

**San Pablo Clearwell Replacement
and Water Treatment Plant Rehabilitation Project
Virtual Public Meeting, June 11, 2020
Questions and Answers**

Truck Traffic/Truck Routes

1. What is EBMUD's process for informing contractors about the truck route?

Contra Costa County issued the encroachment permit to EBMUD's Contractor. The encroachment permit includes haul route details.

2. Have they been informed of the truck route and circulation movements?

See response to #1 above.

3. Maybe it makes sense to get the traffic engineers from EBMUD, Berkeley, Albany, and the County to discuss this?

In the fall of 2017, EBMUD initiated an encroachment permit application with the Contra Costa County Public Works Department for work associated with the San Pablo Clearwell Project. EBMUD and Contra Costa County Public Works had several rounds of discussion and feedback on the permit application as the project was being developed. On May 1, 2018, EBMUD design engineers and Contra Costa County Public Works Department Permit Center staff met and worked through permit details, including truck haul routes considering traffic safety and accessibility to the jobsite.

The Bidding Purpose Permit was issued on June 6, 2018 with an approved truck haul route. The Encroachment Permit issued to EBMUD's contractor included approved truck haul routes and was issued on December 3, 2018. Line of sight at the Colusa Avenue ingress/egress is greatly impaired due to a blind curve and a hill. On-going traffic safety concerns on Colusa Avenue predicated trucks typically enter on Berkeley Park Boulevard with a clear line of sight and exit on Colusa Avenue with a right turn.

4. My question is that the trucks are coming from the north and passing the Colusa entrance to come to Berkeley Park Blvd. Why can't the trucks just enter at Colusa?

See response to #3 above.

5. Why do they need to go the extra distance to come to Berkeley Park and enter on a dangerous hill?

See response to #3 above.

6. Why can't all the trucks enter the site through Colusa

See response to #3 above.

7. Why can't the trucks go up Colusa go through the circle and make a right into the site?

See response to #3 above.

8. Why don't we go back to entering on Berkeley Park and exiting on Colusa?

See response to #3 above.

9. Why can't the truck traffic use the Colusa gate only to enter and exit the site?

See response to #3 above.

10. I thought the trucks were exiting via Colusa, not Berkeley Park?

At times, trucks must exit via Berkeley Park Boulevard if access to the Colusa Avenue exit is restricted.

11. I am still very confused about why the Colusa entrance is not the primary one?

See response to #3 above.

12. Can we share the truck traffic with Colusa?

See response to #3 above.

13. Could the trucks come up Solano or Marin and turn left on Colusa?

See response to #3 above.

14. How are the trucks getting there, are they coming from Fairmont?

See response to #3 above.

15. Did you look at going further up Marin?

See response to #3 above.

16. What percent turn left on Marin and what percent turn on Berkeley Park?

This question is outside the scope of EBMUD's knowledge.

17. Can you distribute the traffic, by coming up 50% Marin and some on 50% Fairmont?

See response to #3 above.

18. Can we look at the alternative entrance?

See response to #3 above.

19. Is it an unsafe maneuver to turn left into the site from Colusa?

See response to #3 above.

20. Is it safe to make to turn right on Colusa?

See response to #3 above.

21. How do you have a safe route that fairly distributes the traffic?

See response to #3 above.

22. In your online FAQ_10.30.19 document question 14 says there will be approximately 1,450 trucks trips over two years for concrete pours. I have heard neighbors say there will be 5,000 trips. Please clarify.

The project will store and reuse most of the excavated soil from the project onsite, greatly reducing truck trips. The majority of the truck trips will be from concrete pours, which are estimated to be approximately 1,450 trucks over a 2-year period. The total number of estimated truck trips (concrete and soil off-hauling) for the overall project duration is approximately 3,000 trips.

Tanks

23. Will the tanks be buried or will they be visible?

The tanks will be partially buried. The roofs and a portion of the front of the tanks and valve structure (facing Coventry Road) will be visible.

24. Are there drawings of how the tanks will look from the east looking down or from other vantage points?

No renderings of the tanks from different vantage points were prepared as part of the project.

25. Please provide information on the seismic features of the project.

The existing San Pablo Clearwell will be replaced with two new concrete tanks that will replace the current 100-year old earth embankment dam. Using concrete structures to replace

the embankment, greatly increases the seismic reliability of the structure. The new tanks are designated as essential facilities and are designed to remain operable after an earthquake and will withstand high seismic demands caused by proximity to the Hayward fault.

The new tanks were designed and will be constructed in accordance with current industry standards and the tank structures and foundation would be built to the latest seismic codes. The concrete tanks are designed to the following standards and incorporate seismic design criteria for the location:

- ANSI/AWWA Standard D110 Wire and Strand Wound, Circular, Prestressed Concrete Water Tanks with all included ACI and ASTM standards for a Type I tank.
- ASCE Standard 7 Minimum Design Loads for Buildings and Other Structures

Site Improvements

26. When the project is done will EBMUD fix any damage to the streets?

EBMUD will document the road pavement conditions for the approved haul route that would be used by construction vehicles both before and after project construction. Roads found to have been damaged by construction vehicles would be repaired to the level at which they existed prior to project construction.

27. Will the oaks provide adequate screening?

15-gallon oaks will be installed as part of the project. 15-gallon oaks provide the balance of fairly large size and immediate visual screening with adaptability and good growth rate over the long term. While larger trees provide more immediate impact, over the long term, they grow more slowly as they have become adapted to growing in a container and may not thrive and grow as well when planted on site. Smaller trees (e.g., trees in five-gallon and 15-gallon containers) adapt more quickly within the first couple of years.

28. Can the new landscaping plan include the portion of Berkeley Park Boulevard above (north of) the entrance? Can you please provide a copy of the landscape plans?

No landscaping is planned above the north entrance. The landscape plan included in the construction project includes landscaping at the Berkeley Park Boulevard and Colusa Avenue site entrances and the front facing side of the new tanks (i.e., west side above Coventry Road). Attached is a copy of the landscape plans for each area.

29. On page 3 of the October 30, 2019 public meeting summary, it says EBMUD will retain a landscape consultant in November 2019 and that concepts will be developed and renderings ready for community input in early 2020. When will the concepts be ready?

The meeting summary was in reference to alternative concepts that will be developed to help screen the PG&E substation due to tree removal completed by PG&E around their substation.

Two alternative concepts were developed and were posted on the project website with this document. EBMUD is seeking community input on the alternative concepts; comments can be sent to Mona Favorite-Hill at mona.favorite-hill@ebmud.com.

30. Would EBMUD consider a triangle public space (e.g., walkways and benches) at the corner of Berkeley Park Boulevard and Coventry Road, in the area that still does have trees?

As with EBMUD's other water treatment plants, San Pablo Water Treatment Plant is a secure facility that is not open to the public. To ensure the water treatment process is safe, and to protect public health, public access is not permitted and is not being considered.

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