# DELTA CONVEYANCE PROJECT

## **Draft Environmental Impact Report (Draft EIR) Available for Public Comment**

The Department of Water Resources (DWR) is proposing the Delta Conveyance Project to modernize the State Water Project (SWP) water transport infrastructure in the Delta to restore and protect the reliability of this important state water supply. The Draft EIR analyzes three alignment options: Eastern, Central, and Bethany Reservoir; and four capacity options: 3,000 cubic feet per second (cfs), 4,500 cfs, 6,000 cfs, and 7,500 cfs. The proposed project is the Bethany Reservoir Alignment and includes intakes B and C, and a single tunnel with a total conveyance capacity of 6,000 cfs. It follows an eastern alignment roughly parallel to Interstate 5 to a site south of the Byron Highway, adjacent to the existing Bethany Reservoir, where the California Aqueduct begins.



#### **Tunneling Q&A**

### What has been done to minimize project construction effects?

An extensive amount of work has been done through design refinements and community input to incorporate environmental and local community input, including avoiding the need for most barging, minimizing pile driving near Hood, avoiding the need for a new intermediate forebay, and minimizing the number of construction hubs. The proposed project is now one tunnel rather than two, avoids much of the central Delta, and avoids Clifton Court Forebay.

### Would there be noticeable noise and vibration from tunnel construction?

No. Tunnel boring would take place about 100 feet underground, where noise and vibration is rarely, if ever, detectable at the surface.

#### Where will construction be most noticeable?

The launch shafts for tunnel boring machines (TBMs) would have the most activity as this is where materials and workers enter and exit the tunnel, and where excavated tunnel material is tested and stored. To minimize traffic, noise and other construction related impacts, the launch shafts would be consolidated in the north Delta at the Twin Cities Complex and near the Port of Stockton at Lower Roberts Island. Use of park-and-ride facilities, hauling by rail, and restrictions on construction traffic routes would also minimize traffic and noise related impacts.

## What are you proposing to do with the soil material that is removed from the tunnel?

The material removed from the tunnel is referred to as "reusable tunnel material," or RTM. Testing indicates that this material is made up of sand, soil and gravel from more than 100 feet below the surface and can be reused for embankments, levee repairs, or habitat restoration projects. Eco-friendly biodegradable soil conditioners would be used during tunnel excavation, and the



soil would be tested and stored at the launch sites if usable. If soil removed from the tunnel contains any material that disqualifies it from reuse, it would be disposed of safely offsite according to all applicable regulations. The proposed design would allow some of the RTM to be used for the project itself, and the remaining RTM would be stockpiled at the launch shaft sites and made available for other local projects. The RTM mined at 100 feet or below would not contain organic matter and the drying process would not likely create unpleasant odors.

\* sites included in all 🔷 Intake Northern Alignment alignment options O Launch/Reception Shaft Eastern Alignment \*\* sites included for Central and ∧ Maintenance Shaft Central Alignment Eastern Alignments Pump Station/Outlet Structure Bethany Reservoir Alignment \*\*\* sites included for Eastern and 🛣 Discharge Structure Southern Complex Bethany Reservoir Alignments

#### For detailed maps and video virtual tours, visit dcdca.org.

*If the project is approved following the environmental review process, only one alignment utilizing one tunnel will be selected.* 







The Draft EIR is available for an extended review and comment period until December 16, 2022.





PARA ESPAÑOL:



To learn more about the proposed Delta Conveyance Project, review the Draft EIR and associated materials, or get more information on the various ways to comment, visit www.deltaconveyanceproject.com.

The Draft EIR has been prepared and issued by the Department of Water Resources in compliance with the California Environmental Quality Act.

Disclaimers: The Draft EIR has been prepared and issued by the Department of Water Resources (DWR) in compliance with the California Environmental Quality Act (CEQA). Maps are for discussion purposes only and are subject to change. They do not represent a decision by the Delta Conveyance Design and Construction Authority (DCA) or DWR. Final decisions about the project will be made by DWR and will NOT be made until the conclusion of the CEQA process.

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