

**Meeting of the Central Valley Flood Protection Board
March 27, 2015
Staff Report
Port of Stockton
Navy Drive Bridge Replacement, San Joaquin County**

1.0 – REQUESTED ITEM

Consider Central Valley Flood Protection Board (Board) approval to replace the existing Navy Drive Bridge over the San Joaquin River (Attachment A) by Draft Permit No. 19003 (Attachment B).

2.0 – APPLICANT

Port of Stockton

3.0 – PROJECT LOCATION

The Navy Drive (extension of McCloy Avenue) Bridge (Bridge No. 29C-0023) crosses the San Joaquin River and connects the Port of Stockton's western and eastern industrial complexes. The Port is located south of the Stockton Deep Water Channel, west of Interstate 5, and generally north of State Route 4 in the City of Stockton (approximate population of 292,000, 2010 census) in San Joaquin County (Attachment A). The San Joaquin River channel at the project location is a Board-regulated stream bound on both sides by private (non-federal) levees.

4.0 – PROJECT DESCRIPTION

The proposed project would replace the existing two-lane swing bridge with a four-lane bridge with removable center span. The existing bridge and abutments would be demolished and removed from the floodway. Rock slope protection (RSP) will be placed on the both banks of the river.

5.0 – AUTHORITY OF THE BOARD

California Water Code § 8534, 8590 – 8610.5, and 8700 – 8710

California Code of Regulations, Title 23 (Title 23)

- § 6, Need for a Permit
- § 108, Existing Encroachments
- § 112, Streams Regulated and Nonpermissible Work Periods
- § 116, Borrow and Excavation Activities – Land and Channel
- § 121, Erosion Control
- § 128, Bridges

6.0 – AGENCY COMMENTS AND ENDORSEMENTS

The comments and endorsements associated with the project are as follows:

- The U.S. Army Corps of Engineers (USACE) Sacramento District non-federal project letter was received on February 2, 2015 for this application. The letter indicates that the USACE District Engineer has no comments or recommendations regarding flood control because the proposed work does not affect a federally constructed project. The letter is incorporated into the permit as Exhibit A.
- Reclamation Districts 403 and 404 (RDs) have conditionally endorsed the project (Attachment C), and intend to issue separate encroachment permits to the applicant. Because the Board has no local assurance agreement with the RDs for the non-project levees, and the RDs manage their own encroachment permitting programs, no conditions of the RD encroachment permits are incorporated into the Board permit. However, to ensure that the Board and RD permits are compatible, Board staff has coordinated with Mr. Chris Neudeck, District Engineer for both RD 403 and 404 as the respective permits have been developed, and will continue to do so to resolve any unanticipated inconsistencies through construction of the new bridge.

7.0 – PROJECT ANALYSIS

7.1 – Project Summary

The proposed bridge at Navy Drive/ McCloy Avenue over the San Joaquin River will be approximately 285 feet long, 70 feet wide, and have a deck depth of 4.75 feet. The proposed bridge includes three spans, two bents, and four lanes with a removable center span. The existing bridge and abutments would be demolished and removed from the floodway.

Each pier consists of a series of five (5) four-foot diameter cast-in-steel-shell concrete piles. Rock Slope Protection (RSP) will be placed on both sides of bank near the proposed bridge (Attachment D).

7.2 – Hydraulic Summary

The applicant initially submitted a hydraulic analysis report evaluating hydraulic impacts for the 100-year (16,500 cubic feet per second (cfs)) and 200-year (21,900 cfs) discharges. San Joaquin County requires that bridges spanning a floodway must have at least three (3) feet of freeboard above the 100-year flood elevation. This is also consistent with the Board's Title 23 standards. The State also requires that bridges in urban areas shall be designed for a 200-year level of protection by 2025.

For streams within the Board's regulatory jurisdiction that are outside of the federal flood project footprint, the Board is responsible to ensure that the stream channel (whether leveed or not) is able to safely pass the project design flood. To evaluate this requirement the hydraulic analysis was expanded to determine if the proposed bridge replacement project would adversely impact the channel's ability to pass the San Joaquin River project design flood of 18,000 cfs.

The following table shows that the HEC-RAS computed freeboard with the proposed bridge is sufficient at all three design flows.

Table 1- Computed Freeboard at Design Flows

| Design Level | Design Flow (cfs) | Freeboard (feet) |
|----------------------|-------------------|------------------|
| 100-year | 16,500 | 12.28 |
| Project Design Flood | 18,000 | 12.28 |
| 200-year | 21,900 | 11.57 |

The proposed removable center span will allow for unlimited vertical clearance in the open position. This configuration is designed to allow barge traffic to pass through the open bridge during an emergency to support upstream response and rehabilitation operations.

The HEC-RAS analysis predicted that the proposed bridge would slightly decrease the water surface elevation at the Project Design Flood by approximately 0.02 feet (from 7.84 to 7.82 feet) at the upstream cross-section (Attachment E).

Computed channel velocities at the upstream cross-section of the bridge at the Project Design Flood discharge were predicted to increase by 0.01 feet per second (fps) from 3.68 to 3.69 fps. The applicant has considered that this velocity is to be erosive based on the silty channel bed material. A minimum thickness of 3.3 feet of ¼-ton class RSP for the outer layer of RSP has been proposed to provide erosion protection.

Based on the hydraulic analysis provided, Board staff has determined that the proposed project is expected to result in no adverse hydraulic impacts to the San Joaquin River channel or floodway.

7.3 – Geotechnical Summary

The proposed bridge is supported by two abutments and two bents. Approximately 70-foot deep and 48-inch diameter concrete piles are proposed at the abutment and bent locations.

Board staff has reviewed geotechnical information provided by the Port of Stockton and has determined that the proposed project is expected to result in no adverse geotechnical impacts to the San Joaquin River channel or floodway.

All fills, excavation, RSP, and temporary structures will be completed in compliance with Draft Permit No. 19003 and all applicable Title 23 technical standards.

8.0 – CEQA ANALYSIS

Board staff has prepared the following California Environmental Quality Act (CEQA) findings:

The Board, as a Responsible Agency under CEQA, has reviewed the Initial Study, Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring Plan (SCH No. 2013042040, April 2013) for the Navy Drive Bridge Replacement Project, prepared by the lead agency, Port of Stockton. These documents, including project design and the Mitigation Monitoring Plan, may be viewed or downloaded from the Central Valley Flood Protection Board website at <http://www.cvpfb.ca.gov/meetings/2015/02-27-2015.cfm> under a link for this agenda item. The documents are also available for review in hard copy at the Board and County offices.

Board staff finds that although the proposed project could have a potentially significant effect on the environment, there will not be a significant effect in this

case because revisions in the project have been made by or agreed to by the project proponent. The project proponent has incorporated mandatory mitigation measures into the project plans to avoid identified impacts or to mitigate such impacts to a point where no significant impacts will occur. These mitigation measures are included in the project proponent's Mitigation Monitoring Plan and address impacts to aesthetics, air quality, biological resources, cultural resources, geology, hydrology, water quality, hazardous materials, noise and transportation. The description of the mitigation measures are further described in the adopted Mitigation Monitoring Plan.

The documents and other materials which constitute the record of the Central Valley Flood Board's proceedings in this matter are in the custody of Leslie Gallagher, Acting Executive Officer, Central Valley Flood Protection Board, 3310 El Camino Ave., Rm. 151, Sacramento, California 95821.

9.0 – CALIFORNIA WATER CODE § 8610.5 CONSIDERATIONS

- Evidence that the Board admits into its record from any party, State or local public agency, or nongovernmental organization with expertise in flood or flood plain management:

The Board has considered all the evidence presented in this matter, including the applications for Permit No. 19003, all supporting hydraulic, geotechnical, and other technical documentation provided by Port of Stockton.

- The best available science that related to the scientific issues presented by the executive officer, legal counsel, the Department or other parties that raise credible scientific issues.

In making its findings, the Board has used the best available science relating to the issues presented by all parties. On the important issue of hydraulic impacts Port of Stockton used the HEC-RAS one-dimensional flow models. These models are considered by many experts as the best available and applicable scientific tools for the purpose of modeling river hydraulics in this region.

- Effects of the decision on the facilities of the State Plan of Flood Control, and consistency of the proposed project with the Central Valley Flood Protection Plan as adopted by Board Resolution 2012-25 on June 29, 2012:

This project is expected to result in no adverse impacts on facilities of the State Plan of Flood Control, and is consistent with the adopted 2012 Central Valley Flood Protection Plan and current Title 23 standards because the

proposed project is predicted to result in no increase in water surface elevation, substantial increase in channel velocities, or adverse geotechnical impacts to the system.

- Effects of reasonable projected future events, including, but not limited to, changes in hydrology, climate, and development within the applicable watershed:

Port of Stockton has determined that the proposed bridge replacement does not conflict with any future foreseeable projects, nor are there any calculated and known foreseeable impacts anticipated to affect the proposed project.

10.0 – STAFF RECOMMENDATION

Board staff recommends that the Board:

- adopt the CEQA findings;
- approve Draft Encroachment Permit No. 19003 (in substantially the form provided); and,
- direct the Executive Officer to take the necessary actions to execute the permit and file a Notice of Determination pursuant to CEQA with the State Clearinghouse.

11.0 – LIST OF ATTACHMENTS

A – Project Vicinity and Location Maps

B – Draft Permit No. 19003

Exhibit A – USACE Non-Fed Letter (dated February 2, 2015)

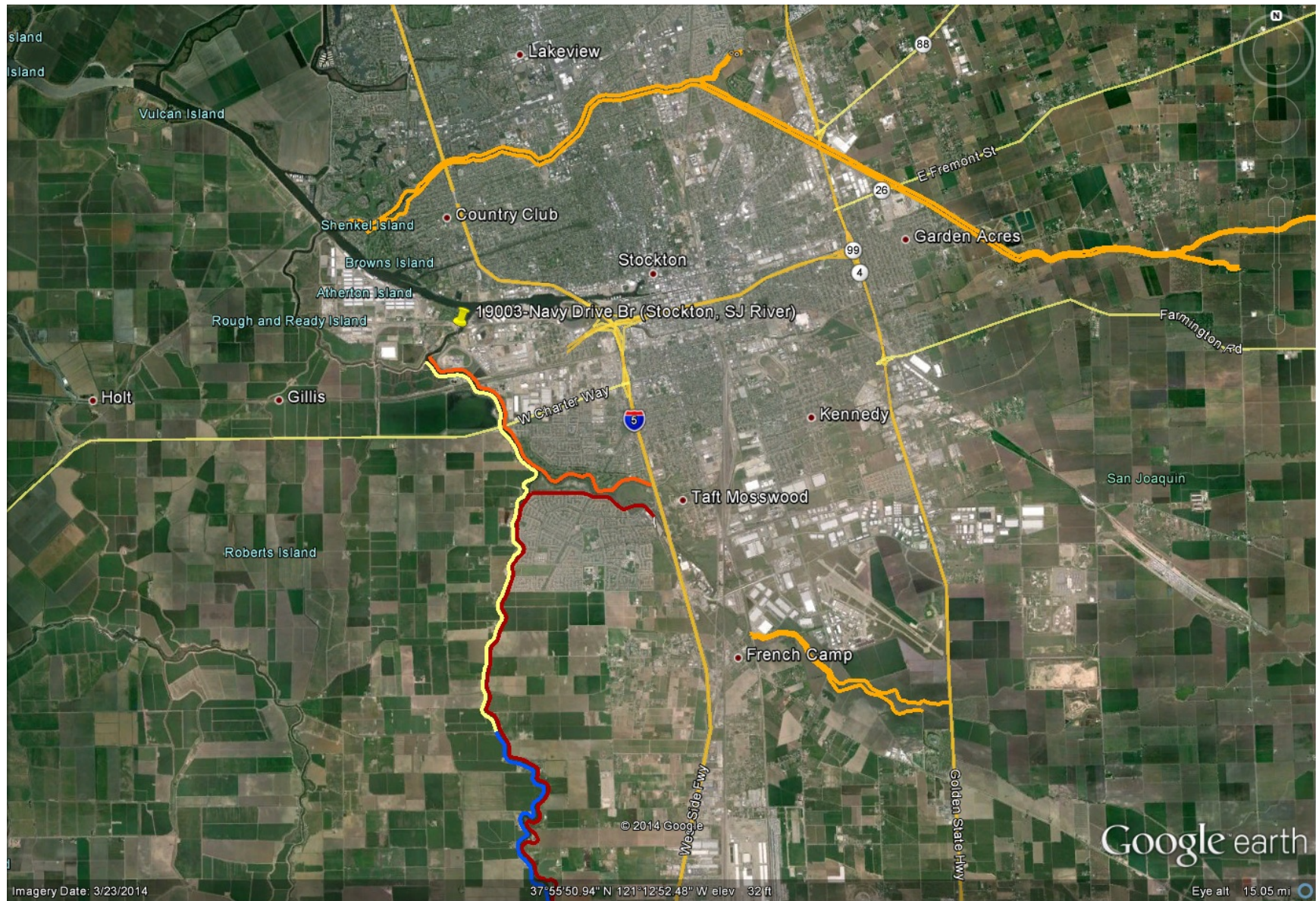
C – RD 403/ RD 404 Conditional Endorsements

D – Project Drawings

E – Hydraulic Profile Information

| | |
|------------------|---|
| Prepared by: | Sungho Lee, Engineer, Water Resources, Projects Section |
| Document Review: | Nancy C. Moricz, Senior Engineer, Projects and Environmental Branch Andrea Buckley, Senior Environmental Scientist Eric Butler, Projects and Environmental Branch Chief Len Marino, Chief Engineer |
| Legal Review | Leslie Gallagher, Chief Counsel |

ATTACHMENT A – PROJECT VICINITY AND LOCATION MAPS



ATTACHMENT A – PROJECT VICINITY AND LOCATION MAPS



DRAFT

STATE OF CALIFORNIA
THE RESOURCES AGENCY
THE CENTRAL VALLEY FLOOD PROTECTION BOARD

PERMIT NO. 19003 BD**This Permit is issued to:**

Port of Stockton
2201 W. Washington Street
Stockton, California 95203

The Port of Stockton (Port) proposes to replace the existing Navy Drive Bridge (Bridge No. 29C-0023) over the San Joaquin River in the City of Stockton. The proposed project would replace the existing two-lane swing bridge with four-lane bridge with removable center span. The existing bridge and abutments would be demolished. Bridge construction will utilize either a temporary trestle or crane barges. The placement of the rock slope protection (RSP) requires installation of temporary cofferdams on each side of the river.

The Navy Drive (extension of McCloy Avenue) Bridge connects the Port's western and eastern industrial complexes. The Port is located south of the Stockton Deep Water Channel, west of Interstate 5, and generally north of State Route 4 in the City of Stockton (Section 8, T1N, R6E, MDB&M, Reclamation District 403 and 404, San Joaquin River, San Joaquin County).

NOTE: Special Conditions have been incorporated herein which may place limitations on and/or require modification of your proposed project as described above.

(SEAL)

Dated: _____

Executive Officer**GENERAL CONDITIONS:**

ONE: This permit is issued under the provisions of Sections 8700 – 8723 of the Water Code.

TWO: Only work described in the subject application is authorized hereby.

THREE: This permit does not grant a right to use or construct works on land owned by the Sacramento and San Joaquin Drainage District or on any other land.

FOUR: The approved work shall be accomplished under the direction and supervision of the State Department of Water Resources, and the permittee shall conform to all requirements of the Department and The Central Valley Flood Protection Board.

FIVE: Unless the work herein contemplated shall have been commenced within one year after issuance of this permit, the Board reserves the right to change any conditions in this permit as may be consistent with current flood control standards and policies of The Central Valley Flood Protection Board.

SIX: This permit shall remain in effect until revoked. In the event any conditions in this permit are not complied with, it may be revoked on 15 days' notice.

SEVEN: It is understood and agreed to by the permittee that the start of any work under this permit shall constitute an acceptance of the conditions in this permit and an agreement to perform work in accordance therewith.

EIGHT: This permit does not establish any precedent with respect to any other application received by The Central Valley Flood Protection Board.

NINE: The permittee shall, when required by law, secure the written order or consent from all other public agencies having jurisdiction.

TEN: The permittee is responsible for all personal liability and property damage which may arise out of failure on the permittee's part to perform the obligations under this permit. If any claim of liability is made against the State of California, or any departments thereof, the United States of America, a local district or other maintaining agencies and the officers, agents or employees thereof, the permittee shall defend and shall hold each of them harmless from each claim.

ELEVEN: The permittee shall exercise reasonable care to operate and maintain any work authorized herein to preclude injury to or damage to any works necessary to any plan of flood control adopted by the Board or the Legislature, or interfere with the successful execution, functioning or operation of any plan of flood control adopted by the Board or the Legislature.

TWELVE: Should any of the work not conform to the conditions of this permit, the permittee, upon order of The Central Valley Flood Protection Board, shall in the manner prescribed by the Board be responsible for the cost and expense to remove, alter, relocate, or reconstruct all or any part of the work herein approved.

SPECIAL CONDITIONS FOR PERMIT NO. 19003 BD

THIRTEEN: All work completed under this permit, as directed by the general and special conditions herein, shall be accomplished to ensure that the work is not injurious to adopted plans of flood control, regulated streams, and designated floodways under the Central Valley Flood Protection Board jurisdiction, as defined in California Code of Regulations, Title 23. This permit only applies to the completion of work in the project description located within, or adjacent to and having bearing on the Board jurisdiction, and which directly or indirectly affects the Board's jurisdiction. This special condition shall apply to all subsequent conditions herein.

LIABILITY AND INDEMNIFICATION

FOURTEEN: The permittee is responsible for all personal liability and property damage which may arise out of failure on the permittee's part to perform the obligations under this permit. If any claim of liability is made against the Central Valley Flood Protection Board, the Department of Water Resources, the United States of America, a local district or other maintaining agencies and the officers, agents or employees thereof, arising out of failure on the permittee's part to perform the obligations under this permit, the permittee shall defend and shall hold each of them harmless from each claim. This condition shall supersede condition TEN.

FIFTEEN: The permittee shall defend, indemnify, and hold the Central Valley Flood Protection Board

and the State of California, including its agencies, departments, boards, commissions, and their respective officers, agents, employees, successors and assigns (collectively, the "State"), safe and harmless, of and from all claims and damages related to the Board's approval of this permit, including but not limited to claims filed pursuant to the California Environmental Quality Act. The State expressly reserves the right to supplement or take over its defense, in its sole discretion.

SIXTEEN: The permittee is responsible for all liability associated with construction, operation, and maintenance of the permitted facilities and shall defend, indemnify, and hold the Central Valley Flood Protection Board and the State of California; including its agencies, departments, boards, commissions, and their respective officers, agents, employees, successors and assigns (collectively, the "State"), safe and harmless, of and from all claims and damages arising from the project undertaken pursuant to this permit, all to the extent allowed by law. The State expressly reserves the right to supplement or take over its defense, in its sole discretion.

SEVENTEEN: The Central Valley Flood Protection Board and the Department of Water Resources shall not be held liable for damages to the permitted encroachment(s) resulting from releases of water from reservoirs, flood fight, operation, maintenance, inspection, or emergency repair.

EIGHTEEN: If the permittee does not comply with the conditions of the permit and enforcement by the Central Valley Flood Protection Board is required, the permittee shall be responsible for bearing all costs associated with the enforcement action, including reasonable attorney's fees. Permittee acknowledges that State law allows the imposition of fines in enforcement matters.

PERMITTING AND AGENCY CONDITIONS

NINETEEN: The permittee shall comply with all conditions set forth in the letter from the U.S. Army Corps of Engineers District Engineer dated February 02, 2015, which is attached to this permit as Exhibit A and is incorporated by reference.

TWENTY: The permittee agrees to incur all costs for compliance with local, State, and Federal permitting. If any conditions issued by other agencies conflict with any of the conditions of this permit, then the permittee shall resolve conflicts between any of the terms and conditions that agencies might impose under the laws and regulations it administers and enforces.

PRE-CONSTRUCTION

TWENTY-ONE: The permittee shall contact the Central Valley Flood Protection Board by telephone at (916) 574-0609, and submit the enclosed postcard to schedule a preconstruction conference. Failure to do so at least 20 working days prior to start of work may result in delay of the project.

TWENTY-TWO: The permittee shall provide construction supervision and inspection services acceptable to the Central Valley Flood Protection Board.

TWENTY-THREE: Prior to commencement of work, the permittee shall create a photo record, including associated descriptions of project conditions. The photo record shall be submitted to the Central Valley Flood Protection Board within thirty (30) calendar days of beginning the project.

TWENTY-FOUR: Thirty (30) calendar days prior to the start of any demolition and / or construction activities within the floodway or within the existing levee prism, the permittee shall submit two sets of detailed plans and specifications and supporting geotechnical and / or hydraulic impact analyses to the Board's Chief Engineer, for any and all temporary, in channel, or levee prism work that may have an impact during the flood season from November 1 through July 15. The Board may request additional information as needed and will seek comment from the U.S. Army Corps of Engineers and / or the local maintaining agency when necessary. The Board will provide written notification to the permittee if the review period is likely to exceed thirty (30) working days.

CONSTRUCTION

TWENTY-FIVE: All work approved by this permit shall be in accordance with the submitted drawings and specifications except as modified by special permit conditions herein. No work, other than that approved by this permit, shall be done in the project area without prior approval of the Central Valley Flood Protection Board.

TWENTY-SIX: All addenda and contract change orders made to the approved plans and / or specifications by the permittee after the Central Valley Flood Protection Board approval of this permit shall be submitted to the Board's Chief Engineer for review and approval prior to incorporation into the permitted project. The submittal shall include all supplemental plans, specifications, and necessary supporting geotechnical, hydrology and hydraulics, or other technical analyses. The Board shall acknowledge receipt of the addendum or change submittal in writing within ten (10) working days of receipt, and shall work with the permittee to review and respond to the request as quickly as possible. Time is of the essence. The Board may request additional information as needed and will seek comment from the U.S. Army Corps of Engineers and / or local maintaining agencies when necessary. The Board will provide written notification to the permittee if the review period is likely to exceed forty five (45) calendar days. Upon approval of submitted documents the permit shall be revised, if needed, prior to construction related to the proposed changes.

TWENTY-SEVEN: No construction work of any kind shall be done during the flood season from November 1st to July 15th without prior approval of the Central Valley Flood Protection Board.

TWENTY-EIGHT: All debris generated by this project shall be disposed outside of the San Joaquin River floodway.

TWENTY-NINE: No material stockpiles, temporary buildings, or equipment shall remain in the floodway during the flood season from November 1 to July 15.

THIRTY: The existing bridge to be replaced shall be completely removed and disposed of outside the limits of the levee section and floodway.

THIRTY-ONE: Piers, bents, and abutments being dismantled shall be removed to at least one (1) foot below the natural ground line and at least three (3) feet below the bottom of the low-water channel.

THIRTY-TWO: Rock slope revetment shall be uniformly placed and properly transitioned into the bank, levee slope, or adjacent original ground and in a manner which avoids segregation.

THIRTY-THREE: The recommended minimum thickness of revetment, measured perpendicular to the bank or levee slope is 18 inches below the usual water surface and 12 inches above the usual water surface.

THIRTY-FOUR: The revetment shall not contain any reinforcing steel, floatable, or objectionable material. Asphalt or other petroleum-based products may not be used as fill or erosion protection on the levee section or within the floodway.

THIRTY-FIVE: Density tests by a certified materials laboratory will be required to verify compaction of backfill within the San Joaquin River floodway.

THIRTY-SIX: Backfill material for excavations within the bank section and within 10 feet of bridge supports within the floodway shall be placed in 4- to 6-inch layers and compacted to a minimum of 90 percent relative compaction per ASTM Method D1557-91, or 97 percent per ASTM D 698-91, and above optimum moisture content.

THIRTY-SEVEN: Except with respect to the activities expressly allowed under this permit, the work area shall be restored to the condition that existed prior to start of work.

THIRTY-EIGHT: The permittee shall be responsible for all damages due to settlement, consolidation, or heave from any construction-induced activities.

VEGETATION / ENVIRONMENTAL MITIGATION

THIRTY-NINE: Cleared trees and brush shall be completely burned or removed from the floodway, and downed trees or brush shall not remain in the floodway during the flood season from November 1 to July 15.

FORTY: In the event that scour of channel bed injurious to the San Joaquin River floodway occurs as a result of the project, the permittee shall repair the eroded area and propose measures, to be approved by the Central Valley Flood Protection Board, to prevent further erosion.

POST-CONSTRUCTION

FORTY-ONE: The permittee shall be responsible for repair of any damages to the San Joaquin River floodway due to construction, operation, or maintenance of the proposed project.

FORTY-TWO: Within 120 days of completion of the project, the permittee shall submit to the Central Valley Flood Protection Board as-built drawings and a certification report, stamped and signed by a professional engineer registered in the State of California, certifying the work was performed and inspected in accordance with Board permit conditions and submitted drawings and specifications.

OPERATIONS AND MAINTENANCE

FORTY-THREE: The permittee shall be responsible for repair of any damages to the levee, channel, banks, floodway, or any other flood control facilities due to construction, operation, or maintenance of the proposed project.

FORTY-FOUR: The permittee shall maintain the permitted encroachment(s) within the utilized area in the manner required and as requested by the authorized representative of the Central Valley Flood Protection Board, the Department of Water Resources, or any other agency responsible for maintenance.

FORTY-FIVE: If the bridge is damaged to the extent that it may impair the channel or floodway capacity, it shall be repaired or removed prior to the next flood season.

FORTY-SIX: Drainage from the bridge or highway shall not be discharged directly into San Joaquin River without proper erosion control measures in-place.

FORTY-SEVEN: If the permitted structure results in any adverse hydraulic impact or scouring the permittee shall provide appropriate mitigation measures subject to review and approval of the Central Valley Flood Protection Board.

FORTY-EIGHT: All debris that may accumulate around the bridge piers and abutments within San Joaquin River shall be completely removed from the floodway following each flood season.

FORTY-NINE: The permitted encroachment(s) shall not interfere with the flood conveyance capability of the San Joaquin River floodway. If the permitted encroachment(s) are determined by any agency responsible for operation or maintenance of the San Joaquin River Flood Control project to interfere, the permittee shall be required, at the permittee's cost and expense, to modify or remove the permitted encroachment(s) under direction of the Central Valley Flood Protection Board. If the permittee does not comply, the Board may modify or remove the encroachment(s) at the permittee's expense.

FIFTY: At the request of either the permittee or the Central Valley Flood Protection Board the permittee and the Board shall conduct joint inspections of the project and the San Joaquin River floodway after significant flood events or flood seasons to assess the integrity and operation of the project, and to assess and respond to any adverse impacts on the floodway or adjacent properties.

PROJECT ABANDONMENT, CHANGE IN PLAN OF FLOOD CONTROL

FIFTY-ONE: If the project works, or any portion thereof, is to be abandoned in the future, the permittee shall abandon the project under direction of the Central Valley Flood Protection Board at the permittee's cost and expense.

FIFTY-TWO: The permittee may be required, at the permittee's cost and expense, to remove, alter, relocate, or reconstruct all or any part of the permitted project works if removal, alteration, relocation, or reconstruction is necessary as part of or in conjunction with implementation of the Central Valley Flood Protection Plan or other future flood control plan or project, or if damaged by any cause. If the

permittee does not comply, the Central Valley Flood Protection Board may perform this work at the permittee's expense.

END OF CONDITIONS



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT
1325 J STREET
SACRAMENTO CA 95814-2922

REPLY TO
ATTENTION OF

Flood Protection and Navigation Section (19003)

FEB 02 2015

Ms. Leslie M. Gallagher, Acting Executive Officer
Central Valley Flood Protection Board
3310 El Camino Avenue, Room 151
Sacramento, California 95821

Dear Ms. Gallagher:

We have reviewed a permit application by the Port of Stockton (application number 19003). This project includes replacing the existing Bridge No. 29C-0023 over the San Joaquin River by demolishing the existing two lane swing bridge and abutments and constructing a four lane bridge with a removable center span. The project also includes placing rock slope protection which requires installing temporary cofferdams on each side of the river. The project is located two miles west of Interstate 5 on the Navy Drive/McCloy Avenue in the City of Stockton, at 37.946803°N 121.338651°W NAD83, San Joaquin County, California.

The District Engineer has no comments or recommendations regarding flood control because the proposed work does not affect a federally constructed project.

A Section 10 and/or Section 404 permit application (2008-1051) is in process for this work.

A copy of this letter is being furnished to Mr. Don Rasmussen, Chief, Flood Project Integrity and Inspection Branch, 3310 El Camino Avenue, Suite 200, Sacramento, CA 95821.

Sincerely,

A handwritten signature in blue ink, reading "Ryan Larson", is positioned above the printed name.

Ryan Larson, P.E.
Chief, Flood Protection and Navigation Section

**RECLAMATION DISTRICT NO. 404
(BOGGS TRACT)**

235 East Weber Avenue, Stockton, CA 95202
Mailing Address:
P.O. Box 1461, Stockton, California 95201-1461
Telephone: (209) 465-5883
Fax: (209) 465-3956

Trustees

Jason Cashman
Gary Lambdin
Dr. Mel Lytle

Secretary and Attorney

Dante Nomellini, Jr.
Engineer
Christopher H. Neudeck

May 14, 2014

Central Valley Flood Protection Board
3310 El Camino Avenue, Room 151
Sacramento, CA 95821

Re: Conditional Endorsement of Port of Stockton Navy Drive Bridge Replacement Project.

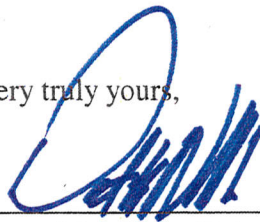
Dear Central Valley Flood Protection Board:

Please accept this letter as RD 404 indication of its conditional endorsement of the above-referenced project. RD 404's endorsement is conditional on RD 404's review of the final or near final plans and specifications and issuance of a formal encroachment permit based on that review. Attached hereto is a copy of a proposed DRAFT encroachment permit for this project which will be refined as necessary based on that review and ultimately considered by RD 404 at the conclusion of that review.

As indicated in the attached March 26, 2014 letter from RD 404's lead engineer, Christopher H. Neudeck, at this time RD 404 finds the 65% plans and specifications to be "conceptually acceptable" and does not foresee any unresolvable issues that would prevent RD 404's from ultimately issuing an encroachment permit for this project.

If you have any questions, please do not hesitate to contact Christopher H. Neudeck (at (209) 946-0268) or me at the above number.

Very truly yours,

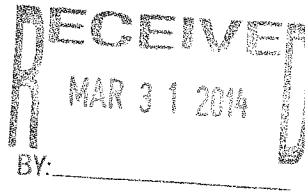


Dante John Nomellini, Jr.
Secretary & Attorney for RD 404

Enclosures:

- (1) Christopher H. Neudeck's March 26, 2014 letter to Michael Higgins.

**KJELDSSEN
SINNOCK
NEUDECK**
INC.
Civil Engineers
and Land Surveyors



Stephen K. Sinnock, P.E.
Christopher H. Neudeck, P.E.
Neal T. Colwell, P.E.

Kenneth L. Kjeldsen, P.E. - Retired

2022-0100
2035-0100

March 26, 2014

Michael Higgins
Parsons
2495 Natomas Park Drive, Suite 600
Sacramento, CA 95833

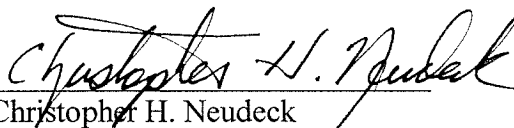
Re: RD403/404 Encroachment Permit – Navy Drive Bridge

Dear Mr. Higgins,

Reclamation District No. 403 and Reclamation District No. 404 (RD 403 & RD 404) have reviewed the recently submitted 65% plans and accompanying permit drawings for the Navy Drive Bridge in Stockton. This letter will confirm that based on our review and subsequent correspondence Kjeldsen, Sinnock & Neudeck, Inc., as District Engineer for both RD 403 and RD 404, has agreed that the proposed 65% plans are conceptually acceptable to both Reclamation Districts.

A separate Permit Agreement from both RD 403 and RD 404 will be prepared incorporating the construction provisions previously discussed and will constitute approval of the project. The Permit Agreements will be submitted to each Reclamation District's respective Board of Trustees for final endorsement and execution.

Sincerely,
KJELDSSEN, SINNOCK & NEUDECK, INC.


Christopher H. Neudeck
RD 403 District Engineer
RD 404 District Engineer

cc: Dante J. Nomellini, Jr.
Thomas J. Shephard, Sr.
Trustees

ATTACHMENT C - RD 404/ RD 403 CONDITIONAL ENDORSEMENT

State of California

DEPARTMENT OF WATER RESOURCES
CENTRAL VALLEY FLOOD PROTECTION BOARD

California Natural Resources Agency

APPLICATION FOR A CENTRAL VALLEY FLOOD PROTECTION BOARD ENCROACHMENT PERMIT

Application No. _____
(For Office Use Only)

1. Description of proposed work being specific to include all items that will be covered under the issued permit.

2. Project
Location: Navy Drive, Port of Stockton ^{SAN JOAQUIN} County, in Section 8
Township: 1(N) (N) (S), Range: 6(E) (E) (W), M. D. B. & M.
Latitude: N37 degrees 56'47" Longitude: W121 degrees 20'19"
Stream: San Joaquin River, Levee: Port of Stockton Designated Floodway:
APN: 162-030-01

3. Port of Stockton of 2201 W. WASHINGTON ST.
Name of Applicant / Land Owner Address
Stockton CA 95203 209 946 0246
City State Zip Code Telephone Number
jvillanueva@stocktonport.com
E-mail

4. Mike Higgins of CHAM HILL
Name of Applicant's Representative Company
SACRAMENTO CA 95833 209 747 2221
City State Zip Code Telephone Number
michael.higgins@cham.com
E-mail

5. Endorsement of the proposed project from the Local Maintaining Agency (LMA):

We, the Trustees of RD 404 / RD 403 approve this plan, subject to the following conditions:
Name of LMA

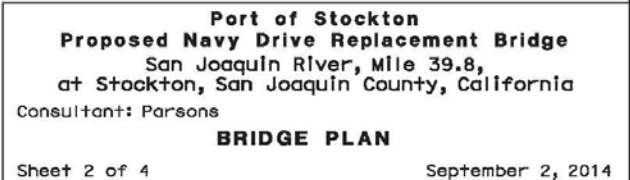
☐ Conditions listed on back of this form

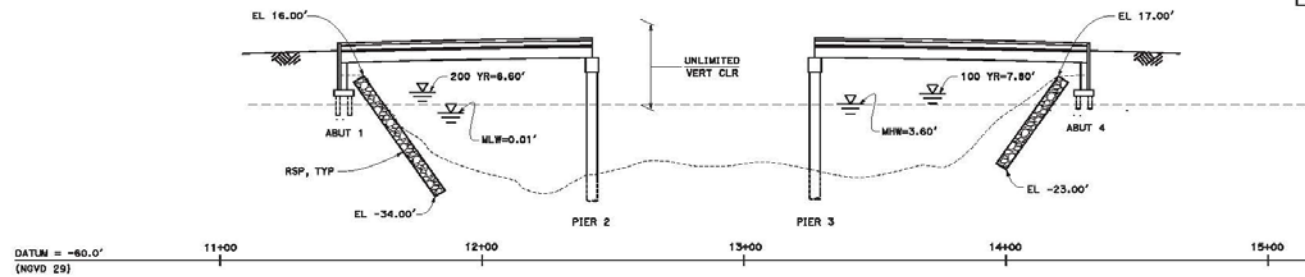
☒ Conditions Attached

☐ No Conditions

[Signature] 5-1-14
Trustee Date
[Signature] 5-1-14
Trustee Date


[Signature] RD 403
Trustee 11/4/14
Date





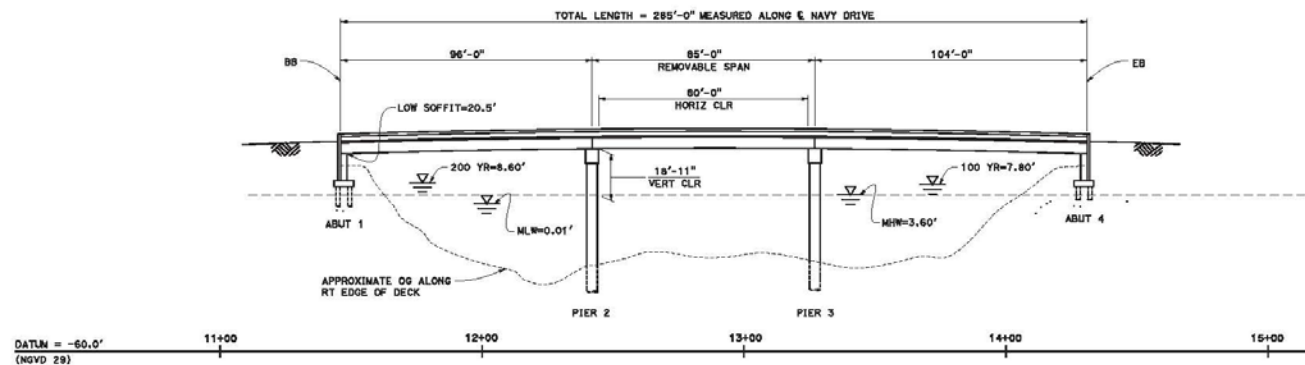
BRIDGE ELEVATION
OPEN POSITION

LEGEND:

 WATER ELEV, HW=200 YEAR STORM

NOTES:

1. BOTTOM ELEVATION FOR RSP SHALL BE 9'-0" BELOW FINISH GRADE.
2. RSP VOLUME BELOW MHW ELEVATION IS 2,200 CU YDS.



BRIDGE ELEVATION
CLOSED POSITION

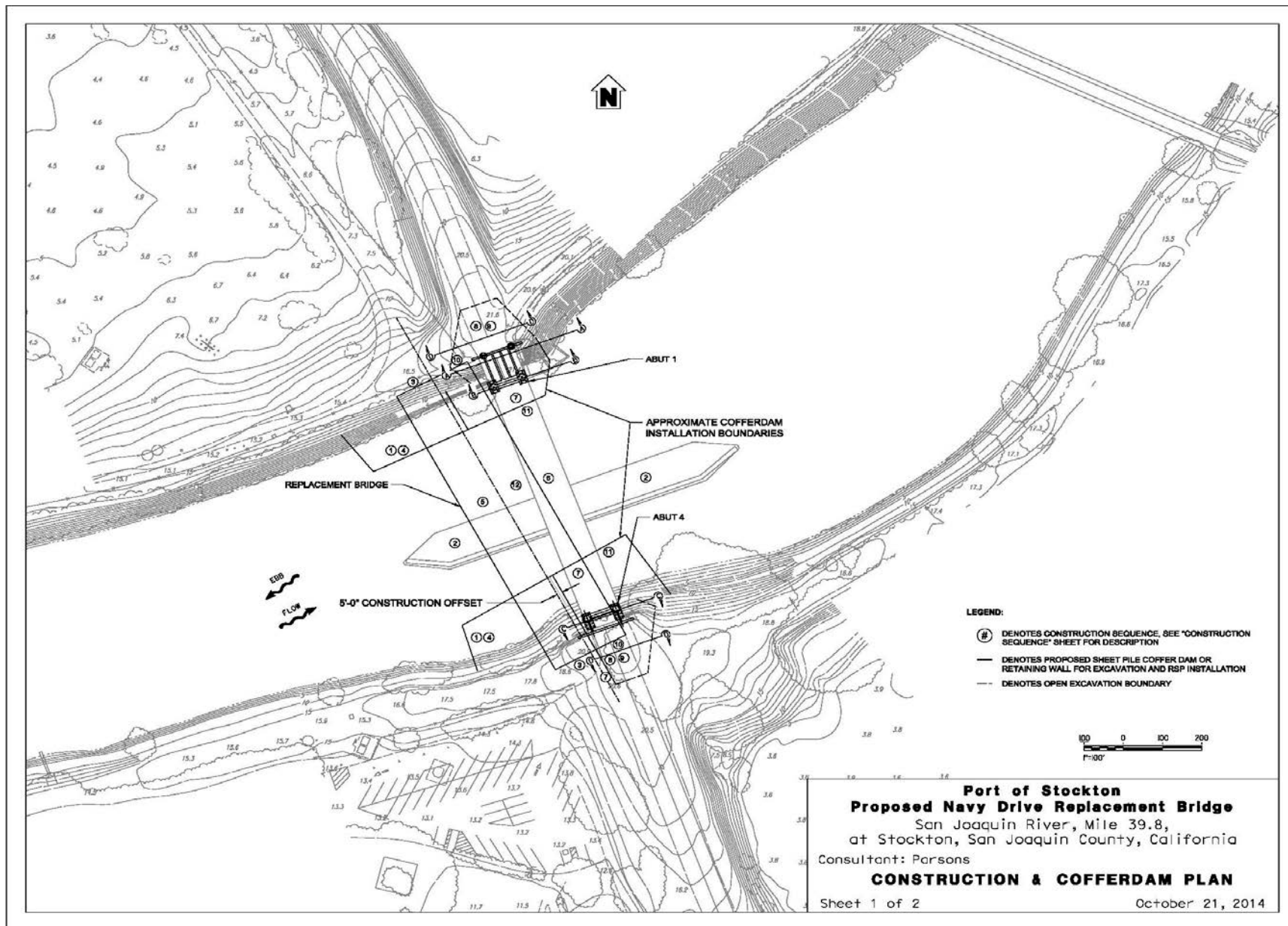
Not Issued for Construction

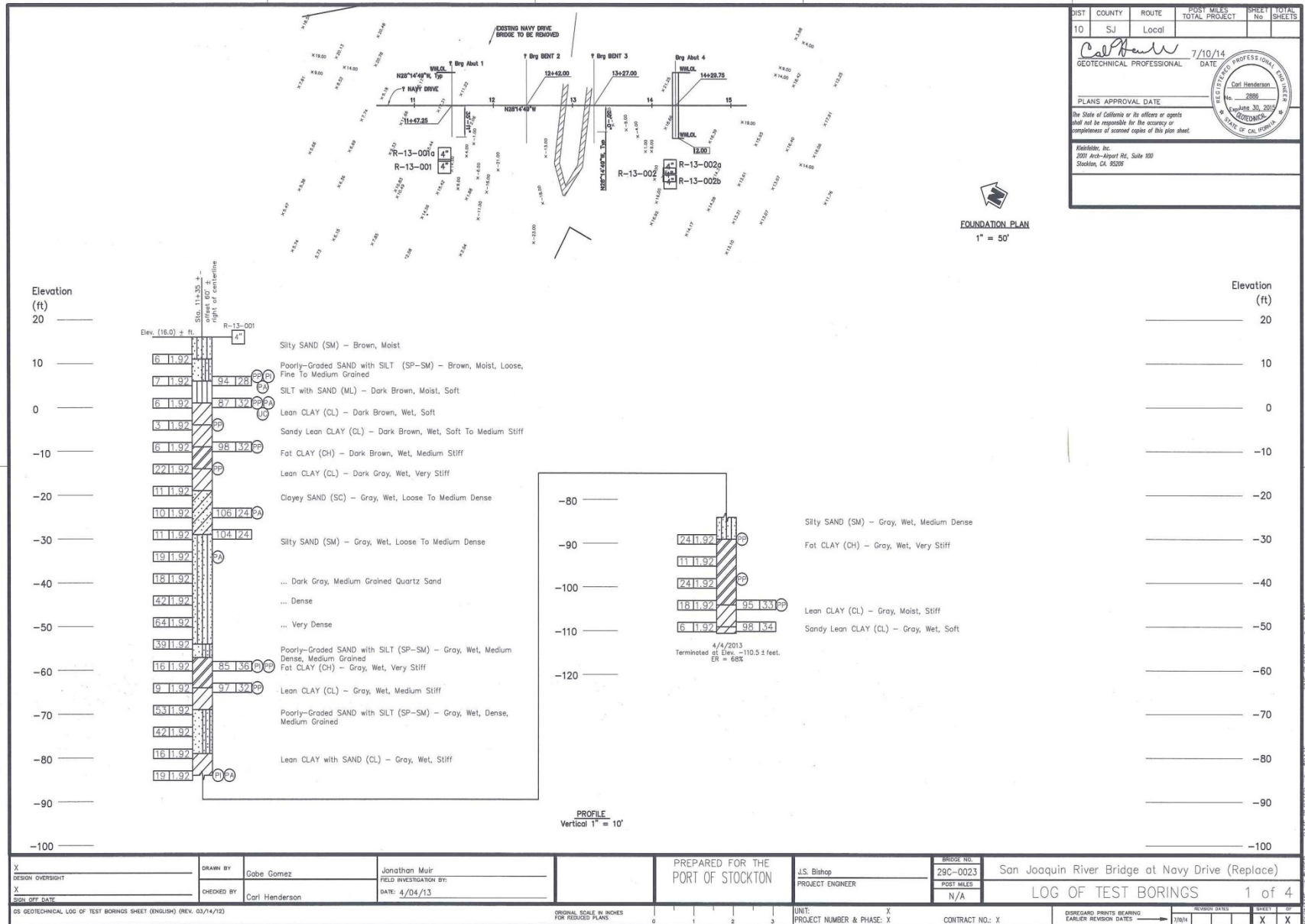


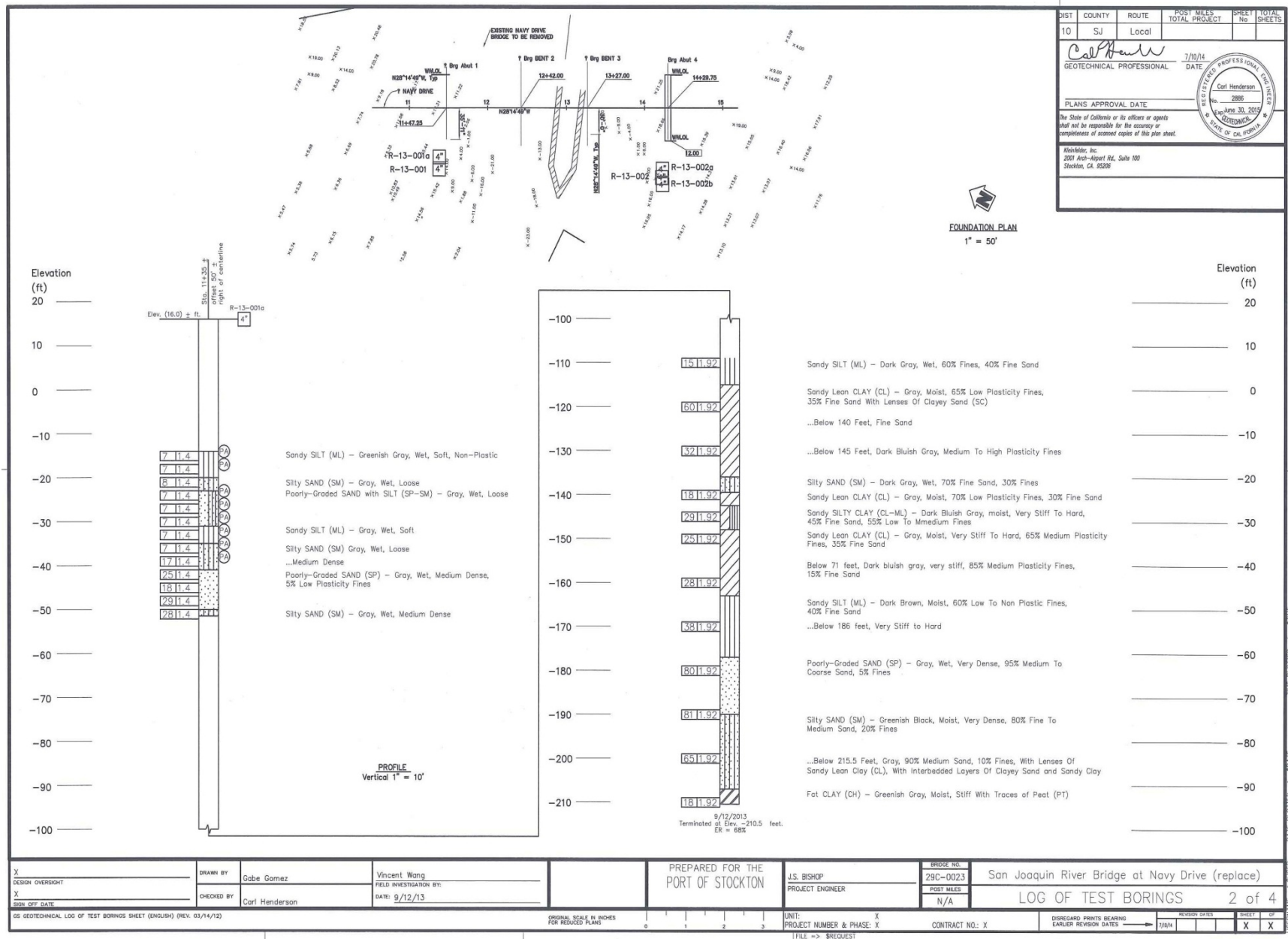
Part of Stockton
Proposed Navy Drive Replacement Bridge
San Joaquin River, Mile 39.8,
at Stockton, San Joaquin County, California
Consultant: Parsons

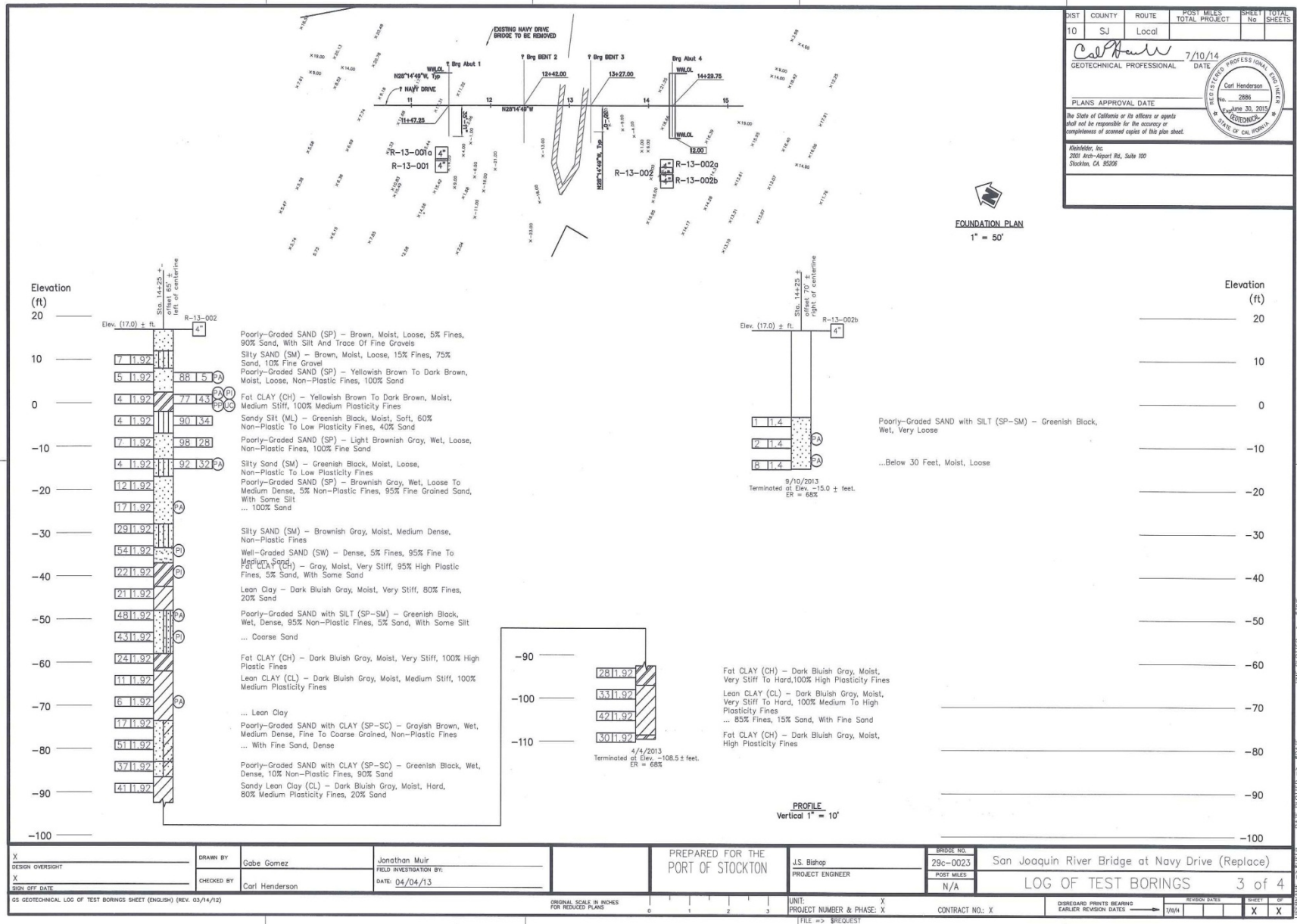
BRIDGE ELEVATION

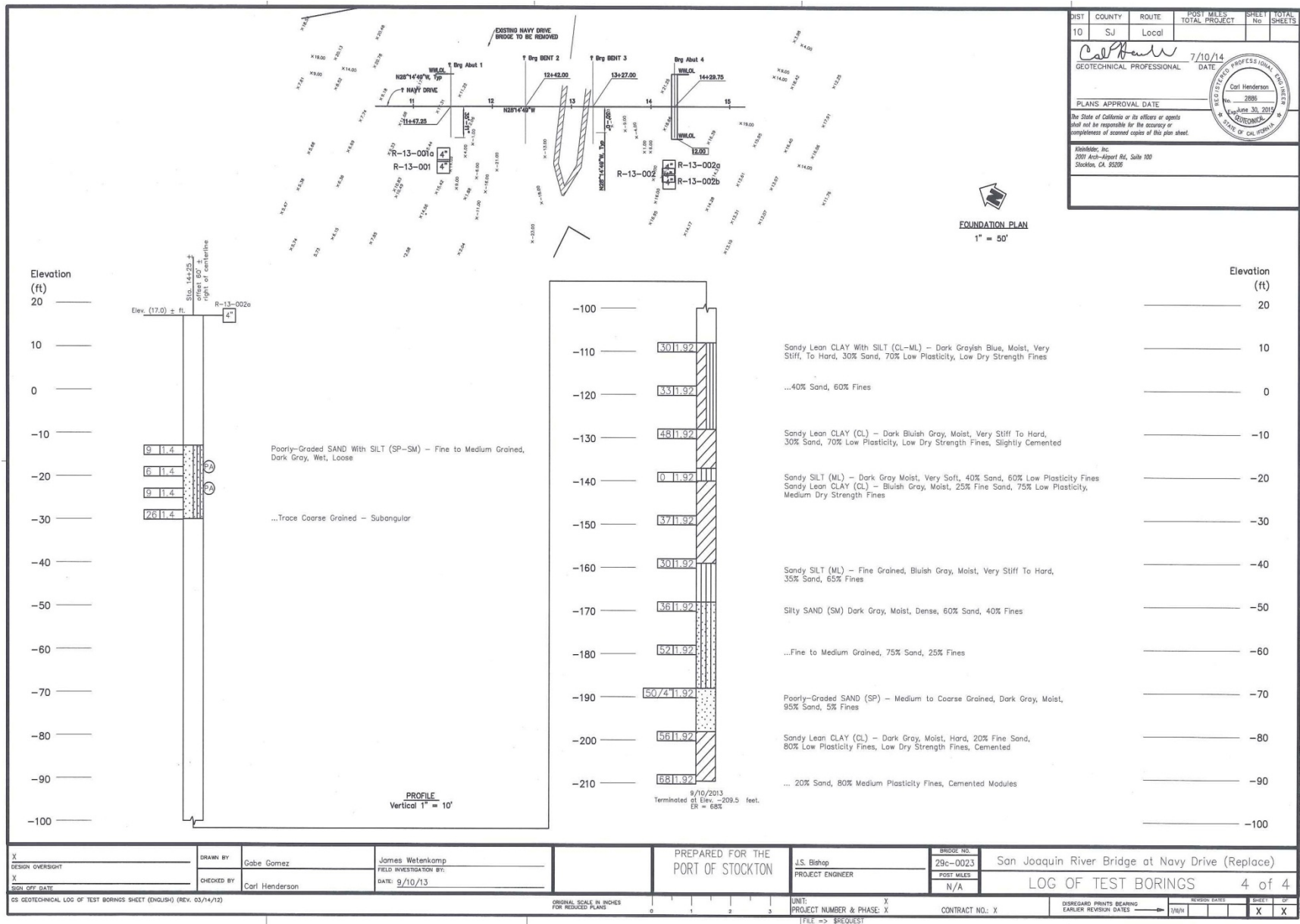
Sept. 22, 2014











| | | | | | | |
|------|--------|-------|------------|---------------|-------|--------------|
| DIST | COUNTY | ROUTE | POST MILES | TOTAL PROJECT | SHEET | TOTAL SHEETS |
| 10 | SJ | Local | | | | |

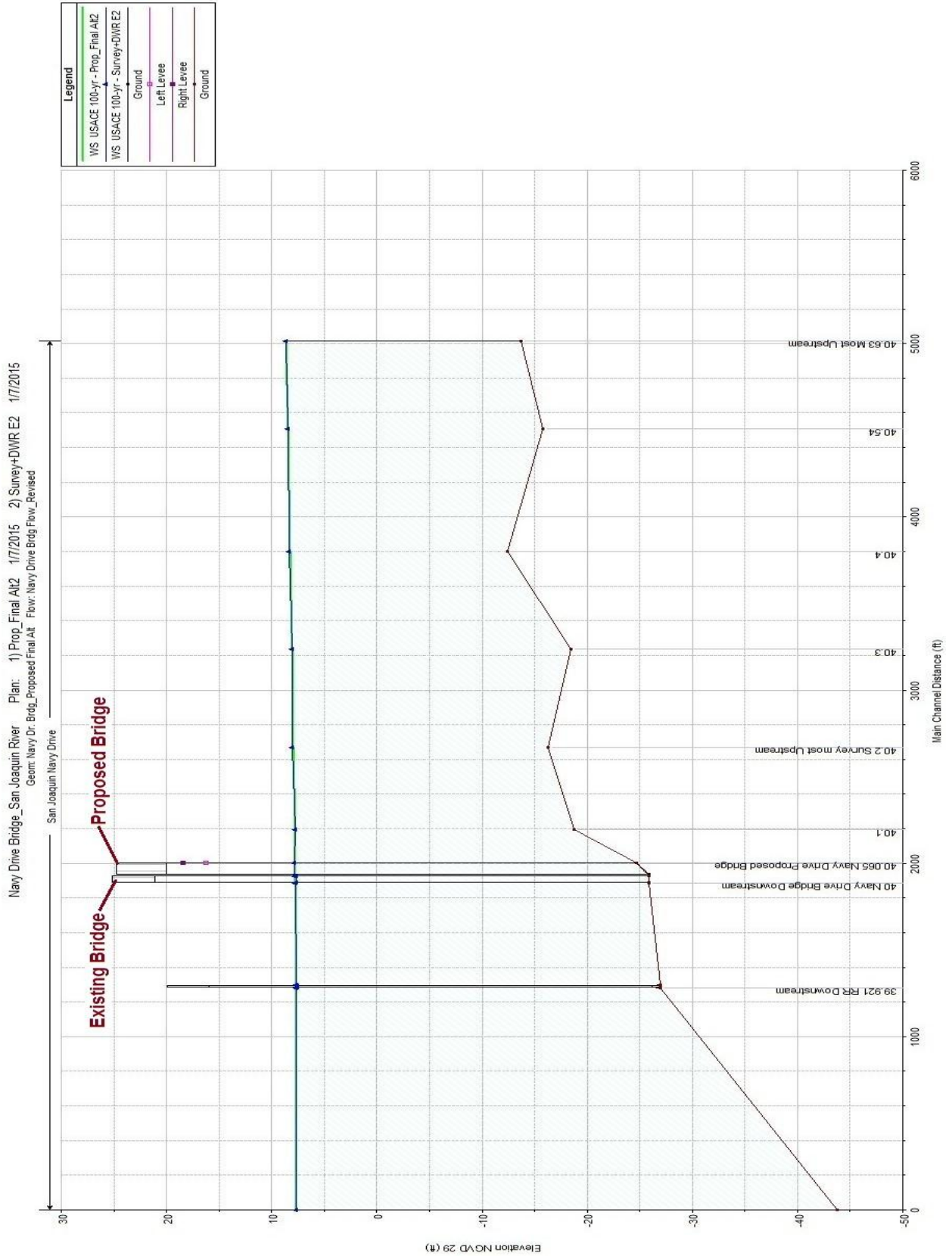
Carl Henderson 7/10/14
 GEOTECHNICAL PROFESSIONAL DATE

PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of scanned copies of this plan sheet.

Kiewit, Inc.
 2001 Arch-Report Rd, Suite 100
 Stockton, CA 95206

ATTACHMENT E – HYDRAULIC PROFILE INFORMATION



ATTACHMENT E – HYDRAULIC PROFILE INFORMATION

| HEC-RAS River: San Joaquin Reach: Navy Drive Profile: USACE OM | | | | | | | | | | | | | | |
|--|-----------|-----------|-----------------|------------------|---------------------|-------------------|-------------------|-------------------|-------------------|-----------------------|--------------------|----------------------|-------------------|--------------|
| Reach | River Sta | Profile | Plan | Q Total (cfs) | Length Chnl (ft) | Min Ch El (ft) | W.S. Elev (ft) | Crit W.S. (ft) | E.G. Elev (ft) | E.G. Slope (ft/ft) | Vel Chnl (ft/s) | Flow Area (sq ft) | Top Width (ft) | Froude # Chl |
| Navy Drive | 40.63 | USACE O&M | Prop_Final Alt2 | 18000.00 | 508.30 | -13.73 | 8.63 | | 8.86 | 0.000222 | 3.90 | 4613.83 | 293.72 | 0.17 |
| Navy Drive | 40.63 | USACE O&M | Existing | 18000.00 | 508.30 | -13.73 | 8.65 | | 8.88 | 0.000221 | 3.90 | 4620.49 | 293.79 | 0.17 |
| Navy Drive | 40.54 | USACE O&M | Prop_Final Alt2 | 18000.00 | 705.78 | -15.77 | 8.44 | | 8.74 | 0.000255 | 4.33 | 4152.75 | 247.03 | 0.19 |
| Navy Drive | 40.54 | USACE O&M | Existing | 18000.00 | 705.78 | -15.77 | 8.47 | | 8.76 | 0.000254 | 4.33 | 4158.51 | 247.11 | 0.19 |
| Navy Drive | 40.4 | USACE O&M | Prop_Final Alt2 | 18000.00 | 561.17 | -12.40 | 8.28 | | 8.54 | 0.000266 | 4.14 | 4344.79 | 288.63 | 0.19 |
| Navy Drive | 40.4 | USACE O&M | Existing | 18000.00 | 561.17 | -12.40 | 8.30 | | 8.57 | 0.000265 | 4.14 | 4351.77 | 288.73 | 0.19 |
| Navy Drive | 40.3 | USACE O&M | Prop_Final Alt2 | 18000.00 | 571.00 | -18.45 | 8.03 | | 8.38 | 0.000292 | 4.77 | 3777.51 | 213.17 | 0.20 |
| Navy Drive | 40.3 | USACE O&M | Existing | 18000.00 | 571.00 | -18.45 | 8.05 | | 8.40 | 0.000291 | 4.76 | 3782.84 | 213.27 | 0.20 |
| Navy Drive | 40.2 | USACE O&M | Prop_Final Alt2 | 18000.00 | 473.00 | -16.32 | 7.98 | | 8.22 | 0.000175 | 3.87 | 4655.86 | 242.91 | 0.16 |
| Navy Drive | 40.2 | USACE O&M | Existing | 18000.00 | 473.00 | -16.32 | 8.01 | | 8.24 | 0.000174 | 3.86 | 4661.99 | 243.01 | 0.16 |
| Navy Drive | 40.1 | USACE O&M | Prop_Final Alt2 | 18000.00 | 191.25 | -18.77 | 7.76 | | 8.10 | 0.000267 | 4.69 | 3841.86 | 206.88 | 0.19 |
| Navy Drive | 40.1 | USACE O&M | Existing | 18000.00 | 191.25 | -18.77 | 7.79 | | 8.13 | 0.000266 | 4.68 | 3847.24 | 206.97 | 0.19 |
| Navy Drive | 40.08 | USACE O&M | Prop_Final Alt2 | 18000.00 | 1.10 | -24.72 | 7.82 | -9.39 | 8.03 | 0.000149 | 3.69 | 4882.38 | 241.56 | 0.14 |
| Navy Drive | 40.08 | USACE O&M | Existing | 18000.00 | 75.10 | -24.72 | 7.84 | -9.39 | 8.05 | 0.000148 | 3.68 | 4888.63 | 241.63 | 0.14 |
| Navy Drive | 40.065 | | | Bridge | | | | | | | | | | |
| Navy Drive | 40.05 | USACE O&M | Prop_Final Alt2 | 18000.00 | 44.00 | -25.90 | 7.73 | | 7.95 | 0.000159 | 3.76 | 4789.13 | 233.15 | 0.15 |
| Navy Drive | 40.05 | USACE O&M | Existing | 18000.00 | 2.00 | -25.90 | 7.81 | -9.50 | 8.04 | 0.000152 | 3.84 | 4683.29 | 233.33 | 0.15 |
| Navy Drive | 40 | USACE O&M | Prop_Final Alt2 | 18000.00 | 586.22 | -25.90 | 7.72 | | 7.94 | 0.000159 | 3.76 | 4787.46 | 233.14 | 0.15 |
| Navy Drive | 40 | USACE O&M | Existing | 18000.00 | 586.22 | -25.90 | 7.73 | -9.50 | 7.96 | 0.000154 | 3.86 | 4665.15 | 233.15 | 0.15 |
| Navy Drive | 39.929 | USACE O&M | Prop_Final Alt2 | 18000.00 | 4.00 | -27.00 | 7.68 | -10.82 | 7.85 | 0.000113 | 3.24 | 5561.36 | 267.69 | 0.13 |
| Navy Drive | 39.929 | USACE O&M | Existing | 18000.00 | 4.00 | -27.00 | 7.68 | -10.82 | 7.85 | 0.000113 | 3.24 | 5561.36 | 267.69 | 0.13 |
| Navy Drive | 39.925 | | | Bridge | | | | | | | | | | |
| Navy Drive | 39.921 | USACE O&M | Prop_Final Alt2 | 18000.00 | 1282.51 | -27.00 | 7.62 | | 7.79 | 0.000114 | 3.25 | 5545.39 | 267.48 | 0.13 |
| Navy Drive | 39.921 | USACE O&M | Existing | 18000.00 | 1282.51 | -27.00 | 7.62 | | 7.79 | 0.000114 | 3.25 | 5545.39 | 267.48 | 0.13 |
| Navy Drive | 39.7 | USACE O&M | Prop_Final Alt2 | 18000.00 | | -43.80 | 7.70 | -37.64 | 7.70 | 0.000001 | 0.52 | 34576.87 | 781.27 | 0.01 |
| Navy Drive | 39.7 | USACE O&M | Existing | 18000.00 | | -43.80 | 7.70 | -37.64 | 7.70 | 0.000001 | 0.52 | 34576.87 | 781.27 | 0.01 |