



16591
June 15, 2026

PUBLIC NOTICE SW-162b-2026

All interested parties are notified that the Commander, Southwest Coast Guard District, has received application materials, dated March 27, 2026, from the California Department of Transportation (Caltrans) for approval of location and plans for the replacement of a highway bridge over a navigable waterway of the United States.

BRIDGE NAME, WATERWAY AND LOCATION: Stockton Viaduct (Interstate 5) dual bridge across the San Joaquin River, mile 41.1, at the City of Stockton, San Joaquin County, California. (37.95345, -121.30962)

CHARACTER OF WORK: Caltrans is proposing to replace the existing fixed Stockton Viaduct (Interstate 5) dual bridge. The project will replace both northbound and southbound bridge structures and the Park Street Undercrossing along the Pershing Avenue off-ramp.

The purpose of the project is to ensure the long-term serviceability and structural integrity of the dual bridge and improve the permit load rating for interstate goods movement. The project is needed due to continued structural deterioration and maintenance issues associated with the existing bridge, including concrete deck deterioration, steel corrosion, damaged bracing, cracking in retaining walls, bents and columns, and substructure deficiencies associated with potential seismic liquefaction.

The proposed replacement structures will consist of fixed concrete substructure and superstructure bridges with Cast-In-Place Concrete Box Girder approach spans over land and CIP Concrete Segmental Box Girder main spans and back spans over water. Construction will occur in three stages over an extended construction period while maintaining interstate traffic in reduced lane configurations.

The existing bridge structures will be demolished in stages and removed in their entirety down to two feet below mudline within the channel and the land-based foundations will be removed to approximately three feet below the natural ground.

Temporary construction trestles, falsework systems, pier table falsework piles, and Cast-In-Drilled-Hole pile reaction frames will be utilized during construction to support foundation work, material staging, and superstructure construction operations. Portions of the temporary falsework and pile systems will extend into the navigation channel during construction activities. The waterway will remain open throughout construction; however, temporary reductions in navigational clearances will occur during certain construction operations.

MINIMUM NAVIGATIONAL CLEARANCES:

The proposed replacement dual bridge will have clearances as described in the table below.

	Existing	Proposed
Vertical	45 feet above Mean High Water (MHW)	51.46 feet above MHW
Horizontal	150 feet, measured normal to the axis (centerline) of the channel	100 feet, measured normal to the axis (centerline) of the channel

Datum: Elevation 5.34 feet, MHW (NAVD88)

MINIMUM NAVIGATIONAL CLEARANCES DURING CONSTRUCTION:

The proposed temporary impacts will be incurred by the use of barges, trestles and form travelers. The clearances below are the most restrictive clearances during construction.

	Temporary Equipment & Structures
Vertical	30 feet above MHW
Horizontal	40 feet measured normal to the axis (centerline) of the channel

Datum: Elevation 5.34 feet, MHW (NAVD88)

ENVIRONMENTAL CONSIDERATIONS:

The California Department of Transportation (Caltrans) is the lead Federal agency (LFA) for satisfying the requirements of the National Environmental Policy Act (NEPA). Caltrans is acting on behalf of the U.S. Coast Guard (USCG) for all environmental control laws. An Environmental Assessment (EA) with a Finding of No Significant Impact (FONSI) was issued on April 29, 2021, pursuant to NEPA, as amended. Caltrans issued a re-validation of the EA on December 2, 2025 with updated project information. The USCG has tentatively determined that the proposed action will not have a significant impact for the purposes of NEPA and plans to issue a FONSI for the project. Documents are available for review at the above address, Monday through Friday, 8 a.m. to 4 p.m.

A water quality certification, in accordance with section 401 of the Clean Water Act, as amended, has been applied for from the Central Valley Regional Water Quality Control Board on March 24, 2026. It is anticipated there will be 0.93 acres of wetlands temporarily impacted during construction and no permanent impacts to wetlands once the project is complete.

The project is considered an encroachment, but not a significant encroachment on the 100-year floodplain. The proposed superstructure will clear the 100-year flood elevation of 10.0 feet (NAVD88). The low steel elevation of the bridge is 58.6 feet (NAVD88).

There will be no fill material placed below the MHW elevation for the construction of the bridges and approaches.

SOLICITATION OF COMMENTS:

Mariners are requested to comment on navigational access and safety issues, including the need for clearance gauges and the extent of nighttime navigation through the bridge. Boat owners in the proposed project vicinity are requested to provide information about their vessels including type of vessel, length overall, draft, beam, and height from the waterline to the highest fixed point and to appurtenant structures (e.g. tuna towers, flying bridges, fixed antennas and radar units) and whether these appurtenant structures can be disassembled, dismantled or lowered. Also provide where the vessel is primarily moored and the frequency of passage under the proposed replacement bridge (i.e. number of times per month).

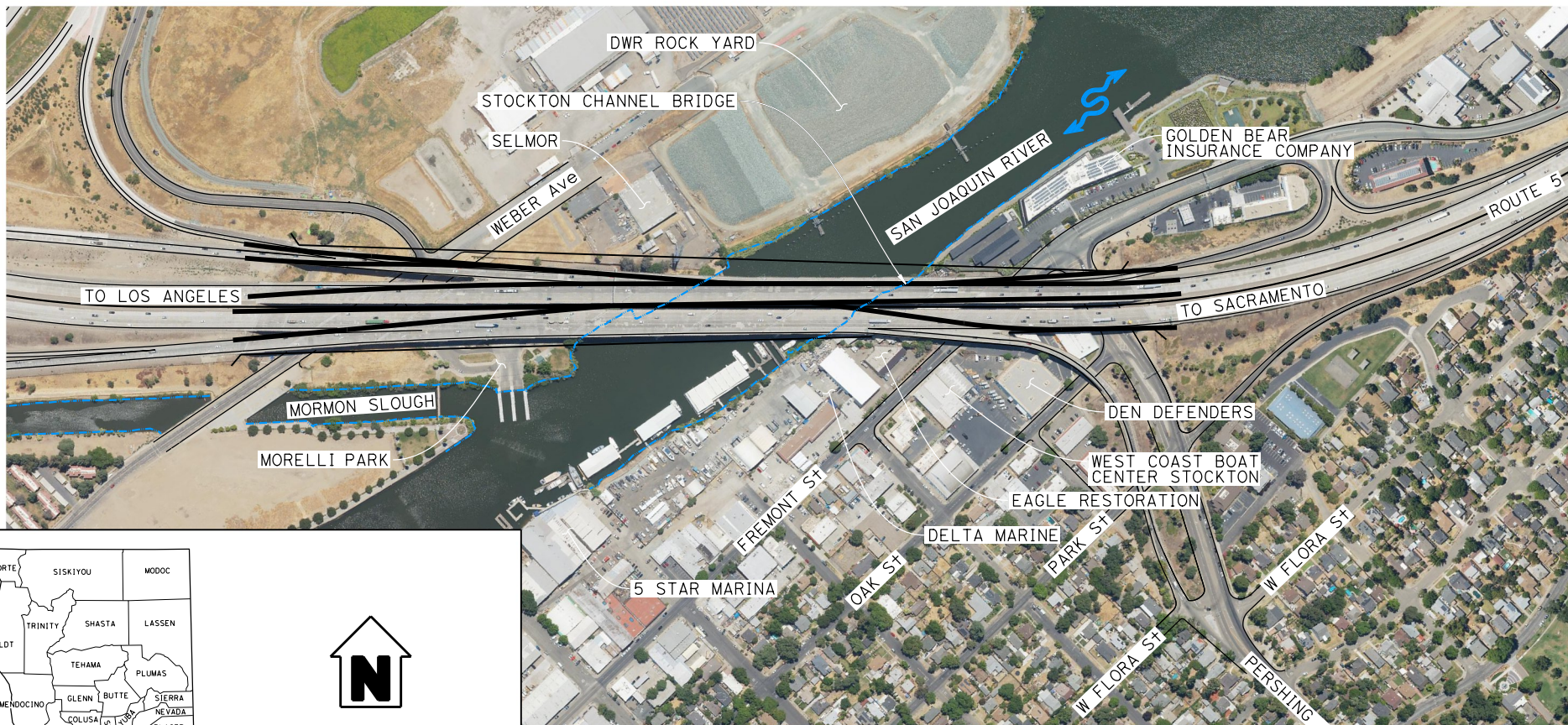
Interested parties are requested to express their views, in writing, on the proposed bridge replacement project, giving sufficient detail to establish a clear understanding of their reasons for support of or opposition to the proposed work. Comments concerning navigation will be addressed by the USCG. Comments of an environmental nature such as those regarding wildlife refuges, public parks, historic sites, wetlands, floodplain issues, air, water quality, etc. will be forwarded to the NEPA LFA, Caltrans, for adjudication.

Comments will be received for the record at the address noted in the header or via email at D11Bridges@uscg.mil through July 15, 2026.

Map of location and plans attached.

Sincerely,

CARL T. HAUSNER
Chief, Bridge Section
Southwest Coast Guard District
By direction of District Commander



LOCATION MAP
NO SCALE

VICINITY MAP

1" = 500'

LEGEND:



Direction of Water Flow

Datum:

Horiz Datum: NAD83

Vert Datum: NAVD 88



[Signature]
REGISTERED CIVIL ENGINEER

01-23-26
DATE



**CALIFORNIA DEPARTMENT
OF TRANSPORTATION**

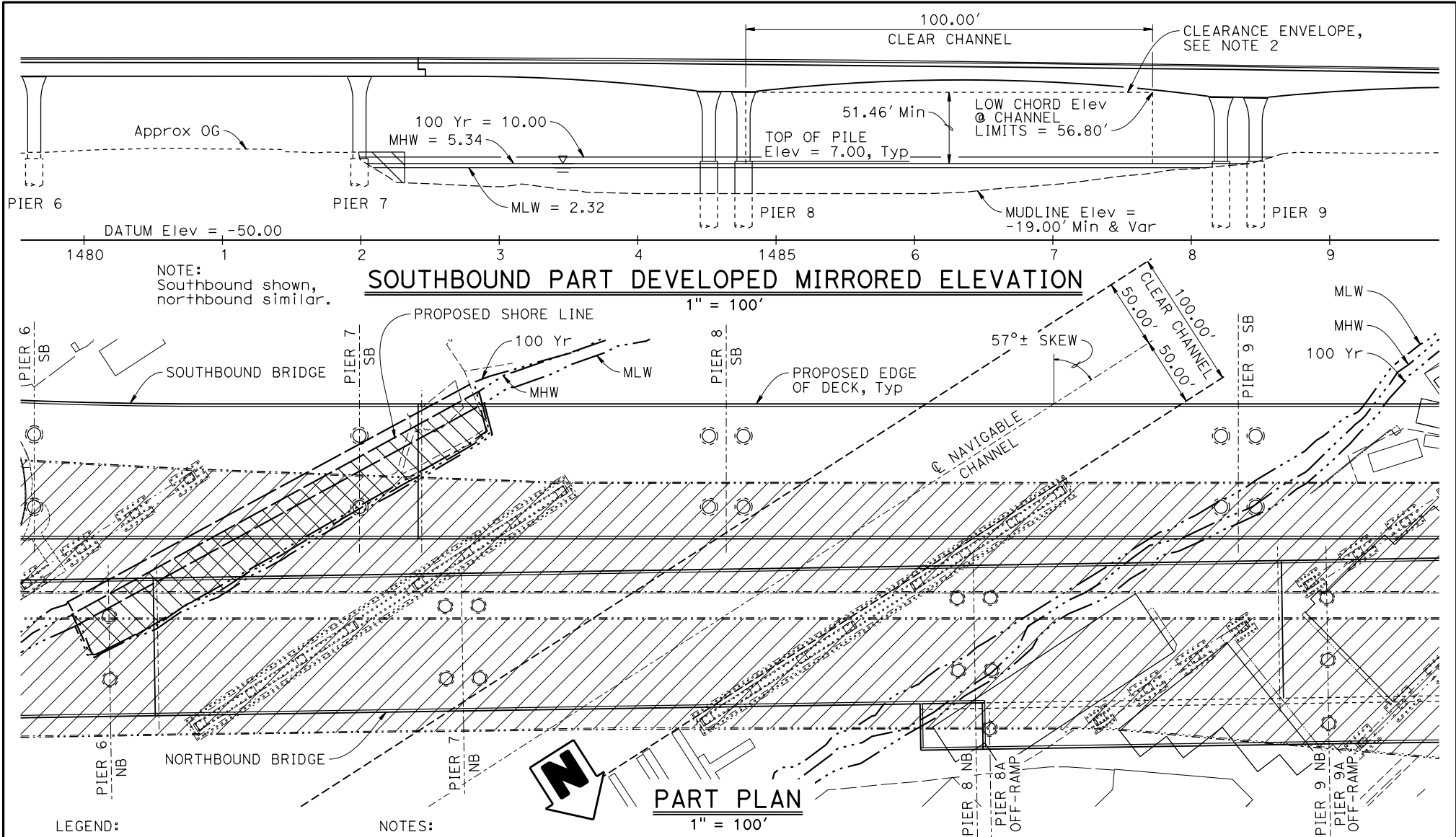
**STOCKTON VIADUCT
(I-5) DUAL BRIDGE**

**SAN JOAQUIN RIVER, MILE 41.1
STOCKTON, SAN JOAQUIN COUNTY
CALIFORNIA**

VICINITY MAP

SHEET 1 OF 4

01-23-2026



LEGEND:

- Limits of bridge removal
Fill material = 0 CY
Bank removal = 9000 CY

DATUM:

Horiz Datum: NAD83
Vert Datum: NAVD88



NOTES:

- MHW (+5.34') and MLW (+2.32') elevations based on NAVD88 and measured by the National Oceanic and Atmospheric Administration (NOAA) Station 9414883, Stockton, San Joaquin River, CA.
Published date 05/07/1992
Superseded date 04/21/2003
- Proposed final clearance shown. For temporary clearances during construction, see "TYPICAL SECTION" and "TEMPORARY IMPACTS TO NAVIGATION" sheet.



REGISTERED CIVIL ENGINEER

01-23-26
DATE

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OF TRANSPORTATION**

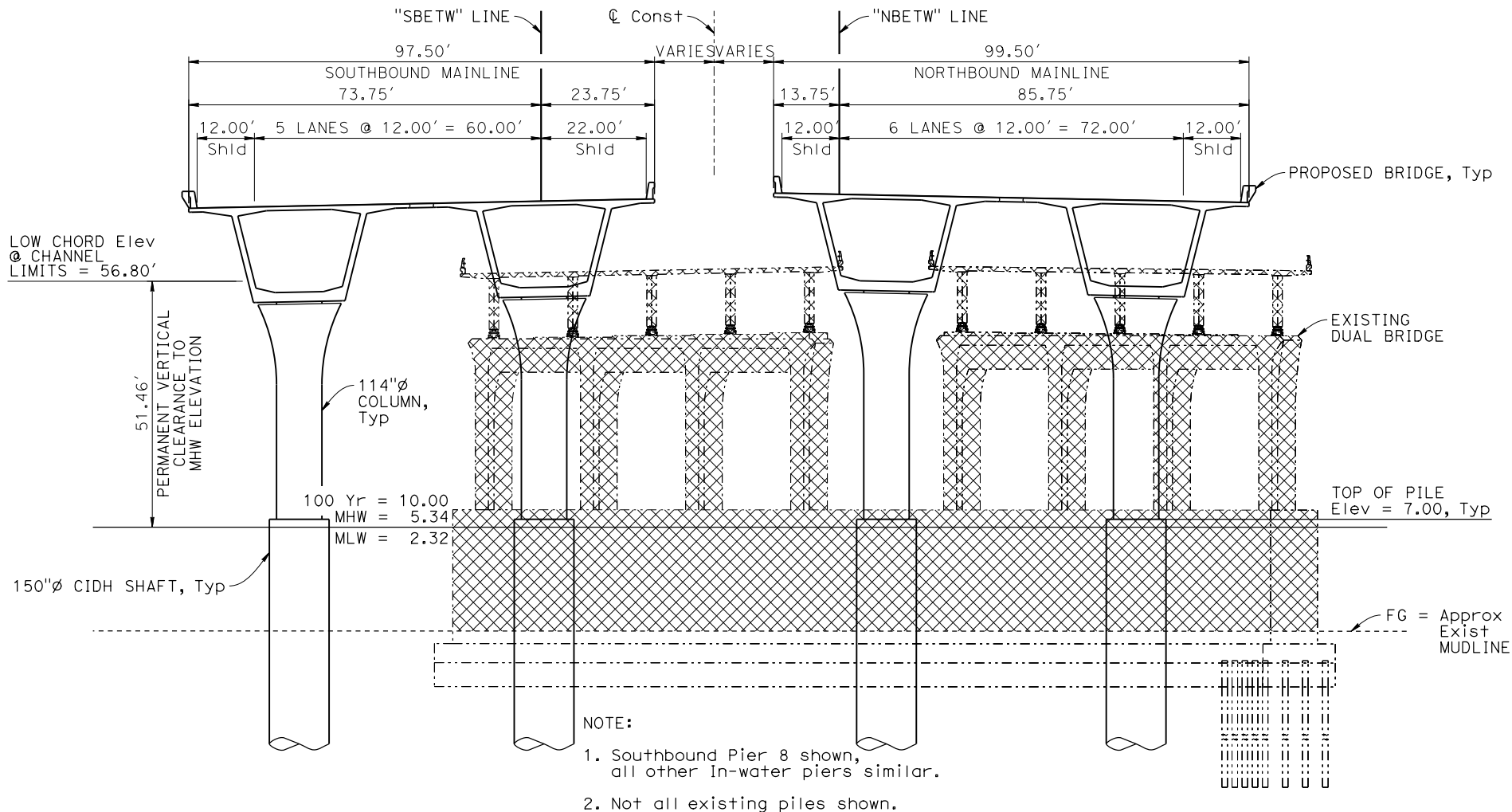
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CALIFORNIA**

NAVIGATIONAL ENVELOPE

SHEET 3 OF 4

01-23-2026



TYPICAL SECTION

1/32" = 1'-0"

LEGEND:

XXXX Limits of bridge removal

DATUM:

Horiz Datum: NAD83

Vert Datum: NAVD88

NOTE:

1. MHW (+5.34') and MLW (+2.32') elevations based on NAVD88 and measured by the National Oceanic and Atmospheric Administration (NOAA) Station 9414883, Stockton, San Joaquin River, CA.

Published date 05/07/1992
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**STOCKTON VIADUCT
(I-5) DUAL BRIDGE**

**SAN JOAQUIN RIVER, MILE 41.1
STOCKTON, SAN JOAQUIN COUNTY
CALIFORNIA**

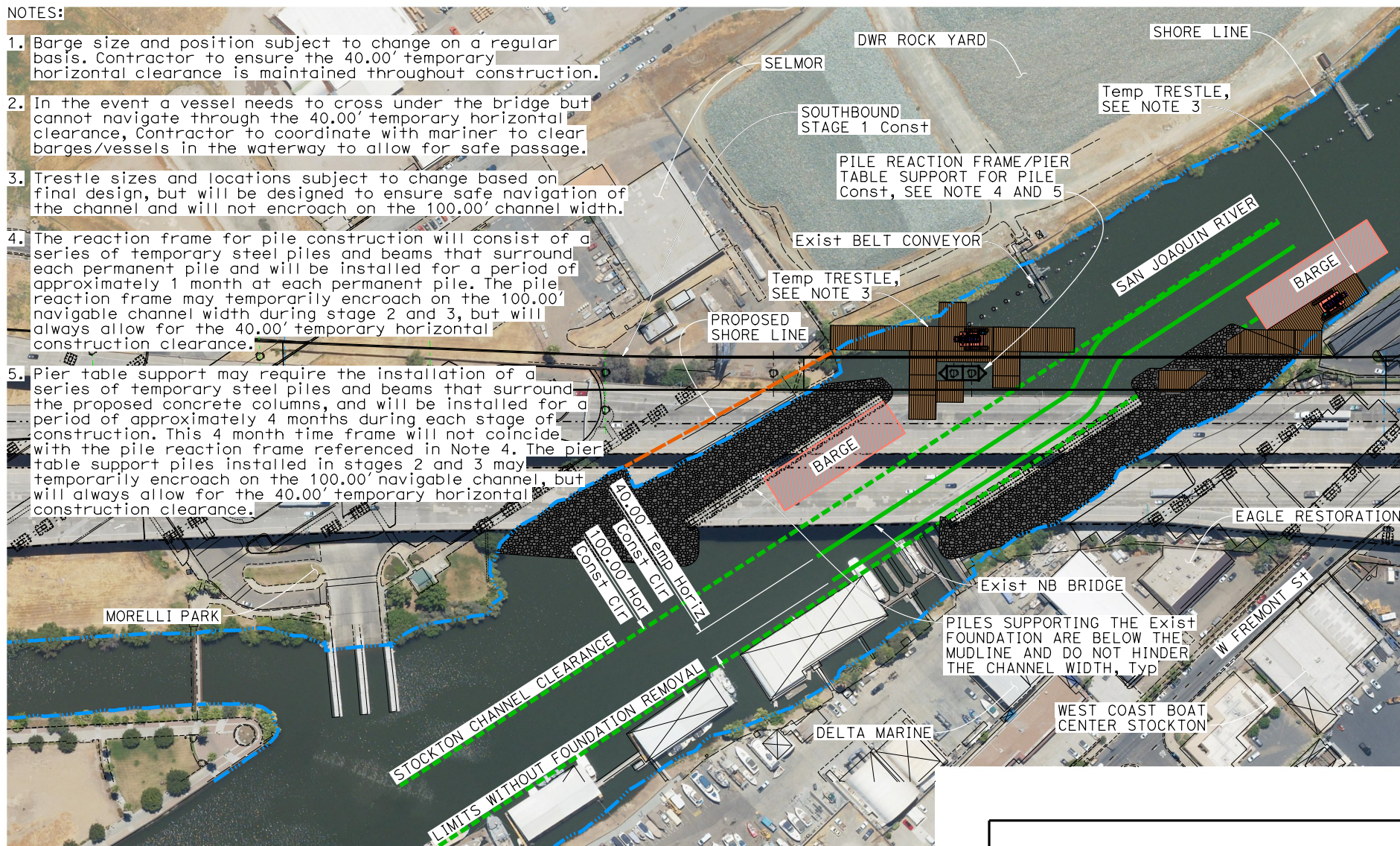
TYPICAL SECTION

SHEET 4 OF 4

01-23-2026

NOTES:

1. Barge size and position subject to change on a regular basis. Contractor to ensure the 40.00' temporary horizontal clearance is maintained throughout construction.
2. In the event a vessel needs to cross under the bridge but cannot navigate through the 40.00' temporary horizontal clearance, Contractor to coordinate with mariner to clear barges/vessels in the waterway to allow for safe passage.
3. Trestle sizes and locations subject to change based on final design, but will be designed to ensure safe navigation of the channel and will not encroach on the 100.00' channel width.
4. The reaction frame for pile construction will consist of a series of temporary steel piles and beams that surround each permanent pile and will be installed for a period of approximately 1 month at each permanent pile. The pile reaction frame may temporarily encroach on the 100.00' navigable channel width during stage 2 and 3, but will always allow for the 40.00' temporary horizontal construction clearance.
5. Pier table support may require the installation of a series of temporary steel piles and beams that surround the proposed concrete columns, and will be installed for a period of approximately 4 months during each stage of construction. This 4 month time frame will not coincide with the pile reaction frame referenced in Note 4. The pier table support piles installed in stages 2 and 3 may temporarily encroach on the 100.00' navigable channel, but will always allow for the 40.00' temporary horizontal construction clearance.



NOTE: Stage 1 shown, other stages similar.

PART PLAN

1" = 200'



REGISTERED CIVIL ENGINEER

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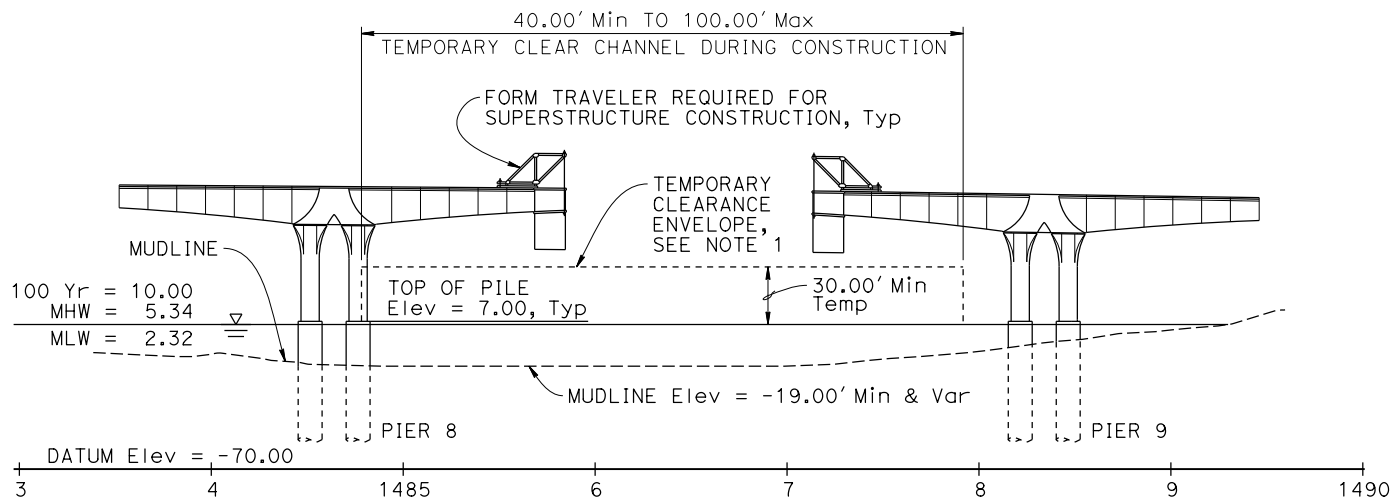
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**STOCKTON VIADUCT
(I-5) DUAL BRIDGE**

SAN JOAQUIN RIVER, MILE 41.1
STOCKTON, SAN JOAQUIN COUNTY
CALIFORNIA

**TEMPORARY IMPACTS
TO NAVIGATION**

01-23-2026



NOTE:
Southbound construction shown,
northbound construction similar.

SOUTHBOUND PART DEVELOPED MIRRORED ELEVATION

1" = 100'

NOTE:

1. Temporary horizontal clearance will vary from 40.00' to 100.00' depending on the construction activities being performed. In the event a vessel needs to cross under the bridge but cannot navigate through the 40.00' temporary horizontal clearance, contractor to coordinate with mariner to clear waterway to allow for safe passage.

DATUM:

Horiz Datum: NAD83

Vert Datum: NAVD88



[Signature]
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TEMPORARY CLEARANCE ENVELOPE

01-23-2026