

BDCP EIR/EIS Review Document Comment Form

Document: Administrative Draft—Chapter No. 3

Comment Source: Ken Lastufka (Catrans)

Submittal Date: 7-5-13

No.	Page	Line #	Comment	ICF Response
1	3-25	3	Add the sentence: "The new intake facilities along the east side of the Sacramento River (Alternatives ____) will also require the permanent and temporary re-alignment of SR 160."	
2	3-68		Under Section 3.6.1.1, include a discussion regarding the construction/operation of the permanent and temporary re-alignment of SR 160 at each intake location.	
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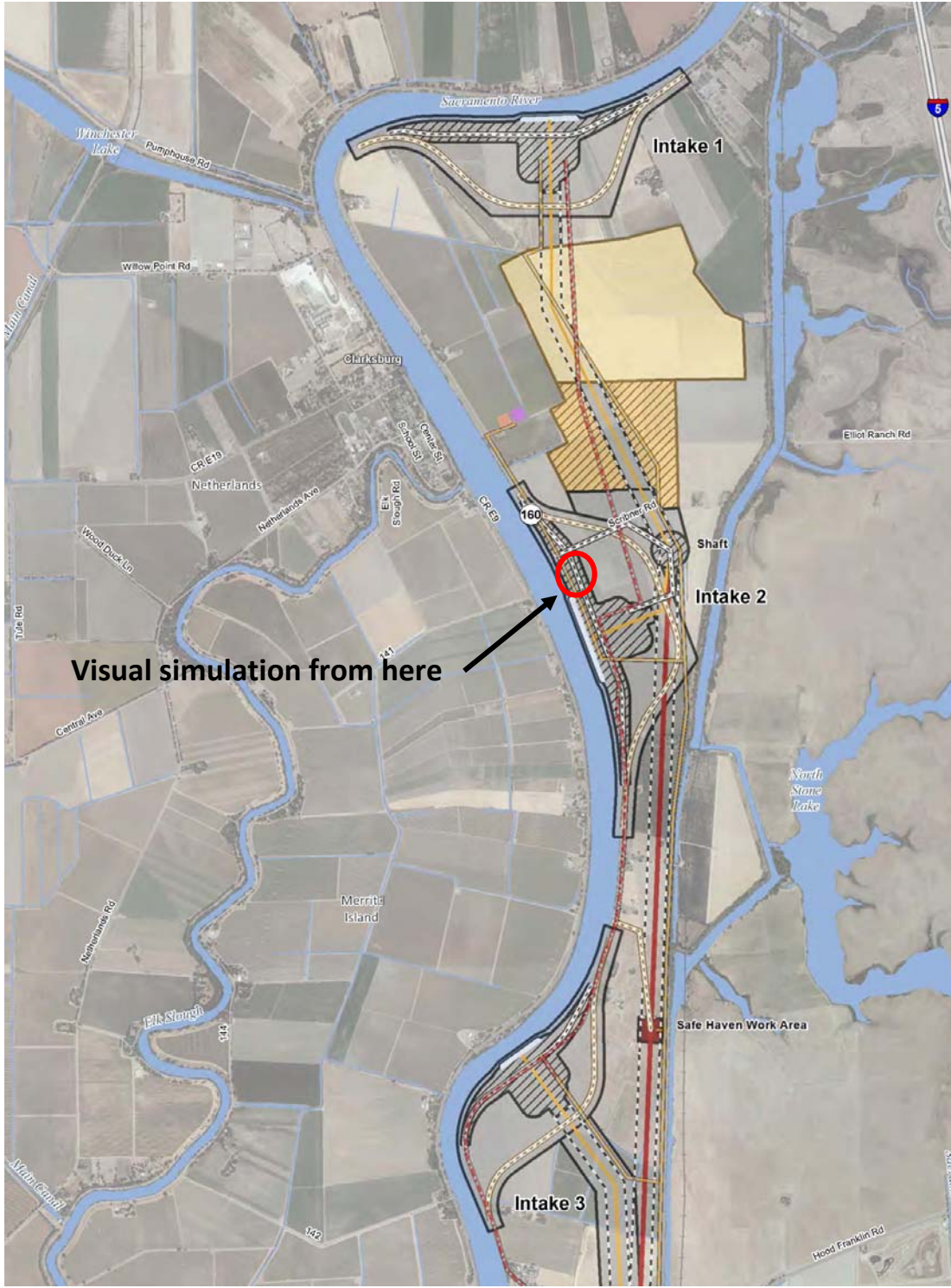
BDCP EIR/EIS Review Document Comment Form

Document: Administrative Draft—Chapter No. 17

Comment Source: Ken Lastufka (Catrans)

Submittal Date: 7-5-13

No.	Page	Line #	Comment	ICF Response
1			Figures 17-3a-d: Please provide a visual simulation that shows a re-aligned SR 160 within an intake area (see attached map).	
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Visual simulation from here

BDCP EIR/EIS Review Document Comment Form

Document: Administrative Draft—Chapter No. 19

Comment Source: Ken Lastufka (Catrans)

Submittal Date: 7-5-13

No.	Page	Line #	Comment	ICF Response
1			General comment: The permanent and temporary realigned SR 160 are discussed within this chapter, but no figures are included to reference showing the location of each proposed permanent and temporary realignment. Either include a figure within this chapter or reference figures in other chapters that show this information.	
2	19-81	6	"Policies" is misspelled as "polices". This misspelling occurs in many other sections of Chapter 19. Please do a global correction.	
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BDCP EIR/EIS Review Document Comment Form

Document: Administrative Draft—Chapter No. 20

Comment Source: Ken Lastufka (Catrans)

Submittal Date: 7-5-13

No.	Page	Line #	Comment	ICF Response
1	20-45		Impact UT-5: This section does not describe where the existing levee material under SR 160 will be disposed or re-used. It also does not describe where the material from the temporary SR 160 locations will be disposed once the re-aligned SR 160 is open to traffic.	
2	20-52		Impact UT-7, Public Services: Please describe the impact of the temporary SR 160 on emergency services (law enforcement, fire protection, and emergency responders). Include mitigation measures, if necessary.	
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BDCP EIR/EIS Review Document Comment Form

Document: Administrative Draft—Chapter No. 24

Comment Source: Raj Chadha (Catrans)

Submittal Date: 7-2-13

No.	Page	Line #	Comment	ICF Response
1			<p>Include the information from the October 26th 2010 ISA completed for the BDCP, specifically regarding an aerially deposited lead (ADL) site investigation, standard specifications for stripe removal and disposal, the wooden posts of metal beam guard rail, and a Hazardous Materials Disclosure Document.</p> <p>A copy of the ISA is attached to this comment form.</p>	
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Memorandum

Date: October 26, 2010

File: 03-Sac-160
Various PM's
EA 03-2F160
EFIS # 0300000235

To: David Simmons
Design Engineer

From: Rajive Chadha
North Region Office of Environmental Engineering (NROEE) - South

Subject: Initial Site Assessment

It is understood that this project proposes to realign state route 160 at four locations as detailed in your request. Two different alternatives are being considered for this project. Alternative 1 and Alternative 2 propose excavating 1.5 and 1.1 million cubic yards of material respectively. Some of this material will be reused within the project limits (if feasible) and the balance of this material will be relinquished to the contractor. The existing yellow and white traffic stripes will be cold planed along with the road surface and guardrail replacement will occur. It is understood that new right of way will be required for this project.

The review for potential hazardous waste impacts involved the following;

1. A review of the project plans and aerial mapping;
2. Discussions with the design engineer;
3. Review of the Geotracker database (a database of hazardous waste sites).

Based on this review, the potential for hazardous waste exists with respect to the following;

1) Lead-contaminated soil may exist within and near our R/W due to the historical use of leaded gasoline, leaded airline fuels, waste incineration, and et-cetera. The areas of primary concern in relation to highway facilities are soils along routes with historically high vehicle emissions due to large traffic volumes, congestion, or stop and go situations. Since soil disturbance, relinquishment and re-use will occur, an Aerially Deposited Lead (ADL) site investigation is required. This site investigation will determine if hazardous soils exist and what actions, if any, will need to occur during construction.

2) Hazardous levels of lead and chromium are known to exist in the yellow color traffic stripes. Since these traffic stripes will be grinded off along with the roadway, the levels of lead and chromium will become non-hazardous. These grindings (which consist of the roadway material and the yellow color traffic stripes) shall be removed and disposed of in accordance with Standard Special Provision 15-305 (Residue Containing High Lead Concentration Paints) which requires a Lead Compliance Plan (LCP). Non-hazardous levels of lead are known to exist in the white traffic striping. As such, these grindings shall be removed and disposed of in accordance with the same specification. For budgetary purposes, you can assume a cost of \$ 2,000 (Use BEES item code 190110).

3) Hazardous chemicals are known to exist in the wood posts associated with the MBGR. As such, if wood posts are removed, they shall be disposed of in accordance with Standard Special Provision 14-010 (Treated Wood Waste).

4) A Hazardous Materials Disclosure Document (HMDD) will be required for attachment to the Certificate of Sufficiency (COS) before any new Right of Way can be acquired. Please submit final R/W mapping to the NROEE so that our office can provide the HMDD.

Since construction of the proposed project cannot avoid disturbing soils, a Site Investigation (SI) is required. A SI needs to be requested by the PE or PM and takes 2 to 5 months to complete since a task order has to be prepared, approved, and issued to a contractor. The contractor is then required to prepare work plans, health and safety plans, conduct site investigations, and prepare site investigation reports for Caltrans review and approval.

The following support costs will be needed for this project;

Unit 349 NROEE (Hazardous Waste) Resource Hour Needs				
ISA	Site Investigation	HMDD	Specs Prep	Functional Support
150.20.10	165.10.50	235.30	230.35	285.10
8	80	16	8	12

Should the project take place at locations other than those specified, another review will be required. Should you require further information or have any questions, I can be reached at (530) 741-4295.

c.c. John Webb, Environmental Manager - South - Caltrans North Region
Winder Bajwa, Project Manager
Douglas Coleman, NROEE - South