

from the initial study of the Devils Gate Reservoir Sediment removal and management project

#### 2.4.1 Sediment Removal

Approximately 2.6 million cubic yards of sediment is the current excess amount of sediment in the reservoir. However, additional sediment accumulation is anticipated during the upcoming storm seasons due to the burned condition of the watershed. Proposed project excavation activities would take place within the project's excavation limit boundaries (see Figure 3, Project Excavation Boundary). The specific excavation limits, ultimate reservoir configuration, and volume of sediment to be removed within the boundary will be determined based on locations of access roads; areas for preservation or restoration of native vegetation; and the amount and location of sediment inflow that occur during the upcoming storm seasons.

Over the years, as storm events deposited sediment in the reservoir, native and non-native vegetation established itself in the sediment deposits. During subsequent storm events some of the vegetation is washed out by storm flows or submerged when the reservoir level rises. Despite the dynamic changes to vegetation over time, much of the reservoir has recently contained areas of mature black willow trees, Riversidian alluvial fan sage scrub, mule fat scrub and riparian vegetation. During storm events following the Station Fire, a large portion of the reservoir vegetation was buried in sediment; however significant amounts of vegetation, including numerous mature willow trees remain present. In order to remove the sediment from the reservoir, vegetation growing in it within excavation areas will require removal. The accumulated sediment will be removed with construction equipment including but not limited to: bulldozers, front-end loaders, excavators, scrapers and trucks. Removed vegetation and organic debris will be separated from sediment and hauled to Scholl Canyon Landfill. Coarse material may need to be processed through sorters and crushers to prepare it to be hauled off-site. Depending on the moisture content of the sediment removed,

the sediment may need to be stockpiled for drying to occur. Stockpiling of the sediment would occur on-site, within the Devil's Gate Reservoir.

The sediment and organic materials will be trucked off-site via local roads accessing the 210 Freeway and then taken to sites that are already prepared and designated to accept such material without native vegetation and habitat removal.

For the purpose of assessing the level of potential impacts to the various environment factors, this IS considered the following potential traffic routes and existing disposal sites/placement locations which are currently available to accept the sediment/organic material: The sediment will be trucked off-site to either the Waste Management Facility in Azusa or the Manning Pit Sediment Placement Site (SPS) in Irwindale. In addition to the sediment excavated as part of the proposed project, sediment stockpiled as part of the IMP will also be removed. For sediment removal, the trucks will take maintenance road, west of the reservoir, to Oak Grove Drive, following it until Berkshire Place, and then merge onto the eastbound Interstate 210 Foothill Freeway. Trucks carrying sediment will continue to follow the 210 Freeway east until exiting Irwindale Avenue southbound, turning eastward onto Gladstone (Waste Management Facility) and then south onto Vincent (Manning Pit SPS). To return to the reservoir, the trucks will follow Arrow Highway eastward, turn north onto Azusa Avenue, and take the 210 Foothill freeway westbound on-ramp. The access road used to access Oak Grove Drive will be widened to accommodate the truck traffic. For organic material, the trucks will follow the 210 Freeway east until the 134 Ventura Freeway west, exit Figueroa Street northbound, and then following Scholl Canyon Road to the Scholl Canyon Landfill.