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It should be noted that at a future date, the Department acting through FHWA or another federal agency may publish a notice in the Federal Register, pursuant to 23 USC §139(l), indicating that a final action has been taken on this project by the Department or another federal agency. If such notice is published, a lawsuit or other legal claim will be barred unless it is filed within 180 days after the date of publication of the notice (or within such shorter time period as is specified in the Federal laws pursuant to which judicial review of the federal agency action is allowed). If no notice is published, then the lawsuit or claim can be filed as long as the periods of time provided by other Federal laws that govern claims are met.

State Clearinghouse Number: 2006082017
04-CC-680, KP32.5/35.8
04 CC-004, KP16.9/24.3
EA 229100

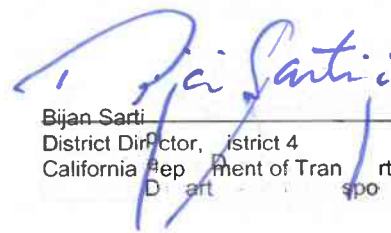
Located at the interchange of Interstate 680 (Kilometer Post 32.5/35.8) and
State Route 4 (Kilometer Post R16.9/24.3)

**Initial Study with Negative Declaration / Environmental Assessment with
Finding of No Significant Impact**

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation and
CONTRA COSTA TRANSPORTATION AUTHORITY

11-26-08
Date of Approval


Bijan Sarti
District Director, District 4
California Department of Transportation



Negative Declaration (ND)

Pursuant to: Division 13, Public Resources Code

Project Description

The proposed project is to construct a phased sequence of improvements to the I-680/SR-4 interchange in Contra Costa County, California, to alleviate operational deficiencies currently experienced through the facility.

The project would consist of five phases of improvements. All phases are included in the MTC's *Transportation 2030 Plan* (MTC 2005). The plan anticipates that Phases 1 and 2 would be operational by 2015 and Phases 3 through 5 would be operational by 2017. Phase 1 would construct a two-lane flyover direct connector from northbound I-680 to westbound SR-4. The existing northbound I-680 to westbound SR-4 loop would be removed. Phase 2 would construct a two-lane connector from eastbound SR-4 to southbound I-680. The current eastbound SR-4 to southbound I-680 diagonal ramp would be removed. Both Phases 1 and 2 would provide new direct local access to and from I-680.

Phase 3 would add a new lane to the median in both the eastbound and westbound directions of SR-4 within the project limits to provide additional weaving capacity. Phase 4 would replace the southbound I-680 to eastbound SR-4 loop ramp with a direct connector and remove the existing southbound I-680 to eastbound SR-4 loop ramp. It would also construct an auxiliary lane on eastbound SR-4 from the connector to the Solano Way off-ramp. Phase 5 would replace the existing one-lane northbound I-680 to eastbound SR-4 diagonal ramp with a slightly relocated two-lane diagonal ramp, replace the westbound SR-4 to northbound I-680 diagonal ramp with a two-lane diagonal connector, and widen the westbound SR-4 to southbound I-680 loop ramp from a single lane to two lanes.

Determination

The Department has prepared an Initial Study for this project, and following public review, has determined from this study that the proposed project would not have a significant impact on the environment for the following reasons:

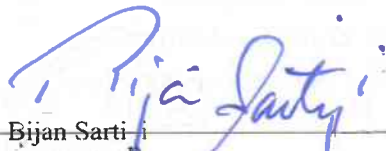
The proposed project would have no effect on Agricultural Resources, Cultural Resources, Land Use and Planning, Mineral Resources, Public Services, and Recreation.

In addition, the proposed project would have no significant effect on Air Quality, Hazards and Hazardous Materials, Transportation and Traffic, and Utility and Service Systems.

The proposed project would have no significantly adverse effect on Aesthetics (including the appearance of new soundwalls and tree removal), Biological Resources (including wetlands and fisheries), Geology and Soils, Hydrology and Water Quality, Flood Risk, Noise, and Population and Housing because the following mitigation measures would reduce potential effects to insignificance:

- **Aesthetics:** Landscape planning and subsequent landscaping would be incorporated into the project design, including the placement of trees, shrubs, and groundcover within the project right-of-way. Landscaping would be provided on Pacheco Boulevard in the vicinity of the intersection with the proposed slip ramps, pending a maintenance agreement between the local entity and the State. Soundwalls and retaining walls would be aesthetically treated with color, texture and patterns to help the walls blend into the environment and provide visual unity for the corridor. Soundwalls could be treated with vine plantings to reduce glare and graffiti and to enhance aesthetics. Aesthetic wall treatments would be similar to existing walls within the highway corridors. The design and aesthetic treatment of the overhead freeway structure (including the flyover and its ramps, columns, walls, etc.) shall be determined with input from public outreach meeting(s) to be held during the design phase of the project.
- **Biological Resources:** The total wetland permanent impacts are relatively small and would be mitigated. Wetlands and waters of the United States outside of the construction zone but on the border or nearby would be fenced off and designated for avoidance. Work within Grayson and Walnut Creeks would be restricted to the seasonal work period specified in regulatory permits for the project to avoid potential impacts to the Central Valley evolutionarily significant unit (ESU) steelhead and chinook salmon. Work within a given area of the creeks shall be limited to a single work window to avoid long-term effects. Work should occur only in a dry channel. If work in a live stream is necessary, the construction work space would be isolated from flowing water, shall not dewater the entire stream,

- and would allow fish passage through the project area. On-site mitigation opportunities for permanent, unavoidable wetland fill are limited, but off-site conservation banks and in-lieu fees are identified that may provide compensatory mitigation.
- **Geology and Soils:** Geotechnical and foundation studies would be performed for the final design, and the recommendations would be incorporated into the project plans. Project structures would be designed for seismic loading identified in the geotechnical studies.
 - **Water Quality:** Construction requirements for water quality are the conditions of the National Pollutant Discharge Elimination System (NPDES) permit, other planning agreements, and the county storm water management programs. A Storm Water Pollution Prevention Plan (SWPPP) would be developed and approved for this project and applied to project construction. The SWPPP would include best management practices (BMPs) for erosion and runoff controls, which would be incorporated into the project design and operations controls prior to project construction. Long-term mitigation would meet NPDES discharge requirements for permanent Design Pollution Prevention BMPs for soil stabilization and storm water runoff treatment.
 - **Flood Risk:** Existing flood risk would not be substantially changed by the project, and design measures can be incorporated to reduce the profile of the structure with respect to water passage.
 - **Noise:** Soundwalls would be constructed to mitigate for long-term noise impacts. Construction contract requirements would include work restrictions.
 - **Population and Housing:** Relocation assistance, including finding and obtaining replacement housing, relocation and business impact payments, and relocation services and counseling would be provided to eligible persons and businesses in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended.
 - **Transportation and Traffic:** Contractor requirements would include measures to avoid and minimize regional and local traffic disruption through notification of upcoming work and posting of detour or closure plans.


Bijan Sarti
District Director District 4
California Department of Transportation

11-26-08
Date

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FINDING OF NO SIGNIFICANT IMPACT

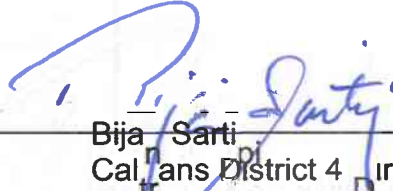
for

I-680 and State Route 4 Interchange Improvement Project

The California Department of Transportation (Caltrans) has determined that the build alternative of the Interstate 680/State Route 4 Interchange Improvement Project will have no significant impact on the human environment. This FONSI is based on the attached Environmental Assessment (EA), dated November 2008, which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. The EA provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA.

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been carried-out by Caltrans under its assumption or responsibility pursuant to 23 U.S.C.327.

11-26-08
Date _____



Bija Sarti
Caltrans District 4 Director

