

ANALYZE ITEM

Commission No. C7  
Route Item  
by 7 of the Lands  
Commission by a vote of 3  
to 0 at its 10/26/78  
meeting.

CALENDAR ITEM

C7.

GENERAL PERMIT  
PUBLIC AGENCY USE

10/78  
W 21713  
Scott  
PRC 5568

APPLICANT: Department of Transportation  
Division of Highways  
P. O. Box 3366, Rincon Annex  
San Francisco, California 94119

AREA, TYPE LAND AND LOCATION:  
A 200' x 3910' (17.9 acre) strip of tide  
and submerged land in the bed of the San  
Joaquin River near Antioch in Sacramento  
and Contra Costa Counties.

LAND USE: Dredge trenches for disposal of pier structures  
of abandoned Antioch Bridge on State Route 84.

TERMS OF PROPOSED PERMIT:  
Initial period: 66 years from November 1,  
1978.

CONSIDERATION: Royalty \$0.25/cu. yd. for material removed  
from State land and not redeposited on  
State owned land; the public use and benefit,  
with the State reserving the right at any  
time to set a monetary rental if the Commission  
finds such action to be in the State's  
best interest.

BASIS FOR CONSIDERATION:  
Extractive rental pursuant to P.R.C. 6401  
and 6991.

PREREQUISITE TERMS, FEES AND EXPENSES:  
Applicant is owner of upland.

STATUTORY AND OTHER REFERENCES:  
A. P.R.C.: Div. 6, Parts 1 & 2.  
B. Streets and Highways Code, Section 101.5  
C. Cal. Adm. Code: Title 2, Div. 3.

OTHER PERTINENT INFORMATION:  
1. The annual rental value of the site  
is estimated to be \$2,000.

A 4, 10

S 4, 7

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2. The proposed project requires the dredging of trenches adjacent to the pier structures of the abandoned Antioch Bridge. The pier structures will then be cut and allowed to fall into the trenches where they will be covered by natural siltation. The material removed during the dredging operation will be disposed of on Department of Transportation right-of-way. Should the dredged material be disposed of on property not owned by the State then it will be subject to a royalty charge.
3. A final EIS was prepared by the Department of Transportation, pursuant to CEQA and NEPA and implementing regulations.
4. The Department of Transportation prepared an EIS SCH # 7311234 for this project and the EIS was circulated and approved by the Federal Highway Commission on May 16, 1975. Because this was a federally funded project no notice of determination was filed. The Department of Transportation also prepared an environmental re-evaluation of the methods of disposal of the abandoned bridge structure, which indicated that no environmental effects not covered by the EIS would be caused by any of several disposal methods recommended. A copy of the environmental re-evaluation is attached.
5. This project is situated on State land identified as possessing significant environmental values pursuant to P.R.C. 6370.1, and is classified in a use category, Class B, which authorizes Limited Use.

Staff has coordinated this project with those agencies and organizations who nominated the site as containing significant environmental values. They have found this project to be compatible with their nomination.

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APPROVALS OBTAINED:

Department of Fish and Game, United States  
Army Corps of Engineers, United States  
Coast Guard.

EXHIBITS:           A. Land Description.    B. Location Map.  
                  C. Summary of EIS.

IT IS RECOMMENDED THAT THE COMMISSION:

1. DETERMINE THAT AN EIS HAS BEEN PREPARED FOR THIS PROJECT AND CERTIFIED BY THE DEPARTMENT OF TRANSPORTATION ON JANUARY 30, 1975.
2. CERTIFY THAT THE INFORMATION CONTAINED IN THE EIS OF THE DEPARTMENT OF TRANSPORTATION HAS BEEN REVIEWED AND CONSIDERED BY THE COMMISSION.
3. DETERMINE THAT THE PROJECT WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
4. FIND THAT GRANTING OF THE PERMIT WILL HAVE NO SIGNIFICANT EFFECT UPON ENVIRONMENTAL CHARACTERISTICS IDENTIFIED PURSUANT TO SECTION 6370.1, OF THE P.R.C.
5. FIND THAT GRANTING OF THE PERMIT FOR A TERM OF 66 YEARS IS IN THE BEST INTEREST OF THE STATE IN THAT IT PROVIDES THE MAXIMUM PERIOD FOR REMOVAL IF THE PIERS BECOME A HAZARD.
6. AUTHORIZE ISSUANCE TO THE DEPARTMENT OF TRANSPORTATION OF A 66-YEAR GENERAL PERMIT - PUBLIC AGENCY USE FROM NOVEMBER 1, 1978; IN CONSIDERATION OF THE PUBLIC USE AND BENEFIT, AND IN CONSIDERATION OF THE MONETARY VALUE OF THE RIGHT-OF-WAY AND MATERIAL REMOVED TO BE DEPOSITED IN THE GENERAL FUND FOR CREDIT TO THE RESOURCES PROTECTION ACCOUNT, WITH THE STATE RESERVING THE RIGHT TO SET A MONETARY RENTAL IF THE COMMISSION FINDS SUCH ACTION TO BE IN THE STATE'S BEST INTEREST; AND WITH STATE ALSO RESERVING THE RIGHT TO REQUIRE THE REMOVAL OF THE ABANDONED PIER STRUCTURES SHOULD THEY BECOME A HAZARD DURING THE TERM OF THE PERMIT; ROYALTY OF \$0.25/CU. YD. FOR MATERIAL REMOVED FROM STATE LAND AND NOT REDEPOSITED ON STATE OWNED LAND, FOR THE DREDGING OF TRENCHES FOR THE DISPOSAL OF PIER STRUCTURES OF THE ABANDONED ANTIOCH BRIDGE ON THE LAND DESCRIBED ON EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF.

EXHIBIT "A"

LAND DESCRIPTION

W 21713

A strip of tide and submerged land 200.00 feet in width, across the State-owned bed of the San Joaquin River, Contra Costa and Sacramento Counties, California, said parcel lying 100.00 feet on each side of the following described centerline:

BEGINNING at a point on the northerly meander line of Swamp and Overflowed Land Survey No. 455, Contra Costa County, which bears N 01° 16' 34" E 2640.02 feet from a Brass Disk set to mark the section corner common to Sections 15, 16, 21 and 22, T2N, R2E, MDM, said Disk having coordinates of X = 1,639,961.63 feet and Y = 553,038.38 feet as shown on State of California, Department of Transportation Map filed for record January 15, 1976, in State Highway Maps Book No. 5, Page 177, Sacramento County Records, thence N 00° 37' 30" E 3,909.71 feet to the southerly meander line of Swamp and Overflowed Land Survey No. 552, Sacramento County, and the end of the herein described centerline.

EXCEPTING THEREFROM any portion lying landward of the ordinary high water marks of the San Joaquin River.

Coordinates, bearings and distances used in the above description are based on the California Coordinate System, Zone 3.

END OF DESCRIPTION

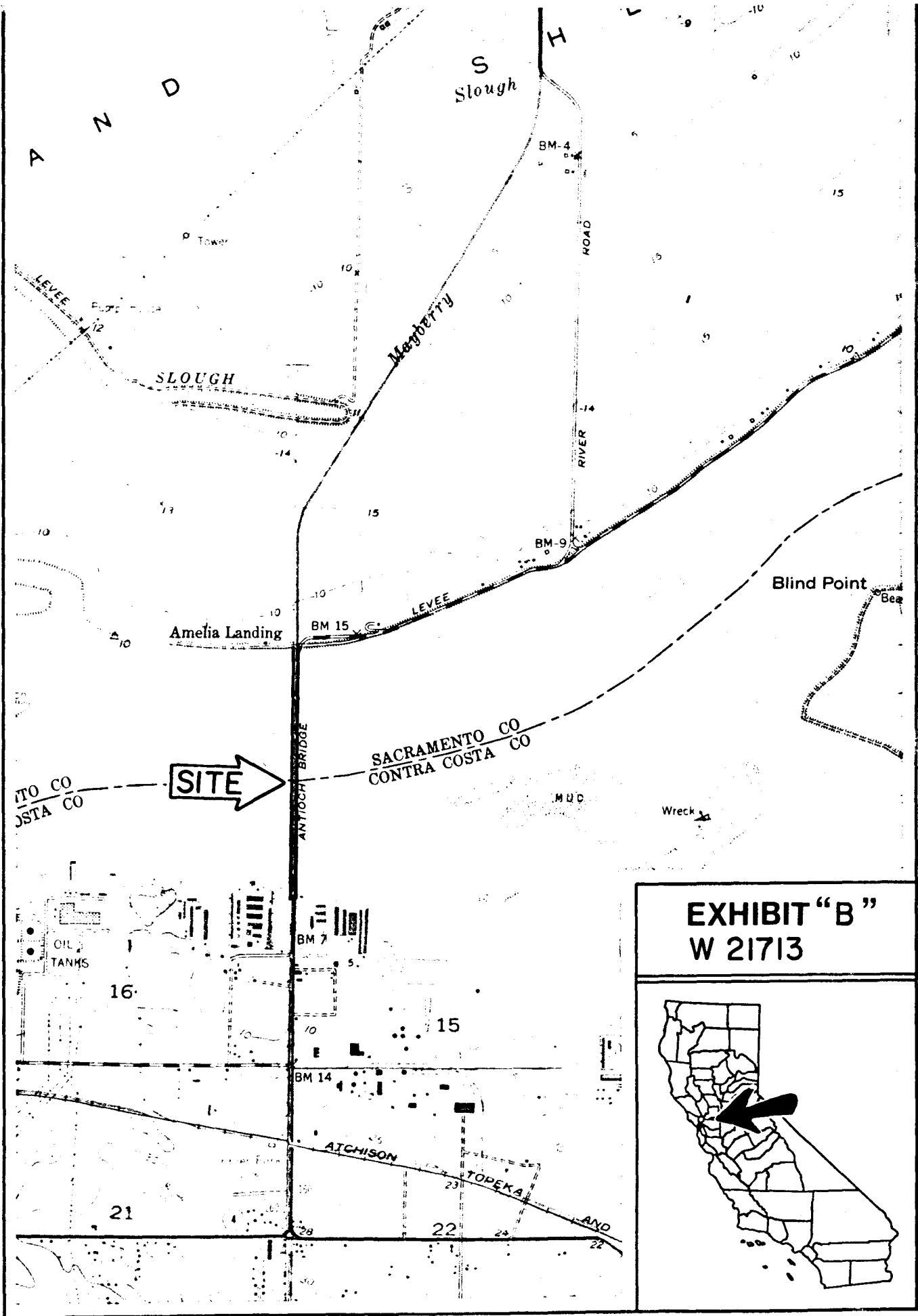
Prepared *Robert M. McLean*

Checked *Frank T. Camp*

Reviewed *Edward S. Zimmerman*  
*RW Clark*

Date *9/11/78*





**SITE** →

**EXHIBIT "B"**  
**W 21713**



EXHIBIT "C"

CC-4 11.1/11.8  
Sac-84 0.0/0.5  
04209 - 398351

ENVIRONMENTAL REEVALUATION

The FEIS covering construction of a new bridge over the San Joaquin River on California State Route 84 near Antioch (SCH #7311234) was approved by the Chief, Office of Environmental Planning, CALTRANS on January 30, 1975, and by the Regional Federal Highway Administrator on May 16, 1975. The Plans and Specifications for disposing of the old bridge at that time called for the concrete to be broken into "clean" rubble (no dimension greater than two feet and all protruding steel removed) and deposited "on the levee embankments adjacent to privately owned agricultural use lands on Upper Sherman Island." The levees are given as a mandatory disposal site and the rubble is to be used "for levee maintenance and this operation is environmentally cleared." (FEIS, p. 4)

It was also reported in the FEIS that a plan to leave "a portion of the old bridge on the south side of the river as a fishing pier" (FEIS, p. 25) had been considered and found not to be feasible.

However, the Office of Structures now proposes to retain the approved riprap site as only one of five optional procedures for removal and disposal of the concrete portion of the existing bridge: (1) direct deposit of clean rubble on levees of Upper Sherman Island for embankment protection as approved, (2) stock-piling clean rubble in the old highway right of way near Mayberry Slough for the same use, (3) burying rubble of any movable size in the split median near the Newlove Overhead about two miles south of the river on Route 84, (4) selling the rubble, and (5) burying the pier columns in the river bottom to depths specified by the Corps of Engineers.

It is further proposed to leave a certain portion of the old bridge in place<sup>1</sup> for later conversion to a public fishing pier.<sup>2</sup>


An environmental study of the significance of the effects of revising the plans and specifications for removal and disposal of the old Antioch Bridge indicates that proposed Options (2), (3) and (5) would substantially reduce the environmental impacts

<sup>1</sup>The fishing pier design is not complete, and its length (to be between 300 and 500 feet) has not been decided at this time.

<sup>2</sup>Construction of the pier and riverside park is the subject of a separate environmental study, now in progress.

of bridge demolition and disposal. Option (4) guarantees that no new significant impacts would be introduced, and Option (1) was approved in the original FEIS.

No new significant social, economic or environmental effects are introduced by any of the proposed revisions, and it is our judgment that the approved document is a valid assessment of the most serious foreseeable impacts likely to result from any of the options which the revisions would add to the demolition plans and specifications.

  
ROBERT H. JANKLING, Chief  
Environmental Planning Branch  
CALTRANS District 4