

Memorandum

TAB 62

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 26-27, 2011

Reference No.: 2.2c.(3)
Action Item
REPLACEMENT ITEM

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Jay Norvell
Division Chief
Environmental Analysis

Subject: **APPROVAL OF PROJECT FOR CONSIDERATION OF FUNDING**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolutions E-11-77.

ISSUE:

04-SCL-280, PM 5.10/5.20, 04-SCL-880, PM 0.0/0.70 RESOLUTION E-11-77

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

- Routes 280 and 880 in Santa Clara County. Roadway improvements including reconfiguration of the existing I-880/Stevens Creek Boulevard interchange and addition of a new Direct Connector Ramp near the city of Santa Clara. (PPNO 0408G)

The project will construct improvements at the SR-17/I-280/I-880 Interchange and I-880/Stevens Creek Boulevard Interchange. The project will be done in phases. Phase 1 will construct northbound I-280 to NB I-880 direct connector, reconfigure northbound I-880/Stevens Creek Boulevard Interchange quadrant, widen I-880/Stevens Creek Boulevard Overcrossing and construct soundwall along Parkmoor Avenue. Phase 2 will reconfigure southbound I-880/Stevens Creek Boulevard Interchange quadrant, construct Monroe Street dedicated lane and construct soundwall along S. Daniel Way. Phase 1 can proceed without Phase 2. Phase 1 is programmed in the Corridor Mobility Improvement Account and includes local funds. The total estimated cost of Phase 1 is \$54,400,000, capital and support. Phase 2 is not currently programmed. The total estimated cost of Phase 2 is \$10,200,000, capital and support. Construction is estimated to begin in Fiscal Year 2012-13. The scope as described for the preferred alternative is consistent with the project scope set forth in the proposed project baseline agreement.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include; noise, hazardous waste, biological resources, visual and aesthetics, water quality and stormwater runoff, and traffic. Potential impacts associated with the project can all be mitigated to below significance through proposed mitigation measures. As a result, a Final Environmental Impact Report was prepared for the project.

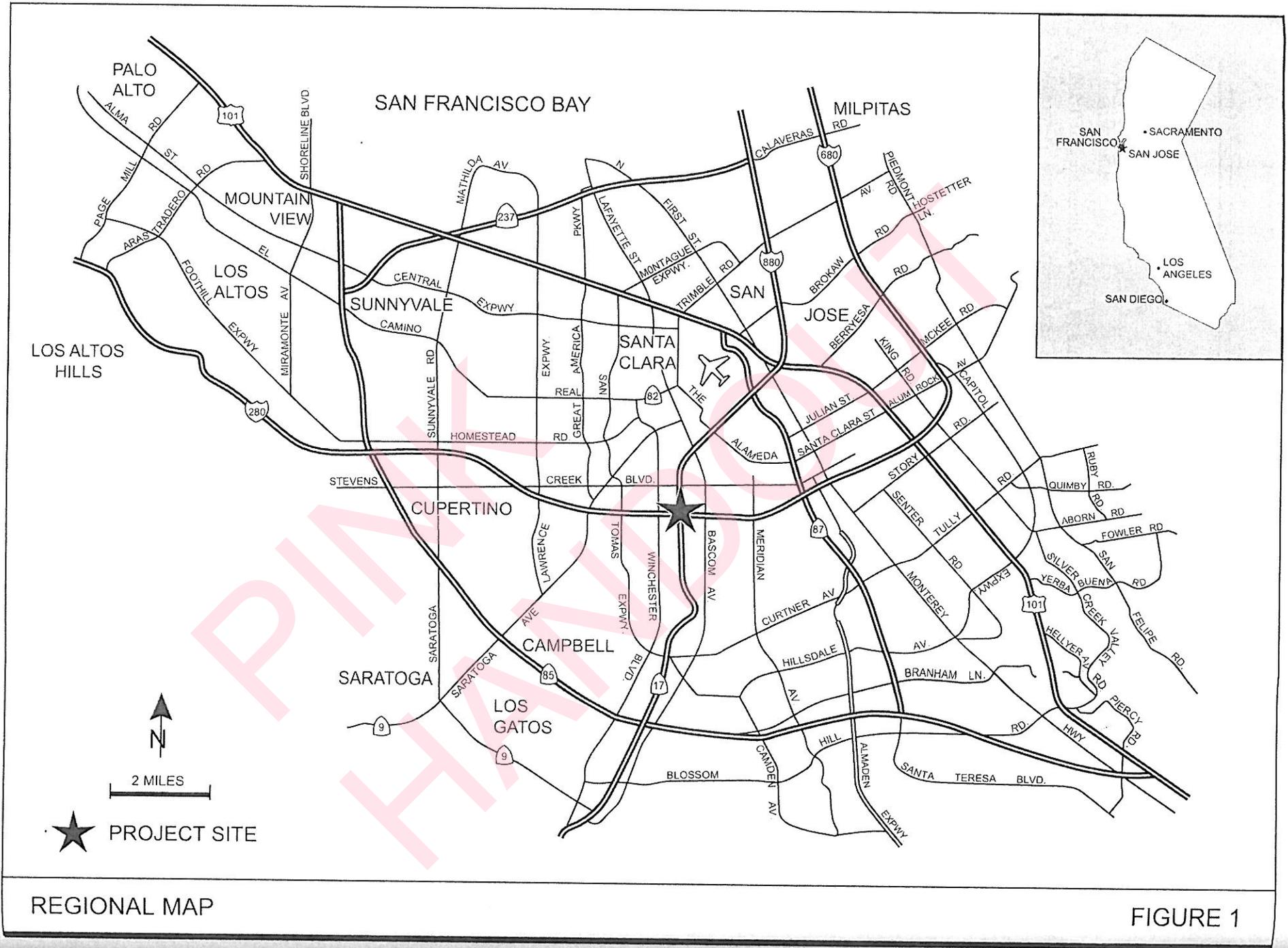
Attachments

PINK
HANDOUT

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 04-SCL-280, PM 5.10/5.20, 04-SCL-880, PM 0.0/0.70 Resolution E-11-77

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed an Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Routes 280 and 880 in Santa Clara County. Roadway improvements including reconfiguration of the existing I-880/Stevens Creek Boulevard interchange and addition of a new Direct Connector Ramp near the city of Santa Clara. (PPNO 0408G)
- 1.2 WHEREAS**, the Department has certified that the 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 Environmental Impact Report; and
- 1.4 WHEREAS**, the Environmental Impact Report did identify significant effects after mitigation; and
- 1.5 WHEREAS**, Findings were made pursuant to the State CEQA Guidelines.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby support approval of the above referenced project to allow for consideration of funding.



REGIONAL MAP

FIGURE 1

FINDINGS

CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDINGS FOR IMPROVEMENTS AT SR-17/I-280/I-880 INTERCHANGE AND I-880/STEVENS CREEK BOULEVARD INTERCHANGE IN CITY OF SAN JOSE, SANTA CLARA COUNTY, CALIFORNIA

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Chapter 3, Section 15901) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Chapter 11, Section 1501). 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. Effects found not to be significant have not been included.

Visual / Aesthetics

Adverse Environmental Effects:

The project will result in a significant visual impact at the single-family homes located near Parkmoor Avenue and at the single-family homes located on Pioneer Avenue near Hodges Avenue. The impact results from the removal of existing vegetation and the construction of the new elevated connector ramp.

- On Parkmoor Avenue, residents to the east of the three single-family residences that will be acquired to accommodate the NB I-280 to NB I-880 connector will experience substantial visual impacts as highway screening vegetation is removed and views of the highway features, including the new elevated connector ramp, are exposed.
- On Pioneer Avenue near Hodges Avenue, nearby residents will experience substantial visual impacts as highway screening vegetation is removed and views of the highway features are exposed.

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:

In order to reduce visual impacts, the project will implement the following measures:

- A metal beam guardrail (or similar barrier) will be installed along the easterly edge of the ramp and collector-distributor road adjacent to the Pioneer Avenue/Hodges Avenue neighborhood. Trees will be retained between the guardrail and the right-of-way line where feasible.
- At the location where the three single-family homes will be removed, a dense grove of fast growing evergreen trees such as redwood trees will be planted between the edge of Parkmoor Avenue and the soundwall and between the soundwall and the ramps to provide a dense visual screen.
- Fast growing vines will be planted at the bases of the new soundwalls to grow up and cover the uniform surfaces of the walls to soften their appearance.
- Metal beam guardrails (or similar barrier) will be installed, where feasible, to preserve desirable trees and vegetation located within 30 feet of the edge of the outside traffic lanes of the freeways, such vegetation that would otherwise need to be removed to comply with requirements for an object free safety/recovery zone.
- Per the Department's policy, the highway planting that has been damaged or removed due to a transportation project shall be replaced at a level equal to the current allowable maximum cost per acre. Replacement planting shall be provided within the project limits wherever feasible. If infeasible, replacement planting may be located 1) outside the limits of the parent highway project, 2) located outside the State operational right-of-way in a public space within the community, 3) as directed by the Department's District Landscape Architect.
- All new structures and walls will be treated with texture and/or color to reduce visual impacts.