

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 12-13, 2007

Reference No.: 2.2c.(4)  
Action Item

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Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING,  
04-Ala/CC-24, PM 5.3/6.2, 0.0/1.3  
RESOLUTION E-07-25**

## **RECOMMENDATION:**

The Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-07-25.

## **ISSUE:**

The attached resolution proposes to approve for future consideration of funding the following project for which a Final Environmental Impact Report (FEIR) has been completed:

- Route 24 in Alameda and Contra Costa Counties – Construct new tunnel and roadway improvements near Oakland.

This project in Alameda and Contra Costa Counties is to construct a new tunnel and roadway improvements on a portion of Route 24 near Oakland. The project is fully funded in the 2006 State Transportation Improvement Program (STIP). The total estimated project cost, capital and support, is \$420,000,000. The project is funded from \$175,000,000 local funds, \$20,000,000 Traffic Congestion Relief Program funds, \$1,000,000 Federal Demonstration funds, \$18,000,000 in Regional Improvement Program funds, \$31,000,000 Interregional Improvement Program funds, and \$175,000,000 Corridor Mobility Improvement Account funds. Construction is estimated to begin in Fiscal Year 2009-10.

A copy of the FEIR has been provided to Commission staff. Extensive community concern and interest in the project resulted in an Environmental Impact Report being completed for this project.

The Department has approved this project for construction. This approval and the filing of the Notice of Determination with the Office of Planning and Research will satisfy the environmental requirements for this stage of the project planning process.

Attachments

## **CALIFORNIA TRANSPORTATION COMMISSION**

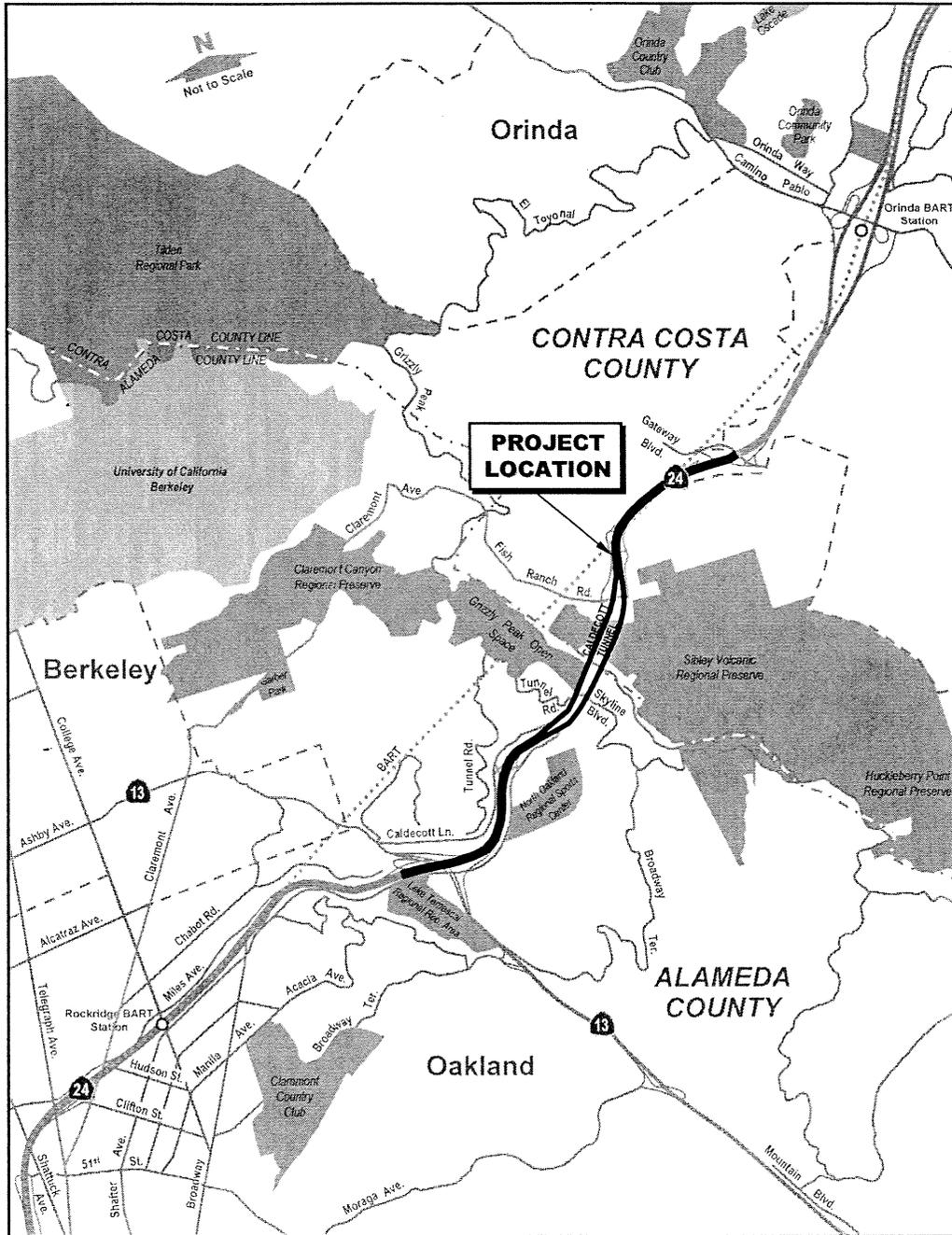
### **Resolution for Future Consideration of Funding**

**04-Ala/CC-24, PM 5.3/6.2, PM 0.0/1.3**

**Resolution E-07-25**

- 1.1** **WHEREAS**, the California Department of Transportation (Department) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Route 24 in Alameda and Contra Costa Counties – Construct new tunnel and roadway improvements near Oakland.
- 1.2** **WHEREAS**, the Department has certified that the Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3** **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report; and
- 1.4** **WHEREAS**, the Final Environmental Impact Report did not identify any significant effects after mitigation.
- 2.1** **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

# Project Location Map



## FINDINGS

### CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDINGS FOR THE CALDECOTT IMPROVEMENT PROJECT

**THE CALDECOTT TUNNEL CONSISTS THREE BORES, WHICH CONNECT ALAMEDA COUNTY AND CONTRA COSTA COUNTY VIA STATE ROUTE 24. THE CALDECOTT IMPROVEMENT PROJECT PROPOSES THE CONSTRUCTION OF A NEW BORE NORTH OF THE EXISTING BORES.**

The following information is presented to comply with Section 15091 of the State CEQA Guidelines and Section 1509.6 of the Department of Transportation and California Transportation Commission Environmental Regulations. Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following effects have been identified in the EIR as resulting from the project, but are mitigated to levels that are less than significant with mitigation incorporation. Effects found not to be significant have not been included. Mitigation monitoring plans regarding the effects discussed below will be developed and adopted.

#### **Aesthetics**

##### Adverse Environmental Effects:

The project would result in visual changes to the environment. Motorists, residents and recreational users would be affected by changes in the visual setting including: new portal façades; on/off ramps; retaining walls; noise barriers; and vegetation/tree loss.

##### Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

##### Statement of Facts:

To lessen visual effects, the following mitigation measures are proposed:

- Vines and/or shrubs would be planted to cover or completely screen views of new soundwalls and retaining walls constructed as part of this project;
- Soundwalls and retaining walls would be designed with Art Deco features to compliment the existing and new tunnel portal structures;
- Soundwalls would be designed with surface texture and stain to enhance the rural character of the corridor to blend with existing facilities;
- Areas where vegetation is removed for project construction shall be revegetated with similar types of tree and shrub species; and

- Existing oak trees in areas affected by project construction shall be replaced with oak trees of the same or approved species.

## **Hydrology and Water Quality**

### Adverse Environmental Effects:

The project will have water quality impacts due to disturbed soil area and impervious area added to the approaches just outside of the tunnel portals. Preliminary calculations estimate 0.72 hectares (1.7 acres) of added impervious area (approximately 0.46 hectares [1.1 acres] on the Contra Costa side and approximately 0.26 hectares [0.6 acres] on the Alameda side.

### Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

### Statement of Facts:

Best Management Practices (BMPs) will be incorporated to reduce the discharge of pollutants during and after construction as well as permanently to the Maximum Extent Practicable. These BMPs fall into three categories, Temporary Construction Site BMPs, Design Pollution Prevention BMPs, and Permanent Treatment BMPs.

#### (a) Temporary Construction Site BMPs

Construction Site BMPs will be implemented to reduce pollutants in storm water discharges throughout construction. Dewatering will be necessary. Groundwater will be recycled for use on the boring operation. Excess groundwater will be treated and discharged into an existing sanitary sewer inlet. Dewatering BMPs and temporary holding devices, will be included to meet the dewatering requirements. Grading of existing slopes will be required. Temporary silt fences, stockpile cover, stabilized construction entrance/exit and temporary soil stabilizers are some of the temporary erosion and water pollution control measures that will be utilized. A Storm Water Pollution Prevention Plan (SWPPP) will be developed during construction. Treatment of the groundwater and non-stormwater from the construction site may include use of the following technologies: sediment tanks, pH adjustment using carbon dioxide gas, weir tanks, sand filtration, coagulating/flocculating using polymers, cartridge filters and procedural Best Management Practices (BMPs) for pollution preventions.

#### (b) Permanent Design Pollution Prevention BMPs

Design Pollution Prevention BMPs are permanent measures to improve storm water quality by reducing erosion, stabilize disturbed soil areas, and maximize vegetated surfaces. Erosion control measures will be provided on all disturbed areas. These

measures will utilize a combination of source and sediment control measures to prevent and minimize erosion from soil disturbed areas. Source controls will utilize erosion control netting in combination with hydroseeding and other forms of source control when applicable. Sediment controls such as biodegradable fiber rolls are used to retain sediments and to help control runoff from disturbed slope areas.

Outlet protection and velocity dissipation devices placed at the downstream end of culverts and channels will reduce runoff velocity and control erosion and scour. The need of these devices for this project will be further investigated during the design phase.

#### (c) Permanent Treatment BMPs

Treatment BMPs are permanent devices and facilities, which treat storm water runoff. Caltrans approved Treatment BMPs include: Biofiltration Systems, Infiltration Basins, Detention Basins, Dry Weather Flow Diversions, Media Filters, Multi-Chamber Treatment Trains, and Wet Basins.

It is proposed to include a Dry Weather Flow Diversion device to accommodate tunnel washing and for emergency spills which directs flow through a pipe or channel to a local municipal sanitary sewer system for conveyance and treatment at a local wastewater treatment plant during dry weather. Biofiltration systems, media filters, infiltration basins, and detention basins were evaluated as possible types of permanent Treatment BMPs and may be feasible to treat roadway runoff. During the design phase, the feasibility of these measures will be further investigated.

## **NOISE**

### Adverse Environmental Effects:

Construction activities such as clearing, grubbing, grading, and the construction of the tunnel in general will result in increased levels of noise during construction.

### Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

### Statement of Facts:

The impact from construction activities would be temporary and would be minimized by implementing provisions in Section 7-1.011, "Sound Control Requirements" of the Caltrans Standard Specifications. Abatement measures will include:

- A temporary noise barrier will be constructed at the construction staging area along Caldecott Lane;
- The concrete batch plants at the staging areas will be enclosed to attenuate the noise of the operating batch plants, such that the existing ambient noise levels are not increased;
- In general, idling vehicles will be within the construction staging area and behind the

- temporary noise barrier;
- Temporary tunnel ventilation fans will be enclosed within a sound isolating structure;
- Noise from construction equipment will be required to be kept under the level 86 dBA at 15.2 meters (50 feet); and
- Noise monitoring of construction activities will be conducted by the Department or its Contractor as needed to verify compliance with the noise limits.

In addition the following activities will not be allowed at night (dusk to dawn):

- Off-hauling of excavated material by trucks,
- Blasting, and
- Vehicle back-up alarms (Strobe lights or flagpersons will be utilized to the extent possible under California Occupational Health & Safety Administration (CAL OSHA) regulations), in accordance with state safety regulations.

## **CULTURAL RESOURCES - PALEONTOLOGY**

### Adverse Environmental Effects:

Paleontological resources are known to occur in the project area. During the construction of the third bore in 1964, workers found the remains of an ancient rhinoceros and the jaw of a prehistoric three-toed dwarf horse. These finds indicate potential for finding additional fossils during the construction of a fourth bore.

### Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

### Statement of Facts:

To minimize the projects impacts on paleontological resources, a Paleontological Mitigation Plan (PMP) will be implemented and will include the following components:

- A pre-excavation site survey, literature review, repository review;
- Monitoring and salvage of fossils uncovered by earth moving activities;
- Recording associated specimen/sample data and corresponding geologic and geographic site data;
- Collection of sediment samples for microfossil analysis;
- Processing sediment samples to salvage microfossils;
- Preparation of fossils to the point of identification;
- Identification of fossils to the lowest taxonomic level possible;
- Accession and curation of fossil specimens into the designated repository; Archiving associated specimen and site data at the fossil repository; and
- Preparation of the final paleontological mitigation report.