

# Appendix G Wetlands Only Practicable Alternative Finding

---

## Appendix G: Wetlands Only Practicable Alternative Finding

*Pursuant to Executive Order 11990 – Protection of Wetlands*

### **Alternatives:**

The Preferred Alternative for the State Route 4 (East) Widening Project: Loveridge Road to State Route 160 is the Build Alternative, which would widen State Route (SR) 4 from its current four lanes to eight lanes to provide one HOV and three mixed-flow lanes in each direction from approximately 1.3 kilometers (0.8 mile) west of the Loveridge Road Interchange to approximately 1.2 kilometers (0.7 mile) east of the Hillcrest Avenue Interchange. Widening SR 4 under the Build Alternative would include the addition of auxiliary lanes between interchanges to facilitate on and off traffic movements. The alignment of the widened SR 4 mainline would be shifted southward of the existing right-of-way west of Loveridge Road and northward between Loveridge Road and Century Boulevard.

SR 4 widening would require reconstruction of undercrossings, overcrossings, and interchanges within the project limits. At the SR 4 / Loveridge Road Interchange, the overcrossing would be reconstructed, the Stoneman Spur railroad underpass removed, and the interchange ramps reconstructed. To accommodate the planned widening of Century Boulevard (by others), the existing single-span structures carrying SR 4 over Century Boulevard would be replaced by two-span structures, while Century Boulevard would be lowered by 0.6 meter (2.0 feet). Also, the Lone Tree Way–A Street undercrossing structures would be widened, and the Somersville Road and Contra Loma Boulevard–L Street undercrossing structures and southbound Hillcrest Avenue overcrossing would be reconstructed. The ramps to and from the east at the SR 4 / G Street Interchange would be eliminated, and replacement access would be provided at the SR 4 / Contra Loma–L Street Interchange.

Five jurisdictional wetland areas are within the project corridor. These wetlands are identified in Table G-1, Wetland Impacts under the Preferred Alternative, and shown on project plans in Appendix A. Because the project involves the widening of an existing roadway, opportunities to avoid wetlands that run along or cross the roadway are limited. Most project alternatives and design concepts that were considered and withdrawn from consideration early in the design process would have had equal or greater impacts to wetlands. The Six-Lane Facility Alternative would have reduced wetland impacts, but would not have met the project purpose and need objectives of relieving traffic congestion and improving traffic operations and safety. This alternative also would have done nothing to encourage use of alternative modes or carpooling. Alternative L-4 would have created a single-point diamond interchange at the SR 4 / Contra Loma Boulevard–L Street Interchange with slightly fewer wetland impacts at West Antioch Creek than under the Build Alternative. Alternative L-4, however, would not have had acceptable traffic operations, would have been substantially more costly, and would have had severe right-of-way impacts. No impacts to wetlands would occur under the No-Build Alternative, except for the effects

of routine maintenance, but the No-Build Alternative would not meet the purpose and need of the project.

Table G-1 shows effects to wetlands under the Build Alternative.

<b>Table G-1: Wetland Impacts under the Preferred Alternative</b>			
	<b>Location</b>	<b>Acres*</b>	
		<b>Permanently Affected by Project</b>	<b>Temporarily Affected by Project (Construction Phase)</b>
<b>Wetlands</b>	<i>West Kirker Creek</i>	0.0750	0.0075
	<i>Unnamed Drainage (East of Loveridge)</i>	0.0182	0.0000
	<i>East Kirker Creek (Also called "Old" Kirker Creek)</i>	0.0134	0.0000
	<i>West Antioch Creek</i>	0.0844	0.0176
	<i>"Old" West Antioch Creek</i>	0.0738	0.0000
<b>Total Wetlands</b>		<b>0.2648</b>	<b>0.0251</b>

#### **Measures to Minimize Harm:**

The project has been designed to minimize impacts to wetlands within the project corridor. Mitigation measures will be implemented for both permanent and temporary (construction phase) impacts of the project to ensure no net loss of wetlands. During project construction, all wetland areas adjacent to the project will be designated as Environmentally Sensitive Area (ESA). All wetland areas temporarily disturbed by construction will be fully restored following construction activities. Proposed project impacts to jurisdictional areas will be compensated either by contribution to an ACOE-approved land trust, purchase of mitigation credits in an ACOE-approved wetland mitigation bank, or restoration, enhancement or creation of in-kind wetlands.

#### **Finding:**

Based on the considerations reported above, it is determined that there is no practicable alternative to the proposed new construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands that may result from such use.