NEPA/CEQA RE-VALIDATION FORM (rev. 03/2024)

DIST-CO-RTE: 10-SJ-5/4
PM/PM: 25.6-28.0/SR4 15.7-16.2
EA or Fed-Aid Project No.: 10-0X460, 10-0X461, 10-0X462
Other Project No. (specify): ID 1012000259/1020000076/1020000077
Project Title: Stockton Channel Viaduct Rehabilitation Project
Environmental Approval Type: IS/EA with a MND/FONSI
Date Approved: April 29, 2021
Reason for Consultation (23 CFR 771.129): ☐ Project proceeding to next major federal approval ☒ Change in scope, setting, effects, mitigation measures, requirements ☐ 3-year timeline (EIS only) ☐ **N/A** (Re-Validation for CEQA only)
Description of Changed Conditions: The revised design for the Project includes a southwesterly shift of the bridge alignment of 50-feet, a switch in the bridge structure type to cast in place concrete box girder construction, changes to the foundation type of the bridge, and a revised design to the Pershing Avenue off-ramp and other changes described in the attached Addendum.

NEPA CONCLUSION - VALIDITY

Based on an examination of the changed conditions and supporting information:

☐ **The original environmental document or CE remains valid. No further documentation will be prepared.**

☒ **The original environmental document or CE is in need of updating; further documentation has been prepared and ☐ is included on the continuation sheet(s) or ☒ is attached. With this additional documentation, the original ED or CE remains valid.**
Additional public review is warranted (23 CFR 771.111(h)(3)) ☐ Yes ☒ No

☐ **The original environmental document or CE is no longer valid.**
Additional public review is warranted (23 CFR 771.111(h)(3)) ☐ Yes ☐ No
Supplemental environmental document is needed. ☐ Yes ☐ No
New environmental document is needed. ☐ Yes ☐ No

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.

Signature: Environmental Branch Chief — Date: 12/2/2025

Dina El-Nakhal

Signature: Project Manager/DLAE — Date: 12/2/2025

NEPA/CEQA RE-VALIDATION FORM

CEQA CONCLUSION (Only mandated for projects on the State Highway System.)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: (*Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.*)

☐ **Original document remains valid. No further documentation is necessary.**

☒ **Only minor technical changes or additions to the previous document are necessary. ☒ An addendum has been or will be prepared and is ☐ included on the continuation sheets or ☒ will be attached. It need not be circulated for public review (CEQA Guidelines, §15164). The addendum must include a brief explanation of why the decision was made to not prepare a subsequent or supplemental environmental document as well as a summary statement explaining the changes to the project.**

☐ **Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review (CEQA Guidelines, §15163).**

☐ **Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review (CEQA Guidelines, §15162).**
(Specify type of subsequent document, e.g., Subsequent FEIR):

☐ **The CE is no longer valid. New CE is needed. ☐ Yes ☐ No**

CONCURRENCE WITH CEQA CONCLUSION

I concur with the CEQA conclusion above.

Signature: Environmental Branch Chief — Date: 12/2/2025

Signature: Project Manager/DLAE — Date: 12/2/2025

10-0X460, 10-0X461, and 10-0X462
Stockton Channel Viaduct Rehabilitation Project

CEQA Addendum/NEPA Revalidation

State Clearinghouse Number 2017072033

Interstate Highway 5 in San Joaquin County
SJ-05 PM 25.6-28.0
SR-04 15.7-16.2

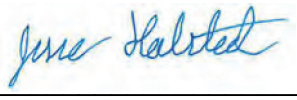
EA: 10-0X460 – EFIS: 1012000259

December 2025

Caltrans
CALIFORNIA DEPARTMENT OF TRANSPORTATION

10-0X460, 10-0X461, and 10-0X462
Stockton Channel Viaduct Rehabilitation Project
CEQA Addendum/ NEPA Re-Validation
December 2025

STATE OF CALIFORNIA
Department of Transportation

Prepared By:  Date: 12/2/2025

Jesse Halsted, Senior Environmental Planner
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Recommended
for Approval By:  Date: 12/2/2025

Jonathan Coley, Senior Environmental Scientist Supervisor
District 10 Environmental Management Branch
Caltrans District 10
209-479-4083

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attn: Jonathan Coley, Senior Environmental Scientist, Supervisor, 1976 East Dr. Martin Luther King Jr. Blvd., Stockton, CA 95205; 209-479-4083 (Voice), or use the California Relay Service 1-800-735-2929 (TTY), 1-800-735-2929 (Voice), or 711.

Table of Contents

Figures

1. Introduction

In April 2021, California Department of Transportation (Caltrans) finalized and published a joint National Environmental Policy Act/ California Environmental Quality Act, Initial Study/Environmental Assessment with a Mitigated Negative Declaration/Finding of No Significant Impact for the Stockton Channel Viaduct Bridge Improvements. Caltrans proposes to reconstruct or replace the northbound and southbound Stockton Channel Viaduct bridges and Park Street under crossing, existing bridge number (Br. No.) 29-0176L/R and 29-0202S, in the City of Stockton within San Joaquin County. The project is now known as the Stockton Channel Viaduct Rehabilitation Project.

Since this time Caltrans has continued to refine the design of the project. This California Environmental Quality Act Addendum and National Environmental Policy Act Re-Validation is being conducted in accordance with California Environmental Quality Act guidelines Section 15164 and 23 CFE 771.129.

As identified in detail below preparation of this addendum is appropriate as “only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent Environmental Impact Report or negative declaration have occurred” (Section 15164). The changes identified will not result in “new significant environmental effects or a substantial increase in the severity of previously identified significant effects” (Section 15162).

2. Changes in Project Design

The revised design for the project includes a southwesterly shift of the bridge alignment of 50-feet, a switch in the bridge structure type to cast in place box girder construction, changes to the foundation type of the bridge, and a revised design to the Pershing Avenue off-ramp as well as additional changes described below in Section2.

The project was split into 2 major delivery packages based on the funding and the phasing of the project. The project will utilize the Construction Manager/General Contractor (CMGC) delivery method.

- Phase I – Southbound Structure (29-0176L) is programmed for $216.6M Construction Capital for FY 26/27 (the structure is estimated to take 3-4 years to construction). This phase is a child project of the overall project and is addressed by EA 10-0X461.
- Phase II – Northbound Structure (29-0176R) is programmed for $315.9M Construction Capital for FY 28/29 (the structure is estimated to take 2-3 years in construction). This phase is a child project of the overall project and is addressed by EA 10-0X462.

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2.1. Project Limits

The project lies in San Joaquin County on Interstate 5 from post miles 25.6 to (previously identified as post miles 26.1 to 27.6) over and near the Stockton Channel and State Route 4 from post miles R15.7 to post miles R16.2. The total length of the project is approximately 2.4 miles, with the bridge work being between post miles 26.1 to 27.7. The project’s construction limits begin south of the Interstate 5/State Route 4

Separation and ends near the Carlton Avenue Undercrossing structures. **Figure 1** shows the project vicinity map. **Figure 2** shows the project location map.

Figure 1: Project Vicinity

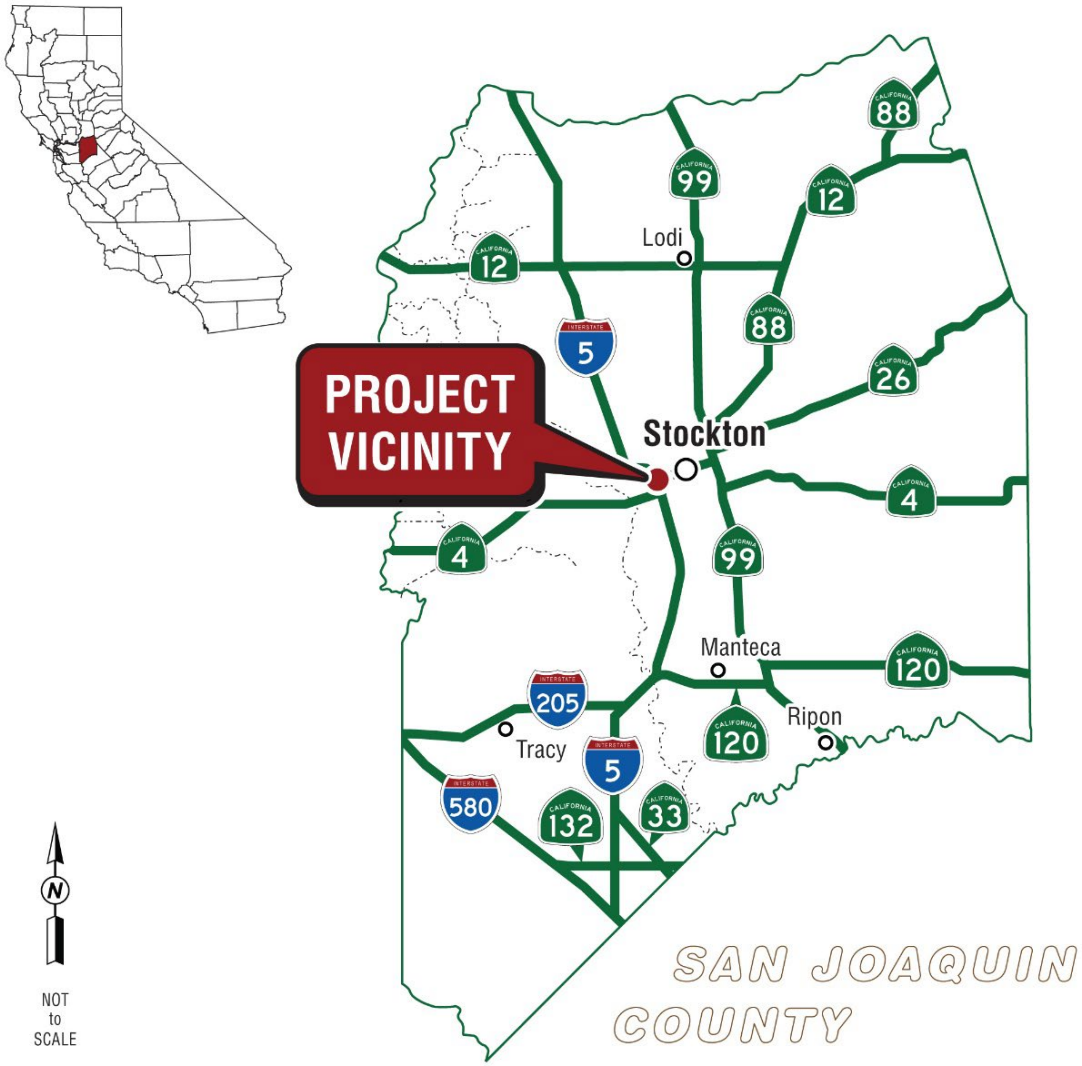
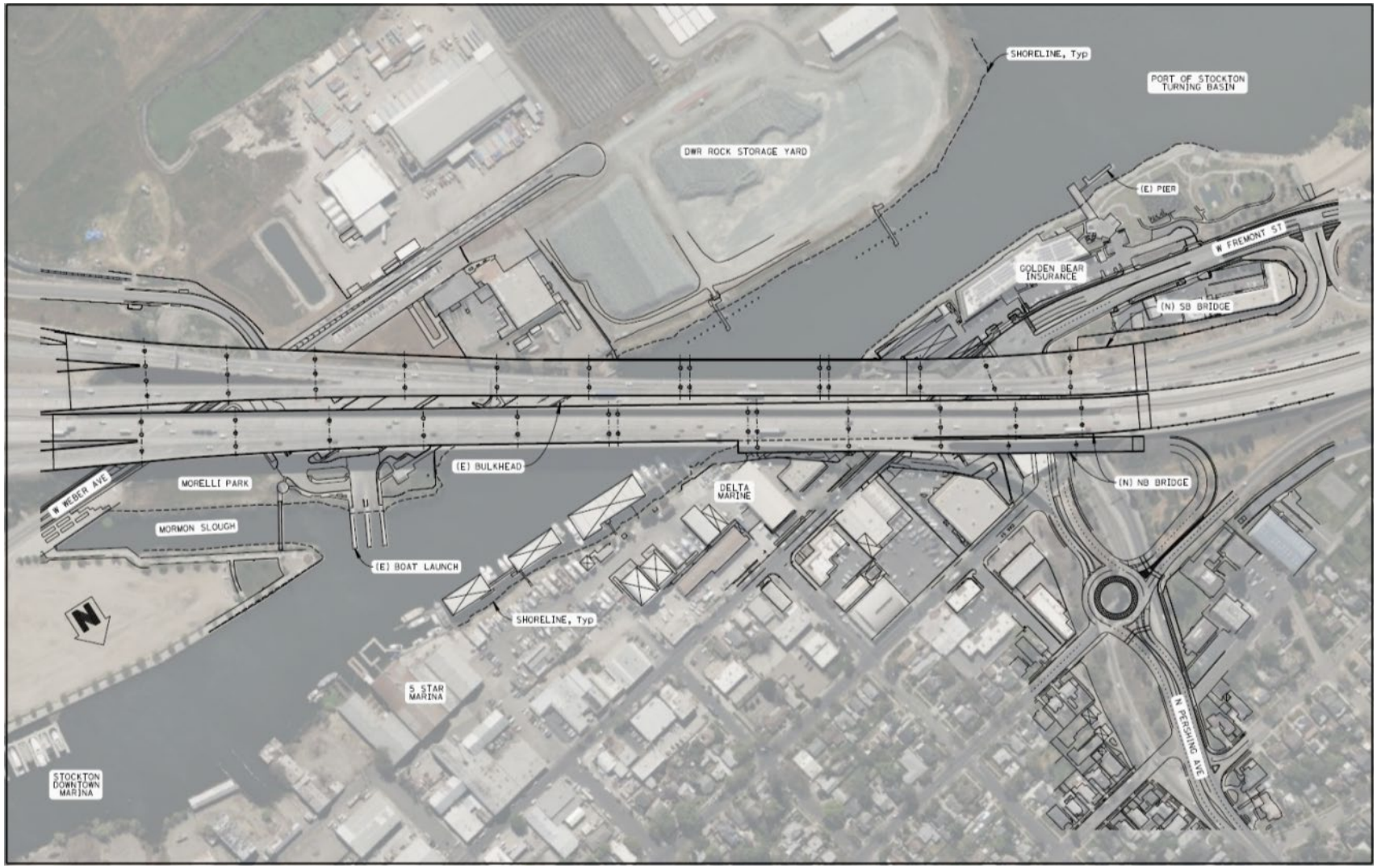


Figure 2: Project Area



2.2. Alignment Shift

The I-5 mainline alignment will be modified to accommodate a southwesterly shift of the Stockton Channel Viaduct structures by 50 feet to facilitate construction staging and allow the new southbound structure to be built prior to demolition of the existing structure. Due to the greater span depth of the proposed structure, the profile of the structure will be 10 feet to 15 feet higher than the existing profile and conform to the existing profile at approximately 750 feet south of the existing southern abutment and 1500 feet north of the existing north abutment effectively extending the length of the bridge structure. Channel clearance will remain the same at 45 feet.

2.3. Bridge Construction Method

The replacement Viaduct superstructure is proposed to be constructed using two methods, a cast-in-place concrete segmental construction over the channel (main span) as well as conventional cast-in-place concrete box girders on falsework over land. Longitudinal deck closure pours between adjacent parallel box girders are required between stages. This method was considered in the previous environmental documents as well as the use of steel I-beam girders under other alternatives.

Cast in place concrete segmental bridges are built using a pair of form travelers that move horizontally away from their initial starting point at the pier table. Cantilevered construction is allowed by moving each pair of form travelers farther away from a pier in tandem. The weight is therefore always balanced, and the static forces on the pier maintain equilibrium. Work progress is limited to segment increments of approximately 16 feet on each side of a pier. Travelling forms were selected as it minimizes the need to construct supporting falsework over the channel. Form traveler equipment can be trucked to the job site in multiple shipments or barged to the site if a bridge is being constructed over a navigable waterway. Form traveler equipment is assembled on the ground, and sections are then lifted by crane to their starting points on a specific bridge pier. Demobilization follows the same process in reverse.

Cast in place concrete box girders on land supported by false work will be utilized to build the approach superstructure on either side of the segmentally constructed main span discussed previously. The approaches will have the same general shape as the main span over the channel, but because they are built over land, they are capable of being supported by false work towers, and do not need to be built using a balanced cantilevered technique. This bridge construction method is widely used throughout the state of California. A series of falsework towers, beams, and plywood are erected, to support the load of the wet concrete. On this deck, rebar, additional formwork, post tensioning, and placement of concrete will provide a superstructure that looks from the exterior to be nearly identical to that of the main span.

2.4. Foundation Type

The proposed foundation type for the replacement structure will consist of 3.8 meter diameter (12.47 feet) concrete monopiles that will be installed using the cast-in-drilled-hole construction method. There are 16 (sixteen) piles in the water of the channel to support the main span, and forty-eight (48) piles on land to support the approach spans. This is a change from the method described in the previous environmental document

which included multiple smaller (60 to 84 inches) cast-in-steel-shell and cast-in-drilled-hole piles supporting a pile cap structure.

The construction of the piles will involve the slow oscillation, or turning, of a 12.5-foot (3.8 meter) diameter temporary steel casing with a cutting edge into the ground to depths of nearly 300 feet. As the casing is advanced into the ground, a tool similar to a clamshell, known as a hammer grab, is suspended from a crane and will be used to excavate the soil inside the casing. A polymer drilling slurry is added to the hole to facilitate the advancement of the casing and maintain the stability of the hole. Once the excavation within the casing is completed, the slurry filled hole is cleaned out to ensure any loose soil is removed from the sides of the casing and the bottom of the hole. A steel rebar cage is then lowered into the hole and secured in place. Concrete is then placed into the slurry filled hole in what is known as a tremie pour. As the hole is filled with concrete, the slurry is displaced and must be pumped to storage tanks nearby to be reused on subsequent piles. Simultaneously, the steel casing is slowly oscillated back out of the hole as concrete is placed. The steel casing is comprised of bolted joints that allow approximately 40-foot lengths to be removed at a time and reused on future piles. On this project, a short length of the steel casing, ranging from 20 to 40 feet long, will be left in place at the top of the pile to prevent the collapse of the hole near the ground surface. At the top of the pile, a reinforced concrete column will be constructed that will start just below the ground (or water) surface and extend up to support the viaduct superstructure.

2.5. Test Pile Program

As part of the change in foundation type, Caltrans is proposing the use of a test pile program to optimize the design and determine the most cost/impact efficient design length for the project. This test pile program will consist of three on-land sacrificial test piles of similar design to the permanent ones, one located in the south of Morelli Park adjacent to the Weber Ave roadway, the second on the north of Morelli Park near the restroom facility and adjacent to the Stockton Channel, and the third west of the current I-5 NB Pershing on-ramp in the open space north of Pershing Ave. Similar to the planned production piles, these piles will be performed by oscillating temporary casing to the full depth of the pile, and excavating the interior of the casing using a hammer grab and polymer slurry to maintain stability of the hole. The pile will replicate a future production pile, as it will be poured full of concrete and a reinforcing cage the full length of the pile. The first of the test piles will be a full-length, full-size test pile, tested using a bi-directional load test performed with Osterberg Cell (O-Cell) devices. The O-cell is a purpose built hydraulically driven, high capacity, sacrificial loading device installed within the foundation unit. Following the testing and analysis of the results of this first test pile test, two more test piles will be completed and tested, with potential of being scaled down in length and size based on preliminary testing data. Following completion of the testing, these piles will be abandoned in place, not for future use in the structure.

2.6. Three Stage Construction

The project was previously planned to be built in four stages. Caltrans has decided to close one lane of traffic in each direction in certain stages of the project, and it will now be built in three stages.

Stage 1 (Southbound Exterior): During Stage 1, the exterior half of the existing southbound bridge will be demolished. This includes the bridge deck, steel girders, concrete columns, and partial footing demolition as required for installation of new cast-in-drilled-hole piles. This stage will include the temporary closures of the Freemont Street onramp and off-ramp, as well as the Navy Drive off-ramp. After the demolition described above, the exterior half (west) of the new southbound structure will be constructed including new in-water foundations, and reconstruction of the Fremont Street on and off-ramps, as well as the Navy Drive off-ramp.

During Stage 1, ramps associated with the southbound Interstate 5 lanes and Viaduct structure (off-ramp from southbound Interstate 5 to eastbound State Route 4, off-ramp from southbound Interstate 5 to westbound, State Route 4 will be modified by elevating the roadway/ramp profiles to match the new structure.

Traffic on the existing northbound structure is unchanged in this stage. The interior half of the existing southbound bridge will accommodate all southbound traffic on a reduced number of lanes.

Stage 2 (Southbound Interior): During Stage 2 construction, the remaining portion (east) of the existing southbound Viaduct substructure and superstructure elements will be demolished, and the new southbound structure will be completed. During this stage, Southbound traffic will be carried by the new southbound structure completed in Stage 1. Traffic on the northbound structure remains unchanged in this stage.

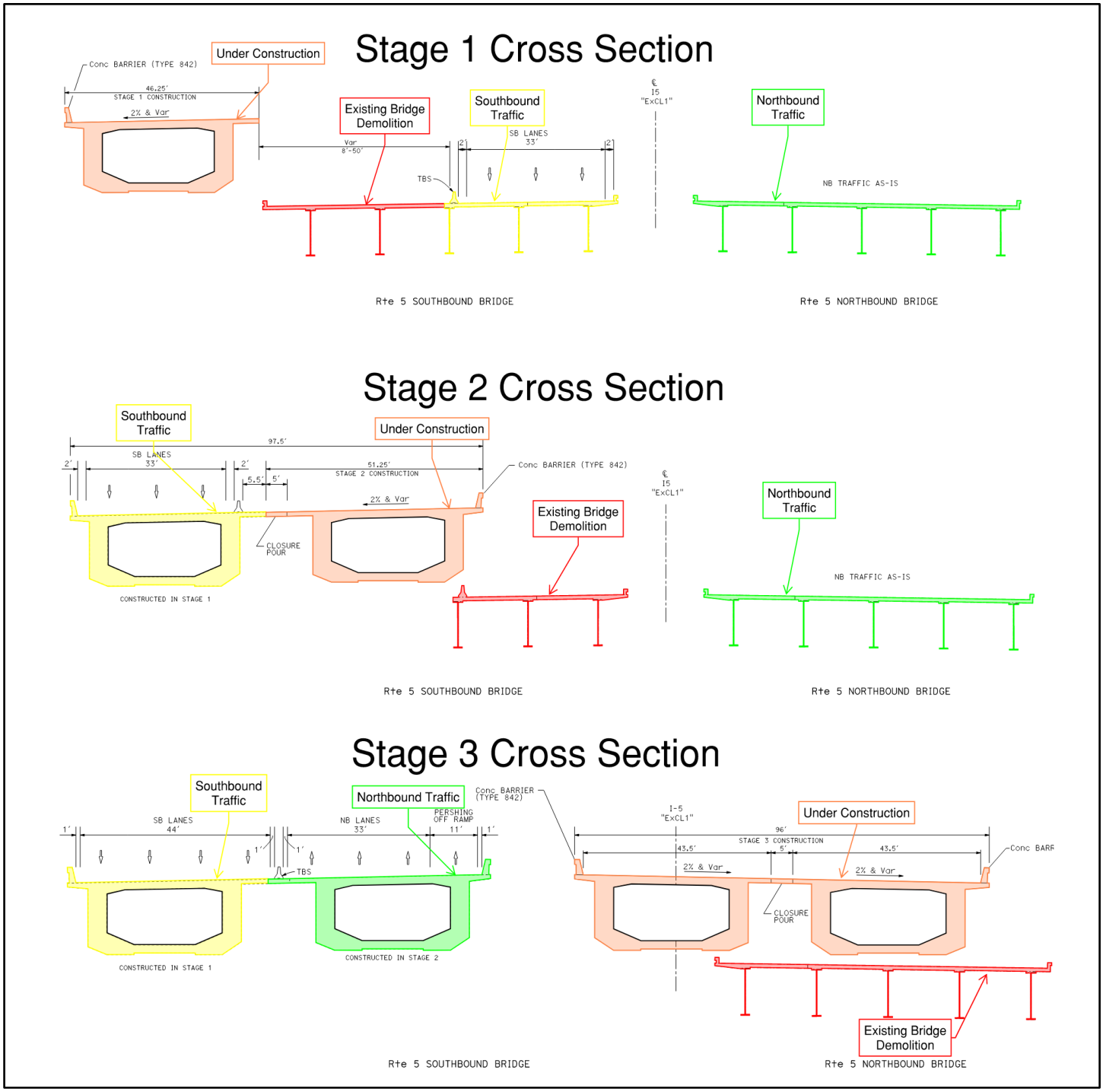
Stage 3 (Northbound): During Stage 3 construction, the entire existing northbound Viaduct substructure and superstructure elements will be demolished, and the northbound span of the new Viaduct structure will be constructed, including elevating the profile of the adjacent roadway in the northbound section at both ends of the structure and at the Pershing Off-ramp to match the new structures. During this stage, Northbound traffic will be carried in the opposite direction on the portion of the new Southbound bridge constructed in stage 2. Temporary crossovers will be constructed to get traffic from the existing Northbound approach onto the new bridge, and then back over to the existing Northbound lanes. Southbound traffic will remain in the same configuration as noted in Stage 2.

During Stage 3 construction, a temporary Pershing Off-ramp will be constructed and northbound Interstate 5 traffic exiting to Pershing Avenue will be carried on the temporary off-ramp during the time that the existing Pershing Off-ramp structural section is demolished and replaced. The temporary Pershing Off-ramp will remain in place until construction of the new Pershing Off-ramp structural section is completed.

Additionally, during Stage 3, ramps associated with the northbound Interstate 5 lanes and Viaduct structure (onramp from westbound State Route 4 to northbound Interstate 5) will be modified by elevating the roadway/ramp profiles to match the new structure.

At the conclusion of stage 3, traffic will be returned to its normal configuration utilizing the new Pershing Avenue off-ramp. See **Figure 3** for a diagram of staging sequencing.

Figure 3: Construction Staging Plan



2.7. Temporary Construction Access

While temporary construction trestles (temporary bridges) were proposed in the original Initial Study/Environmental Assessment the size and dimensions of these has changed. It is proposed that temporary trestles be installed to provide access for people, cranes, pile equipment, manlifts, concrete pumps, etc. over the Stockton Channel. The trestles are required to perform demolition of the existing bridge, as well as construction of the new piles, columns, pier tables, and segmental superstructure. We also anticipate barges will be utilized throughout the project to supplement the work occurring from the temporary trestles.

The temporary trestles are proposed to be approximately 40 feet wide and will be constructed on bents or rows of piles supported by temporary 36-inch to 48-inch diameter steel pipe piles and capped or braced by steel beams. It is assumed that each bent will be comprised of four piles and each bent will be spaced approximately 36 feet apart. It is expected that temporary piles will be driven to a depth of approximately 120 feet below the mud-line. In total 528 piles may be installed as part of trestle construction

The 36-inch to 48-inch diameter steel pipe piles proposed for the temporary trestle will be installed by pile-driving. The piles may be initially placed (“stabbed”) using a vibratory hammer however, project impact analysis in this document assumes that steel pipe piles for trestle foundations will require driving with a crane-mounted impact hammer to set to final elevation.

In addition to the piles that are installed for the temporary trestle, we anticipate the installation of 24 piles to support foundations for tower cranes. Two tower cranes will be installed during each of the three stages of the project. Each tower crane is likely to require four piles. Up to 20 piles will be installed adjacent to the trestle to form mooring dolphins to help tie up vessels and barges. A mooring dolphin is a group of piles constructed together to support or anchor boats and barges against.

In addition to a temporary trestle to access work from the water, a temporary rock causeway may be constructed to provide access to various features of the bridge. A rock causeway is built by simply placing rock into a body of water to form a stable working surface above the water level for people and equipment. In essence, it simply extends the land into the water to provide access to features of the project located in, or over the water. Rock causeways are particularly beneficial when the water depth is shallow, such as the locations close to the shoreline beneath the Stockton Channel Viaduct where new piles and columns will be constructed. At the completion of the project, the temporary rock causeway will be excavated in its entirety, and the riverbed and shorelines are restored to their original profile.

Prior to temporary pile installation along the north bank of the Stockton Deepwater Channel, approximately 0.30 acres of existing riprap, loose rock, will need to be removed to allow for piles to be driven in this area. The riprap will be temporarily removed and replaced at the end of construction once the trestle piles have been removed.

2.8. North Pershing Avenue Off-Ramp

The existing North Pershing Avenue off-ramp from I-5 north bound will be reconfigured to a loop ramp that will terminate at the North Pershing Avenue and Park Street intersection in the form of a roundabout. This is in response to community concerns over the existing ramp configuration, which currently routes traffic from north bound I-5 onto North Pershing Avenue directly into residential neighborhoods. Also, motorists currently wishing to travel south on North Pershing Ave toward Fremont Street, or to neighborhoods to the west, must stop at a 2-way stop intersection on West Flora Street and wait for a break in North Pershing Avenue cross traffic.

2.9. Buena Vista Overpass Barrier Improvements

The structure will be widened by closing the median gap between northbound and southbound structures (Br. NO. 29-195L/R) of Interstate 5 crossing over Buena Vista Avenue with a new cast-in-place box girder. This widening is necessary to allow for the cross over of Northbound traffic in a contraflow pattern in stage 3 to get from the new Southbound bridge back to the existing Northbound lanes on Interstate 5. The existing barrier along the Southern edge of the Buena Vista overpass will also be reconstructed from the current substandard design to a type 842 concrete barrier. In addition, a two-post overhead sign will be removed and replaced with two single post overhead signs at Buena Vista Avenue and Carlton Avenue.

2.10. West Fremont Street and North Pershing Avenue

The existing West Fremont Street and North Pershing Avenue intersection will be reconstructed to accommodate proposed bridge columns and facilitate right-turn traffic movements. Existing sidewalk and curb ramps will be reconstructed to the current standard. Class II Bike Lanes will be installed to accommodate the City of Stockton's future Bicycle Master Plan within the project limits.

2.11. Traffic Management System

District 10 Traffic Management recommends the installation of a Changeable Message Sign, Closed-Circuit Television camera, Roadside Weather Information System, and Vehicle Detection System along with a Maintenance Vehicle Pullout on south bound Route 5 at post mile 25.98 to provide advanced warning to the traveling public with real-time traffic and weather conditions. These Intelligent Transportation System elements improve mobility, safety, and the efficiency of the existing roadway infrastructures as well as maximizing the efficiency of the District 10 Traffic Management Center.

2.12. Drainage Basins

To allow for treatment of stormwater off the new bridge structure, two new drainage basins will be created in the air space underneath the proposed structure on the north side of the channel on either side of West Fremont Street. In addition, one drainage basin will be created between Park Street and West Flora Street in the space created by the removal and redesign of the existing North Pershing Avenue ramp. These are in addition to the basin on the south side of the channel near North Weber Street that was included in the original Initial Study/Environmental Assessment.

3. Changes in Environmental Setting

There are no significant changes in the environmental setting (e.g. new development affecting traffic or air quality) affecting the project.

4. Changes in Environmental Circumstances

There have been several changes to the listed status of species under both the Federal Endangered Species Act and the California Endangered Species Act. These include:

- The listing of longfin smelt as endangered under the Federal Endangered Species Act. The species was a candidate for listing at the time of the original environmental analysis for the project and therefore was included in the analysis.
- The proposed listing as threatened under the Federal Endangered Species Act of the northwestern pond turtle.
- The candidacy for listing under the California Endangered Species Act of white sturgeon which provides the species with full protection during the status review process.

Updated special status species lists were obtained from the regulatory agencies as part of the updated Natural Environment Study (Volume 2).

5. Changes in Environmental Impacts of the Project

This section reviews each of the disciplines analyzed in Section 3 of the original Initial Study/Environmental Assessment including those identified in the California Environmental Quality Act Environmental Checklist and the additional topics required by the National Environmental Policy Act such as section 4(f) resources. These findings are supported by the various technical studies included in Volume 2 of this addendum.

5.1. Aesthetics

The original Initial Study/Environmental Assessment concluded that the project would have no impact on aesthetics. There is no change in these impacts due to the changes in the project as the project does not involve scenic vistas, scenic highways, historic buildings, is in an urbanized area and will not create a new source of substantial light or adversely affect day or nighttime views in the area.

5.2. Agriculture and Forest Resources

The original Initial Study/Environmental Assessment concluded that the project would have no impact on agricultural and forest resources because the project area does not include any agricultural or forest lands, the original determinations made in the Final Environmental Document remain valid.

5.3. Air Quality

The original Initial Study/Environmental Assessment concluded that the project would have a less than significant impact on a “cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment.” The original document

found that the project will have no impact on the remaining air quality significance determinations dealing with obstruction of implementation of applicable air quality plans, exposure of sensitive receptors or result in other emissions.

San Joaquin County is in nonattainment status for the Federal 8-hour Ozone and Particulate Matter 2.5 standards and in attainment for the Federal Particulate Matter 10 standard. San Joaquin County is in nonattainment status for the State Ozone, and Particulate Matter 2.5 standards.

As identified in the 2025 Air Quality Report (Volume 2) the project has received regional and project level conformity analysis and it has been determined that the project does not cause or contribute to any new localized Carbon Monoxide, Particulate Matter 2.5, and/or Particulate Matter 10 violations, or delay timely attainment of any National Ambient Air Quality Standards or any required interim emission reductions or other milestones during the timeframe of the transportation plan (or regional emissions analysis). On January 30, 2025, Caltrans advertised a Notice of Project Level Conformity Analysis for a 30-day public comment period and received no comments. Therefore, the project will continue to have a less than significant impact on an increase of any criteria pollutant.

On October 8, 2025, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a complete request for the Stockton Channel Viaduct Project. The project is in an area that is designated as extreme nonattainment for the 2008 and 2015 8-hour ozone (O3) standards, serious nonattainment for the 1997, 2006 24-hour and 2012 annual particulate matter 2.5 micrometers or less in diameters (PM2.5) standards, and serious maintenance for the 1987 24-hour particulate matter 10 micrometers or less in diameters (PM10) standard.

Per the Federal Highway Administration letter dated November 26, 2025, the project-level conformity analysis submitted by Caltrans indicates that the project-level transportation conformity requirements of 40 CFR Part 93 have been met. The project is included in the San Joaquin Council of Governments (SJCOG) Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP), as amended. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

As required by 40 CFR 93.116 and 93.123, the localized PM2.5 and PM10 analyses are included in the documentation. The analyses demonstrate that the project will not create any new violations of the standards or increase the severity or number of existing violations.

Based on the information provided, FHWA finds that the Stockton Channel Viaduct Bridge Replacement Project conforms with the State Implementation Plan (SIP) in accordance with 40 CFR Part 93.

5.4. Biological Resources

The original Initial Study/Environmental Assessment concluded that the project would have a less than significant impact with mitigation incorporated on special-status species and Waters of the U.S. and the State of California and will have no impact on the other significance determinations.

Similarly to the original Initial Study/Environmental Assessment, the 2024 Natural Environment Study (Volume 2) concluded that the modified project construction activities will impact threatened and endangered species, their habitat, and Essential Fish Habitat. However, with the incorporation of avoidance, minimization and/or mitigation measures (see the Environmental Commitments Record in Volume 2) the effects will result in a less than significant impact.

Through updated Federal Endangered Species Act consultation the National Marine Fisheries Service provided an updated Biological Opinion dated June 6, 2025 reconfirming the finding that the project "may affect and is likely to adversely affect" listed species and designated critical habitat, specifically the Central Valley spring-run Chinook salmon evolutionarily significant unit, California Central Valley steelhead distinct population segment, and Southern distinct population segment of North American green sturgeon. The United States Fish and Wildlife Service provided an updated Letter of Concurrence dated March 28, 2025 reconfirming the finding that the project "may affect but is not likely to adversely affect" delta smelt, the delta smelt's designated critical habitat, the San Francisco Bay-Delta distinct population segment of the longfin smelt, and the proposed threatened northwestern pond turtle.

Also, as identified in the 2024 Natural Environment Study, the project will have both temporary and permanent impacts on Waters of the U.S. and the State of California in the form of fill and structures. However, with the incorporation of avoidance, minimization and/or mitigation measures the effects will result in a less than significant impact.

While there are minor differences in the acreage of impacts of temporary and permanent in-water structures, over-water shading, vegetation clearing, and noise during construction, as described 2024 Natural Environment Study, after mitigation these will not result in a new significant impact.

Consistent with the original Initial Study/Environmental Assessment the project will continue to have no impact on sensitive natural communities, wildlife movement, and will not conflict with any local polices or ordinances protecting biological resources or Habitat Conservation Plans, Natural Community conservation Plans or other similar plans.

5.5. Cultural Resources

The original Initial Study/Environmental Assessment concluded that the project would have no impact on known historical or archaeological resources. The Historic Property Survey Report identified human remains at an archaeological site within the project area and determined a Finding of No Adverse Effect with Standard Conditions, therefore the impact was less than significant.

A third Supplemental Historic Property Survey Report (Volume 2) was prepared for the modified project and concluded that a Finding of No Adverse Effect with Standard Conditions was still appropriate and therefore the impact is still less than significant.

5.6. Energy

The original Initial Study/Environmental Assessment concluded that the project would have no impact on the unnecessary consumption of energy resources and will not

obstruct a state or local plan for renewable energy or energy efficiency. An updated Energy Analysis Technical Memo (Volume 2) was prepared and concluded that the modified project will not increase capacity. Through the implementation of Caltrans Best Management Practices these findings will not change.

5.7. Geology and Soils

The original Initial Study/Environmental Assessment concluded that the project would have no impact on the majority of the geology and soils significance determinations including those dealing the risk of loss from earthquake faults, seismic ground shaking, seismic-related ground failure, and landslides. Additionally, it concluded the project will have no impact on soil loss, unstable soils, or septic tanks. The project has a high potential for paleontological resources underlying the project area, however, with implementation of a Paleontological Mitigation Plan this impact will be less than significant with mitigation incorporated.

Per the 2024 Seismic Design Recommendation (Volume 2) these no impact findings are still valid as the project is still in the same geologic context. Continued implementation of a Paleontological Mitigation Plan will maintain the impacts to paleontological resources as less than significant with mitigation incorporated.

5.8. Greenhouse Gas Emissions

The original Initial Study/Environmental Assessment concluded that the project would have a less than significant impact on generating greenhouse gas emissions and conflicts with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Per the 2025 Addendum to the Climate Change and Greenhouse Gas Analysis (Volume 2), the original impact findings remain valid.

5.9. Hazards and Hazardous Materials

The original Initial Study/Environmental Assessment concluded that the project would have no impact on any of the significance determinations for hazards and hazardous materials. Consistent with the 2025 Hazardous Materials Initial Site Assessment (Volume 2) and Caltrans Best Management Practices there are no hazardous materials sites present and the project will not create a significant hazard to the public or the environment. The original impact findings remain valid.

5.10. Hydrology and Water Quality

The original Initial Study/Environmental Assessment concluded that the project would have a less than significant impact on water quality standards and no impact on the other hydrology significance determinations including impacts to groundwater, drainage patterns, erosion or siltation, runoff, flooding or water quality control plans. Per the 2024 Water Quality Assessment Report (Volume 2) and the Location Hydraulic Study (Volume 2) the modified project will maintain these findings. The project will not alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river. Through implementation of Caltrans Best Management Practices and Standard Specifications and compliance with issued regulatory approvals for the project,

the project will maintain a less than significant impact on water quality standards and waste discharge requirements.

5.11. Land Use and Planning

The original Initial Study/Environmental Assessment concluded that the project would have no impact on community division or conflict with and any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Consistent with the 2024 Addendum to the Community Impact Assessment (Volume 2) the modified project will continue to have no impact on land use and planning as the project will not acquire any residential homes, divide a community of conflict with and land use plans.

5.12. Mineral Resources

The original Initial Study/Environmental Assessment concluded that the project would have no impact on the availability of mineral resources. As the project is in the same location there is no change to the original impact determinations.

5.13. Noise

The original Initial Study/Environmental Assessment concluded that the project would have a less than significant impact from the generation of substantial temporary or permanent noise. The project will have no impact on groundborne vibration and noise levels or to airports.

Temporary construction noise impacts are expected during construction and demolition. However, the project will not substantially increase ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinances or applicable standards of other agencies. Consistent with the 2024 Addendum to the Noise Study Report (Volume 2), the demolition and replacement of existing sound wall 2 will decrease the noise levels to within acceptable limits for sensitive receptors. Therefore, the project will maintain the finding of a less than significant impact.

5.14. Population and Housing

The original Initial Study/Environmental Assessment concluded that the project would have no impact on the population growth or displace substantial numbers of people or housing. The changes in the project do not alter these findings.

5.15. Public Services

The original Initial Study/Environmental Assessment concluded that the project would have no impact on public services including fire and police protection, schools, or other public facilities. The project will have a less than significant impact on parks through a de minimis impact of Morelli Park.

Temporary lane closures are expected during construction. Such closures will result in delays, but the closures are not expected to disrupt emergency services because the construction contractor will circulate construction schedules and traffic control

information to emergency service providers and other interested parties. A Supplemental Determination of De Minimis Use Under Section 4(f) (Volume 2) confirms the de minimis finding by the City of Stockton. Therefore, the findings are consistent with the original Initial Study/Environmental Assessment.

5.16. Recreation

The original Initial Study/Environmental Assessment concluded that the project would have a less than significant impact on parks through a de minimis impact of Morelli Park and no impact on the expansion of recreational facilities.

A Supplemental Determination of De Minimis Use Under Section 4(f) (Volume 2) confirms the de minimis finding of the modified project. The City of Stockton concurred with these findings on September 25, 2024. Therefore, the findings are consistent with the original Initial Study/Environmental Assessment.

5.17. Transportation

The original Initial Study/Environmental Assessment concluded that the project would have a less than significant impact on circulation and emergency access but will have no impact on an increase in vehicle miles traveled or auto trips or increase hazards due to a geometric design feature or incompatible uses.

General construction activities from lane closures and detours could cause temporary traffic delays with the area's circulation system, transit, roadway, and bicycle and pedestrian facilities. Implementation of Best Management Practices and a traffic management plan will specify time frames for roadway and lane closures; the contractor and Caltrans will develop them to reduce potential impacts on emergency services and commuters during construction. The project will keep at least three lanes of Interstate 5 in both directions open during construction. A transportation management plan will be developed to ensure adequate emergency access from detour and lane closure activities. Therefore, the findings of a less than significant impact are still appropriate.

5.18. Tribal Cultural Resources

The original Initial Study/Environmental Assessment concluded that the project would have a less than significant impact on potential cultural materials although there are no known listed or eligible Historical Resources or a resource of significance to a California Native American tribe.

A third Supplemental Historic Property Survey Report (Volume 2) was prepared for the modified project and concluded that a Finding of No Adverse Effect with Standard Conditions was still appropriate and therefore the impact is still less than significant.

5.19. Utilities and Service Systems

The original Initial Study/Environmental Assessment concluded that the project would have a less than significant impact on utility relocation and no impact on the remaining utilities significance determinations including those dealing with water supply, wastewater treatment, and solid waste generation.

Consistent with the original project, the modified project will need to relocate some electrical, wastewater, telecommunication, water, and gas lines within the project area. Caltrans Best Management Practices will require coordination with the utility owners. In addition, the modified project will change the stormwater drainage for the structures, removing the direct discharge scuppers and diverting all stormwater drainage to basins that will improve water quality. Therefore, the findings of a less than significant impact are still appropriate.

5.20. Wildfire

The original Initial Study/Environmental Assessment concluded that the project would have no impact on wildfire. The changes in the project do not alter these findings.

5.21. Mandatory Findings of Significance

The original Initial Study/Environmental Assessment concluded that the project would have a less than significant impact with mitigation on the natural environment and historic properties, a less than significant impact on cumulatively considerable impacts and no impact on environmental effects on human beings.

As discussed throughout this addendum, the project is not expected to substantially degrade the quality of the environment. With the implementation of avoidance, minimization, and/or mitigation measures, the potential impacts on the environment will be less than significant.

The project will not have impacts that are individually limited but cumulatively considerable. As discussed throughout the addendum and the 2024 Addendum to the Cumulative Impact Analysis (Volume 2), all significant environmental impacts will be reduced to less than significant levels with the inclusion of avoidance, minimization, and/or mitigation measures recommended throughout this document

6. Changes to Avoidance, Minimization, and/or Mitigation Measures

The only substantial change to the avoidance, minimization, and/or mitigation measures is the elimination of measure *BIO-3: Limited Operation Period—In-Water Construction Activities.* This measure established an in water work window between June 1 and October 15. Caltrans has identified that removing the in-water work window will reduce the project schedule by approximately two years, thereby reducing the overall construction period in-water and the associated impacts to fish and wildlife species. Therefore, at this time Caltrans is proposing to eliminate the in-water work window and will plan to conduct activities year-round. Caltrans believes this is appropriate due to a substantial minimization in the duration of effects and exposure to the species and that the project site is not on the main stem of the river and suffers from increased temperature and low dissolved oxygen.

In coordination with the National Marine Fisheries Service, Caltrans is proposing an expansion of measure *BIO-7: Impact Pile Driving Attenuation* to include the installation of a non-physical fish barrier in the form of a bubble curtain that will extend across the channel to the west of the project site. This bubble curtain will at least be operated

outside of the normal in-water work window and will serve both as a barrier to fish and additional noise attenuation.

The revised measure *BIO-7: Impact Pile Driving Attenuation* is as follows;

> BIO-7: Impact Pile Driving Attenuation: To reduce potential sound impacts to fish species and other aquatic organisms, all impact pile driving will be performed behind a National Marine Fisheries Service, U.S Fish and Wildlife Service, and California Department of Fish and Wildlife-approved aquatic sound attenuation device or devices that will reduce the transmission of sound through the water. The aquatic sound attenuation devices that may be approved by the National Marine Fisheries Service, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife are likely to include a non-physical barrier consisting of a bubble curtain across the channel, and attenuation devices around any driven piles including unconfined air-bubble curtains, multiple-stage unconfined air-bubble curtains, confined air-bubble curtains, and/or cofferdams. Standard Special Provisions under Section 10 (General Construction) or other sections (including Section 14-06.3 Species Protection) of the Caltrans 2025 Standard Plans may be used to specify work that furnishes, operates, monitors, maintains, and removes aquatic sound attenuation systems. The specifications for contractor submittals, materials, construction, and inspection will be developed before project construction based upon the requirements of regulatory permits, licenses, agreements, or contracts.

7. Changes to Environmental Commitments

The only change in the environmental commitments is the elimination of the in-water work window that is reflected in mitigation measure *BIO-3: Limited Operation Period—In-Water Construction Activities* and is mentioned in the National Marine Fisheries Service Biological Opinion and U.S. Fish and Wildlife Service Letter of Concurrence. See Section 6 above for an additional discussion of this change.