

PUBLIC WORKS DEPARTMENT
INITIAL STUDY OF
ENVIRONMENTAL SIGNIFICANCE

PROJECT NUMBER: 0662-6U4134
CP# 18-44

PROJECT NAME: Jersey Island Road Bridge Repair

PREPARED BY: Alex Nattkemper *cg*

DATE: February 5, 2019

APPROVED BY: *Lee S. Moran*

DATE: 1/6/2019

RECOMMENDATIONS:

Categorical Exemption: 15301 [Class (c)]

Negative Declaration

Environmental Impact Report Required

Conditional Negative Declaration

The project will not have a significant effect on the environment. The recommendation is based on the following: The project consists of repair of an existing public structure involving no expansion of use beyond that previously existing, pursuant to section 15301(c) of the CEQA guidelines.

What changes to the project would mitigate the identified impacts: N/A

USGS Quad Sheet: <u>Jersey Island</u>	Base Map Sheet #: <u>F-27</u>	Parcel #: <u>N/A</u>
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GENERAL CONSIDERATIONS:

- Location:** The Project is located over Dutch Slough and north of the City of Oakley in an unincorporated area of eastern Contra Costa County [Figures 1-3].
- Project Description:** The purpose of this Project is to fortify and repair deterioration of the Jersey Island Road Bridge to prolong the bridge's lifespan and return the bridge to full operation. The bridge, built in 1949, is a timber structure supporting a two-lane paved roadway that spans approximately 629 feet across Dutch Slough, a tidally-influenced waterway. Based on a recent Caltrans inspection and analysis, the existing condition of the bridge is such that it cannot sustain the design vehicle loads. Therefore, the entire northbound lane (eastern half of the bridge) has been closed and load restrictions have been posted. One-way traffic controls are now installed at either end of the bridge to allow one-way reversing traffic on the western half of the bridge only. The Project consists of the following repairs: replace missing timber block braces between the stringers and secure any loose braces; replace any deteriorated timber braces at all bents; place metal bands around split timber piles; remove rust and scale on the steel piles at bents 8 and 9 and the metal shim plates along the length of the bridge, and recoat the prepared surfaces with a corrosion inhibitor and protective coating. The repairs will also include the installation of fiberglass jackets to fortify approximately 25 severely deteriorated timber piles within the water. Upon placement of the jackets around each pile, a combination of cementitious grout and marine epoxy grout will be pumped into the 3-inch space between the jacket and pile until it reaches the top of the jacket. A bottom seal will be installed prior to pumping the grout mixture, preventing grout from being released through the bottom as the grout is being pumped. Certified professional divers will be involved in the installation, sealing and bracing of all submerged jackets. Work above the water may be performed from an aerial platform, such as a scissor lift, located on a barge. Installation of the fiberglass jackets will occur in situ and a temporary containment system for any debris will be implemented around the piles. The Project is located within potential habitat for federally-listed and state-listed fish species. Therefore, consultation with California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS), and National Marine Fisheries Service (NMFS) will be conducted prior to construction to ensure impacts to these species are avoided. In order to avoid impacts to fish, the work will be conducted during the low-flow season (June – October). A nesting bird survey will be conducted if construction occurs during the nesting season (February 1 – August 31). No tree removal will be necessary. The Project will maintain the existing drainage pattern and will not create new impervious areas. Appropriate Best Management Practices (BMPs) will be implemented to protect water quality. Public notification will occur no less than ten days prior to initiation of the work. One lane will be open during construction activities. Emergency vehicles will have access at all times. Real Property transactions, including an encroachment permit from the City of Oakley, may be necessary in support of this Project.
- Does it appear that any feature of the project will generate significant public concern?**
 Yes No maybe (Nature of concern):
- Will the project require approval or permits by other than a County agency?**
 Yes No U.S. Army Corps of Engineers, Regional Water Quality Control Board, CDFW, USFWS, NMFS, and the City of Oakley
- Is the project within the Sphere of Influence of any city?** No

Jersey Island Road Bridge Repair Project

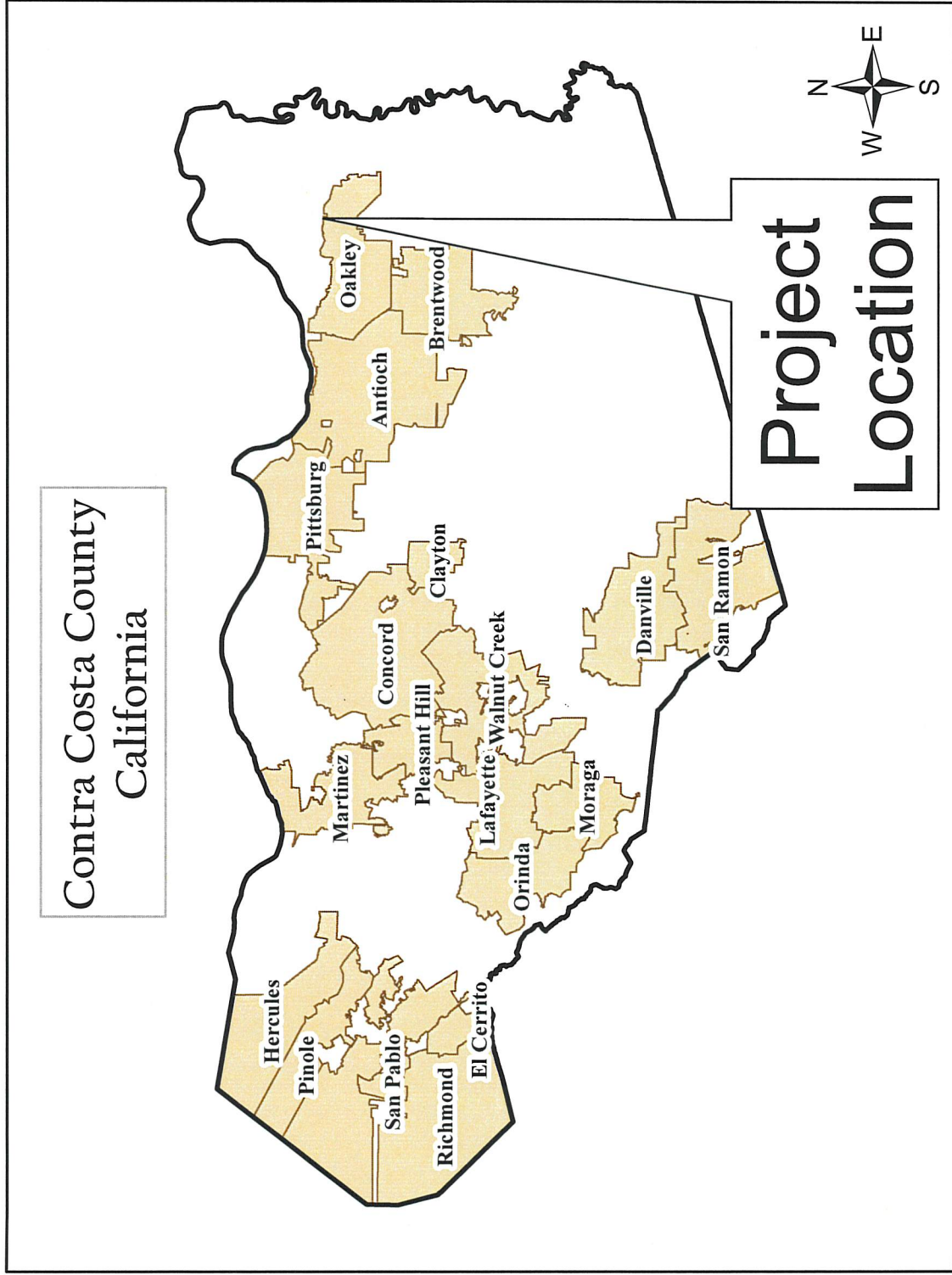


Figure 1

Jersey Island Road Bridge Repair Project

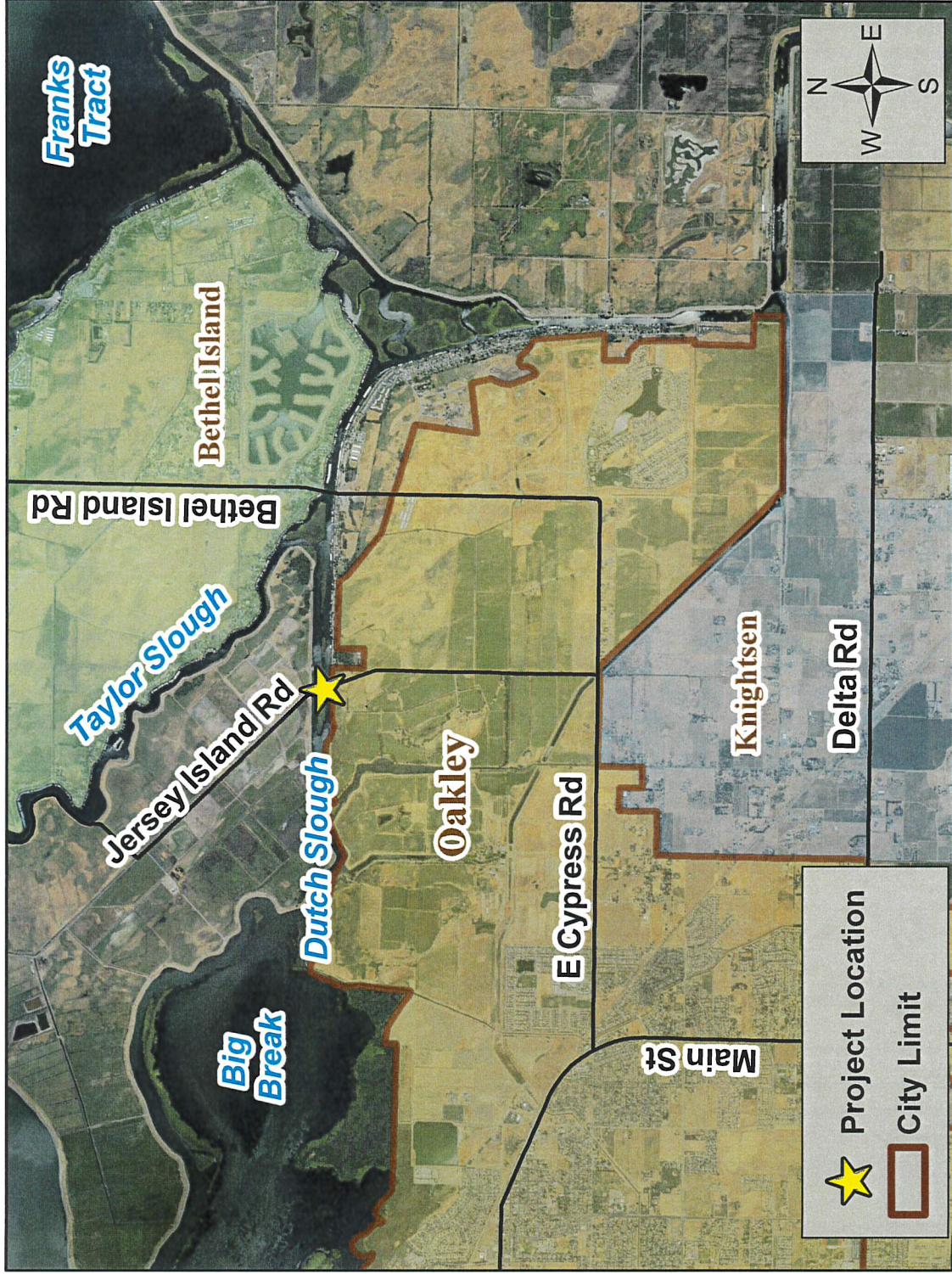
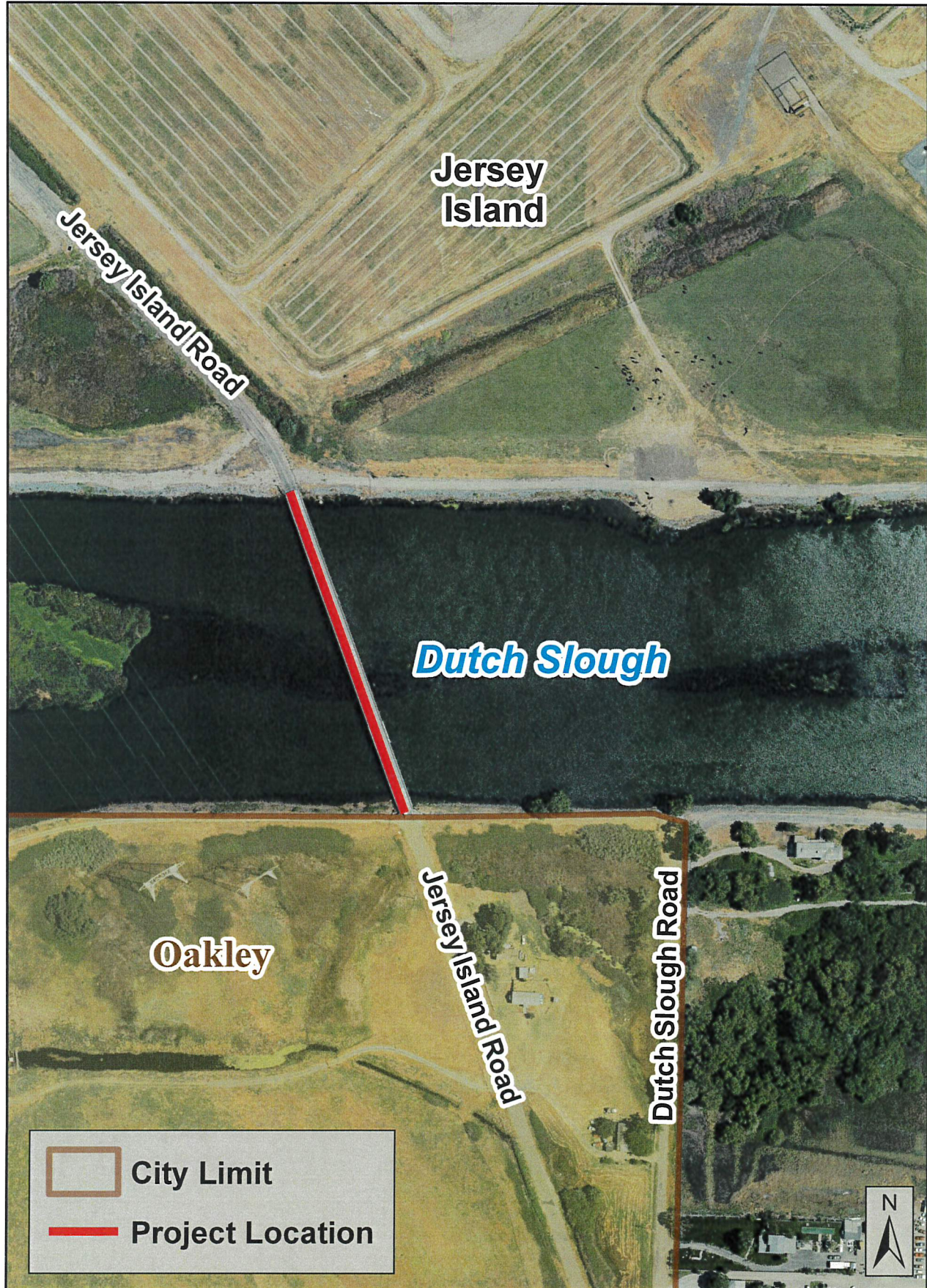


Figure 2

Jersey Island Road Bridge Repair



0 350 700
Feet

Figure 3

**CALIFORNIA ENVIRONMENTAL QUALITY ACT
Notice of Exemption**

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

From: Contra Costa County
Dept. of Conservation & Development
30 Muir Road
Martinez, CA 94553

County Clerk
County of: Contra Costa

Project Title: Jersey Island Road Bridge Repair
Proj. No. 0662-6U4134 CP#18-44

Project Applicant: **Contra Costa County Public Works Department**

Project Location – **Specific:** Jersey Island Road Bridge across Dutch Slough

Project Location: North of the City of Oakley Project Location – County: East Contra Costa

Description of Nature, Purpose and Beneficiaries of Project: The purpose of this Project is to fortify and repair deterioration of the Jersey Island Road Bridge to prolong the bridge's lifespan and return the bridge to full operation. The bridge, built in 1949, is a timber structure supporting a two-lane paved roadway that spans approximately 629 feet across Dutch Slough, a tidally-influenced waterway. Based on a recent Caltrans inspection and analysis, the existing condition of the bridge is such that it cannot sustain the design vehicle loads. Therefore, the entire northbound lane (eastern half of the bridge) has been closed and load restrictions have been posted. One-way traffic controls are now installed at either end of the bridge to allow one-way reversing traffic on the western half of the bridge only. The Project consists of the following repairs: replace missing timber block braces between the stringers and secure any loose braces; replace any deteriorated timber braces at all bents; place metal bands around split timber piles; remove rust and scale on the steel piles at bents 8 and 9 and the metal shim plates along the length of the bridge, and recoat the prepared surfaces with a corrosion inhibitor and protective coating. The repairs will also include the installation of fiberglass jackets to fortify approximately 25 severely deteriorated timber piles within the water. Upon placement of the jackets around each pile, a combination of cementitious grout and marine epoxy grout will be pumped into the 3-inch space between the jacket and pile until it reaches the top of the jacket. A bottom seal will be installed prior to pumping the grout mixture, preventing grout from being released through the bottom as the grout is being pumped. Certified professional divers will be involved in the installation, sealing and bracing of all submerged jackets. Work above the water may be performed from an aerial platform, such as a scissor lift, located on a barge. Installation of the fiberglass jackets will occur in situ and a temporary containment system for any debris will be implemented around the piles. The Project is located within potential habitat for federally-listed and state-listed fish species. Therefore, consultation with California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS), and National Marine Fisheries Service (NMFS) will be conducted prior to construction to ensure impacts to these species are avoided. In order to avoid impacts to fish, the work will be conducted during the low-flow season (June – October). A nesting bird survey will be conducted if construction occurs during the nesting season (February 1 – August 31). No tree removal will be necessary. The Project will maintain the existing drainage pattern and will not create new impervious areas. Appropriate Best Management Practices (BMPs) will be implemented to protect water quality. Public notification will occur no less than ten days prior to initiation of the work. One lane will be open during construction activities. Emergency vehicles will have access at all times. Real Property transactions, including an encroachment permit from the City of Oakley, may be necessary in support of this Project.

Name of Public Agency Approving Project: **Contra Costa County**
Name of Person or Agency Carrying Out Project: **Contra Costa County Public Works Department**

Exempt Status:

- Ministerial Project (Sec. 21080(b) (1); 15268); Categorical Exemption: Class 1(c)
 Declared Emergency (Sec. 21080(b)(3); 15269(a)); Other Statutory Exemption, Code No.: _____
 Emergency Project (Sec. 21080(b)(4); 15269(b)(c)); General Rule of Applicability [Article 5, Section 15061 (b)(3)]

Reasons why project is exempt: The project consists of repair of an existing public structure involving no expansion of use beyond that previously existing, pursuant to Section 15301(c) of the CEQA guidelines.

Lead Agency Contact Person: Alex Nattkemper - Public Works Dept. Area Code/Telephone/Extension: (925) 313-2364

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: _____ Date: _____ Title: _____

Signed by Lead Agency Signed by Applicant

AFFIDAVIT OF FILING AND POSTING

I declare that on _____ I received and posted this notice as required by California Public Resources Code Section 21152(c). Said notice will remain posted for 30 days from the filing date.

Signature

Title

Applicant:
Public Works Department
255 Glacier Drive
Martinez, CA 94553
Attn: Alex Nattkemper
Environmental Services Division
Phone: (925) 313-2364

Department of Fish and Game Fees Due
 EIR - \$3,271.⁰⁰
 Neg. Dec. - \$2,354.⁷⁵
 DeMinimis Findings - \$0
 County Clerk - \$50
 Conservation & Development - \$25

Total Due: \$75.⁰⁰
Total Paid \$ _____
Receipt #: _____