



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT
1325 J STREET
SACRAMENTO CA 95814-2922

Operations and Readiness Branch

FINDING OF NO SIGNIFICANT IMPACT
408 Permission Numbers CCC 627-16, CCC 601-17, and CCC 602-17
Interstate 680 (I-680)/State Route (SR) 4 Interchange Project – Phase 3
Contra Costa County, California

I have reviewed and evaluated the information presented in the Initial Study (IS)/Environmental Assessment (EA), dated November 2008, and the NEPA/CEQA Re-validation Form, dated December 2015, prepared by the California Department of Transportation (Caltrans). The proposed project is located where State Route 4 crosses Grayson Creek and Walnut Creek, between the cities of Martinez and Concord in Contra Costa County, California. In compliance with U.S.C. Title 33, Chapter 9, Subchapter 1, Section 408, the Contra Costa Transportation Authority, Phillips 66, and Kinder Morgan (requesters) have requested permissions through the Contra Costa County Flood Control and Water Conservation District from the U.S. Army Corps of Engineers (Corps) to alter the Walnut Creek Project, an existing federal flood risk management project, authorized by the Flood Control Act of 1960.

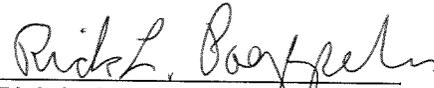
The proposed project would include the widening of SR 4 at the Grayson Creek and Walnut Creek Bridges. The proposed work at Grayson Creek Bridge includes the removal and replacement of the existing SR 4 bridges, the construction of access roads on the left and right sides of the channel below the new bridge, and the relocation of two oil pipelines. The proposed project would also widen the Walnut Creek Bridge in the median approximately 28.7 feet in the eastbound direction and approximately 28.7 feet in the westbound direction.

Caltrans, with NEPA responsibilities delegated by the Federal Highway Administration (FHWA), served as the lead federal agency for environmental compliance. Following completion of the IS/EA in 2008, changes were made to the project design, requiring minor technical changes/additions to the original document. Therefore, Caltrans prepared a NEPA/CEQA re-validation form and associated addenda, signed December 2015, to re-validate the IS/EA. The Corps has independently reviewed this documentation and has determined that the Corps' permitting actions are fully encompassed in the preferred alternative and the EA complies with the Corps' NEPA regulations. Therefore, the Corps is adopting the EA prepared by Caltrans.

A public notice was made available from September 22, 2017 to October 6, 2017, on the Corps' website for public and agency review and comment. The Corps received three responses to this public notice, details are discussed in a memorandum for record, dated March 14, 2018, prepared by the Corps.

The possible consequences of the work described in the EA have been studied with consideration given to environmental, social, economic, and engineering feasibility. The potential effects have been coordinated with the National Marine Fisheries Service (NMFS), the California State Historic Preservation Officer (SHPO), and other Federal and State resource agencies.

Based on my review of the EA (incorporated herein by reference), information provided by the requesters, and interested parties, I have determined these permissions will not have a significant effect on environmental, social, or cultural resources. Based on these considerations, I am convinced that there is no need to prepare an Environmental Impact Statement. Therefore, the EA and Finding of No Significant Impact provide adequate environmental documentation to grant 408 permissions for the proposed action.



Rick L. Poepelman, P.E.
Chief, Engineering Division
Levee Safety Officer

5/18/18

DATE SIGNED