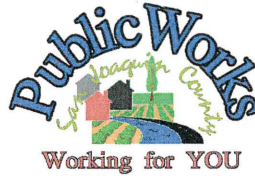




**SAN JOAQUIN**  
— COUNTY —

*Greatness grows here.*



**Department of Public Works**

**Kris Balaji, Director of Public Works**

*Fritz Buchman, Deputy Director/Development*

*Alex Chetley, Interim Deputy Director/Engineering*

*Jim Stone, Deputy Director/Operations*

*Kristi Rhea, Manager of Strategic Initiatives*

**201906904Z**

**NOTICE OF INTENT TO ADOPT A 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

**PROJECT: COTTA ROAD BRIDGE REPLACEMENT PROJECT, SAN JOAQUIN COUNTY**

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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 Negative Declaration (ND) based on the finding that there is no substantial evidence that the action as proposed will have a significant effect on the environment. The reasons to support this finding are documented in the Initial Study.

**PROJECT LOCATION**

Cotta Road Bridge west of I-5 over Upland Canal, west of the City of Lodi

**BACKGROUND**

Due to the aging structure and decaying timbers, Cotta Road Bridge is on the Eligible Bridge List with a sufficiency rating of 35, and is eligible for replacement under the Highway Bridge Program. The unknown bridge foundation has not been evaluated for scour. The purpose of this project is to replace the existing timber Cotta Road Bridge with a 50 foot long single-span, voided slab bridge. Without the project, the structure will continue to deteriorate, potentially resulting in bridge failure.

**PROPOSED PROJECT DESCRIPTION**

The San Joaquin County of Public Works (County) through Caltrans is proposing to replace the existing two-lane, two-span timber bridge over Upland Canal with a new single-span voided-slab bridge. The new bridge will be approximately 26 feet long, including two 9-foot-wide traffic lanes with 2.25-foot shoulders, and two one-foot, nine-inch wide Type 80 concrete barriers on each exterior edge of the bridge. The proposed project also includes bridge approach work including impact attenuators on the two western approaches and guardrails on the eastern approaches. The existing bridge will be removed in its entirety, and the debris will be transported off-site for disposal at a suitable location. Demolition of the existing bridge will include stripping the asphaltic concrete and chip seal overlay from the bridge surface followed by removal of the concrete deck and existing rock slope protection (RSP). Truck-mounted cranes working from the existing roadbed will be used.

The superstructure will be constructed of precast pre-stressed concrete slab with a cast-in-place composite deck overlay supported on 18 inch diameter precast pre-stressed concrete piles. The

replacement structure will eliminate the intermediate bent (bridge support) that exists in the canal. Twelve piles driven to approximately 30 feet below finished grade will support each abutment. Diaphragm abutments constructed of reinforced cast-in-place concrete will be 3 feet wide with a 2-foot seat. The new abutments will have monolithic backwalls and wingwalls built on the upstream and downstream sides of each abutment to retain backfill. A retaining wall approximately 6 feet high will extend from the southeastern bridge wingwall approximately 105 feet to the east to minimize encroachment into wetlands and state-owned property. No instream falsework (forms for pouring concrete) is anticipated because the girders and bridge deck will be constructed using precast concrete.

The project footprint will match the current configuration. The vertical elevation of the western roadway approach of the bridge will need to be raised by approximately 1.5 to 2 feet in order to meet the minimal sloping sight distance for the crest vertical curves. Approximately 225 feet of the western approach and 175 feet of the eastern approach will require additional fill to raise the road elevation to sufficient height. Some fill material will also be placed to support the new bridge abutments. Embankments will be 31 feet wide between hinge points at their widest point with either 2:1 or 3:1 slopes. Embankment crowns will be sloped 2 percent from the roadway centerline to edge-of-pavement and 8 percent along unpaved shoulders. No drainage collection system is planned for the proposed action.

A temporary water diversion will be necessary to accommodate demolition of the existing bridge and instream construction activities. Sandbags and plastic sheeting will be used to build cofferdams within the channel approximately 20-30 feet from both ends of the new bridge. The cofferdams will divert water into two parallel pipes with approximately 40-inch diameters to convey flow through the active construction area. The entire diversion structure will be confined to the channel and will extend from the northern to southern sides of the project area within Upland Canal. The temporary diversion will be constructed using a backhoe and excavator operating from above the channel. Construction of the temporary diversion is anticipated to take approximately 2-3 days.

Vegetation will be cleared from the channel bed and banks to accommodate a temporary stream flow diversion structure, "dewatering" the canal segment to allow for construction of the new wider bridge and roadway approaches, and to allow heavy construction equipment to enter the dewatered channel for bridge work and installation of streambank stabilization materials. Vegetation will also be cleared from the upland portions of the project area to prepare the ground for roadway and driveway improvements. Vegetation clearing is expected to take less than 1 day to complete.

Upland Canal and its banks within the project area are not expected to be significantly or permanently altered. One area of the canal bank, most likely in the northwestern quadrant of the action area will be cut and graded wide enough to allow access for heavy construction equipment into the dewatered canal channel below the ordinary high water mark. To protect the new abutments beneath the bridge and channel erosion, RSP will be placed over a layer of filter fabric around the new abutments beneath the bridge and will extend to 10 feet north and south along the canal banks.

RSP will extend to the channel with a cutoff wall. Upon completion of construction, the temporary diversion and any plastic sheeting or sandbags placed in the channel will be removed. Any remaining excavated spoils and debris will also be removed and disposed of at an appropriate location. In-channel work is expected to last approximately 8 weeks. The total duration of all project phases is anticipated to take approximately three months to complete.

Three driveways adjacent to Cotta Road west of the bridge (two on the north side and one on the south side of the road) that provide access to the agricultural fields will require reconstruction to conform with the new roadway alignment and the higher roadway elevation. Ground-disturbing activities for the reconstruction will be limited to the existing driveway approaches.

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 Preliminary Environmental Study with supporting Technical Studies performed in 2016 for the California Department of Transportation (Caltrans), the Biological Assessment performed for the project in 2018, 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 Initial Study.

### **HAZARDOUS WASTE PRESENCE**

This project has no known association with identified hazardous waste sites pursuant to 65962.5 of the Government Code.

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A copy of 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.)
- Lodi Public Library  
201 W Locust St, Lodi, CA 95240  
(209) 333-5566
- 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 Friday June 7, 2019 and must be received by the San Joaquin County Public Works Department no later than 5:00 p.m. on Monday, July 8, 2019.** Contact Laurel Sears, Associate Planner, at (209) 468-3085 or [lsears@sjgov.org](mailto:lsears@sjgov.org) for questions.