

Date: February 19, 2013

To: Cristin Hallissy and Ngoc Bui, Caltrans District 4

From: Patrick Walz, P.E., and Lynn McIntyre, URS, on behalf of Santa Clara Valley Transportation Authority

Subject: ***Supplement to Final Initial Site Assessment, State Route 85 Express Lanes Project, Santa Clara County, CA (No. 0400001163/EA 4A7900)***

The purpose of this memorandum is to document updates to the proposed project since the Final Initial Site Assessment, State Route 85 Express Lanes Project, Santa Clara County, CA (ISA) was approved on June 22, 2011. Since the approval of the ISA, the following design changes have occurred.

1. Identification of a Single Build Alternative

Build Alternatives 1 and 2 were eliminated from further consideration because they did not meet the purpose and need of the project, and Build Alternative 3 was carried forward for evaluation in the environmental document. The 2011 ISA requires no modification to address this change.

2. Change in Project Limits

The project limits on the portion of US 101 in San Jose were shifted southward from Metcalf Road (PM 25.3) to Bailey Avenue (PM 23.1), a distance of approximately 2.2 miles. The purpose of this change is to allow for the placement of overhead advance notification signs in the median between Bailey Avenue and Metcalf Road in San Jose. The signs are intended to help prepare northbound motorists to decide whether to enter the express lane facility that begins just north of Metcalf Road. Trenching for electrical and communication lines would also be conducted as proposed in the rest of the project corridor. This project element was not addressed in the 2011 ISA.

3. Bridge Widening

To conform to current Caltrans standards, the following bridges will be widened: Almaden Expressway, Camden Avenue, Oka Road, Pollard Road, Saratoga Avenue, San Tomas Aquino Creek, and Saratoga Creek. The existing gaps between the northbound and southbound bridges at these locations would be closed except at Almaden Expressway, where the northbound bridge would be widened on the inside only (toward the median).

At each bridge location, the bridge decks would be extended in width from the existing structures and supported by new abutments on either end to free-span the roads or creeks underneath. Driven or CIDH piles, measuring 1.5 to 2 feet in diameter and extending approximately 50 feet below ground surface would be used to support the new abutments. Excavation for the construction of the pile cap would be required prior to the pile driving or drilling. At each bridge footing location, a 7- or 8-foot-deep area would be excavated for the column footings.

At San Tomas Aquino and Saratoga creeks, the superstructure for the widened bridges will be supported on driven concrete piles extending approximately 50 feet below ground surface. Cast-in-place prestressed concrete box girder bridges will be constructed on falsework to span the creek. No in-water work would take place. This project element was not addressed in the 2011 ISA.

4. Auxiliary Lane Addition

The Build Alternative was modified to include an auxiliary lane in a 1.1-mile segment of northbound SR 85 between the existing South De Anza Boulevard northbound on-ramp and Stevens Creek Boulevard northbound off-ramp. The purpose of the auxiliary lane is to improve traffic operations during peak periods in this segment. The existing pavement would be widened by up to 14 feet to the outside (northeast). To accommodate the auxiliary lane, sections of the existing abutments at South Stelling Road and McClellan Road overcrossings adjacent to northbound SR 85 would be removed and replaced by new retaining walls to support the embankments behind them. No culvert extensions, sound wall modifications, or additional right-of-way would be required. The depth of disturbance from the construction of roadway pavement and retaining wall foundations would be up to 5 feet. This project element was not addressed in the 2011 ISA.

5. Access Zone Changes

Certain express lane access zone locations—the freeway segments in which vehicles can enter and exit express lanes—were revised to improve projected Build Alternative traffic operations. The changes to access zones are in the following locations of SR 85:

Northbound

- Fremont Avenue: Extend access zone upstream up to Homestead Avenue on-ramp
- Almaden Expressway: No access zone change; add a white solid line to separate express lanes from general purpose lanes

Southbound

- El Camino Real-Fremont Avenue: Extend access zone downstream
- Camden Avenue on-ramp: Extend access zone opening upstream
- Blossom Hill Road on-ramp: Extend access zone opening upstream

The 2011 ISA requires no modification to address this change.

This memorandum will provide the additional information needed to address project changes 2, 3, and 4. The limitations and exceptions identified in Section 2.3 of the ISA are incorporated by reference.

Change in Project Limits

The area between Metcalf Road (PM 25.3) and Bailey Avenue (PM 23.1) was evaluated in the November 2012 *Initial Site Assessment for the US 101 Express Lanes Project*.¹ The ISAs for both the SR 85 and US 101 express lanes projects identify the PG&E electrical substation at the US 101/Metcalf Road interchange as a potential hazardous materials site and recommend groundwater sampling if dewatering is planned downgradient of the property. The US 101 Express Lanes Project ISA does not identify any additional potential hazardous materials sites in the area between Metcalf Road and Bailey Avenue. The ISAs for both the SR 85 and US 101 express lanes projects make the same recommendations for soil and groundwater sampling. These recommendations are applicable to, and will be implemented as appropriate for, the area between Metcalf Road and Bailey Avenue.

¹ URS 2012. *Initial Site Assessment for the US 101 Express Lanes Project*, EA 2G7100; 04-SCL-101, PM 16.00/52.55; 04-SCL 85, PM 23.0/R24.1. November 2012. Approved October 31, 2012.

Bridge Widening

None of the proposed bridge widening locations are in the vicinity of the potential hazardous materials sites identified in the ISA. Additionally, URS reviewed the on-line databases maintained by the San Francisco Bay Regional Water Quality Control Board (Envirostor) and the California Department of Toxic Substances Control (Geotracker) on February 11, 2013. The databases listed no new sites that could reasonably be suspected of causing groundwater or soil contamination at the bridge widening locations. However, soil sampling for aerially deposited lead and naturally occurring asbestos is recommended at each of the proposed bridge widening locations prior to project construction.

Auxiliary Lane Addition

Table 6-1 of the ISA lists one site in the vicinity of the proposed auxiliary lane: Conoco Phillips #6080 at 21530 Stevens Creek Boulevard, Cupertino, CA 95014. This site, which is on the Leaking Underground Storage Tank List, is southwest of the SR 85/Stevens Creek Boulevard interchange and is currently occupied by a 76 gas station. A preliminary site assessment is under way. The ISA recommends groundwater sampling for petroleum and volatile organic compounds if dewatering is planned downgradient of the property.

Auxiliary lane construction would require replacement of part of the McClellan Road overcrossing abutment along northbound SR 85 with a retaining wall. The closest point of ground disturbance for auxiliary lane construction would be more than 0.5 mile south (upgradient) from the Conoco Phillips site. As such, the proposed construction work is not within an area where groundwater sampling is recommended.

Conclusions

The recommendations outlined in Section 6.2 of the ISA remain applicable to the revised project. No additional recommendations are needed.