

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.



Intakes Q&A

What efforts were made to reduce the intensity of construction at the Sacramento River?

The proposed project would include construction activity within the Sacramento River at the two intake facilities near Hood. To reduce the construction activity at intakes B and C, several actions were identified including moving the launch shafts away from the intakes, reducing the overall footprint of the intake construction area and permanent pad, and identifying haul roads to remove construction from local roads and highways during project construction.

How will barges be used in the project during project construction?

Tugboats and barges would be used to a limited extent during the latter part of intake construction on the Sacramento River. In general, not including a few days of mobilization and demobilization, tugboats, barges, and other construction vessels would be used for up to 30 days at the end of the construction period to excavate the river bottom and place riprap along the levee.

Would boat traffic be impeded by either construction or operation of the intakes?

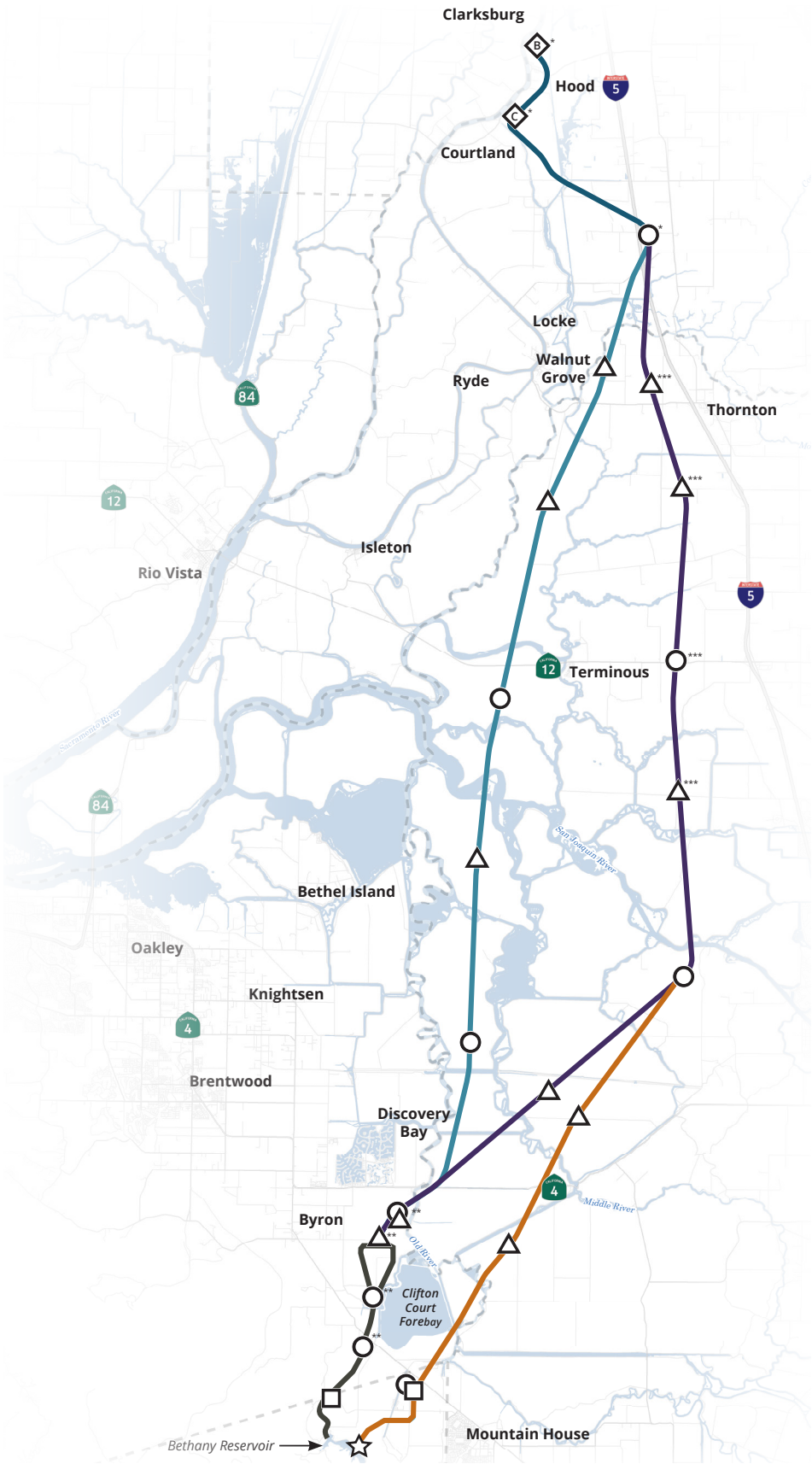
No. Construction would only take place along one side of the Sacramento River where it is about 500-650 feet wide. Construction would extend about 10-100 feet into the water, depending on intake location and flow condition. Due to careful design consideration and operational rules, even when operated at full capacity (3,000 cfs second at each intake), the proposed intakes would not alter flows or currents in a way that would be noticeable to commercial or recreational boaters.

What noise-reduction efforts would be implemented during construction of intakes?

Various noise reduction strategies would be implemented during construction. Impact pile driving methods would be substantially minimized. All construction work near sensitive receptors would be limited to 7 a.m. to 7 p.m., Monday-Friday. Temporary sound barriers would be installed where noise exceeds allowable levels.

Would Highway 160 traffic be impacted by intake construction?

The proposed sequence of intake construction includes building the new levee and highway before affecting the existing Highway 160. Only brief delays would be expected when the connection to the new highway is made. All work would adhere to Caltrans requirements and levee protection levels would be maintained throughout the project. Construction traffic would use dedicated haul routes and construction traffic would be prohibited on Highway 160.



- ◇ Intake
- Launch/Reception Shaft
- △ Maintenance Shaft
- Pump Station/Outlet Structure
- ☆ Discharge Structure
- Northern Alignment
- Eastern Alignment
- Central Alignment
- Bethany Reservoir Alignment
- Southern Complex
- * sites included in all alignment options
- ** sites included for Central and Eastern Alignments
- *** sites included for Eastern and 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 public review and comment through October 27, 2022.
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.

PARA ESPAÑOL:

