interchange.



### Project Purpose: Reduce flooding and address damaged storm drain pipes in the vicinity of the US 101/Donahue Street

 Project Need: Drainage demands from the Marin City Pond and surrounding stormwater inflow, including from the Phillips Drive drainage system, exceed the capacity of the existing box culvert under US 101 to discharge stormwater from Marin City to Richardson Bay. In the event of flooding or roadway damage, travel and emergency access can be delayed or disrupted.



 Project Development Collaboration Background The Marin County staff working on Marin City Flood Reduction identified the need for improvements to drainage infrastructure in and around the Marin City Pond. Engineered solutions include: • Reducing stormwater flows into existing culvert (Caltrans proposed project) Containing overflow from Marin City Pond with a floodwall retaining wall • Pumping stormwater out of Marin City Pond into Richardson Bay

 Caltrans is the owner and operator of the State Highway System and agreed to the responsibility of overseeing drainage improvements that must be constructed within the US 101 right of way.

 Studies concluded that re-directing Phillips Drive stormwater directly into Richardson Bay through the proposed Marin City Second Culvert Project will reduce stormwater flows into the existing culvert across US 101 and reduce the risk of flooding of adjacent roadways.



# Project Components

- Construct new culvert under US 101 Abandon old extension to existing
- culvert under US 101
- Repair US 101 pavement experiencing differential settlement

# Flood Reduction

- Proposed Project reduces stormwater flow into the existing culvert across US 101
- Proposed Project avoids location of proposed Marin County pump station







**Marin City Pond** 

# Project Components

- Replace damaged culverts along and under Donahue Street
- Replacing culverts ensures longer service life to retain critical transportation corridor







- and housing.
- The Project would have less-than-significant impacts on aesthetics, air quality, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services, recreation, transportation and traffic, Tribal Cultural Resources, utilities and service systems, and wildfire.

**MM-BIO-1**, Impacts to Wetlands. Caltrans will mitigate for permanent impacts to aquatic resources at a ratio determined appropriate in coordination with regulatory agencies with jurisdiction, which are anticipated to be USACE and RWQCB. The mitigation credit, in-lieu fee contribution, or mitigation site will be chosen in consultation with regulatory agencies with jurisdiction.

# **Environmental Analysis**

The Project would have **no impacts** on agriculture and forest resources, mineral resources, and population



• With the implementation of mitigation measure MM-BIO-1, the Project would have less-than-significant impacts on biological resources, specifically wetlands and other waters.



### Wetlands

- Various types of wetlands exist in the Project area
- Impacts to wetlands are primarily temporary and will be fully restored
- Some permanent wetland loss may occur at culvert outfall

### **Environmental Analysis**







0	Postmi	les



Map showing Construction Noise study receptor locations in Project Area.

# **Environmental Analysis**

### **Construction Noise**

A Noise Control Plan will be included as part of the construction contract documents and will include noise monitoring and noise control measures to limit construction noise levels to 86 dBA  $L_{max}$  from 9:00 p.m. to 6:00 a.m.

Daytime construction noise levels estimated to exceed the 86 dBA  $L_{max}$  at the Receptor locations:

- from pile driving
- cold planing road work on US 101



 R1 and R4 due to pile driving, as well as for receptors less than approximately 300 feet

 R5 due to culvert installation and paving Receptors less than approximately 50 feet of