensitive plant species, or plant species protected by the California Native Plant Protection Act.**

### *Invasive Species*

The project has low potential to increase the spread of noxious weeds that impact terrestrial native vegetation or vegetation communities within the project area. However, this impact is not considered likely because project construction activities will take place in open, disturbed areas already dominated by invasive weeds. The project is also not expected to increase the spread of invasive bullfrogs, as none were detected during surveys. Standard avoidance and minimization measures will be implemented during construction to clean equipment and avoid transfer of invasive species to or from the project area.

### *Fish*

In-water debris removal is not expected to permanently impact Essential Fish Habitat for Chinook salmon. Also, the project area does not offer suitable habitat components for Chinook salmon to spawn. However, there remains a risk of temporary impacts to designated Essential Fish Habitat, which will necessitate consultation with the National Marine Fisheries Service under the Magnuson-Stevens Fisheries Management Act.

During the in-water work, any special-status fish species that may be in the area would be subjected to potential harassment, injury, or mortality from underwater noise, temporary lighting, accidental contaminant spills, or other temporary impacts to water or sediment quality. However, it is unlikely that Federal Endangered Species Act listed fish species (Delta smelt, green sturgeon, California Central Valley steelhead, and the Central Valley spring-run Chinook salmon experimental population) will be present within the study limits during the proposed in-water work window. Therefore, it is Caltrans' determination that the proposed project **may affect, but is not likely to adversely affect federally listed fish species.**

The project is also not expected to significantly impact critical habitat for federally listed fish species. It is Caltrans' determination that the proposed project **may affect, but is not likely to adversely affect designated critical habitat for the Delta smelt, green sturgeon, or Central Valley steelhead.** The risk of impacts to these fish species or their protected habitat will be

further minimized with standard avoidance and minimization measures used for in-water work.

Caltrans will obtain concurrence with these determinations from the National Marine Fisheries Service and U.S. Fish and Wildlife Service under Section 7 of the Federal Endangered Species Act before construction of the project may proceed.

Consultation will be required with the California Department of Fish and Wildlife under California Fish and Game Code Section 1600 for in-channel debris removal. However, the project will not require California Endangered Species Act consultation under Section 2080 or 2081 of the California Fish and Game Code, because the project will not result in take of the following species or their habitat: tricolored blackbird, California tiger salamander, Swainson's hawk, palmate-bracted bird's-beak, Delta smelt, longfin smelt, giant garter snake, and least Bell's vireo.

#### *Wildlife*

Due to the project area being outside their range, the lack of suitable habitat in the project area, or because the project would not harm individuals or alter habitat, it is Caltrans' determination that the proposed project will have **no effect on the following species or critical habitat listed—or proposed for inclusion—under the Federal Endangered Species Act: California tiger salamander, palmate-bracted bird's-beak, giant garter snake, and least Bell's vireo.**

Western pond turtles may be potentially impacted by exposure to sediment, toxic chemicals, degraded water quality, or by direct disturbance or injury during in-water work. However, they are considered unlikely to occur in the project area, and the risk of impacts will be further minimized with standard avoidance and minimization measures used for in-water work.

#### *Migratory Birds and Raptors*

The project has the potential to disturb migratory birds or raptor nests if construction occurs during the active nesting season between February 1 and September 30.

#### ***Avoidance, Minimization, and/or Mitigation Measures***

The project is unlikely to result in adverse effects to federally listed species, protected habitat, and other waters of the United States. While the risk of impacts is considered low, potential impacts will be further minimized with the use of the following common avoidance and minimization measures.

#### *Environmentally Sensitive Areas*

Environmentally Sensitive Areas will be designated to avoid or minimize additional direct or indirect impacts to sensitive biological resources in the project area. This will include all areas outside of the proposed construction



footprint, as well as any areas determined by a qualified biologist during project planning or during pre-construction surveys to qualify for Environmentally Sensitive Area designation. Environmentally Sensitive Area information will be shown on contract plans and discussed in Section 14-1.02 of the Caltrans 2022 Standard Specifications or any Special Provisions in Section 14-1.02.

Environmentally Sensitive Area provisions may include, but are not necessarily limited to, the use of temporary orange fencing or other high-visibility markings. Contractor encroachment into Environmentally Sensitive Areas will be prohibited, and immediate work stoppage and notification to the Caltrans Resident Engineer is required if an Environmentally Sensitive Area is breached. Environmentally Sensitive Area provisions will be implemented as a first order of work and remain in place until all construction activities are complete.

#### *Designated Biologist*

A designated biologist or biologists will be onsite to monitor any activities that have the potential to affect sensitive biological resources, enforce compliance with permits or other agreements, and ensure that there is no unintended take of regulated species or habitats.

#### *Containment Measures/Construction Site Best Management Practices*

To prevent debris, pollutants, or other construction-related materials from entering the San Joaquin River, the contractor will follow all applicable guidelines and requirements in the Caltrans 2022 Standard Specifications or any Special Provisions in Section 13 regarding water pollution. In addition, the project design team may specify construction site best management practices to be used during construction. A list of applicable best management practices that may be chosen for inclusion is included in Chapter 1 (section 1.5) of this environmental document.

#### *Limited Operation Period – Stream Zone Construction Activities*

It is proposed that construction activities occurring in aquatic habitat will be limited to between June 1 and October 15 of any construction season, unless earlier or later dates for in-channel construction activities are approved by regulatory agencies.

#### *Daily Limited Operation Period – In-Water Debris Removal*

In-water debris removal will be scheduled during daylight hours, from within 30 minutes prior to sunrise to 30 minutes after sunset.

#### *Restore and Revegetate Temporarily Disturbed Areas Onsite*

Disturbed areas within the construction limits will be graded to minimize surface erosion and siltation into receiving waters. To avoid erosion during subsequent storms and runoff, disturbed areas will be re-contoured to as close to pre-project condition as possible, and will be stabilized as soon as

feasible (no later than October 15 of each construction season). Permanent erosion control seeding will be performed at all disturbed sites by hydro-seeding over the course of construction as each site is completed, with all sites seeded by the completion of construction activities.

#### *Weed-Free Construction Equipment and Vehicles*

To minimize the introduction of outside weeds into the project area, construction equipment and vehicles are recommended to be cleaned and washed at the contractor's facilities prior to arrival to the construction site. Any vehicle or equipment cleaning that occurs onsite during construction activities shall conform with Caltrans 2022 Standard Specifications or any Special Conditions under Section 13-4.03E(3) and Section NS-08 (Vehicle and Equipment Cleaning) of the Caltrans 2017 Construction Site Best Management Practices Manual, which require the contractor to contain and dispose of any waste resulting from vehicle or equipment cleaning.

#### *Weed Control During Construction*

To minimize the spread of weeds outside of the project area, weeds will be controlled in accordance with Caltrans 2022 Standard Specifications or Special Provisions under Section 20-1.03C(3). The use of herbicides for weed control activities would be discouraged but may be considered on a case-by-case basis depending upon the weed species, the extent of infestation, or any regulatory restrictions.

#### *Weed-Free Erosion Control and Revegetation Treatments*

To avoid the introduction of weeds during revegetation and erosion control, only locally adapted plant species appropriate for the project area will be used in any erosion control or revegetation seed mix or stock. The Caltrans biologist will consult with the Caltrans landscape architect to develop appropriate seed and planting palettes for use in revegetation and/or erosion control applications.

Any compost, mulch, tackifier, fiber, straw, duff, topsoil, erosion control products, or seed must meet Caltrans 2022 Standard Specification or any Special Provisions under Section 21-2.02 for these materials. Any hydro-seed used for revegetation activities must also be certified weed-free per Caltrans 2022 Standard Specifications Section 21-2.02F.

#### *Construction and Structure Lighting*

It is highly recommended that both outdoor temporary construction lighting and outdoor permanent roadway, structure, and signal lighting luminaries have correlated color temperatures under approximately 3,000 Kelvin. Luminaries for both permanent and temporary lighting systems are specified in Caltrans 2022 Standard Specifications Section 86-1.02K. Luminaries for all lighting systems must be either low-pressure sodium or light emitting diode-type.

To prevent unnecessary outdoor light pollution, temporary outdoor construction lighting, as well as outdoor permanent roadway, structure, and signal lighting luminaries, will be shielded in a manner that prevents light from penetrating above the 90-degree angle. Temporary construction lighting directly over the surface of the waters of the San Joaquin River will be minimized to the maximum extent feasible.

*Aquatic Wildlife – Pre-Construction Surveys*

A focused survey for western pond turtles shall be conducted by a designated biologist within 10 days prior to the beginning of project-related activities. If western pond turtles are found, a protective no-work buffer will be established (see below) and Caltrans shall consult with the California Department of Fish and Wildlife to comply with provisions of the Fish and Game Code of California. If a lapse in project-related work of 10 days or longer occurs, another survey and, if required, consultation with the California Department of Fish and Wildlife will be required before the work can be reinitiated.

Pre-construction surveys for western pond turtles shall be specified under Caltrans 2022 Standard Specification and/or Standard Special Provision 14-6.03A (Species Protection).

*Aquatic Wildlife – Protective Buffers*

If western pond turtles are detected by the designated biologist during the pre-construction survey, then a 50-foot no-disturbance buffer will need to be established around the work zone. No work will commence within the buffer until authorization is received from the Resident Engineer.

*Aquatic Wildlife – Construction Monitoring*

If construction or other project-related activities that may potentially cause adverse effects to western pond turtles are necessary, monitoring of the work site by a designated biologist will be required to ensure that protective radii are maintained.

*Migratory Birds and Raptors – Protective Buffers*

If nesting migratory birds or nesting raptors are detected by the designated biologist during the pre-construction survey, the appropriate no-work buffer will need to be established around the nest or burrow. No work will commence within the buffer until authorization is received from the Resident Engineer.

Stop all work within a 100-foot radius of any active migratory bird nest except for the following:

- For raptors, the no-work buffer will be 300 feet.
- For the Swainson's hawk, the no-work buffer will be 600 feet.

- For the burrowing owl, the no-work buffer will be 565 feet between April 1 to October 15, and 165 feet from October 16 to March 31.

Protective buffer radii for nesting migratory birds and raptors shall be specified under Caltrans 2022 Standard Specification and/or Standard Special Provision 14-6.03A (Species Protection) and/or 14-6.03(B) (Bird Protection).

*Migratory Birds and Raptors – Construction Monitoring*

If construction or other project-related activities that may potentially cause nest destruction, nest abandonment or forced fledging of migratory birds are necessary, monitoring of the nest site by a designated biologist will be required to ensure that protective radii and any exclusionary devices are maintained and functioning properly.

**2.1.5 Cultural Resources**

Considering the information in the Archaeological Survey Report dated January 17, 2023 and the Historic Property Survey Report dated January 17, 2023, 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?	<b>No Impact</b>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<b>No Impact</b>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<b>No Impact</b>

**2.1.6 Energy**

Considering the information in the Climate Change Study dated March 27, 2023, 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?	<b>No Impact</b>

Question—Would the project:	CEQA Significance Determinations for Energy
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<b>No Impact</b>

### 2.1.7 Geology and Soils

Considering the information in the Geotechnical Memorandum dated March 16, 2023 and the Paleontological Memorandum dated March 27, 2023, 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"> <li>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.</li> </ul>	<b>No Impact</b>
ii) Strong seismic ground shaking?	<b>No Impact</b>
iii) Seismic-related ground failure, including liquefaction?	<b>No Impact</b>
iv) Landslides?	<b>No Impact</b>
b) Result in substantial soil erosion or the loss of topsoil?	<b>No Impact</b>
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?	<b>No Impact</b>
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?	<b>No Impact</b>

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<b>No Impact</b>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<b>No Impact</b>

### 2.1.8 Greenhouse Gas Emissions

Considering the information in the Climate Change Study dated March 27, 2023, 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?	<b>Less Than Significant Impact</b>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<b>No Impact</b>

### ***Affected Environment***

The project is proposed at the San Joaquin River Bridge (Garwood Bridge), at post mile 14.2 on State Route 4 in San Joaquin County, and at the intersection of Roberts Lane and State Route 4 at post mile 13.9. The surrounding area includes mostly residential, industrial, and commercial uses in the City of Stockton to the east, and mostly agricultural uses to the west. The San Joaquin Council of Governments (SJCOG) guides transportation development in the project area. The San Joaquin County Regional Transportation Plan and the San Joaquin County General Plan address greenhouse gas emissions in the project area.

### ***Environmental Consequences***

The purpose of the project is to improve bridge-related structural and maintenance issues on the San Joaquin River (Garwood) Bridge. This type of project generally causes minimal or no increase in operational greenhouse gas emissions. Because the project would not increase the number of travel lanes, no increase in vehicle miles traveled (VMT) would occur as a result of project implementation. While some emissions during the construction period

would be unavoidable, no operational increase in operational greenhouse gas emissions is expected.

Construction greenhouse gas emissions would result from material processing and transportation, onsite construction equipment, and traffic detouring during construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

Construction emissions for the project were calculated using the Department of Transportation's Construction Emissions Tool (CALCET v1.1). Construction is expected to generate approximately 48 tons of carbon dioxide during the 45 working days of the project. Also, as indicated in Chapter 1 (section 1.4.1) of this environmental document, a detour will be used during the temporary bridge closure for construction (see Figure 1-3). The detour would be implemented for two full weekends and two nights when the bridge is fully closed for construction. The potential temporary impacts to greenhouse gas emissions will be limited by the short detour period.

The project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The impacts of temporary construction greenhouse gas emissions would be less than significant, and would be further reduced with the implementation of project avoidance and minimization measures.

***Avoidance, Minimization, and/or Mitigation Measures***

The project will include several greenhouse gas emissions reduction measures to reduce impacts from project construction.

Caltrans or its contractors will limit truck and diesel-equipment idling to 5 minutes, schedule truck trips outside of peak morning and evening commute hours, maximize the use of recycled materials, encourage improved fuel efficiency from construction equipment, and provide environmental and greenhouse gas reduction training to construction personnel.

Also, signage will be used to inform the public in advance of the bridge closure and detouring, allowing motorists to make more informed decisions to reduce their travel time and emissions, or use alternative travel methods. A Traffic Management Plan (TMP) will also be prepared for this project during the design phase to manage and reduce potential traffic impacts from construction. The project is not anticipated to cause significant permanent or temporary impacts to greenhouse gas emissions.

### 2.1.9 Hazards and Hazardous Materials

Considering the information in the Initial Site Assessment dated January 5, 2023, 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?	<b>No Impact</b>
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?	<b>No Impact</b>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<b>No Impact</b>
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?	<b>No Impact</b>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<b>No Impact</b>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<b>No Impact</b>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<b>No Impact</b>



### 2.1.10 Hydrology and Water Quality

Considering the information in the Water Compliance Memorandum dated December 15, 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?	<b>No Impact</b>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<b>No Impact</b>
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;	<b>No Impact</b>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	<b>No Impact</b>
(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	<b>No Impact</b>
(iv) impede or redirect flood flows?	<b>No Impact</b>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<b>No Impact</b>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<b>No Impact</b>

### 2.1.11 Land Use and Planning

Considering the information in the Community Impact Memorandum dated March 15, 2023, 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?	<b>No Impact</b>
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?	<b>No Impact</b>

### 2.1.12 Mineral Resources

Considering the information in the Geotechnical Memorandum dated March 16, 2023, 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?	<b>No Impact</b>
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?	<b>No Impact</b>

### 2.1.13 Noise

Considering the information in the Noise Compliance Study dated December 9, 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?	<b>No Impact</b>

Question—Would the project result in:	CEQA Significance Determinations for Noise
b) Generation of excessive groundborne vibration or groundborne noise levels?	<b>No Impact</b>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<b>No Impact</b>

### 2.1.14 Population and Housing

Considering the information in the Community Impact Memorandum dated March 15, 2023, 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)?	<b>No Impact</b>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<b>No Impact</b>

### 2.1.15 Public Services

Considering the information in the Community Impact Memorandum dated March 15, 2023, 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?	<b>No Impact</b>
Police protection?	<b>No Impact</b>
Schools?	<b>No Impact</b>
Parks?	<b>No Impact</b>
Other public facilities?	<b>No Impact</b>

### 2.1.16 Recreation

Considering the information in the Community Impact Memorandum dated March 15, 2023, 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?	<b>No Impact</b>
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?	<b>No Impact</b>

### 2.1.17 Transportation

Considering the information in the Community Impact Memorandum dated March 15, 2023, 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?	<b>Less Than Significant Impact</b>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<b>No Impact</b>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<b>No Impact</b>
d) Result in inadequate emergency access?	<b>Less Than Significant Impact</b>

**Affected Environment**

The area surrounding Garwood Bridge contains mostly residential, industrial, and commercial uses in the City of Stockton to the east, and mostly agricultural uses to the west. The San Joaquin Council of Governments (SJCOG) guides transportation development in the project area. The Annual Average Daily Traffic (AADT) count along the bridge for construction year 2027 is forecasted as 19,200 vehicles a day, averaging 800 vehicles per hour. However, bridge closure is planned to take place partially during night time, when traffic counts will be lower.

The bridge is planned to be temporarily closed for two separate weekends (55-hour closure) and two separate nights (8-hour closure) during the construction period, and a detour would direct traffic to the south, crossing the San Joaquin River at Howard Road. The detour would include Roberts Lane, Howard Road, and Mathews Road, which are smaller, two-lane local roads along mostly agricultural land uses. These roads carry a comparatively lower volume of traffic than State Route 4/Charter Way to the north.

Eastbound State Route 4 traffic would turn south along Roberts Lane, then east at the intersection with Howard Road, merging onto Mathews Road, then north onto Interstate 5, to the East Charter Way exit. Meanwhile, westbound traffic along East Charter Way would be directed south at Interstate 5, then west along Mathews Road and Howard Road, north at Roberts Lane, and west onto State Route 4. The total length of the detour is approximately 11 miles. The temporary detour plan is shown in Figure 1-3 in Chapter 1 (section 1.4.1) of this environmental document.

### ***Environmental Consequences***

The project is expected to lead to operational improvements to traffic flow. The structural rehabilitation work on the bridge will allow for safer travel for pedestrians and vehicles, which is expected to improve traffic conditions for the region.

The project is anticipated to have minor temporary impacts to transportation during the five days and two nights of construction detouring. However, traffic impacts from the detour may be limited by the low-density land uses in the surrounding area. Most land uses in the area are agricultural and do not involve heavy use of the local roads for their operation. Commercial businesses to the east of the bridge would also retain access to Charter Way, and most of these businesses are accessible from multiple roadways, reducing the closure's potential traffic impacts to the traveling public.

### ***Avoidance, Minimization, and/or Mitigation Measures***

A Traffic Management Plan (TMP) will be prepared for the project during the design phase to manage and reduce potential traffic impacts from construction. Signage will also be used to inform the public of the detour in advance of the bridge closure, enabling motorists to change their travel behavior and potentially reduce traffic impacts to the area. Also, property and business owners in the area will be notified of the detour plan so they can make informed transportation choices during the bridge closure period.

The construction contract will also require that the contractor schedule truck trips outside of peak morning and evening commute hours, reducing construction impacts to traffic in the area. Caltrans will coordinate with the California Highway Patrol (CHP) and emergency service providers before construction to reduce potential impacts to response times and other public services.

### **2.1.18 Tribal Cultural Resources**

Considering the information in the Historic Property Survey Report and the Archaeological Survey Report dated January 17, 2023, 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	<b>No Impact</b>
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.	<b>No Impact</b>

**2.1.19 Utilities and Service Systems**

Considering the information in the Community Impact Memorandum dated March 15, 2023, 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 storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<b>No Impact</b>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<b>No Impact</b>
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?	<b>No Impact</b>

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
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?	<b>No Impact</b>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<b>No Impact</b>

### 2.1.20 Wildfire

Considering the information in the Community Impact Memorandum dated March 15, 2023 and the Climate Change Study dated March 27, 2023, 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?	<b>No Impact</b>
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?	<b>No Impact</b>
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?	<b>No Impact</b>
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?	<b>No Impact</b>



**2.1.21 Mandatory Findings of Significance**

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



# Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

## California Department of Transportation

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49 | SACRAMENTO, CA 94273-0001  
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September 2022

### 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 non-discriminatory 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) 639-6392 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 PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at [Title.VI@dot.ca.gov](mailto:Title.VI@dot.ca.gov).

A handwritten signature in black ink, appearing to read 'Tony Tavares'.

TONY TAVARES  
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 Memorandum  
Noise Compliance Study  
Water Compliance Memorandum  
Natural Environment Study  
Historical Property Survey Report  
Archaeological Survey Report  
Climate Change Study  
Community Impact Memorandum  
Initial Site Assessment  
Geotechnical Memorandum  
Visual Impact Assessment  
Paleontology 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](mailto:Jaycee.Azevedo@dot.ca.gov)  
Or call: 209-992-9824

Please provide the following information in your request:

Project title: San Joaquin River Garwood Bridge Rehabilitation  
General location information: State Route 4 in San Joaquin County  
District number-county code-route-post mile: 10-SJ-4-13.9/14.2  
EA/Project ID number: EA 10-1H200/Project ID 1017000183