



Public Hearing Draft Environmental Assessment / Environmental Impact Report

Claremont Middle School – June 15, 2006



June 15, 2006

Public Hearing Purpose

- To provide the public with an opportunity to learn more about the project
- To receive input on the Draft Environmental Assessment / Environmental Impact Report (Draft EA/EIR)



How to Participate

- **Information about the project**
 - <http://www.dot.ca.gov/dist4/caldecott/>
- **Public hearings**
 - June 7, 2006: Orinda Community Center, Orinda
 - June 15, 2006: Claremont Middle School, Oakland
- **Submit written comments to:**
 - Gregory C. McConnell, Senior Environmental Planner
Attention: Sheryl Dorado, Caltrans District 4, Environmental Analysis
Mail Station 8B, P.O. Box 23660
Oakland, CA 94623-0660
 - Caldecott_Public_Comments@dot.ca.gov
 - **Comments must be received by 5:00 PM on July, 12, 2006**





Project Overview

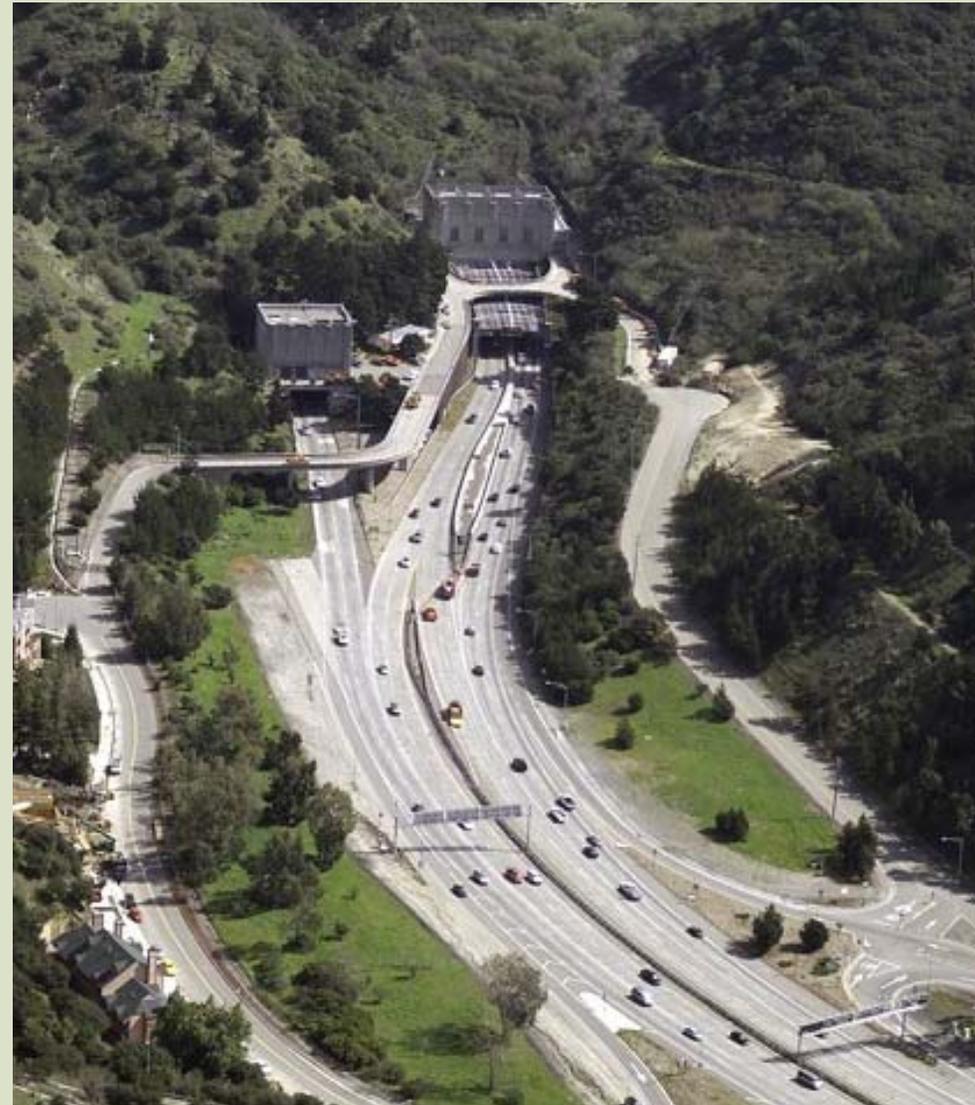


Project Location



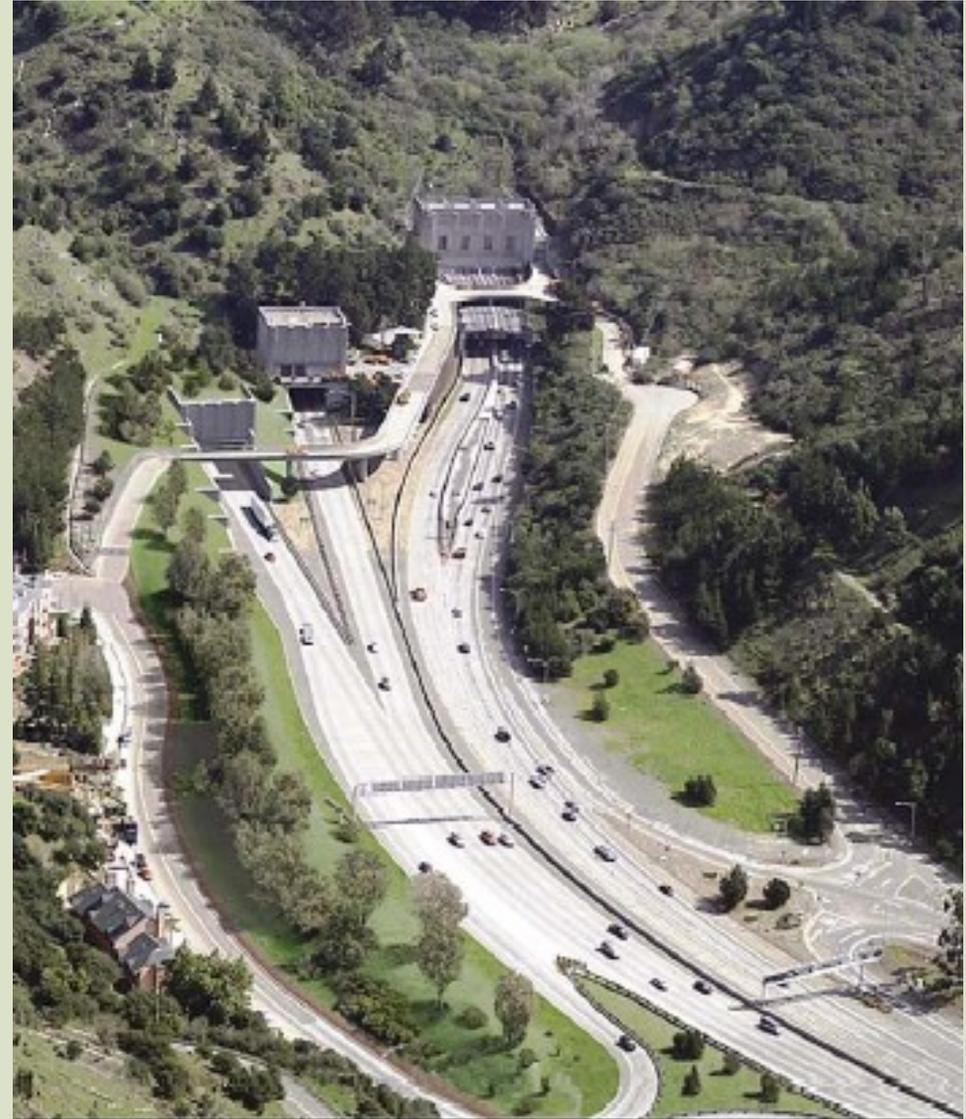
Existing Conditions

- Bore No. 1 serves eastbound traffic only
- Bore No. 2 serves westbound or eastbound traffic depending on demand
- Bore No. 3 serves westbound traffic only



Proposed Project

- Bores No. 1 and No. 2 will serve eastbound traffic exclusively
- Bores No. 3 and No. 4 will serve westbound traffic exclusively



The Need

- Existing congestion in the peak and non-peak directions
- Traffic is forecast to increase significantly
- Congestion in non-peak direction will grow faster than in the peak direction
- Daily reversals and lane merges contribute to accidents and congestion

Project Benefits

- Relieve congestion in non-peak direction
- Eliminate daily lane reversals
- Enhance safety
- Provide additional capacity during emergency
- Comply with Regional Measures

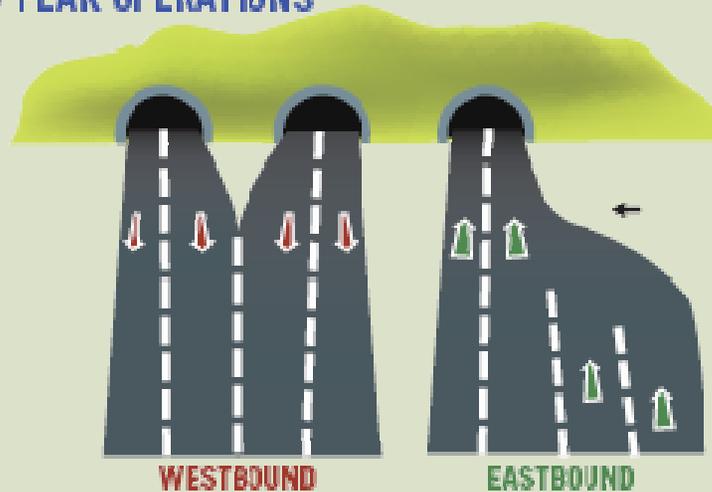


No Build Alternative

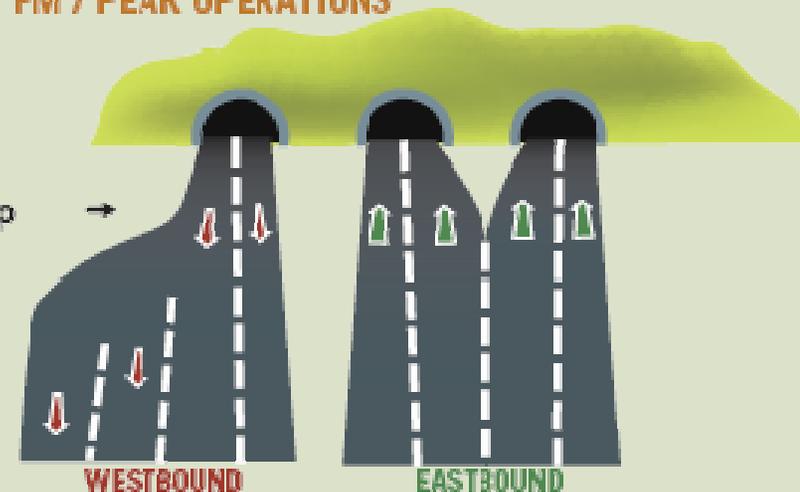
- Existing condition with no project-related activities
- No improvements to Route 24 to relieve congestion

Existing Conditions

AM / PEAK OPERATIONS



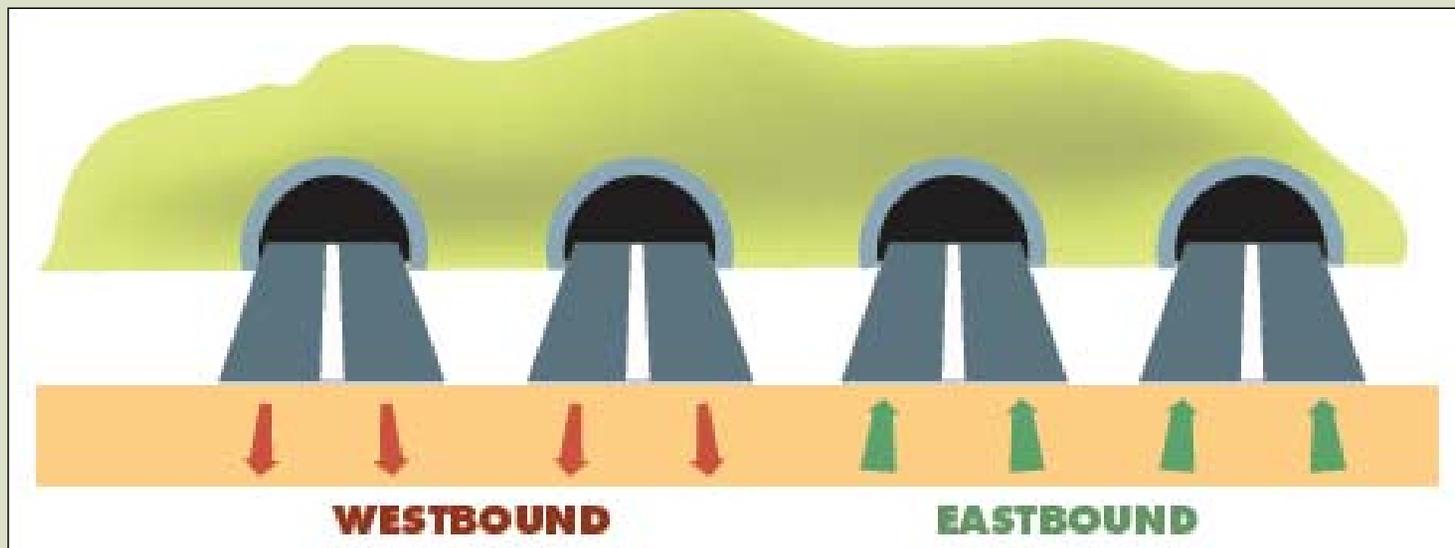
PM / PEAK OPERATIONS



Existing
Capacity Gap

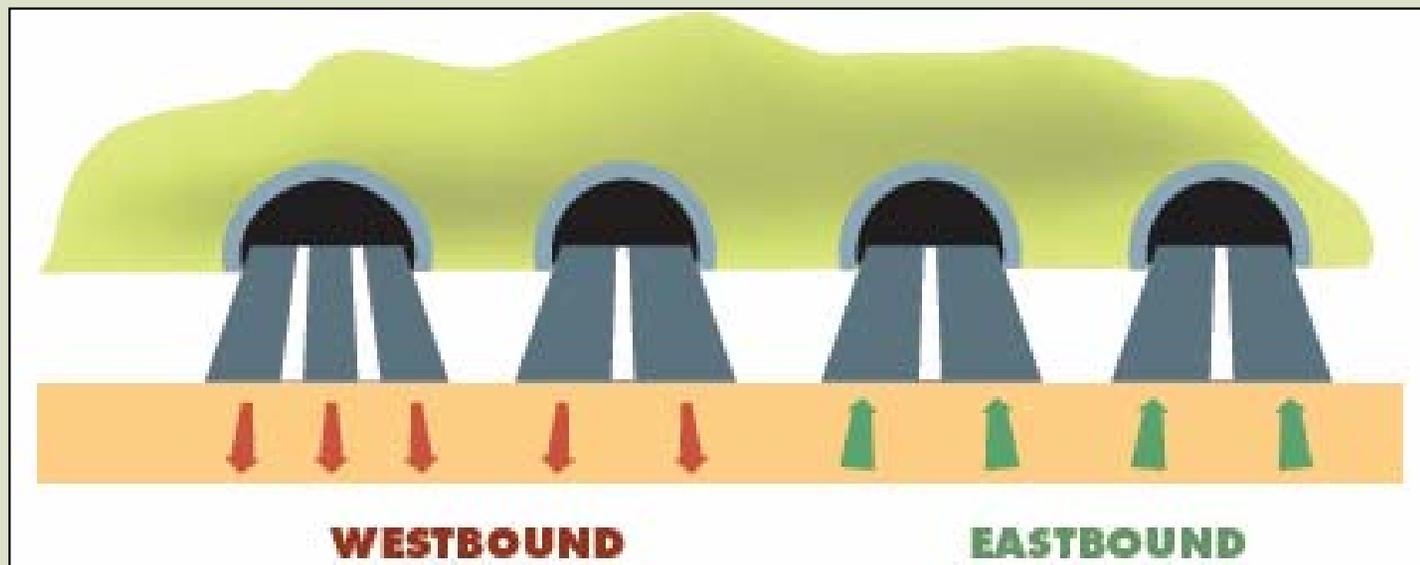
2-Lane Alternative

- 2 lanes
- Shoulders on each side of the tunnel
- Emergency walkway



3-Lane Alternative

- 3 lanes
- Shoulders on each side of the tunnel
- Emergency walkway



- Emergency cross passages
- Replace Operations/Maintenance building
- **Alameda**
 - Noise barriers
 - Improvements to Routes 24/ 13 connector
 - Improvements to Route 24/ Caldecott Lane interchange
 - Improvements to Caldecott Lane/Kay Street intersection
 - Improvements to eastbound Route 24
- **Contra Costa**
 - Ramp re-alignment at Fish Ranch Road



Existing Condition: West Portal



Proposed 2-Lane Tunnel: West Portal



Proposed 3-Lane Tunnel: West Portal



Existing Condition: East Portal



Proposed 2-Lane Tunnel: East Portal

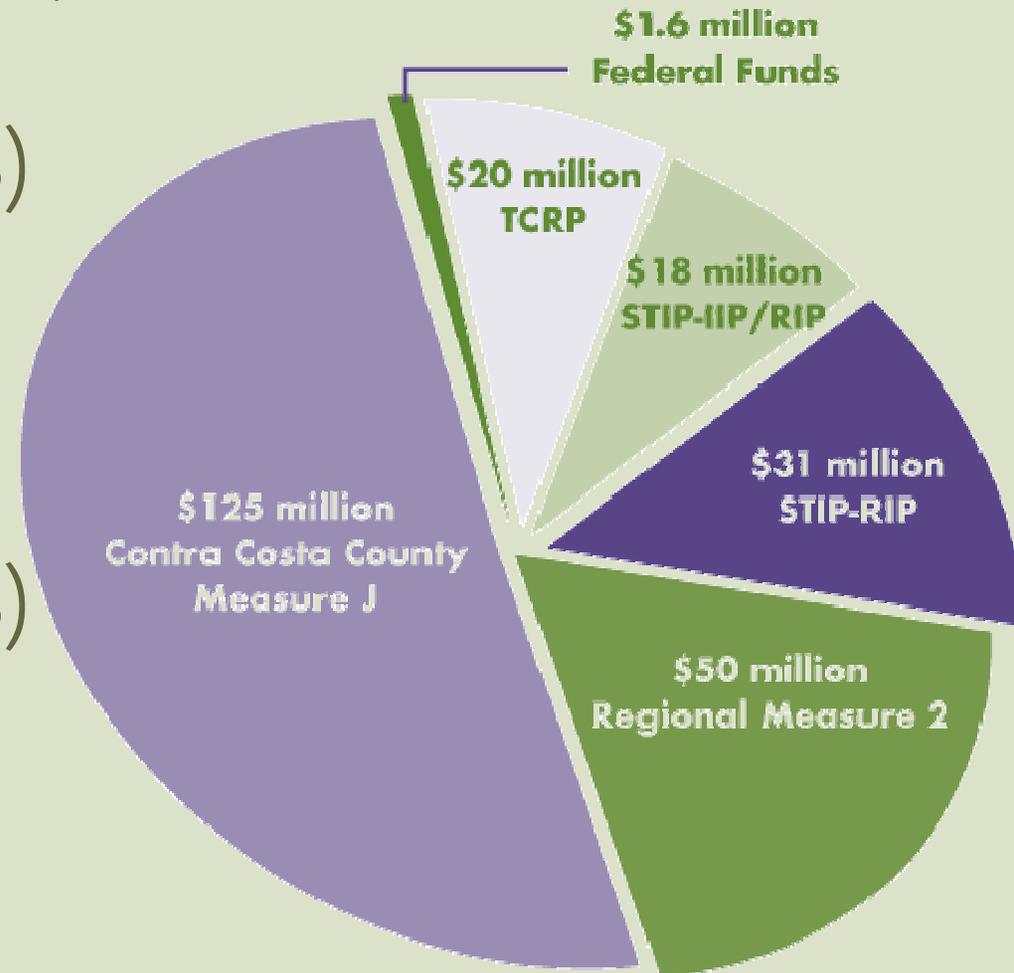


Proposed 3-Lane Tunnel: East Portal

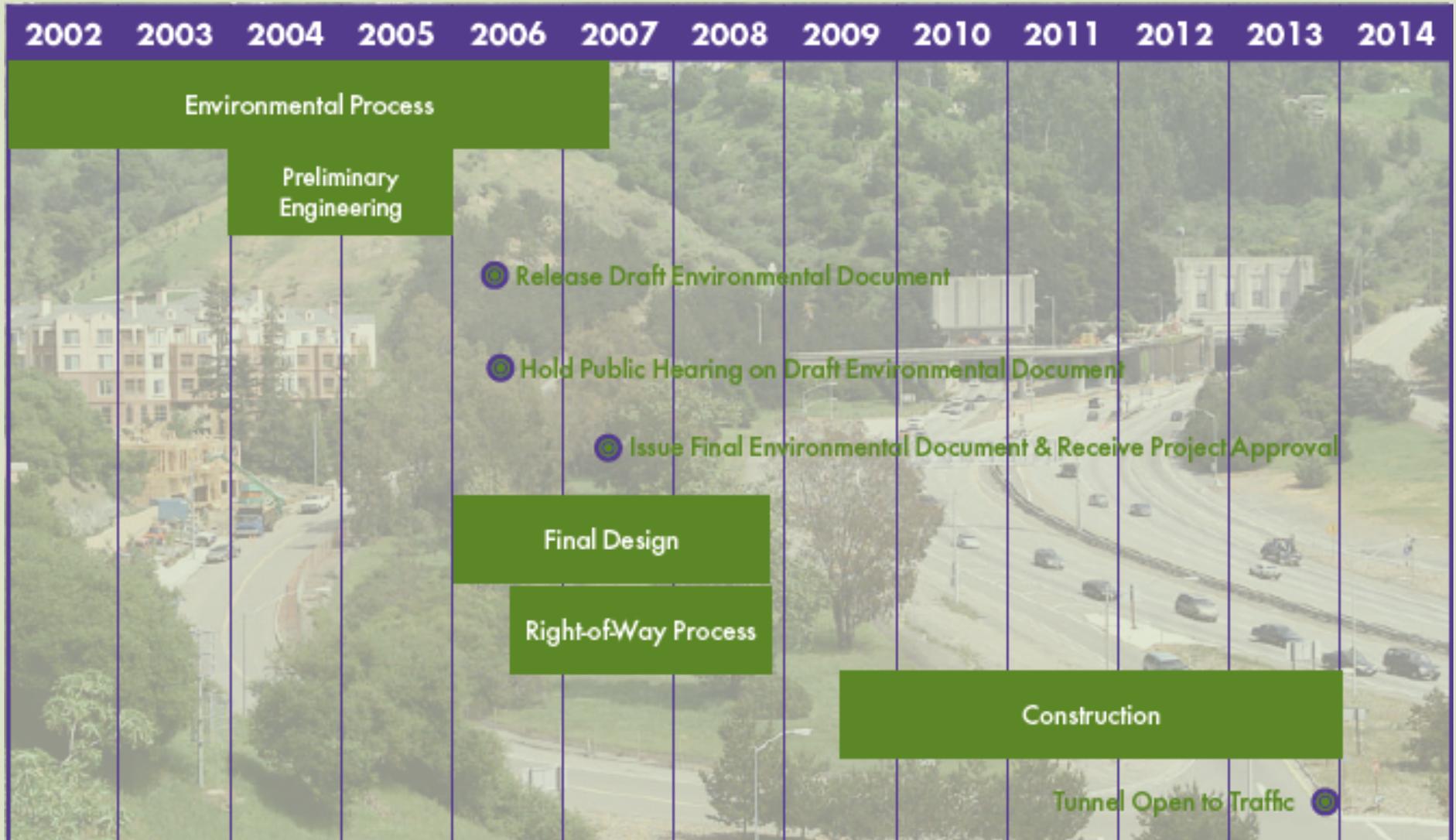


Funding & Cost

- Available funding (future \$): \$245M
- 2-Lane Alternative (future \$)
 - \$350 – \$390M
 - Shortfall: \$105-\$145M
- 3-Lane Alternative (future \$)
 - \$425 – \$480M
 - Shortfall: \$ 180M-\$235M



Schedule





Environmental Overview



Environmental Process



Lead Agencies:

- California Department of Transportation (Caltrans)
- Federal Highway Administration (FHWA)

Cooperating Agencies:

- Contra Costa Transportation Authority (CCTA)
- Alameda County Congestion Management Agency (ACCMA)



Community Involvement

- Public Meetings
 - Scoping Meetings - December 2002/January 2003
 - 300 comments
 - Public Meetings - June 2005
 - 85 comments
- Stakeholder Meetings
- Public Hearings



Technical Studies

- Air Quality
- Construction Phase
- Cultural Resources
- Geology/Seismology
- Growth Inducement/
Community Impact
- Hazardous Waste
- Hydrology
- Natural Environment
- Noise
- Paleontology
- Right of Way
- Traffic/Forecasting
- Visual/Aesthetics
- Water Quality



Environmental Findings

AFFECTED RESOURCE	POTENTIAL IMPACTS		
	ALTERNATIVE		
	2N	3N	No-Build
Paleontology	Potential for fossil finds.		
Right-of-way	R/W easements will be required; no displacements.		No impacts.
Traffic	Growth in travel demand (3N higher than 2N, and 2N higher than No-Build). Eliminate directional capacity gap in off-peak direction. Increased travel demand at nearby intersections (3N incrementally higher than 2N, and 2N incrementally higher than No-Build). No significant adverse effects to intersection operations.		No impacts. High growth in travel demand including nearby intersections.
Visual/ Aesthetics	Changes in the visual setting (new portal facades, on/off ramps, retaining walls, noise barriers, vegetation loss).		No impacts.
Water Quality	Preliminary calculations estimate at least 1.1 hectares (2.8 acres) of added impervious area.	Preliminary calculations estimate at least 1.7 hectares (4.1) of added impervious area.	Greater deposition of particulates from exhaust and heavy metals from braking due to continued congestion.
Wetlands	.008 hectare (.02 acre) of slope wetland SW-03 would be permanently filled. .0008 hectare (.002 acre) of other waters of the U.S. at intermittent/ephemeral stream channel IES-05 would be permanently filled.		No impacts. No impacts.



Mitigation/Abatement Measures

RESOURCE ISSUE	ALTERNATIVE
	<p>2N</p> <p>3N</p>
Construction Phase Impacts	<p>Noise: enclosures for compressors; temporary soundwall; construct noise barriers as first items of work; reduce equipment noise, material deliveries, and transport of excavated material; keep community informed in advance of noisy activities.</p> <p>Monitoring: if blasting is required, monitor homes for vibration.</p> <p>Dust and Dirt: applying water or dust palliatives; wetting down stockpiles, providing wheel washes and street-sweeping services; sealing aggregate and cement silos; Best Management Practices.</p> <p>Community Relations: on-going community coordination and construction inquiry response protocol.</p>
Cultural Resources	<p>If buried cultural materials are encountered, stop work until a qualified archaeologist can evaluate the find.</p>
Geology/Seismology	<p>Design tunnel and portals to withstand a 1,500-year seismic event and walls and other structures to withstand a 500-year event.</p> <p>Ensure slope stability during construction.</p> <p>Conduct detailed geotechnical investigation during final design.</p>
Hazardous Wastes/Materials	<p>Test for Aerially Deposited Lead (ADL), asbestos, and groundwater contamination during final design.</p> <p>Implement Health and Safety Plan; special handling for any ADL and/or asbestos.</p> <p>Use Best Management Practices for naturally occurring asbestos.</p> <p>Extract contaminated groundwater according to regulatory requirements.</p> <p>Assess need for managing naturally occurring hydrocarbons during construction.</p>
Hydrology/Floodplain	<p>New drainage facilities to convey roadway stormwater and tunnel washwater in current pathways.</p> <p>New underdrain trench at each side of inside-tunnel pavement to protect roadway from groundwater infiltration.</p>

RESOURCE ISSUE	ALTERNATIVE
	<p>2N</p> <p>3N</p>
Natural Environment	<p>Not Applicable</p> <p>Native grassland: designate and fence areas adjacent to construction as Environmentally Sensitive Area (ESA) to prevent accidental intrusion of workers and equipment.</p> <p>Perennial bunch grasses temporarily affected will be re-seeded with a native seed mix.</p> <p>Oak trees: ESAs will fully enclose the dripline of oaks and any limbs that need to be removed will be pruned by an arborist in accordance with arboricultural industry standards; ESA fencing will restrict vehicle and foot traffic near trees, prohibit fueling, equipment/material storage, and placement of fill or other materials over root zone. Oak trees removed will be replaced at 3:1 to 5:1, ratio to be determined in coordination with the Department of Fish and Game (CDFG).</p> <p>Urban trees: consult CDFG to determine appropriate mitigations; prepare Tree Replacement and Planting Plan consistent with local land use plans and goals.</p> <p>Noxious weeds: worker awareness training, avoidance of sensitive communities, and cleaning of construction machinery before subsequent use would reduce spread of noxious weeds. Disturbed areas would be restored after construction.</p> <p>California red-legged frog, Western spadefoot toad, white-tailed kite, and nesting raptors: use pre-construction surveys and protective measures to avoid impacts. Also use work windows to protect the frog and toad.</p> <p>Alameda Whipsnake: consult with U.S. Fish and Wildlife Service to determine measures to be implemented.</p>
Noise	<p>Consider construction of noise barriers: soundwalls, earth berm or a combination.</p>
Paleontology	<p>Monitor during excavation of eastern tunnel approach and stop work until any vertebrate remains encountered can be evaluated or preserved.</p>
Visual/aesthetics	<p>Plant vines/shrubs to screen views of new sound and retaining walls.</p> <p>Design sound and retaining walls with Art Deco features to compliment existing portal structures and use surface texture/stain to enhance the rural character.</p> <p>Re-vegetate affected areas with similar species, particularly the hillsides around the new tunnel portal and the area between SR 24 and Caldecott Lane.</p>
Water Quality	<p>Reduce contaminants in runoff during and after construction in accordance with Regional Water Quality Control Board requirements.</p>
Wetlands	<p>Consult with U.S. Army Corps of Engineers to determine requirements.</p>



Summary

- No significant impacts that can not be mitigated
- Mitigation/abatement measures
 - Visual
 - Noise
 - Biological
 - Construction phase

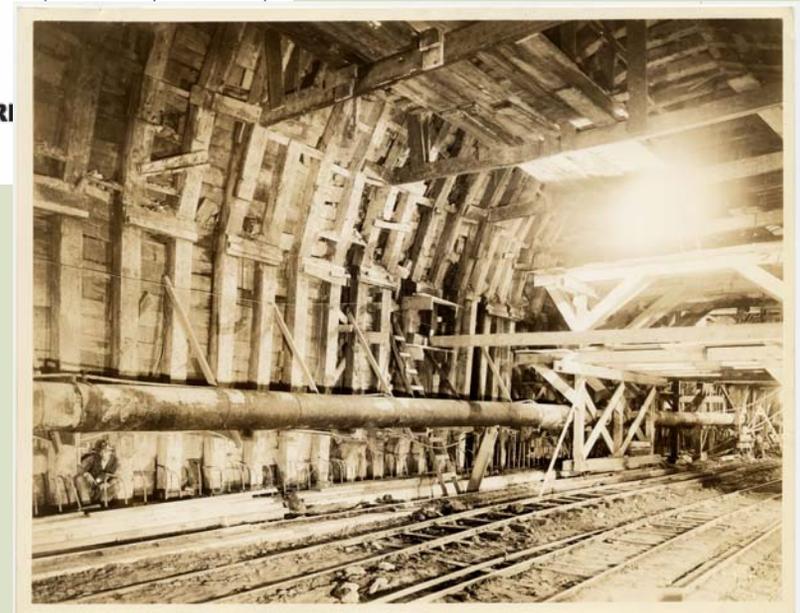
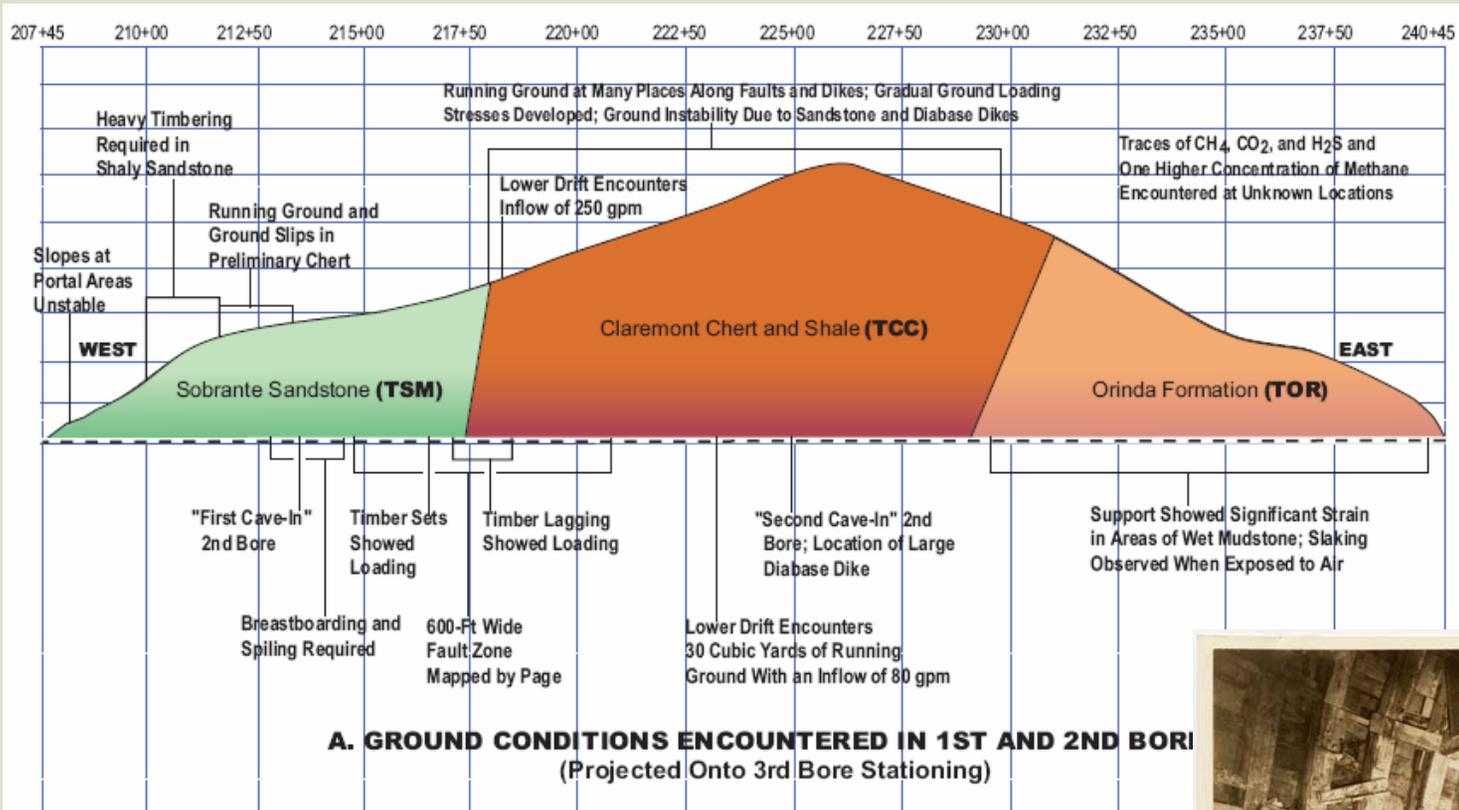




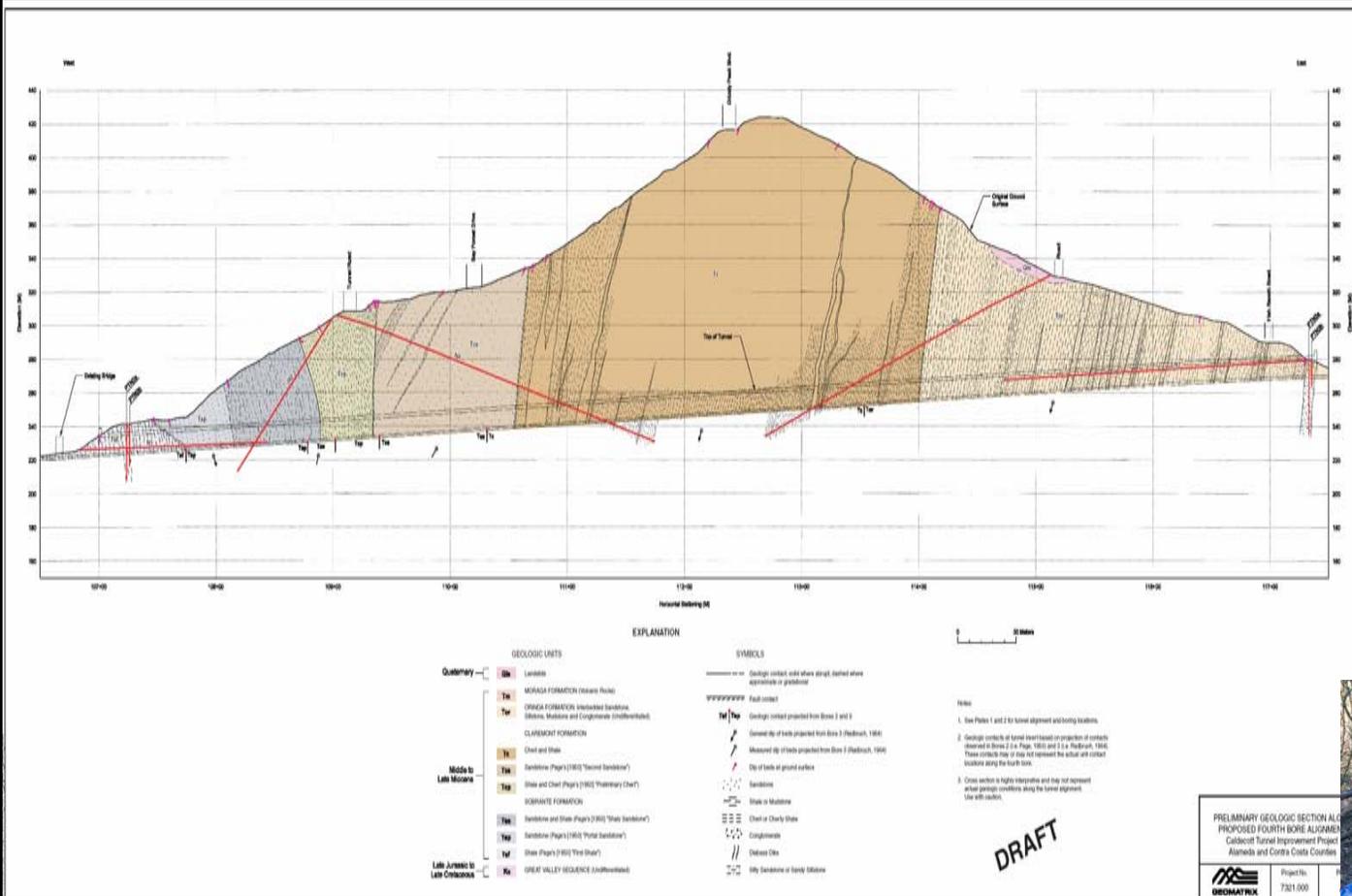
Construction Overview



Review of Existing Information

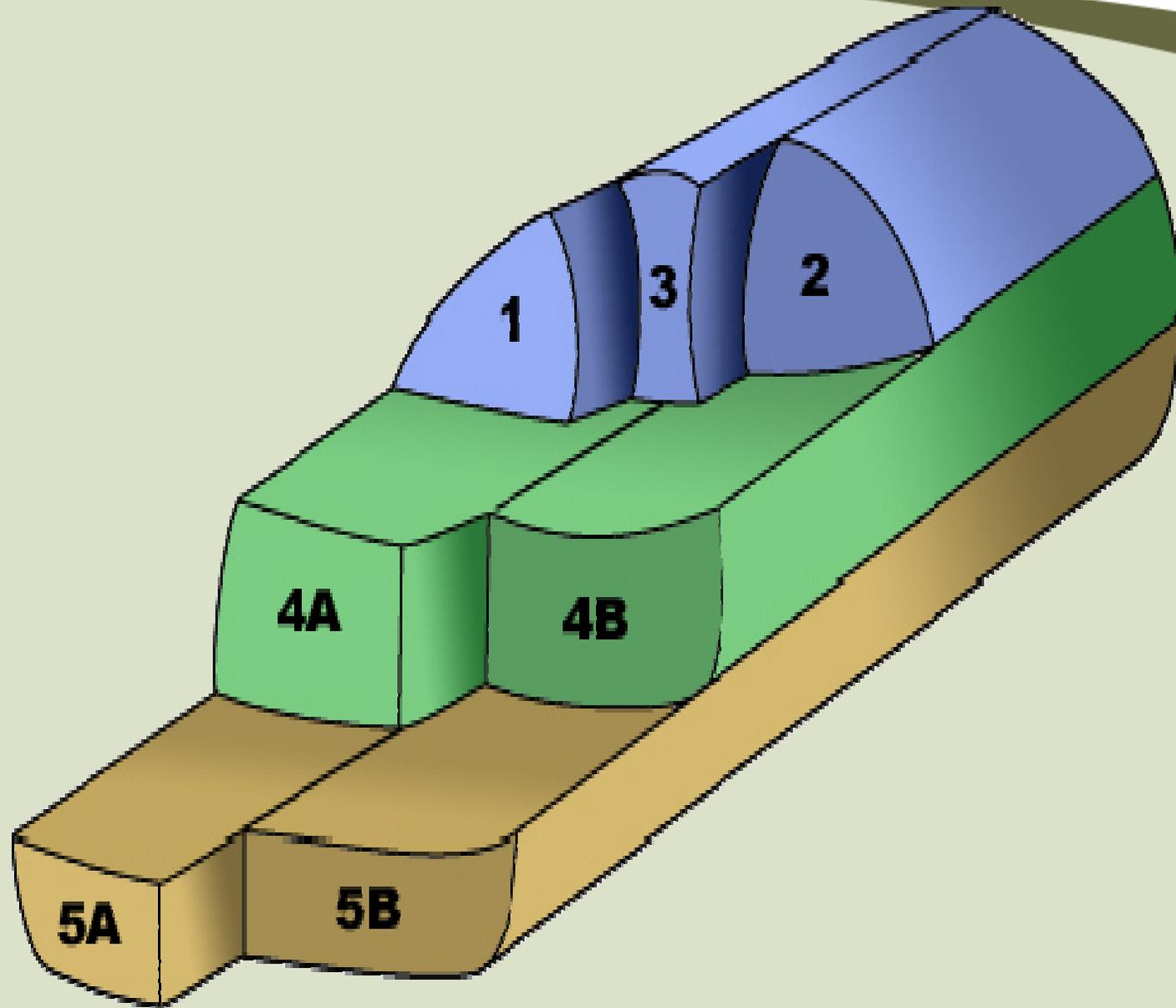


Geologic Section



Excavation Sequence

- Sequential Excavation Method (SEM or NATM)
- Excavation & support in stages (drifts)
- Tunnel construction from both ends (portals)



Tunnel Construction

Tunnel
excavation by
roadheader



Access Tunnel 9-20-04
Setup Alpine Roadheader

Tunnel Construction



Tunnel Construction



Tunnel Construction

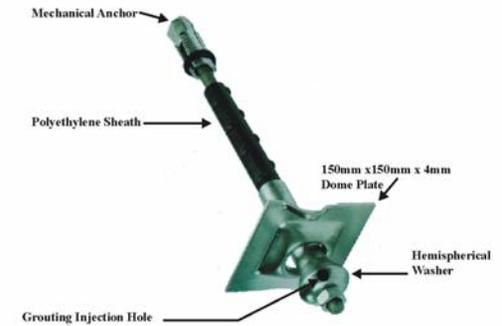


Figure 3 CT Bolt

Tunnel Construction



Tunnel Construction



Tunnel Construction



Tunnel Construction



Tunnel Construction



Tunnel Construction



Tunnel Construction





Public Hearing Protocol



Public Comment

- Please submit a speaker card if you wish to speak
- Moderator will call speakers
- Speakers will have 3 minutes to present comments
 - Yellow card – 30 seconds remaining
 - Red card – speaking time is over
- Panel may respond to questions, if appropriate



- Time slots will not be traded or yielded
- Please, no interruptions of speaker, side conversations, applause, etc.
- Please, turn-off cell phones or beepers
- Thank you for your cooperation

