

Chapter 6 Comments and Responses

The following is a list of all agencies and persons who submitted written comments on the Draft Environmental Assessment/Initial Study during the public review period of October 4 to November 23, 2004. The comments are organized as follows: federal agencies (letters F1 and F2); regional agencies (letters R1 through R6); businesses (letters B1 through B4); letters from individuals (letter L1); emails (E1 through E5); and comment cards submitted at the Public Hearing (CC1 through CC9). In addition are the oral comments recorded in the transcript of the hearing (T1 through T3). All comments and responses are included in this chapter.

- F1. Ellen Tauscher
Congress of the United States
420 West 3rd Street
Antioch, CA 94509
October 21, 2004
- F2. United States Environmental Protection Agency,
Region IX
Lisa B. Hanf
Environmental Review Office
75 Hawthorne Street
San Francisco, CA 94105-3901
November 23, 2004
- R1. San Francisco Bay Area Rapid Transit District (BART)
300 Lakeside Drive, P.O. Box 12680
Oakland, CA 94604-2688
November 22, 2004
- R2. Contra Costa County Community
Development Department
Steven L. Goetz
Transportation Planning Division
County Administration Building
651 Pine Street, 4th floor North Wing
Martinez, California 94553-0095
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- R3. Contra Costa Water District
Mark A. Seedall
1331 Concord Avenue
Concord, CA 94524
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- R4. Community Development
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- R5. City of Pittsburg
Planning Department
Chris Barton
Civic Center – 65 Civic Avenue
Pittsburg, CA 94565
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- R6. City of Pittsburg
Engineering Department
Joel McDaniel
City Hall, 65 Civic Avenue
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- B1. Winter Chevrolet Honda
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- B2. West Valley Properties
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- B3. Sedgwick, Detert, Moran, & Arnold LLP
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November 23, 2004
- L1. Barbara Zivica
November 19, 2004

- E1. Michael Sagehorn
October 25, 2004
- E2. Dave Stoeffler
October 24, 2004
- E3. Rick Rickard
October 25, 2004
- E4. Mike DeMicco
October 30, 2004
- E5. Lisa Loomis
November 22, 2004
- CC1. Chris Halton
29 Drake Street
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- CC2. Marian Harrison
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- CC3. Antioch Unified School District
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- CC4. Delta Pedalers Bicycle Club
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- CC5. Bhallas Gas
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- CC6. Christopher Pruner
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- CC7. Michael Anthony
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- CC8. Edward Franzen
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- CC9. Bruce D. Ohlson
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October 21, 2004
- T1. Joseph A. Costa, Jr.
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- T2. Citizens for a Better Antioch
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October 21, 2004
- T3. Phyllis Fox
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October 21, 2004

Comment Letters

F1. Ellen Tauscher
Congress of the United States
October 21, 2004

ELLEN O. TAUSCHER
10TH DISTRICT, CALIFORNIA

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TRANSPORTATION AND INFRASTRUCTURE
SUBCOMMITTEE ON AVIATION
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October 21, 2004

Statement by Congresswoman Ellen Tauscher in Support of SR 4 Widening Project October 21, 2004 Public Hearing

According to the 2004 Urban Mobility Report, in 2002 travelers in the San Francisco-Oakland regions spent, on average, 73 hours in traffic in 2002. And while people in the Bay Area don't need a study to tell them that congestion in the region is the second worst in the country and not getting better — they have books on tape and missed soccer games to prove it — the report is astounding because it shows that travelers spend almost a full two week work period in their cars.

This lost time also translates into lost revenue and wasted fuel. According to the study, in 2002, our region lost over \$2.7 billion in congestion costs and the idling cars of commuters waiting in traffic burned 245 million gallons of gasoline.

Fortunately, we can do something to decrease travel times and improve the quality of life in the Bay Area — increase capacity on our highways. For this reason, I am a strong supporter of the State Route 4 (SR 4) widening project and have worked to secure \$15 million in federal funds for the project through my position on the House Transportation and Infrastructure Committee.

As one of the two east-west links between the Central Valley and the Bay Area, two of California's fastest growing regions, SR 4 plays a crucial role in moving the people and the goods necessary to keep our economy strong and growing. Realizing this, the State of California has committed \$14 million through the Governor's Traffic Relief Program and local sales tax funds of \$27 million have been allocated for the project.

Population growth in our region is continuing, the distances commuters travel each day are growing longer and gasoline prices are steadily increasing. It is imperative that we take responsible steps to help ensure that both the quality of life of Bay Area residents and our region's economy do not suffer because we are slow to invest in projects which will greatly improve our roadways.

I am pleased to lend my support to this project and will continue to work on securing the necessary federal funds to make it a reality.

PRINTED ON RECYCLED PAPER

F1. Ellen Tauscher
Congress of the United States
October 21, 2004

Response

Response F1: The Contra Costa Transportation Authority and Department of Transportation acknowledge with gratitude Congresswoman Tauscher's continued support of highway improvements in the SR 4 corridor.

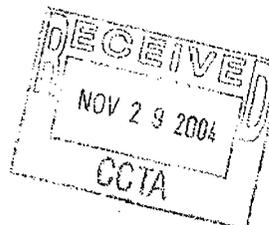
F2. Environmental Protection Agency, Region IX
Lisa B. Hanf
Environmental Review Office
page 1 of 2



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

November 23, 2004

Susan Chang, Deputy District Director
Environmental Planning
Caltrans District 4
111 Grand Avenue
Oakland, CA 94623



Subject: Draft Environmental Assessment (DEA) for State Route 4 (East) Widening
Project: Loveridge Road to State Route 160, Contra Costa County, CA

Dear Ms. Chang:

The U.S. Environmental Protection Agency (EPA) has reviewed the above-referenced document. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

EPA would like to commend Caltrans for combining the environmental reviews of the Loveridge Interchange and State Route (SR) 4 Widening Projects, rather than proceeding with two separate environmental documents as previously discussed. EPA expressed concerns at a March 29, 2002 interagency meeting about the interrelationship of these projects. We appreciate your re-scoping of the document to address the project's logical termini and independent utility.

According to the DEA, the construction period for this project is expected to be six years. Given the length of the construction period, EPA has concerns about potential air quality and human health impacts from traffic congestion that may result from re-routed traffic, and from localized construction emissions, including air toxics. EPA encourages Caltrans to implement measures to minimize congestion on local streets, particularly near sensitive receptors, and to minimize construction emissions to the greatest extent possible. The development of a Construction Emissions Mitigation Plan may help to identify feasible measures that can reduce impacts associated with emissions of diesel particulate matter (DPM) and other air toxics from construction-related activities. EPA suggests consideration of the following:

F2

- Use diesel particulate filters and other suitable controls to reduce emissions of DPM and other air pollutants.
- Visible emissions from all heavy duty off road diesel equipment should not exceed 20 percent opacity for more than three minutes in any hour of operation.
- Minimize construction-related trips of workers and equipment, including trucks and heavy equipment and establish an activity schedule designed to minimize traffic congestion around the construction site.
- Use 1996 or newer model equipment and low sulfur fuel.

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F2. Environmental Protection Agency, Region IX
Environmental Review Office
Lisa B. Hanf
page 1 of 2

Response

Response F2: Section 2.4.9, Air Quality, discusses construction impacts on air quality and lists appropriate mitigation measures.

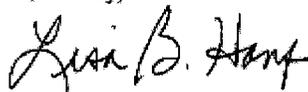
F2. Environmental Protection Agency, Region IX
Lisa B. Hanf
Environmental Review Office
page 2 of 2

- Employ periodic, unscheduled inspections to ensure that construction equipment is properly maintained at all times, is tuned to manufacturer's specifications, and is not modified to increase horsepower, except in accord with established specifications.
- Specify a construction schedule to minimize cumulative impacts from multiple development and construction projects in the area.
- Locate construction equipment and staging zones away from sensitive receptors such as children and the elderly, as well as away from fresh air intakes to buildings and air conditioners, and reduce idling.

F2

We appreciate the opportunity to provide comments on the Draft EA. When the Final EA is released for public review, please send two copies (mailcode: CED-2) to the address above. If you have any questions concerning our comments, please contact me or Nancy Levin, the lead reviewer for this project. Nancy can be reached at 415-972-3848 or by electronic mail at levin.nancy@epa.gov.

Sincerely,



Lisa B. Hanf, Manager
Environmental Review Office

cc:

- ✓ Susan Miller, Contra Costa Transportation Authority
- Maiser Khaled, Federal Highway Administration

R1. BART - San Francisco Bay Area Rapid Transit District

November 22, 2004

page 1 of 4

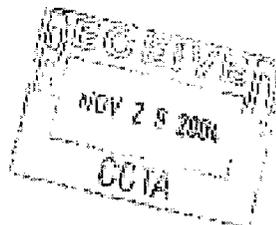


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R1

November 22, 2004



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Contra Costa Transportation Authority
Attention: Susan Miller
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6TH DISTRICT
Lyndia Everett
7TH DISTRICT
James Fang
8TH DISTRICT
Tom Rydzek
9TH DISTRICT

Re: BART Comments on SR 4 Widening Project Draft EAVIS

Dear Ms. Miller:

This letter contains the comments of the San Francisco Bay Area Rapid Transit District (BART) on the Draft Environmental Assessment / Initial Study (EAVIS) for the State Route 4 Widening Project.

Our comments arise in the context of BART's plans to commence environmental review shortly for its own project within the State Route 4 corridor, the eBART project. In 1988, the BART Board adopted and certified an Environmental Impact Report (EIR) for the Pittsburg-Antioch Corridor project. That project consisted of extending the existing BART system from its terminus at the Concord Station to Antioch along Port Chicago Highway to State Route 4, and then continuing in the State Route 4 median to Hillcrest Avenue. The 1988 project included five new BART stations located at North Concord, Pittsburg/Bay Point, Railroad Avenue, Somersville Road and Hillcrest Avenue. The first phase of the extension, from Concord to the Pittsburg/Bay Point Station, was opened for revenue service in 1996. Since then, BART has worked cooperatively with the Contra Costa Transportation Authority (CCTA), Caltrans, Contra Costa County and the cities of Pittsburg and Antioch to provide a median in State Route 4 that would accommodate the remainder of a BART extension to Antioch. As a result, the Cities of Pittsburg and Antioch have both adopted General Plans that include the extension of BART in the Highway 4 median.

In 2000 BART, in conjunction with CCTA, embarked on a planning study to consider options for providing mass transit service to the eastern Contra Costa County from the existing BART terminus at Pittsburg/Bay Point Station. The study focused on developing an alternative technology rail vehicle in an alignment that utilized the State Route 4 median together with an existing freight rail corridor (the MOCOCO line). This alternative came to be known as "eBART." The result of the two-year planning effort was the completion of an SR 4 East Corridor Transit Study by BART and CCTA and the recommendation by the study's Policy Advisory Committee (PAC) that BART carry eBART forward into environmental impact review. In December 2002, the BART Board of

www.bart.gov

R1. BART - San Francisco Bay Area Rapid Transit District
November 22, 2004
page 2 of 4

Directors adopted a resolution approving the preparation of an environmental study that would result in a recommended transit alternative for the corridor. BART anticipates that this study will begin in early 2005.

Comments on the EA/IS

1) BART Has Not Yet Completed Environmental Review and Adoption of the eBART Project.

R1-1

The EA/IS, pp. 1-23 to 1-24, relies on the SR4 East Corridor Transit Study to assume that BART will implement the eBART project with an alignment in the State Route 4 median to Loveridge, exiting onto the MOCOCO line. For this reason, the EA/IS rejects further analysis of the alternative of widening the SR 4 median to Hillcrest to accommodate the BART project as adopted in 1988. Instead, the "Wide Median" alternative is characterized as an "alternative considered but withdrawn."

The PAC did recommend the eBART project, based on the SR 4 East Corridor Transit Study, and BART anticipates that this alternative will be its proposed project for purposes of environmental impact evaluation. BART expects that the eBART environmental study will address impacts related to a number of issues, including the alignment of the flyover from the State Route 4 median to the MOCOCO right of way, visual and noise impacts, and other environmental considerations. However, the recommended alternative from a corridor study is not an adopted project. BART is also legally obligated to consider a reasonable range of alternatives in its environmental analysis. It is premature for the EA/IS to rely on the SR 4 East Corridor Transit Study to finally characterize BART in the median to Hillcrest as an alternative considered and withdrawn."

At this time, BART considers that it is reasonable for the EA/IS to focus its evaluation on the eBART alternative, on which BART intends to focus its own environmental analysis. However, we request that OCTA and the EA/IS lead agencies acknowledge that, in the event that BART adopts a project which is incompatible with the proposed State Route 4 Widening Project, supplemental environmental review would be required for the Widening Project, to take into account the changed circumstances and new information indicating that alternatives previously rejected should be considered.

R1. BART - San Francisco Bay Area Rapid Transit District
November 22, 2004
page 2 of 4

Responses

Response R1-1: CCTA and Caltrans have coordinated development of the SR 4 (East) Widening Project with planning for a future BART extension eastward from the Pittsburg/Bay Point Station into Antioch. The SR 4 (East) Widening Project EA/IS initially included a roadway widening alternative that would accommodate a future BART extension in the median of SR 4 all the way to Hillcrest. This was consistent with planning for the BART project, which is a related project to the SR 4 Widening project, although the BART project is not fully included in the March 2005 Regional Transportation Plan, Transportation 2030.

The “Eight-Lane Facility with Wide Median” alternative was withdrawn from further consideration in the SR 4 (East) Widening Project EA/IS on the basis of the SR 4 East Corridor Transit Study, conducted jointly by BART and CCTA and approved by both Boards. This study determined that eBART would extend through the Loveridge Interchange and would leave the SR 4 corridor to follow the Mococo rail line after Loveridge. The conduct of the Transit Study and incorporation of its findings into the SR 4 Widening Project are consistent with FTA planning guidelines calling for such a study—generally termed the Major Investment Study (MIS)—to establish mode and alignment for new transit starts and extensions prior to environmental review. Withdrawing the “wide median” alternative from further consideration in the SR 4 (East) Widening project EA/IS as determined in the Transit Study is similarly consistent with these planning guidelines.

On the basis of the Transit Study findings, therefore, the SR 4 (East) Widening project provides sufficient median width through the Loveridge Interchange to accommodate BART, but seeks to meet highway standards thereafter with a 10.8-meter median (approximately 33 feet) wherever possible rather than the much wider median (over 19 meters) that would be required to accommodate BART. To further reduce impacts in some areas, moreover, the median width would be less than highway standards require.

It is not the responsibility of the highway widening project environmental document to consider all reasonable alternatives to the eBART project. As the comment contributor states, this is BART’s responsibility. If, based on new information or subsequent decision-making, BART adopts a project that is incompatible with the SR 4 Widening project, BART will need to perform the required environmental review and BART’s environmental document will need to report the impacts of that alternative project on the SR 4 (East) Widening project. CCTA will work with BART in that event.

R1. BART - San Francisco Bay Area Rapid Transit District
November 22, 2004
page 3 of 4

2) It Is Unclear Whether the SR 4 Widening Project, As Currently Designed, Can Accommodate a Flyover Connection for the eBART Project.

R1-2

As discussed above, BART anticipates that eBART will be the proposed project for purposes of its environmental study. The EA/IS describes the State Route 4 Widening Project as designed to be compatible with eBART. Indeed, the Project Need evaluation for the widening project (p. 1-12) includes encouraging public transit use by including sufficient right-of-way to accommodate a future transit extension in the highway median through the Loveridge Interchange. However, as we have discussed with CCTA staff, it is not yet clear whether the SR4 Widening Project, as currently designed, can feasibly accommodate a critical component of the eBART project: the proposed flyover connection from the highway median to the MOCOCO line. If the design of the Widening Project makes construction of the flyover infeasible, the assumptions in the EA/IS regarding the compatibility of the Widening Project and eBART would be incorrect and the EA/IS would need to take into account the indirect impacts of precluding the eBART project.

In discussions between BART with CCTA staff, it was agreed that CCTA and its consultants will study the engineering feasibility of the flyover in the context of the proposed design for the Widening Project. If the study confirms the engineering feasibility of the flyover, the EA/IS could continue to rely on its assumption that the projects are compatible. If the current design proves infeasible based on the study, the necessary design refinements may still be within the "envelope" of the project as described in the EA/IS. However, if the study fails to confirm the flyover's feasibility and substantial design modifications are necessary to accommodate it, CCTA and the EA/IS lead agencies should recognize that the EA/IS may need to be revised or supplemented.

3) Loss of the Existing BART Hillcrest Park-and-Ride Facility

R1-3

The EA/IS (p. 2-54) recognizes the loss of the existing BART Hillcrest Park-and-Ride facility as an impact, but fails to resolve the issue. P. 2-54 states that Caltrans, CCTA and the City of Antioch will "explore options for relocating the Hillcrest Avenue BART park-and-ride lot." As a BART-owned facility, any relocation would have to be coordinated with BART in accordance with BART needs and policies. More important, it is premature to rely on the intent to "explore options" to support a final conclusion that impacts will be avoided, minimized or compensated. Any new location for the park-and-ride facility must conform to BART Access Policies and meet the access needs of the East County communities that the current facility serves. Moreover, mitigation for any secondary impacts of relocating the park-and-ride facility may be necessary. In the absence of any evidence that a suitable site is available, at this stage there is no basis for the EA/IS to assume that a significant direct impact to transit from this reduction in access, and potential indirect impacts on traffic circulation and

R1. BART - San Francisco Bay Area Rapid Transit District
November 22, 2004
page 3 of 4

Responses

Response R1-2: Preliminary engineering performed for the SR 4 (East) Widening Project EA/IS indicates that the current design would feasibly accommodate the proposed eBART flyover connection from the new widened highway median to the Mococo line.

Response R1-3: The text of Section 2.1.6.3, [Traffic and Transportation] Avoidance, Minimization, and Compensation Measures, has been revised to state that Caltrans and CCTA will coordinate with BART to assure that the replacement park-and-ride facility is consistent with BART Access Policies and that it meets the needs of the East County park-and-ride lot users the facility is to serve. Further, the text will commit that a site will be identified for the relocated park-and-ride lot before construction for the SR 4 (East) Widening Project will affect the existing park-and-ride facility at Hillcrest. Caltrans' intent would be to locate a site adjacent to or within Caltrans right-of-way and avoid displacement impacts and impacts to surrounding land uses. If it appears that the available site(s) would have such impacts, CCTA and Caltrans would undertake additional environmental impact assessment if appropriate.

R1. BART - San Francisco Bay Area Rapid Transit District
November 22, 2004
page 4 of 4

air quality, will be avoided. However, we understand that under the current project schedule construction at Hillcrest is more than five years away. Accordingly, we request that CCTA and the EA/IS lead agencies acknowledge that, prior to the commencement of construction that would affect the Hillcrest Park-and-Ride facility, a site for the relocated facility must be identified and supplemental environmental review conducted.

Thank you for your consideration of these issues. If you have any questions, please contact Ellen Smith, Planning Manager, at 510-287-4758.

Sincerely,



Thomas E. Margro
General Manager

R2. Contra Costa County Community Development Department
November 22, 2004

Community
Development
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November 22, 2004

Susan Miller, Engineering Manager
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Dear Ms. Miller:

This letter responds to your request for comments on the State Route 4 East Widening Project:
Loveridge Road to State Route 160.

Table 2.1.6-5, note 5 -- Diversion analysis. Leland Road/Delta Fair Boulevard and Marsh Creek Road corridors need to be included in the diversion analysis. A table or footnote should also be provided that indicates whether this Project will meet the Traffic Service Objectives that the Contra Costa Transportation Authority has established for State Route 4 East.

Page 2-43 -- scope of intersection analysis could be clarified. On this page, the notes in the table indicate different numbers of intersections were analyzed for the current condition versus the future-year forecast. Of the "interchange-related" intersections, 23 were analyzed for the current condition but only 19 for the future year; of the non-interchange or "isolated" intersections, seven were analyzed for the current condition and nine for the future. The map in Figure 2.1.6-2 shows 30 intersections were identified for study. Explanation would be helpful as to why different numbers of intersections were analyzed for the current and future years. It may be due to infrastructure changes resulting from the project (such as the closure of the G Street ramps, for example) but I couldn't find an explanation in this section or in Appendix F

Let me know if you have any questions on these comments.

Sincerely,



Steven L. Goetz,
Deputy Director,
Transportation Planning Division

File:g:\transportation\steve\letter\sent\miller.11.doc

cc: P. Roche, CDD

S. Kowalcwski, PWD

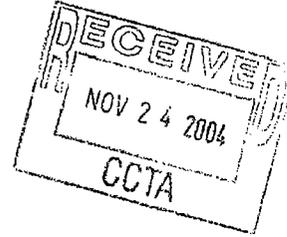
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Office is closed the 1st, 3rd & 5th Fridays of each month

Contra
Costa
County



Dennis M. Barry, AICP
Community Development Director



(R2-1)

(R2-2)

R2. Contra Costa County Community Development Department
November 22, 2004

Responses

Response R2-1: The diversion analysis did include intersections located along Buchanan Road, Pittsburg-Antioch Highway, Delta Fair Boulevard/Leland Road, Tregallas Road, and 10th Street. Marsh Creek Road was not included in the analysis, and the traffic consultant does not think that including it would change the overall conclusions regarding diversion of traffic associated with the various mainline alternatives.

Response R2-2: The assumption in the comment is correct—different numbers of intersections exist under current and future conditions because new ramp intersections are created, e.g., at Loveridge Road (compare Tables E-3 and E-18), and old ones are closed, e.g., G Street ramp intersections.

R3. Contra Costa Water District
Mark A. Seedall
page 1 of 2



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R3

November 22, 2004

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Elizabeth R. Anello
Vice President

Bette Boatman
John A. Burgh
Karl L. Wandy

Waller J. Bishop
General Manager

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Hard Copy to Follow

Laurie L. Blake
Department of Transportation
P.O. Box 23660
Oakland, CA 94623-0660

**Subject: State Route 4 (East) Widening Project, Loveridge Road to
State Route 160**

Dear Ms. Blake:

The Contra Costa Water District (CCWD) is in receipt of the Draft Environmental Assessment/Initial Study for the State Route 4 widening project from 1.3 kilometers west of Loveridge Road in Pittsburg to 1.2 kilometers east of Hillcrest Avenue in Antioch and offers the following comments:

- 1) The description of CCWD operations and facilities on Page 2-22 of the Draft Environmental Assessment/Initial study should be clarified to recognize that CCWD maintains and operates the Contra Costa Canal and related facilities in the area of the SR 4 Widening project for the United States Bureau of Reclamation (Reclamation). This includes the Contra Costa Canal and a number of raw water laterals. CCWD also provides raw water to the City of Pittsburg and Antioch that own treatment plants and distribute supply within their local jurisdiction. (R3-1)
- 2) There appear to be at least three Reclamation facilities that will be crossed by the widening of SR 4. CCWD was not able to identify these facilities from Table 2.1.5-1: Existing Utilities. (R3-2)
 - a. Lateral 14.0 that is located east of Loveridge Road
 - b. Lateral 9.1 located east of Hillcrest Drive
 - c. The Los Medanos Wasteway located west of Somersville Road
- 3) CCWD requires greater detail of the proposed impacts from the widening of SR 4 on the above facilities. It will be necessary for CCWD to review (R3-3)

- R3. Contra Costa Water District
Mark A. Seedall
pages 1 and 2

Responses

Response R3-1: The text in Section 2.1.5.1, Affected Environment, subsection on Utilities, has been revised to include CCWD maintenance and operation of facilities including the Contra Costa Canal and several raw water laterals for the U.S. Bureau of Reclamation. It should be noted that while the Los Medanos Wasteway crosses SR 4 within the project limits, the Contra Costa Canal—which the Los Medanos Wasteway intercepts south of SR 4—crosses SR 4 west of the SR 4 (East) Widening Project limits. The text already states that CCWD sells untreated water to the cities of Pittsburg and Antioch for their treatment and distribution.

Response R3-2: Laterals 14.0 and 9.1 are shown in Table 2.1.5-1, but were not labeled as CCWD/USBR facilities. The table has been revised to provide this identification. The Los Medanos Wasteway is shown in Figure A and was not treated as a utility because it is a large open channel. If the SR 4 (East) Widening Project is approved, there will be close coordination with local utility and drainage operating and maintenance agencies throughout the final design stage of the projects. Such coordination will help to ensure that no existing utility lines and drainages in the project vicinity are overlooked and that inadvertent discovery of utilities or interruptions in service are avoided.

Response R3-3: Caltrans and CCTA will coordinate closely with CCWD during the design phase of the SR 4 (East) Widening Project to ensure that the widening does not adversely affect U.S. Department of Reclamation facilities that are operated and maintained by CCWD.

Preliminary engineering indicates there will be need to acquire land at the Los Medanos Wasteway. This land acquisition is included in the 5.12 hectares (12.65 acres) of vacant land converted to transportation uses as reported in Table 2.1.1-1, Estimated Land Use Changes as a Result of the Build Alternative. The SR 4 (East) Widening Project EA/IS is a combined NEPA/CEQA environmental document. Thus, the land acquisition impact is already reported in a NEPA environmental document. This document was provided to the Bureau of Reclamation for their review; see Chapter 5, Distribution List. No comments on the environmental document were received from Bureau of Reclamation. Under the circumstances, CCWD should not need to prepare additional NEPA documentation for Bureau of Reclamation review.

R3. Contra Costa Water District
Mark A. Seedall
page 2 of 2

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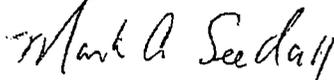
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Laurie L. Blake
Department of Transportation
November 22, 2004
Page 2

the associated plans for each crossing to ensure that the SR4 Widening project does not adversely affect Reclamation facilities. The widening of the roadway over Reclamation facilities may require that new land rights be obtained from Reclamation. It is likely that CCWD will need to prepare National Environmental Protection Act documentation for Reclamation review and approval before construction can commence over these facilities. The review time for Reclamation is 12 to 16 weeks after approval of drawings.

CCWD appreciates the opportunity to review this project. Please keep CCWD informed on the progress of the review for this project and it is recommended that a meeting be scheduled to review the crossing by the SR 4 Widening project of Reclamation facilities. Should there be further questions please feel free to contact me at (925) 688-8119.

Sincerely,



Mark A. Seedall
Senior Planner

MS:lr

R4. Community Development
City of Antioch
November 23, 2004

COMMUNITY DEVELOPMENT



P.O. Box 5007, Antioch, CA 94531-5007

R4

November 23, 2004

Contra Costa Transportation Authority
Attention: Susan Miller
Engineering Manager
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523



RE: State Route 4 (East) Widening Project:
Loveridge Road to State Route 160 Draft Environmental Assessment/Initial Study

Dear Ms. Miller,

Thank you for the opportunity to submit our comments to the Draft Environmental Assessment/Initial Study for the State Route 4 widening project. Our comments are being submitted to you both via email and U.S. Mail. Although addressing numerous locations where improvements will be constructed through Antioch, the primary focus of our comments relates to the proposed Somersville Road interchange improvements. As we have previously discussed, Antioch is not in agreement that the alternative shown on Figure A-Sheet 5 of 12 is the best design. We strongly support the SR4/Somersville Road Interchange-Hybrid Alternative depicted in Figure 1.3-1 and request that additional study be conducted to better assess this alternative.

R4-1

We look forward to continuing to work with you and your consultant team as we move toward the design and construction of State Route 4 improvements that will provide desperately needed relief to our region's traffic congestion problems.

Sincerely,

A handwritten signature in cursive script that reads "Ron Bernal".

Ron Bernal, PE
Assistant City Engineer

cc: Joe Brandt
Victor Carniglia
Ed Franzen

RB/da

Building Services Phone (925) 779-7065 - Fax (925) 779-7034
Planning Services Phone (925) 779-7035 - Fax (925) 779-7034
Capital Improvement Phone (925) 779-7050 - Fax (925) 779-7003
Neighborhood Improvement Phone (925) 779-7042 - Fax (925) 779-7034
Land Development/Engineering Phone (925) 779-7035 - Fax (925) 779-7034

R4. Community Development
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Response

Response R4-1: The City has expressed its preference for the “Hybrid Alternative” at Somersville Road, and CCTA has met with City representatives over the course of preliminary engineering to explain its rationale for preferring the partial cloverleaf interchange configuration shown in the Build Alternative, Figure A – Sheet 5 of 12. As stated in Section 1.3.4.3, SR 4/Somersville Road Interchange Alternatives, based on traffic operations analysis performed for both alternatives, the hybrid configuration would perform at acceptable levels of service, but the partial cloverleaf configuration would perform better. Also, the hybrid configuration would require more right-of-way acquisition and would affect more businesses than the partial cloverleaf. Based on traffic operations and right-of-way impacts, therefore, the hybrid alternative was withdrawn from further consideration.

R4. Community Development
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**Comments on Draft Hwy 4 Widening Initial Study
November 22, 2004**

Pg. 1-19 and Figure A-Sheet 5 of 12:

The discussion of the proposed Somersville/Hwy 4 Interchange configuration does not mention the fact that in order to construct the east bound on ramps a number of businesses would need to be demolished, including a tire store, a boat dealership, and a restaurant. This needs to be included in the text.

R4-2

- The new bridge needs to be long enough for six (6) lanes plus double left turn lanes onto the on ramps and ten (10) foot sidewalks on both sides of the street. There is severe congestion especially at peak shopping times. This is not being addressed by the AM peak hour study. The required storage may require three (3) or four (4) lanes to be in the median.

R4-3

- Widening needs to be shown on the west side of Somersville Road. The new shopping center widened for a new right turn lane to connect to the westbound onramp. These buildings and the correct street curb and sidewalk need to be shown on Figure A-Sheet 5 of 12. The proposed widening along the east side needs to be reduced to save the parking on the Ramada Inn property. The plan as proposed removes over thirty (30) parking spaces. Shoulders are not needed on a six (6) lane street since there are two (2) lanes available if a disabled vehicle blocks the curb lane. Eliminating the requirement for shoulders could reduce the impact on the Ramada Inn parking.

R4-4

- Antioch and Pittsburg already widened to six (6) lanes with two (2) left turn lanes and sidewalks on both sides of the street north of the freeway. The State and CCTA should do the widening to six (6) lanes within the interchange.

R4-5

- Intersection spacing is too short and causes congestion that does not show in the LOS calculations. The distance between Delta Fair Boulevard and the eastbound onramp needs to be increased, however Figure A-Sheet 5 of 12 shows reducing it. Min Lee of Caltrans traffic operations suggested moving the west bound on ramp signal south to increase storage for Century Blvd. and to make the ramp perpendicular to Somersville Road.

R4-6

- The existing westbound off ramp signals have inadequate storage for peak hour shopping traffic. A two (2) lane ramp expanding to four (4) lanes at the signals is needed.

R4-7

- Somersville Road has two (2) left turn lanes for south to east traffic to Delta Fair Boulevard. The figure shows a short single left that would cause

R4-8

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Responses

Response R4-2: Figure A shows that the Sporting Edge Store and American Tire Company would be acquired as part of the project. Section 2.1.4.2, Relocation Impacts, indicates that these facilities would be displaced with the project.

Response R4-3: The proposed widening of Somersville Road accommodates the City's planned width and provides turn pockets to handle forecast turning movements given that the structure would require replacement as part of this project. The proposed improvements are shown in Figure A – Sheet 5 of 12 and include three through lanes in each direction, dual left turn lanes in each direction, wide sidewalks along both sides of the road, and a median. The interchange was analyzed for both AM and PM Peak Hour conditions.

Response R4-4: As discussed with the City and the Contra Costa County Fire District, providing a shoulder along the Ramada Inn keeps the building a viable business if the parking can be replaced; otherwise, the Ramada Inn will require acquisition. Based upon discussion with the Fire District, retaining the shoulder is preferable to providing a 20-foot clear space, given the placement of the facility on the parcel. The shoulder also provides for bicycle travel along Somersville Road. Shifting the alignment farther west would result in right-of-way and parking impacts to most, if not all landowners along the west side of the road between Delta Fair Boulevard and Century Boulevard. The configuration shown is therefore the least impacting.

Response R4-5: See Response R4-3.

Response R4-6: The traffic operations analysis shows that the proposed improvements work for the forecast traffic at acceptable levels of service. CCTA and Caltrans will work with the City during the final design phase to fine-tune the design to optimize operations.

Response R4-7: The traffic analysis prepared for the project indicates that the storage provided is adequate. Given the forecast volumes for the westbound off-ramp at Somersville Road, Caltrans requires that the design accommodate a second future lane on the ramp for increased vehicle storage; this consideration is provided in the design. Additionally, an auxiliary lane is provided between Somersville Road and Contra Loma Boulevard-L Street. CCTA and Caltrans will work with the City during the final design phase to fine-tune the design to optimize operations.

Response R4-8: The operations analysis performed for the proposed alternative indicates that sufficient lanes and storage are provided as shown in the Build Alternative configuration. CCTA and Caltrans will work with the City during the final design phase to fine-tune the design to optimize operations.

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a large backup. The former Shell pumps and convenience store on the northwest corner of Somersville Road and Delta Fair Boulevard has been closed permitting easier acquisition of necessary right-of-way.

Pg. 1-19 and 1-20:

The discussion of the proposed Contra Loma Boulevard-L Street Interchange configuration:

- The intersection spacing between Buchanan Road and the new off ramp is too short. Consider moving the ramp closer to the bridge to increase storage and also reduce right-of-way impacts on the businesses on the south side. (R4-9)
- It appears that the office buildings on Buchanan Road are going to lose a significant amount of parking. There needs to be an analysis of this impact to determine if adequate parking will remain or if additional buildings will have to be removed. (R4-10)
- East of Contra Loma Boulevard is a large storm drain crossing under the freeway. Another pipe is needed for adequate hydraulic capacity. This should be addressed in the freeway design. (R4-11)
- The removal of the eastbound off ramp to G Street provides room for the relocation of Fitzuren Road to align with West Tregallas Road as a through street. This needs to be addressed during design of the G Street and Tregallas Road intersections. (R4-12)

Pg. 1-20:

The discussion of the proposed Lone Tree Way-A Street Interchange configuration:

- Lone Tree Way needs to be planned as a six (6) lane divided facility. It has sidewalks on both sides that need to continue through the interchange as they do now. The proposed on loop shows three (3) lanes which makes it difficult for pedestrians to cross without a signal. The City traffic needs two (2) through lanes on A Street raising the question of whether the ramp will work with one right turn lane or do we need a four (4) lane northbound roadway? (R4-13)
- There are three (3) northbound lanes through the eastbound off ramp signal. It would be reasonable to add a third southbound lane during design. Why are there two (2) southbound turn lanes into the eastbound onramp? (R4-14)

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Responses

Response R4-9: The interchange configuration for the Contra Loma Boulevard – L Street Interchange is a tight diamond to produce the least right-of-way impact. The eastbound exit ramp is as close to the freeway as possible while meeting design standards. There may be some potential to fine-tune the alignment during final design, but not to a substantial degree.

Response R4-10: The impacts to the office complex are fully considered in the analysis presented in Sections 2.1.4.3, Effects on Community Character and Cohesion, and 2.1.6, Traffic and Transportation.

Response R4-11: The City brought the presence of the storm drain crossing under the freeway to our attention during the preparation of the DED. Engineers for the project determined that the proposed ramp in the northeast quadrant of the interchange ran parallel to the storm drain and should not pose a maintenance problem for the City. Providing for future storm drainage by the City is not precluded by the project.

Response R4-12: Modifications to G Street require some modification of the local roads along the south side of SR 4. These modifications are required to make adjustments to the vertical alignment given the adjustments to the profile of G Street and are less substantial than realigning Fitzuren Road to meet West Tregallas Road. CCTA has noted on a number of occasions that if the City would like this work done, it could be accommodated in this project if the City would provide the added funding required.

Responses R4-13 & R-14: The SR4 structures crossing over Lone Tree Way – A Street are proposed to be widened rather than replaced. Discussions with the City in 2003 and 2004 indicated that they would like to be able to accommodate an additional northbound lane through the interchange area, but planning did not indicate that they needed the lane to continue beyond the interchange area. To accommodate the City's request, the structure abutment was tied further back to accommodate an additional northbound lane to provide access to the interchange ramp. In follow-up discussions with the City, we were informed that the proposed solution met their needs. There was no discussion of needing an additional lane through the interchange area in the southbound direction. This configuration conforms to the existing facility that provides two through lanes in each direction through the interchange as shown in Figure A - Sheet 8 of 12. Lone Tree Way begins south of the interchange; the proposed configuration does not preclude the City from providing a six-lane divided facility on Lone Tree Way in the future.

Dual southbound left turns from A Street onto the eastbound entrance ramp are provided to accommodate the required vehicle storage and were based upon the traffic operations analysis performed for the interchange.

Pedestrian access at the Lone Tree Way – A Street interchange was also discussed with the City on several occasions and treatment as agreed upon is shown in Figure A – Sheet 8 of 12. Please see Responses R4-15 and R4-16 relating reasons for selecting the interchange configuration and associated operational needs, and Response E1-2 for pedestrian and bicycle issues.

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- Was there a lower cost alternative studied with a northbound double left turn instead of the on loop? (R4-15)
- Did the traffic study consider a short term solution of connecting the two bridges in the median and get an interim six (6) lane freeway without the HOV lane to get congestion relief out to Hillcrest Avenue interchange? This was the recommendation in the Major Investment study and the PSR. (R4-16)

Pg. 1-21 and Figure A-Sheet 10 of 12:

The discussion of the proposed Hillcrest Avenue Interchange configuration:

- Regarding the geometry shown on Figure A-Sheet 10 of 12, the eastbound off ramp is not adequately sized for the future volumes. It was also built too close to the East Tregallas Road intersection. A possible solution is to relocate the ramp signal to be adjacent to the bridge to increase storage and reduce the severe PM peak hour congestion. (R4-17)
- Construction of a third right turn lane on the eastbound off ramp and widening Hillcrest Avenue should be studied. The new 2025 projected volume from the CCTA model is 2700 vehicles per hour. (R4-18)

Pg. 1-26:

This page contains the "Hybrid Alternative" for the SR4/Somersville Road Interchange Alternatives. This hybrid alternative, according to the text, is rejected both because of impacts to existing uses (it would require the removal of the existing Best Western Motel among other impacts) and because it would "not operate as well as the proposed partial cloverleaf." We have two concerns with this analysis.

- While it may be possible that the "Hybrid Alternative" has more impacts on existing uses than the "Proposed Interchange Configuration", it is not possible to come to this conclusion based on the information in the environmental document. The environmental analysis does not make any comparison between the businesses that would need to be removed under both scenarios. If anything, the wording on page 1-26 is a bit misleading, as while it mentions the businesses that would be displaced by the "hybrid" approach, it makes no mention of the fact that a tire store, boat dealership and restaurant would be demolished under the proposed interchange design. The wording needs to be revised to provide a quantitative comparison between the two interchange designs in relation to impacts on existing uses, looking at acreage involved and estimates of acquisition costs. (R4-19)

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Responses

Response R4-15: A lower-cost diamond interchange configuration was investigated for the Lone Tree Way–A Street interchange and withdrawn from further study as it could not handle the heavy northbound to westbound traffic demand at an acceptable level of service as noted in Section 1.3.4.5, SR4/A Street Interchange Alternative. The text of that section has been revised to state that this alternative would have been a lower cost alternative.

Response R4-16: Since the MIS and PSR were prepared, rapid growth in the area surrounding the SR4 corridor had occurred or was projected and accounted for in ABAG projections and general plan amendments for the local agencies. Based upon the increased traffic and forecasts needs for the corridor, an eight-lane facility is required to meet or be consistent with the project purpose and need for the project as stated in Section 1.3.4.1; a six-lane facility would not meet or be consistent with the project purpose and need for the project. Since the Draft EA/IS was circulated, Contra Costa County's Measure J passed. Measure J is a continuation of the county-wide ½-cent sales tax for transportation projects. Based upon when Measure J funding would become available, CCTA is continuing investigations to determine if it is feasible to provide an interim six-lane facility that would help ease congestion sooner and still allow the ultimate eight-lane facility to be constructed. Key considerations in the investigations are finding ways that the work can be staged while maintaining traffic during construction activities and constructing permanent facilities while minimizing temporary facilities. The fully funded Loveridge Interchange which would also widen SR 4 to eight-lanes through the interchange would continue to be the first project constructed within the corridor. Details of staging concepts would be discussed with the City of Antioch during the design phase.

Response R4-17: Hillcrest Interchange operations have been studied for optimization as part of preliminary engineering for this environmental study and will be further investigated during the final design phase.

Response R4-18: The ramps and number of lanes on Hillcrest Avenue through the interchange area were based upon traffic forecasts generated by the East County EMME/2 subarea model and 2030 land use assumptions consistent with ABAG Projections 2003. The CCTA model referenced in this comment is the new Countywide Model that operates using TransCAD software. This model is still under review in East County and continues to undergo further calibration adjustments based upon comments from TRANSPLAN-TAC. It would be inadvisable to use comparisons between the subarea EMME/2 model and the new Countywide TransCAD model for design purposes at this time. Such comparisons should not be made until the new model has been fully reviewed by TRANSPLAN-TAC and accepted by TRANSPLAN.

Response R4-19: The text in the discussion under the Hybrid Alternative has been revised to provide clarification and comparison of acquisition requirements of the Hybrid in relation to the partial cloverleaf configuration shown in Figure A – Sheet 5 of 12. Also see Response R4-2.

R4. Community Development
City of Antioch
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- On this same page (1-26) the environmental document asserts that the hybrid alternative "would not have operated as well as the proposed cloverleaf interchange". Table 1.3-1 on page 1-28, which shows projected traffic service levels, is used to back up this claim. While this information is useful, it does not shed much light on what the City of Antioch considers to be one of the most critical turning movements, namely east bound Hwy 4 traffic that desires to travel south on Somersville. As the Authority staff is aware, the Somerville interchange is the gateway to western Antioch which contains the regional business core of the City, including the Somersville Town Center Mall. The short term and long term viability of this area depends on safe and convenient access from Hwy 4 for both eastbound and westbound traffic. The proposed interchange configuration appears to make it much more difficult for eastbound Hwy 4 traffic to easily access the regional retail area south of the freeway. The environmental documents need to be amended to address this important issue. (R4-20)
- This alternative solves many of the traffic problems that are occurring and it would be able to do so for twenty (20) more years, as it has handled the recent growth. The off loop design is inadequate to solve the short intersection spacing problem and the resulting congestion. (R4-21)
- There used to be a left turn lane for southbound traffic. This did not operate properly and the City of Antioch spent \$5 million to construct a new diagonal off ramp in 1996 that provided capacity for traffic to the south. This also eliminated the left turn phase from the signal so it can cycle faster now. (R4-22)
- Another traffic analysis is needed using the new Antioch and Pittsburg General Plans growth south of Buchanan Road. The new CCTA model we are reviewing for Martin Engelmann shows the eastbound slip ramp volume to the south growing to 1900 vehicles per hour by 2025. This much traffic could not be handled by the proposed left turn signal. (R4-23)
- Two (2) through lanes and two (2) right turn lanes are needed into the westbound on loop. This may require bridge widening. There are bike lanes and sidewalks on both sides that need to be included in the new design. (R4-24)
- A longer left turn lane on Hillcrest Avenue is needed into Sunset Drive west and a better right turn lane into eastbound Sunset Drive is needed. Sunset Drive is planned to be a frontage road to the Laurel Road interchange of the SR4 Bypass. It serves a large regional commercial and employment area. Were the traffic volumes updated to reflect this land use? (R4-25)

R4. Community Development
City of Antioch
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Responses

Response R4-20: Travel to the Somersville Town Center Mall would be very similar under either new interchange configuration. There are two major entrances to the mall; one is on Delta Fair Boulevard and the other is on Somersville Road. The proposed partial cloverleaf alternative would require a left turn onto Somersville Road, from the eastbound exit ramp, instead of a right turn with the Hybrid configuration (as in current conditions). Under both alternatives, drivers could continue heading south past the Delta Fair Boulevard intersection and make a right turn into the mall from Somersville Road. Drivers wanting to enter the mall from the Delta Fair Boulevard entrance would need to turn right from Somersville Road onto Delta Fair Boulevard, and then turn left into the mall at the mall entrance.

Response R4-21: Traffic operations analysis for both the proposed and Hybrid alternatives show that the proposed alternative has slightly better operations and less impacts.

Response R4-22: The new eastbound off-ramp does provide improved operations under current conditions. If sufficient capacity had been available on Somerville Road – as would be provided under the proposed alternative – the added slip ramp would not have been necessary.

Response R4-23: (See Response R4-18.) Traffic forecasts for the SR4 East Widening project were generated by the East County subarea model, with land use assumptions consistent with ABAG Projections 2003, which are the approved regional projections. The new CCTA Countywide Model is still under review in East County and is undergoing further calibration adjustments. Consequently, output from the new Countywide Model was not used for this analysis.

Response R4-24: The proposed configuration at the Hillcrest Avenue Interchange, as shown in Figure A – Sheet 10 of 12, provides for one through, one shared through-right turn, and one right turn onto the loop ramp. The operations analysis for this interchange included this configuration. The operational problems at this interchange relate to the close spacing of the southern ramp terminal intersection and the East Tregallas Road-Larkspur Drive intersection and not with access to the ramp. Pedestrian facilities are provided along both sides of Hillcrest Avenue. See Response E1-2 related to bicycle facilities.

Response R4-25: The northbound left turn onto Sunset Drive provides sufficient storage according to the operational analysis prepared for this project. Left turn storage can be re-examined when the project moves to the final design phase.

The traffic analysis of operations and turn storage requirements used traffic forecasts based on ABAG Projections 2003, which are the approved regional projections and include expected housing and employment growth for East County out to 2030. Traffic impacts resulting from newly proposed local development projects that generate more than 100 peak hour trips should be evaluated in accordance with CCTA's Technical Procedures. Additional mitigations resulting from those developments would be the responsibility of the City and the developers.

R4. Community Development
City of Antioch
November 23, 2004

- A new street is planned in the new Antioch General Plan from Hillcrest Avenue along the north side of the UPRR tracks for access to the eBart station, the Transit oriented development and the connection to Oakley Road.

(R4-26)

Pgs. 2-94 to 2-105:

The Noise Analysis, while containing much useful information, does not compare the projected noise levels to the existing noise standards of the cities. In Antioch, the current exterior noise standard for residential uses is 60 CNEL. We are currently in the process of considering amending the noise standard for residential uses adjacent to existing and proposed freeways to 65 CNEL. The environmental documents need to be amended to compare the projected noise levels with established City standards.

(R4-27)

Aside from the noise standards themselves, we have concerns about the height of the proposed sound walls. The exhibits in Appendix A show in several places sound wall heights well in excess of fourteen feet, with some sound walls on the north side of Highway 4 as high as twenty five (25) to thirty (30) feet. Clearly, it is desirable to avoid the need for sound walls in excess of fifteen (15) feet for obvious cost and aesthetic reasons. In some cases the sound walls appear to be shielding commercial uses (i.e. the restaurants along Mahogany), which may not be necessary.

(R4-28)

Prior to revising this portion of the environmental document, we need to have a meeting with you and your consultants to discuss the City's noise standards and the height and location of the sound walls.

(R4-29)

Figure A-Sheet 3 of 12:

This sheet contains the Century Boulevard undercrossing.

- The bridge to be replaced should be offset to the west so the existing street is the northbound half and the two (2) new lanes will be the southbound half. This street will be an eighty (80) feet curb to curb roadway with a sixteen (16) foot median plus sidewalks. This street is planned to extend south to Buchanan Road and connect to a developer constructed street south to James Donlon Boulevard as shown on the City of Antioch General Plan. This provides for new access to Los Medanos College and the new residential areas south of Buchanan Road.

(R4-30)

R4. Community Development
City of Antioch
November 23, 2004

Responses

Response R4-26: Comment noted.

Response R4-27: As reported in Section 2.2.6.1, [Noise] Regulatory Setting, the noise analysis was performed in accordance with FHWA noise assessment methods and procedures and the Caltrans noise protocol. These methods use peak noise hour average noise level (Leq) as the noise parameter for the assessment of projected noise impacts. Revisions to the environmental document to incorporate the city's CNEL standard or measurements in terms of this parameter are therefore not indicated. Local noise ordinances and standards are cited in Section 2.4.10.1, [Noise] Regulatory Setting, for construction phase impacts. Construction contractors would be required to comply with the noise ordinances of the cities of Pittsburg and Antioch.

Response R4-28: The placement and height of proposed sound walls are determined in accordance with Caltrans protocols. Wall heights proposed for noise mitigation are between 10 and 16 feet in height throughout the project. Apparent wall heights are higher in some instances where the noise barrier sits on top of a retaining wall to minimize right-of-way requirements. Caltrans and CCTA will apply the corridor *Visual Design Guidelines Route 4 East Corridor* (Mark Thomas & Company, Inc. and Sugimura & Associates, September, 2004) approved by the corridor cities in refining noise barrier designs during the design phase of the project. Please note that sound walls would be constructed only if a majority of the land owners at the proposed locations agree that they want the wall. Sound walls are recommended to abate the traffic noise impacts at the residential locations and other noise sensitive areas. Sometimes it becomes necessary to extend the sound wall in front of the adjacent commercial areas to provide adequate noise abatement for the noise sensitive areas.

Response R4-29: The foregoing Responses R4-27 and R4-28 explain why revisions to the EA/IS to incorporate the City's CNEL standards or measurements in terms of this parameter are not warranted and also clarify the heights of proposed sound walls. Caltrans and CCTA anticipate continuing their close coordination with City of Antioch representatives during the design phase of the project.

Response R4-30: The SR4 structures over Century Boulevard are proposed to be replaced as part of this project at the same location and centered about the existing Century Boulevard centerline for construction staging reasons. In order to obtain acceptable vertical clearances, the SR4 profile would be raised at this location and the Century Boulevard reconstructed with a lower profile. The project proposes to replace the two lanes currently provided by constructing one of the one-directional roadways and establishing two-way traffic operations until the City can provide the remaining two lanes and convert the roadways to two-directional traffic roadways as part of their future project. The new structure would provide sufficient width to accommodate the proposed cross section.

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City of Antioch
November 23, 2004

Figure A-Sheet 9 of 12:

This sheet contains the Roosevelt Pedestrian undercrossing and the Cavallo Road undercrossing.

- Regarding the Roosevelt crossing, this structure may not be needed. Volumes are small and the shoulders and sidewalks at Cavallo Road provide for pedestrians and bicycles. A design study working with the Antioch Unified School District and the Antioch Police Department is requested. (R4-31)

- Regarding the Cavallo Road undercrossing, this is the main collector street for the adjacent residential areas and the elementary school on Roosevelt Lane south of East Tregallas Road. The design should include a fifty (50) feet curb to curb street section, shoulders for bicycles, sidewalks on each side of the street, two (2) through lanes and a left turn lane. It is noted that this street is being lowered. Why is the lowering of this street being proposed? This is not a truck route. Trucks are required to use Lone Tree Way / "A" Street. (R4-32)

R4. Community Development
City of Antioch
November 23, 2004

Responses

Response R4-31: Coordination to date between CCTA and the City relating to the Roosevelt Pedestrian Undercrossing has resulted in the proposal to retain and modify the facility to accommodate the SR4 widening. Should the City determine that the Roosevelt Pedestrian Undercrossing be closed as part of the SR4 (East) Widening project, the decision will need to be made early in final design and any environmental approvals associated with the closure of pedestrian access across the SR4 facility at this location would need to be determined.

Response R4-32: The Cavallo Road profile must be lowered to accommodate the widening of SR4 and provide for standard vertical clearance on Cavallo Road. Caltrans requires that standard vertical clearance be provided at highway structures. The proposed section provides for two 3.6-meter (12-foot) lanes, 2.4-meter (8-foot) shoulders, and 1.5-meter (5-foot) sidewalks. During final design, consideration will be given to revising placement of the retaining walls supporting the pedestrian facilities to provide the 15.25-meter (50-foot) roadway width.

R5. City of Pittsburg
Planning Department
November 23, 2004
page 1 of 4

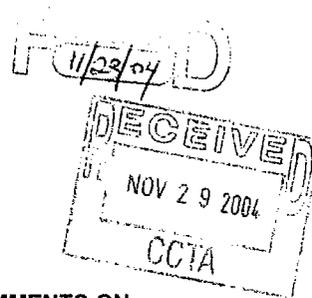


City of Pittsburg
Planning Department
Civic Center - 65 Civic Avenue, Pittsburg, CA 94565
Telephone: (925) 252-4920 • FAX: (925) 252-4814

R5

November 23, 2004

Contra Costa Transportation Authority
Attention: Susan Miller
Engineering Manager
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523



RE: CITY OF PITTSBURG PLANNING DEPARTMENT COMMENTS ON ENVIRONMENTAL ASSESSMENT / INITIAL STUDY (EA/IS) FOR STATE ROUTE 4 WIDENING PROJECT (LOVERIDGE ROAD TO SR 160)

Dear Ms. Miller,

Thank you for providing copies of the Environmental Assessment/Initial Study for the City of Pittsburg's review. While the document addresses many issues of importance, the City would like some items in the EA/IS to be clarified. The City would also like to clarify its General Plan policies as they relate to the project, and the future needs for the build out of the North Park Plaza shopping center. The City of Pittsburg has the following comments:

Corrections/Clarifications/Additions:

1) Page 2-1; 2.1.1.1 Major Land Uses - Second Paragraph - "After SR 4 crosses Kirker Creek, land use transitions to light industrial uses located on both the south and north sides of the roadway". After SR 4 crosses Kirker Creek there are commercial, governmental quasi-public and light industrial uses north of SR 4. R5-1

2) Figure 2.1.1-1 -

A) The city boundary line between Pittsburg and Antioch is incorrect (see Exhibit A). R5-2

B) Land use designations are incorrect.

1) East of Martin Luther King Jr. School should be designated commercial, not industrial (see Exhibit B). R5-3

2) The Vacant Land designation along Century Boulevard should be revised to reflect the presence of developed commercial properties (Auto Mall, Circuit City) (see Exhibit C). R5-4

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Responses

Response R5-1: Section 2.1.1.1, Major Land Uses, has been revised in accordance with this comment.

Response R5-2, R5-3, and R5-4: Figure 2.1.1-1, Existing Land Use, has been revised in accordance with these comments.

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3) Page 2-3; 2.1.1.2 Developable Land and Development Trends -First Paragraph-
"The Pittsburg area will have the second highest growth in Contra Costa County, adding 22,989 households during this period" (2000-2030 AGAG *projections 2003*). ABAG *projections 2003* estimates an additional 13,839 households will be added to Pittsburg from 2000-2030 (16,730 households with Bay Point), not 22,989 households (see Exhibit D).

R5-5

4) Page 2-5; 2.1.1.4 Land Use Planning Goals and Policies -

Relocation of Overhead Utility Lines:

The City's General Plan has an Urban Design Element which envisions the beautification of the SR 4 corridor by improving the highway and retaining significant views. This goal is supported by General Plan Policy 4-P-63 which supports local utility providers, such as PG&E, to underground utility wires. The land use section of the EA/IS should identify this policy and state that overhead utility lines are not proposed to be under-grounded. The EA/IS should disclose the process for undergrounding utility lines as they relate to the City's General Plan and the project.

R5-6

Noise:

Policy 12-P-2 of the City's General Plan requires that Caltrans work with the City to provide sound walls designed to reduce noise by 10 dB in residential areas along State Route 4. The EA/IS should state whether or not this policy will be met with the construction of new sound walls associated with the project (summarized in Table 2.2.6-2 of the EA/IS).

R5-7

Policy 12-P-9 of the City's General Plan requires that generation of loud noises on construction sites adjacent to existing development be limited to normal business hours between 8am and 5pm. The EA/IS should state whether or not this policy will be met and if not identify any authority for superceding this City policy or acknowledge the impact may be significant and unavoidable due to the timeline.

R5-8

5) Table 2.1.6-10 (Estimated Parking Spaces removed by Build Alternative) and Figure A (Build Alternative) -

Figure A appears to show a loss of parking spaces at North Park Plaza. Please clarify if this is the case, and if so account for this loss of parking in Table 2.1.6-10. Note if removal of parking in each case will make development a non-conforming property.

R5-9

6) Page 2-54; 2.1.6.3 Avoidance, Minimization, and Compensation Measures - Second Paragraph - "The Pheasant Ridge Apartments appear to have less than the usual minimum number of spaces; the ten spaces that would be removed for this project would be replaced." Clarify what is meant by "less than the usual minimum number of spaces". Be advised that the City's zoning code requires two parking spaces per unit

R5-10

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Responses

Response R5-5: Section 2.1.1.2, Developable Land and Development Trends, has been revised in accordance with this comment.

Response R5-6: Caltrans is limited by contract and regulation on its liability in the relocation of PG&E facilities. Caltrans is obligated to relocate in kind only, i.e. aerial to aerial relocation.

Response R5-7: Caltrans follows state and federal guidelines for noise abatement on state facilities. Caltrans protocol for the evaluation of noise impacts and guidelines for noise abatement is detailed in Section 2.2.6.1, [Noise] Regulatory Setting. According to the State requirements, sound walls shall provide a minimum of 5 dB noise reduction at outdoor “frequent use” areas. The sound walls recommended for the SR 4 (East) Widening Project would provide 5 to 12 dB noise reductions. The following is a summary of noise reductions that would be achieved by the proposed sound walls and the estimated number of sensitive receptors that would experience that amount of noise reduction. Each receptor represents several units.

Noise reduction, dB	5	6	7	8	9	10	11	12
Number of receptors	13	16	9	11	12	4	1	1

Response R5-8: Section 2.4.10.1, [Construction Phase] Regulatory Setting, states that “During the construction period, the contractors would be required to comply with the noise ordinances of the cities of Pittsburg and Antioch.”

Response R5-9: There is no net loss of parking at North Park Plaza; in fact, Figure A – Sheet 3 of 12, shows a net gain of eight parking spaces.

Response R5-10: The apartment complex currently does not appear to meet the minimum parking required by the City’s zoning code – that is, two spaces per unit. Replacement parking would be provided for the right-of-way impacts of the SR4 widening prior to construction.

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including one covered space; and 1/2 space(s) for each unit having two or more bedrooms. Also, clarify the timing for the construction of the replacement parking, specifically, if the replacement parking would be constructed prior to occurrence of parking impacts to the apartment complex.

7) Table S-1; page S-6 Construction Phase Impacts - Build Alternative Impact: "The construction of a retaining wall adjacent to the Lakeview Apartments in Pittsburgh could temporarily affect covered parking containing about 89 spaces in the Apartment Complex." Proposed Avoidance Compensation and Minimization Measures: "Temporary parking impacts at Lakeview Apartments would be avoided or minimized. If impacts cannot be avoided, relocation or replacement of parking spaces will be provided after coordination with apartment owner." Identify measures for avoiding or minimizing temporary parking impacts to the Lakeview Apartments. Clarify if these impacts have the potential to become permanent impacts, and if so identify this in Table 2.1.6-10. (R5-11)

North Park Plaza Build Out:

The North Park Plaza development (*Regional Commercial* General Plan designation) is located on North Park Boulevard, north of SR 4 (east of Loveridge Road and California Boulevard). The western portion of the shopping center is mostly undeveloped at this time (except for Big-O Tires and Burger King). A preliminary plan to develop the remainder of the shopping center was submitted to the City for a staff level review in August of 2004. Upon being informed of the future widening of SR-4, the developer's architect for the expansion of North Park Plaza has decided to wait for greater certainty as to the future alignment of SR-4 before submitting a formal development application with the City. In order to facilitate coordination between CCTA and the future developer of North Park Plaza, the City would like to provide the following comments on vehicular and pedestrian access to the shopping center: (R5-12)

1) Pedestrian access to the development: Currently there is no pedestrian access to the property. The developer will be expected to provide pedestrian access to the property with build out of the shopping center. The following General Plan Policies support this requirement:

GP Policy 7-P-33: As part of development approval ensure that safe and contiguous routes for pedestrians are provided within new development projects.

The build out of the western portion of North Park Plaza must provide a pedestrian connection to the existing sidewalk on Loveridge Road.

GP Policy 7-P-39: Ensure that commercial developments provide pedestrian pathways between lots for direct routes to commercial centers, schools, and transit facilities.

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Responses

Response R5-11: Measures for avoiding or minimizing construction impacts to the Lakeview Apartments consist of limiting the construction footprint and would be considered during final design. This is a potential construction phase impact only, since the parking in question is outside the proposed right-of-way of SR 4.

Response R5-12: As the comment contributor points out, the North Park Plaza development is still in the preliminary planning stages. Its formal development application is pending approval of the SR 4 (East) Widening project, which is also consistent with the general plans of the cities of Pittsburg and Antioch as well as Contra Costa County. The SR 4 Widening project is not responsible to evaluate the ability of a future development proposal to comply with the requirements of the City of Pittsburg's General Plan requirements. The developer will need to provide the necessary vehicular and pedestrian access and evaluate circulation improvement operations in its environmental document for the project.

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An existing Tri-Delta Transit bus stop is located on northbound Loveridge Road approximately 100 feet north of North Park Boulevard. A pedestrian connection to this transit stop is critical for providing pedestrian accessibility to the shopping center.

Identify impact the SR-4 widening project will have on the property owners ability to comply with these General Plan policies if SR-4 is widened.

2) Traffic Study for North Park Plaza: The City will require a traffic impact study for the build out of North Park Plaza. Pending the results of this study, it is foreseeable that the following features (which will impact the final design of North Park Boulevard) may be incorporated into the development project's design:

- An additional west bound lane on North Park Boulevard between Staples and Burger King. (R5-13)
- A raised median on North Park Boulevard between Staples and Burger King.
- A right turn lane for west bound North Park Boulevard at the Loveridge Road intersection.

The elevated grade for the Loveridge Road bridge crossing could place constraints on vehicle and ADA compliant pedestrian access to the parcel located at the corner of Loveridge Road and North Park Boulevard. The conceptual site study for the build out of North Park Plaza (submitted to the City on August 27, 2004) shows a service station being located on this property (see exhibit E). Access to this parcel must be coordinated with the SR-4 improvement project and must be analyzed in the future traffic impact study for North Park Plaza. (R5-14)

Sincerely,

Chris Barton,
Assistant Planner

Attachments: Exhibit A - City of Pittsburg Municipal Boundary
Exhibit B - Land Use Designations in the Vicinity of SR-4
Exhibit C - Developed Commercial Properties on Century Boulevard
Exhibit D - ABAG *Projections 2003*
Exhibit E - *North Park Plaza Site Study "F"*, M Naraghi Architects,
August 2004.

cc: Melissa Ayres, Planning Director
Paul Reinders, Senior Civil Engineer
Joel McDaniel, Civil Engineer II
Massoud Naraghi, Architect
Doug Messner, Sierra Pacific Properties
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Responses

Response R5-13: Comment noted. The North Park Plaza build-out study will need to address the traffic impacts of the proposed development and ensure compatibility with the proposed SR4 improvements.

Response R5- 14: Comment noted. All interchange alternatives have been developed to comply with ADA requirements. Details of the interchange design at Loveridge Road and all other locations will be refined during the final design phase and coordinated with the Cities of Pittsburg and Antioch as appropriate.

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City of Pittsburg
Engineering Department

R6

City Hall, 65 Civic Ave.
Pittsburg, CA 94565
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LETTER OF TRANSMITTAL

Susan Miller
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

November 23, 2004
Date

SUBJECT: State Route 4 (East) Widening Project
West of Loveridge Road to West of Hillcrest Drive
Draft Environmental Assessment / Initial Study

We are sending:

- Prints: _____
- Copies: _____
- Original Drawings: _____
- Samples: _____
- Specifications: _____
- Change Order: _____
- Other: Review Comments (16 pages)

Being transmitted as checked below:

- | | |
|--|--|
| <input checked="" type="checkbox"/> For your information and use | <input type="checkbox"/> Approved as submitted |
| <input type="checkbox"/> For your review and comment | <input type="checkbox"/> Approved as noted |
| <input type="checkbox"/> For your approval | <input type="checkbox"/> Resubmit for approval |
| <input type="checkbox"/> Make corrections as noted | <input type="checkbox"/> Submit copies |
| <input type="checkbox"/> As requested | <input type="checkbox"/> Submit Originals |
| <input type="checkbox"/> _____ | |

Comments: Enclosed are comments on the Draft Environmental Assessment / Initial Study for the State Route 4 Widening Project from West of Loveridge Road to West of Hillcrest Drive.

Sincerely,

Joel McDaniel

xc:

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**CITY OF PITTSBURG, ENGINEERING DEPARTMENT
REVIEW COMMENTS
ON THE
DRAFT ENVIRONMENTAL ASSESSMENT / INITIAL STUDY
STATE ROUTE 4 WEST OF LOVERIDGE RD. TO WEST OF HILLCREST AVE.**

NOVEMBER 22, 2004

NEGATIVE DECLARATION

1. The area described under the heading *Project Description* is too narrow a definition of the project limits with regard to the areas contiguous to the highway and in the community potentially impacted by the project and which may require mitigation. R6-1

2. In reference to the statement in the sixth bullet under the heading *Determination* which reads, "There is no significant impact on public facilities, neighborhoods, housing, businesses, economy or employment in the area." The City is concerned with the impact of interchange construction as outlined below:
 - a) The road / lane closures, detours, and access restrictions commonly associated with interchange construction may have temporary impacts on the local road system including: R6-2
 - lane closures reduce capacity and result in a breakdown of traffic flow and increased queue lengths with increased delay and travel time along local streets and roads within and outside the defined project limits.
 - detours introduce new trips along local streets and roads outside the defined project limits with potential impacts on neighborhoods.
 - detours, and access restrictions disrupt local public street and road linkages to neighborhoods, commercial centers, distinct public places, and community focal points.
 - detours may result in a reduction in pass-by trips with potential impacts on business.
 - b) Noise and dust associated with construction operations may have temporary impacts on populations located near Route 4 including:
 - the areas adjoining the local streets and roads are characterized by a diverse mix of uses including residential and transient lodging (hotel).

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Response

Response R6-1: Community impacts are evaluated for a wider study area as discussed in Section 2.1.4, Community Impacts. A boundary line has been added to Figure 2.1.4-1 to aid the reader in understanding the limits of the study area for Community Impacts.

Responses R6-2: Some traffic impacts of construction would be unavoidable, but such impacts would be temporary. CCTA and Caltrans are committed to minimizing inconvenience and delay to motorists during construction. For the purposes of the environmental document, typical and modeled scenarios are formulated and analyzed to identify potential traffic impacts during construction. Detailed timelines for staging and sequencing of construction as well as mitigation measures for construction phase transportation and traffic impacts will be coordinated with the cities of Pittsburg and Antioch during the final design phase of the project, when more detailed design information is available. Traffic modeling for temporary facilities will be considered during final design on a case by case basis. Specific construction mitigation measures defined during the design phase will be incorporated into the construction contract plans and special provisions.

As noted in Table S-1, Summary of Build Alternative Impacts and Proposed Mitigation Measures, and Section 2.4.2, Traffic and Transportation/Pedestrian and Bicycle, CCTA and Caltrans have committed to preparing a Transportation Management Plan (TMP) during the final design phase of the project. The TMP will be tailored for each construction project when design and construction requirements are better defined to identify methods for minimizing impacts to transportation and traffic during construction. Each project-specific TMP will address traffic management issues associated with the specific construction projects including detour routes, alternate truck routes (if necessary), hours of work and lane requirements, etc. The TMPs will be developed in coordination with CCTA, Caltrans and the cities, with input from emergency service providers, affected businesses and residents as necessary.

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- where construction is close to older or economically depressed neighborhoods, residents may be more inclined to leave doors and windows open in warmer weather which may increase the sensitivity to noise and dust during all periods of the day.

R6-3

The environmental document should address these types of construction impacts and the means for avoidance, minimization and mitigation in more detail.

3. In reference to the statement in the eighth bullet under the heading *Determination* which reads, "Overall, there will be no significant adverse impacts on traffic." The City is concerned with the impact of interchange construction as outlined below:

- a) The road / lane closures, detours, and access restrictions commonly associated with interchange construction may:

- have significant temporary impacts on traffic and circulation on local streets and roads.
- increase delay and travel time on local streets and roads during the construction of the interchange project.
- cause a deterioration of intersection level of service on local streets and roads during the interchange construction.
- require designation of alternate truck routes over local streets and roads.

R6-4

The environmental document should address these types of construction impacts and the means for avoidance, minimization and mitigation in more detail.

4. The statement in the tenth bullet under the heading *Determination* duplicates the statement under the sixth bullet. Refer to the comments above on the statement under the sixth bullet.

R6-5

5. In reference to the statement in the eleventh bullet under the heading *Determination* which reports in substance and effect that the project would have no significantly adverse effect on visual / aesthetic quality or noise as a result of anticipated mitigation measures. The City is concerned with the impact of interchange construction as outlined below:

- a) Temporary facilities including offices, buildings, and stores and stockpiles associated with interchange and highway construction are a blight on the community and have an adverse effect on visual / aesthetic quality.

R6-6

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Responses

Response R6-3: As stated in Section 2.4.9, Air Quality, Caltrans and CCTA recognize that air quality impacts, such as dust, may occur in the form of construction emissions. The worst-case emissions scenario, which is east of Somersville Road, was modeled for this project and is presented in Table 2.4.9-1, Construction Emissions. Section 2.4.9.2 (Avoidance, Minimization, and Compensation Measures) identifies measures that would ensure that construction-phase air quality impacts are less than significant even under the worst-case scenario. Thus, these measures would be more than adequate to minimize construction emissions in the City of Pittsburgh.

Response R6-4: Please refer to Responses R6-2 and R6-12.

Response R6-5: Please refer to Responses R6-2 and R6-3.

Response R6-6: As stated in Section 2.5.2.3, Visual Quality, visual effects of construction would be consistent with other types of construction projects that are a regular feature of the urban scene. The EA/IS also notes that these would be temporary impacts, limited in duration, as different locations would be under construction at different times.

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- b) The acquisition of real property and demolition of existing improvements associated with interchange and highway construction may upon completion result in surplus land that becomes a blight on the community and has an adverse effect on visual / aesthetic quality. (R6-7)
- c) The preparatory work associated with interchange and highway construction, including clearing and grubbing, can result in blight on the community especially when there are long delays in the replacements of planting and hardscapes. (R6-8)

The environmental document should address these types of construction impacts and the means for avoidance, minimization and mitigation in more detail.

SUMMARY

S.1 Proposed Project

- 1 The description of the project under the heading "S.1 Proposed Project" is too narrow a definition of the project limits and the included work scope. The description is limited to the west / east limits along the line of the highway and improvements on the freeway proper. The description does not identify the affected local roadways by name or indicate the limits of work on local roads or the character of improvements on local roads in sufficient detail. (R6-9)
- 2 The description of the project is not specific enough with regard to the project limits on the local street and road network and the contiguous lands the community. There is the potential for impacts outside the project limits described in the *Environmental Assessment / Initial Study* that may require mitigation.

S.2 Purpose and Need

S.2.2. Project Need

- The statement in the second bullet which reads, "Accommodate future travel demand". It is assumed that the anticipated travel demand is based on assumptions for planned growth based on adopted planning documents at time of circulation of environmental document. (R6-10)
- The statement in the tenth bullet which reads, "Preserve right-of-way for a future extension of public transit (by others)". There is little further discussion of the mechanisms to assure that this occurs or the fiscal impact on local agencies. (R6-11)

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Responses

Response R6-7: Upon completion of construction, Caltrans evaluates the status of surplus land and either retains it or sells it. Caltrans is responsible for the maintenance of surplus land that it retains.

Response R6-8: Caltrans does not anticipate long delays in the replacement of planting and hardscape. Please refer to Responses R6-2, R6-6, R6-49, and R6-50.

Response R6-9: Project limits, as defined in the Negative Declaration and Summary, are established in accordance with the scope of improvements. The limits for improvements are extended on local roadways as needed to address impacts and conform to existing facilities. Project plans are included as Appendix A; limits for improvements (proposed right-of-way) are shown as a solid black line. The design will become more detailed and refined during the final design phase and will be coordinated with the Cities of Pittsburg and Antioch. Additional design-specific traffic analyses may be conducted at that time and may identify the need for additional signal timing enhancements at intersections within or near the proposed project limits.

Response R6-10: Projections are based on regionally approved and adopted forecasts from the ABAG Projections 2003. This and other plans and technical studies used in the preparation of this EA/IS are listed at the back of the appendices.

Response R6-11: FHWA and Caltrans adoption of the SR 4 (East) Widening Project is intended to enable preservation of right-of-way in accordance with the planning processes of local jurisdictions, who would depict the right-of-way for the alignment on the land use and circulation element maps of their respective general plans and discourage new development on land designated as future right-of-way in this environmental document.

Section 1.5, Uses of this Document, has been added to this EA/IS to emphasize the function of environmental documents in local planning.

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S.3 Environmental Impacts and Mitigation Measures

Table S-1

• In reference to Table S-1 which summarizes the project impacts and proposed mitigation measures:

1. The table does not indicate the timelines for staging and sequencing of mitigation measures in reference to the timeline for the proposed highway improvement work.

a) Of concern is the timeline for detours and lane closures

R6-12

b) Of concern is the timeline for implementation of visual and aesthetic mitigation.

1. Visual and aesthetic mitigation measures should be included in and implemented in conjunction with the highway improvement and not be delayed or staged to follow as a separate project.

2. The section of the table pertaining to the construction phase impacts on transportation and traffic does not summarize:

a) Specific mitigation measures for ramp and local road closures or detours on local road.

b) Impacts resulting from restricted access during construction to land uses contiguous to the project.

c) Potential impacts on off-street parking facilities and on-site circulation for all impacted land uses.

R6-13

- North Park Plaza

- Motel 6

- Pheasant Ridge Apartments: Any impact to on-site circulation of emergency access as a result of soundwall construction?

- Lakeview Apartments: Document indicates that 89 on-site parking spaces are temporarily impacted. Note that bike lanes exist on Leland Road and that no on-street parking is allowed.

Describe in more detail the interim access, circulation and parking arrangements during the construction.

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Response

Response R6-12: CCTA and Caltrans will provide many of the visual and aesthetic mitigation measures in the initial construction project. Hardscape features such as sound and retaining walls, storm water treatment facilities coordinated with the landscape design, and erosion control (typically grasses) will be included in the initial construction contract. For contracting reasons, separate follow-on landscape construction contracts are proposed and are required to follow the capital construction within two years. Awarding separate landscape construction contracts attracts better qualified landscape contractors to design landscaping and monitor plant establishment. These contracts will include a three-year plant establishment period. Please also see Response R6-2.

Response R6-13: Please refer to Response R6-2.

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3. In reference to the section of the table pertaining to construction noise impacts and mitigation measures:
- a) The mitigation measures for transportation and traffic which include nighttime work may be inconsistent with codes and ordinances that would limit or altogether prohibit nighttime construction operations. (R6-14)
 - b) The impacts and mitigations do not specifically address noise issues unique to dwellings, hotels or other similar types of land uses. (R6-15)
 - c) The construction of soundwalls in the early stages of the project doesn't necessarily reduce construction noise. (R6-16)

CHAPTER 1, PROPOSED PROJECT

1.2 Alternatives

1.2.3.10 Preserve Right of Way

- The statement of the project goal to preserve right-of-way is general in nature. Provide a more specific information as to the process and mechanisms to assure that the necessary right-of-way is preserved. (R6-17)
- Amplify on the obligations that may be imposed on local agencies as a result of the right-of-way policy to be adopted and the probable costs of implementation. (R6-18)
- Identify the design standards to be applied in determining the right-of-way requirements for future transit extension and highway widening.
 - 1) Caltrans and BART should be "locked-in" to the current embodiment of the design standards and not apply other standards in the future which would necessitate additional right-of-way. (R6-19)
- Related to the right-of-way requirements for a future BART extension, there is a general concern that the profile grade of a rail line would be especially steep for a rail facility, give the potential elevation of a future structure required to cross over the Loveridge Road / California Ave. intersection.
- Related to the right-of-way requirements for a future BART extension, there is a general concern that existing overhead utilities pose a conflict with a future elevated structure.

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Responses

Responses R6-14, R6-15, R6-16: Construction contractors would be required to comply with the noise ordinances of the City of Pittsburg. If high construction noise levels would affect sensitive receptors bordering the highway, detailed construction noise level calculations would be conducted during the design phase of the project to determine additional noise abatement measures to be implemented during construction. The requirements for scheduling of construction activities will not be determined until final design. CCTA will coordinate with the local jurisdictions at that time to develop plans that are consistent with local codes and ordinances.

Hours of construction would be determined in coordination with the City of Pittsburg.

Table 2.2.6.1, Activity Categories and Noise Abatement Criteria, has been added to this EA/IS to help clarify the information on noise criteria for various land uses presented in Section 2.2.6.1, Regulatory Setting (Noise).

Sound walls would be effective in reducing construction noise also, but in some cases it may not be possible to construct them in advance of major construction activities.

Response R6-17: Please see Response R6-11.

Response R6-18: Environmental clearance of the SR 4 Widening Project imposes no financial obligation on the cities of Pittsburg or Antioch. The cities would be expected to prevent new development on land designated as future right-of-way. Please see Response R6-11.

Response R6-19: The purpose of and need for the SR 4 (East) Widening Project include providing sufficient right-of-way to accommodate and not preclude a future transit extension through the Loveridge Interchange as determined in the *2002 East Corridor Transit Study*. Given the high investment of public funds required for the highway project and a future transit project, the highway project made preliminary investigations and modifications to the Loveridge Road Interchange alternative to accommodate and not preclude a transit structure departing from the median in the vicinity of Loveridge Road as noted in Section 1.3.1.7, Interchange Improvement. Preliminary studies investigated a flyover structure meeting BART horizontal and vertical alignment requirements (more stringent than eBART requirements), and structure requirements including anticipated structure depth and column spacing requirements to assure that the highway project would not preclude a future transit extension. The interchange alternative design also used this information to determine locations for utilities being relocated for this project so that the relocated utilities would not conflict with the anticipated alignment of the future transit project.

This project has no authority “to lock” in design standards for the highway or the future transit project. BART will be responsible for preparing an environmental document for the transit project. The SR4 projects will use the Caltrans design standards in effect at the time the final design is prepared.

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1.3 Alternatives

1.3.4.2 SR4 / Loveridge Road Interchange Alternative

The last sentence of the last paragraph on page 1-24 inaccurately summarizes and the City's actions and intentions with regard to the railroad spur removal. The City supports the removal of the spur and is willing to cooperate with Union Pacific Railroad (UPRR) in exploring alternatives to the spur. To date, there are no formal agreements between the City and UPRR regarding the spur relocation. Neither has the City committed to funding any portion of the relocation. (R6-20)

1.4 Related Projects

1.4.4 Team Track Relocation

• In reference to the last paragraph on page 1-33, the City wishes to clarify its position on the team track relocation. The City supports the relocation of the team track and is willing to cooperate with UPRR in exploring alternatives to the existing facility. To date, there are no formal agreements between the City and UPRR regarding spur relocation. Neither has the City committed to funding any portion of a relocation. (R6-21)

CHAPTER 2, AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND MITIGATION MEASURES

2.1 Human Environment

2.1.2 Land Use Characteristics

2.1.1.1 Major Land Uses

• The descriptions in the second and third paragraphs are indistinct and contain some inaccuracies. (R6-22)

- North of State Route 4 between Loveridge Road and the utility corridor commonly know as Standard Oil Avenue, existing land uses are a mix of commercial (retail) and light industrial.
- North of State Route 4 between Standard Oil Avenue and the USBR right-of-way commonly known as the Los Medanos Wasteway, the existing land uses contiguous to Century Blvd. are a mix of vacant land and commercial (auto mall). (R6-23)
- North of State Route 4 between the Los Medanos Wasteway and Somersville Road, the existing land uses contiguous to Century Blvd. are commercial (retail and service). (R6-24)
- South of State Route 4 between the Loveridge Road and Century Blvd., the existing land uses contiguous Route 4 to are mix of commercial (retail and service), high density residential (apartments), and institutional. (R6-25)

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Response R6-20: Section 1.3.4.2, SR 4 / Loveridge Road Interchange Alternatives, has been revised in accordance with this comment.

Response R6-21: Section 1.4.4, Team Track Relocation, has been revised in accordance with this comment.

Responses R6-22, R6-23, R6-24, R6-25: Section 2.1.1.1, Major Land Uses, has been revised in accordance with these comments.

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- Los Medanos College is located on the south side of E. Leland Road in Pittsburgh. (R6-26)

2.1.5 Utilities / Emergency Services

- In reference to the last sentence in the second to last paragraph on page 2-22, be advised that the Los Medanos Community Hospital is closed. There is another use of the site that encompasses certain health related services; however, it is understood that there are no emergency services at the facility. (R6-27)

Table 2.1.5-1 Existing Utilities

- The 36-inch sanitary sewer listed in the table crossing the highway right-of-way at Sta. 248+65 does not exist. There is a sanitary sewer crossing at Sta. 250+70.

- The 10-inch water pipe listed in the table crossing the highway right-of-way at Sta. 248+60 is believed to be a non-potable waterline originally constructed by Union Carbide. (R6-28)

- The City of Pittsburgh has a 14-inch watermain crossing the highway right-of-way at or near Sta. 258+40. The facility is not listed in the table.

- The project sponsor is advised of the following:

1. The City of Pittsburgh will require that the project relocate water mains in fill area where the depth of cover would otherwise exceed 5-feet. Facilities in the intersection of Loveridge Road and California Avenue may be impacted. (R6-29)
2. Where water, sewer, and storm drain facilities exist within a private parcel and no easement is dedicated to the City, any relocation that may be required will be the responsibility of the parcel owner.

Table 2.1.5-2 Emergency Services

- Refer to comments above on section 2.1.5, "Utilities / Emergency Services". (R6-30)

2.1.5.2 Impacts

- Section 2.1.5, "Utilities / Emergency Services" identifies the necessity for relocation of certain public utilities. These relocations have potential impacts on traffic and circulation on the local road system during the necessary construction for relocation. (R6-31)

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Response R6-26: See Responses R6-22, R6-23, R6-24, R6-25.

Response R6-27: Section 2.1.5.1, Affected Environment (Utilities and Emergency Services), has been revised in accordance with this comment.

Response R6-28: Comments on utility lines are noted. Utility information was developed using as-built plans and information provided by utility owners. Utility line locations will be researched in more detail during the final design phase of highway widening. Large diameter and high risk facilities will be potholed to verify locations and determine if relocation or protection is needed. Final design studies will verify whether the 36-inch sanitary sewer line referenced as crossing SR4 at a skew between Sta 248+50 and 250+20 does or does not exist, identify the owner and contents of the 10-inch water line, and pinpoint the actual location of the 14-inch water line. Table 2.1.5-1 has been revised to add the 14-inch water mains crossing SR4 and running parallel to SR4 east of Century Blvd.

Response R6-29: Comment noted.

Response R6-30: Table 2.1.5-2, Existing Emergency Services in the Study Area, has been revised in accordance with this comment.

Response R6-31: To minimize disruption to the public, utilities will be relocated prior to highway construction to the extent practical and feasible. Some utilities are likely to be relocated as part of the construction project. As stated in Section 2.4.2.5, Avoidance, Minimization, and Mitigation Measures (for Traffic and Transportation / Pedestrian and Bicycle), a Transportation Management Plan (TMP) for the project would be implemented for each construction stage. Additional information has been added to this section to clarify that the development of the TMP would include coordination with local jurisdictions. Section 2.4.3, [Construction Phase] Utilities/Emergency Services, has been modified to further clarify that traffic detours may be required to relocate utilities.

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2.1.5.3 Avoidance, Minimization, and Compensation Measures

• Caltrans and CCTA should coordinate with public utilities to explore alternatives for joint trench construction to minimize the impacts on traffic and circulation associated with open excavation in local roads for utility relocation. (R6-32)

• Caltrans and CCTA coordinate with public utilities to explore alternatives including utility relocations in the plans and specifications for the highway construction or for closer coordination with to the staged and sequenced construction to minimize the impacts on traffic and circulation associated with independent action by each of the several public utilities to relocate facilities.

2.1.6 Traffic and Transportation

2.1.6 Affected Environment

• Verify the ADT on Loveridge Road. The second paragraph on page 2-29 reports an ADT of 19,000 vehicles on Loveridge Road at the interchange. A study sponsored by the City of Pittsburg reported an ADT of over 37,000 vehicles between the shopping center access and the E/B Ramps. Project requirements and impacts may be underestimated if the actual ADT is 37,000. (R6-33)

Figure 2.1.6-2 Traffic Study Area Map

• The traffic study area described by the map does not encompass a parallel north / south aligned arterial road across State Route 4 within the Pittsburg limits. It is assumed that traffic will divert to other local roads if the construction impacts at the Loveridge Interchange are too severe. (R6-34)

• The map legend references study intersections by number; however, there is no corresponding list of intersections. (R6-35)

• Tabulations of traffic data are included in Appendix F. Comparisons offered are for build / no build alternatives. For the build alternative, there is no evaluation of construction impacts on local roads as a consequence of staged and sequenced construction and the lanes closures and detours likely associated with the construction. (R6-36)

• There is no discussion of local and regional through traffic patterns and the probable impacts of construction delays on the Loveridge Road corridor or construction detours. (R6-37)

Figure 2.1.6-7 Bicycle Route

• E. Leland Road is a Class II Bike Route between Century Blvd. & Railroad Ave. (R6-38)

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Response R6-32: Utility relocations will be coordinated with utility providers to minimize disruption to utility service and traffic and circulation. At this time, most utility relocation is anticipated to be performed in advance of the associated construction projects.

Response R6-33: The Average Daily Traffic (ADT) on Loveridge Road was calculated before construction began on SR 4 East, Railroad to Loveridge. Diversionary traffic from that construction project would likely increase traffic on Loveridge Road, and that temporary increase would result in a higher ADT. Also note that ADT provides information on existing conditions, but is not used in the analysis for future years. Peak-hour traffic forecasts were used for the future year analysis.

Response R6-34: Figure 2.1.6-2, Traffic Study Area Map, shows the intersections that were considered as part of the long-term traffic impacts. The traffic model extended farther out. Construction impacts are discussed in Section 2.4. Please refer to Response R6-2 for further information about traffic management during construction.

Response R6-35: As indicated in the legend, the numbers on the map identify the intersections that were evaluated in the traffic study. A separate list would not provide more or better information than that already shown on the map.

Response R6-36 and R6-37: Please refer to Responses R6-2 and R6-12 for discussion of construction impacts on traffic.

Response R6-38: Figure 2.1.6-7, Bicycle Routes and Community Facilities in Project Corridor, has been revised in accordance with this comment.

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2.1.7 Visual / Aesthetics

• The urban design goals and policies set forth in the Pittsburg's *General Plan* (4-P-62) generally support the retaining of views of the southern hill from the State Route 4 corridor. (R6-39)

• The urban design goals and policies set forth in the Pittsburg's *General Plan* (4-P-63) generally support the undergrounding of overhead utilities crossing State Route 4. (R6-40)

2.1.7.3 Impacts

• The term "landscaped freeway" is defined in Division 6, Title 4 of the California Code of Regulations. As defined, the designation of "landscaped freeway" appears to have more to do with the issuance of permits for outdoor advertising adjacent to or in the highway right-of-way. The designation "landscaped freeway" seems to have less to do with specific planting concepts and hardscape aesthetic design treatments and policies. (R6-41)

• It is not clear which segments of the freeway are currently designated as a "landscaped freeway". Further it is not clear that sections of freeway may be classified as a "landscaped freeway" in the future when the interchange reconstruction or subsequent highway planting project is completed and accepted. (R6-42)

1. Are there any existing signs that would require removal or relocation as a result of new highway planting or a change in designation to "landscaped freeway"? (R6-43)

2. The urban design goals and policies set forth in the Pittsburg's *General Plan* (4-P-67) would generally allow signs visible from the freeway (R6-44)

3. Provide more details as to proposed planting concepts and hardscape design and scope / locations of work. (R6-45)

• It is not clear what planting concepts and hardscape design treatments are proposed in the areas of the Loveridge Road Interchange and the north side of the freeway between Loveridge Road and Somersville Road. (R6-46)

• It is not clear what planting concepts and hardscape design treatments are proposed in for shoulders, and medians on Loveridge Road, California Avenue, and North Park Blvd. where impacted by the interchange construction and necessary adjustments of the local street and road system. (R6-47)

• High retaining walls are proposed along segments of North Park Blvd. It is not clear what architectural or planting concepts are proposed. (R6-48)

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Response R6-39: The construction of new structures (with standard vertical clearance), retaining walls and sound walls are not anticipated to affect views of the southern hill from the SR 4 corridor. The elevation and profile of the proposed project within the City of Pittsburg would not vary substantially from that of the existing roadway.

Response R6-40: Please see Response R5-6.

Response R6-41: A classified “landscaped freeway” is a section of the freeway with planting that meets criteria of the Outdoor Advertising Regulations. To be classified as a landscaped freeway, the freeway must have a continuous 305-m (1000-ft) planting segment along one side, both sides, or in the median, measured parallel along the freeway centerline, with a gap in planting of not more than 61 linear meters (200 linear ft). A continuous planting segment must be planted with lawn, trees, shrubs, flowers, vines or other ornamental vegetation in accordance with Caltrans’ standard landscaping practice to improve the appearance of the highway. The designated Caltrans’ Chief Landscape Architect is responsible for all classifications dealing with landscaped freeways.

Within the freeway segments designated as “landscaped freeway,” permits for Outdoor Advertising are required. Existing billboards within newly designated “landscaped freeway” segments would be designated as “legal / non-conforming,” meaning that they could remain indefinitely (but could not be increased in size or height or have added lighting), or the billboard would need to be purchased by the project. Permits for new billboards would not be issued.

Response R6-42: Two segments of SR 4 within the project limits are currently classified as “landscaped freeway.” The first segment begins at the western project limits and extends to just west of the Loveridge Road Interchange. The second segment extends from east of Century Boulevard to west of the Hillcrest Avenue Interchange. The limits of the classified landscaped freeway are shown in the Visual Impact Assessment (see Planting Diagram). Implementation of planting plans with the proposed project would maintain the designation of “classified landscaped freeway” in these segments of SR 4.

Response R6-43: No signs would be removed or relocated as a result of new highway planting or a change in designation to “landscaped freeway.” Signs would require removal or relocation only if there is a physical conflict with construction of the proposed project (e.g., the North Park Plaza sign at the Loveridge Interchange would require relocation outside of the proposed right-of-way). Any removal or relocation of signage would be coordinated with the appropriate jurisdiction. Vegetation that would obstruct signs would not be planted within the freeway right-of-way.

Response R6-44: Comment noted.

Response R6-45: Planting plans will be developed during final design and will be coordinated with the City. Corridor aesthetic treatments will be consistent with the CCTA Final Visual Design Guidelines for the Route 4 East Corridor (September 2004).

Response R6-46: See Response R6-45. A conceptual planting diagram for the areas of the Loveridge Road Interchange and the north side of the freeway between Loveridge Road and Somersville Road is included in the Visual Impact Assessment.

Response R6-47: Replacement planting will be provided in-kind. Also, see Response R6-45.

Response R6-48: The retaining wall along North Park Boulevard will be located along the depressed section of SR 4. The retaining wall will be most visible to motorists looking toward the south side of SR 4. Architectural features will be consistent with the visual design guidelines established for the corridor and currently being implemented on SR 4 between Railroad Avenue and Loveridge Road. Final planting plans will be developed during final design and will be coordinated with the City. Landscaping along the retaining walls would most likely consist of vines, given the right-of-way constraints.

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2.1.7.4 Avoidance, Minimization and Compensation Measures

• The schedule for construction of planting and hardscape treatments is not clear. The installation of planting and hardscape treatments should be included in the interchange / highway widening project. There should be no delay in the installation or restoration of planting and hardscape in areas within or contiguous to the local street and road system. (R6-49)

• The City of Pittsburg reserves the right to require planting materials in-lieu of or in addition to those listed in 2.1.7.4, "Avoidance, Minimization and Compensation Measures" for use within or contiguous to the local street and road system. (R6-50)

2.2 Physical Environment

2.2.1 Hydrology and Floodplain

2.2.1.2 Affected Environment

• In reference to the methodology and guidelines for culvert design described in the second paragraph on page 2-72, the City's requests that the culvert crossings be analyzed for both the 50-year and 100-year storm events and that a cost benefit comparison of the alternatives be prepared. (R6-51)

2.2.3 Geology and Soils

2.2.3.2 Impacts

• Also, adverse corrosive effects should be considered in the selection of materials and design of waterlines to be relocated by the project. (R6-52)

2.2.3.3 Avoidance, Minimization, and Compensation Measures

• In reference to waterlines to be relocated:

- 1) As a minimum, all ferrous pipe materials for buried installations should be installed with loose fitting polyethylene sleeves. Consider the need for cathodic protection systems.
- 2) Consider use of epoxy coated fittings, valves, and couplings.
- 3) Use stainless steel bolts for assembly of all clamps, couplings and valves.

2.3 Biological Environment

2.3.4.1 Regulatory Setting

• Clarify how the regulations described would apply to landscape planting concepts within or contiguous to the local street and road system and more particularly like kind restorations. (R6-53)

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Response R6-49 and R6-50: CCTA and Caltrans will provide many of the visual and aesthetic mitigation measures in the initial construction project. Hardscape features such as sound and retaining walls, storm water treatment facilities coordinated with the landscape design, and erosion control (typically grasses) will be included in the initial construction contract. For contracting reasons, separate landscape construction contracts are proposed and are required to follow the capital construction within two years. Awarding separate landscape construction contracts attracts better qualified contractors to design and monitor landscaping; these contracts will include a three-year plant establishment period.

As noted above, the planting plans will be developed during final design and will be coordinated with the City.

Response R6-51: The drainage analysis for the existing cross culverts throughout the corridor were made for Q10, Q25, Q50, and Q100 design storms. Culverts not capable of passing a minimum 25-year storm were also identified. The first paragraph under Section 2.2.1.2, subheading Culvert Capacity has been revised to provide this clarification.

Response R6-52: It is standard practice to test for corrosivity. Treatments will be determined at final design.

Response R6-53: The application of the regulatory guidelines to the SR 4 (East) Widening Project is described in detail in Sections 2.3.4.2, Affected Environment, Section 2.3.4.3, Impacts, and Section 2.3.4.4, Avoidance, Minimization, and Mitigation Measures.

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2.4 Construction Impacts

2.4.1.1 Construction Stages

The fourth sentence in the second paragraph of section 2.4.1.1, "Construction Stages" on page 2-119 states "Some short-term closures of existing interchange ramps may be necessary during construction of conforms; traffic would be detoured to other interchanges for these periods"

R6-54

- 1) The expression "short-term" is not defined further; however, it is assumed that the duration of the construction stages could be months.
- 2) In reference to Figure 2.1.6-2, Traffic Study Area Map, the study area does not encompass another interchange or north / south aligned arterial road in Pittsburg that provides access to or over and across State Route 4.
- 3) Land uses in the northeast area of the City include industrial and commercial land uses that generate truck traffic. Alternate truck routes may need to be posted during construction.
- 4) Loveridge Road serves both local and regional through traffic as well as adjoining land uses. It is assumed that traffic will divert to other local roads if the construction impacts at the Loveridge Interchange are too severe.
- 5) The impacts on the local road system and the proposed avoidance, minimization, and compensation measures are not adequately addressed.

R6-55

R6-56

R6-57

R6-58

The third paragraph of section 2.4.1.1, "Construction Stages" on page 2-119 describes conceptually, the means and methods for staging and sequencing of the work. However, in reference to the issue of maintaining traffic, there is no indication as to the number of lanes to be open to public vehicular traffic.

R6-59

The construction staging and sequencing described in Table 4.4.1-1 is indistinct and no specific mitigations are identified for the likely impacts of the staged and sequenced construction.

R6-60

- 1) Reference has been made to the relocation of the pump station as a first phase of the project. Table 2.1.5-1 references need to relocate 18-inch transmission watermain in advance of pump station relocation.
 - a) The City would like to ultimately prefer that the 18-inch main be relocated in the new over-crossing structure. A temporary relocation may be required to facilitate the pump station relocation.
 - b) The 18-inch main needs to remain in continuous service. Shut-downs of the main for new connections should be limited to a period of 4 to 6 hours.

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Response R6-54: Short term closures generally refer to closures from a few hours to one or two days, and may be required for specific aspects of work that cannot be constructed under traffic for physical or safety reasons. These are not stated as applying to the entire construction stage, which would be much longer in duration.

Response R6-55: See Response R6-34.

Response R6-56 through R6-58: Comments noted. See Response R6-2.

Response R6-59 and R6-60: The construction staging shown in Section 2.4.1.1 is noted as a possible construction staging scenario to show that constructing the project is feasible and only key aspects of the construction are identified. It is the intent to maintain the existing number of lanes during the construction period to the greatest extent feasible. Specific hours of work and lane requirements will be defined during the design phase. See Response R6-2.

Utility relocations will be constructed in advance of the project to the greatest extent possible; relocating the water line in the structure will be considered.

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- 2) There is no indication as to the number of lanes to be provided in each direction on Loveridge Road during each stage of the construction.
- 3) There is no indication as to the number of lanes to be provided on the highway ramps during each stage of the construction.
- 4) There is no indication as to any restriction of turning movements during the staged and sequenced construction, and
- 5) There is no estimate of the time to likely required to complete each stage.
- 6) There is no indication as to the likely arterial or intersection level of service during each stage of construction at the interchange or elsewhere on the local road network.
- 7) The traffic handling plans for construction staging at freeway ramps and at key intersections on the local road system should be modeled.

R6-60

2.4.2.1 Stage 1: Loveridge Road

• The project study area does not include a parallel route to Loveridge Road north / south route across the highway within the City of Pittsburg. It is anticipated that the construction will result in significant disruption to traffic and circulation along the Loveridge Road corridor in the vicinity of the interchange and that traffic will divert to other routes.

R6-61

2.4.2.5 Avoidance, Minimization and Mitigation

• The traffic handling plans for each construction stage shall be modeled during the design process. The modeling shall analyze arterial and intersection operation including but not limited to signal phasing, intersection LOS, queue lengths, delay, and progression.

R6-62

• Where an assumption is made that trips distributed to Loveridge Road prior to the construction will divert to other collector and arterial roads in Pittsburg to avoid the work area, the project shall be held responsible for implementation of appropriate mitigation measures on Pittsburg's local roads.

R6-63

• The City of Pittsburg shall have sole approval of haul routes on local roads, truck headway, and hours of work.

R6-64

• There is significant truck traffic through the Loveridge Interchange to commercial and industrial areas in the north and east areas of Pittsburg. The staged and sequenced construction may necessitate that truck use alternate routes. The project shall be responsible to post alternate routes and address the impacts on public facilities, neighborhoods that result from such alternate truck routes.

R6-65

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Response R6-61: See Response R6-34.

Responses R6-62 through R6-65: See Response R6-2.

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- The project may have an adverse impact on local businesses, and the economy where the staged and sequenced construction and associated traffic handling plans results in the diversion, or detouring of local and regional traffic, or restriction of access, in the commercial areas. (R6-66)

2.4.9 Air Quality

2.4.9.1 Impacts

- Construction will generate pollutants including dust and exhaust. Where construction is close to older or low income neighborhoods, residents may be more inclined to leave doors and windows open in warmer weather, which may increase the sensitivity to dust and exhaust. (R6-67)

2.4.10 Noise

2.4.10.1 Regulatory Setting

- The guiding policy set forth in the City of Pittsburg *General Plan* would limit generation of noises on construction sites to normal business hours between 8 am and 5 pm. In approving plans and specifications for a project or in issuance of a permit, the Engineering Department would take guidance from the *General Plan*. (R6-68)

2.4.10.2 Impacts

- Construction will generate noise. Where construction is close to older or low income neighborhoods, residents may be more inclined to leave doors and windows open in warmer weather, which may increase the sensitivity to noise. (R6-69)

2.4.10.3 Avoidance, Minimization, and Compensation Measures

- The goal of planning noisier operations during time of least sensitivity for receptors; generally day time, often seems to be at odds with the goals of maintaining traffic and existing utilities during periods of greatest sensitivity; and the safety of construction operations, all which frequently seem to dictate night work. (R6-70)

- 1) It is not clear that the measures identified achieve a workable balance of these issues. (R6-70)
- 2) There are unique issues with the motel near the Loveridge Interchange. (R6-71)

2.5 Cumulative Impacts

2.5.2.4 Construction Phase Traffic Impacts

- There is the potential that the City of Pittsburg or public utilities would be required to perform maintenance or construction on the local road system during the same period of time as that of the construction of the proposed interchange project at (R6-72)

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Responses R6-66: Access to parcels will be maintained and coordinated with the parcel owners to minimize impacts and disruption. See Response R6-2.

Response R6-67: Please refer to Response R6-3.

Responses R6-68, R6-69, R6-70, R6-71: Please refer to Responses R6-14, R6-15, and R6-16.

Construction noise levels will be calculated at the property line and next to the buildings. Then the interior noise levels will be determined. Noise levels affecting people could result for all properties bordering SR 4, without respect to income levels.

Section 2.4.10, [Construction Phase] Noise, generally describes the actions that must be taken and procedures that should be followed to mitigate construction noise impacts. Construction phase noise impacts have been estimated on the basis of feasible construction staging using typical equipment. At this stage, the detailed construction schedule and procedures are unknown because these will be established by the construction contractor. The contractor will be required to prepare a detailed noise control plan to meet appropriate requirements.

Response R6-72: Section 2.5.2.5, Construction Phase Traffic Impacts, states that two or more construction projects in the same transportation corridor could result in excessive traffic delays and detours. The same section notes that detours and delays would be coordinated with local authorities to minimize disruption for traffic and emergency services. As stated in Section 2.4.2.5, Avoidance, Minimization, and Mitigation Measures, a Transportation Management Plan (TMP) would be implemented for each construction stage. It is anticipated that the City of Pittsburg will participate in coordination efforts by advising Caltrans of local road maintenance and construction projects.

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Loveridge Road. Such maintenance or construction on local roads could have a cumulative increase in delay along the Loveridge Road corridor and on other streets in the local road network where traffic patterns change as a result of the interchange project construction or where the project detours Loveridge Road traffic to other streets in the local road network.

- Section 2.1.5, "Utilities / Emergency Services" identifies the necessity for relocation of certain public utilities. These relocations may have cumulative impacts on construction phase traffic.

R6-73

APPENDIX A
Figure A – Sheet 1 of 12, Build Alternative

- In reference to the proposed intersection geometry at Loveridge Road and the State Route 4 E/B Ramps:

1. There is a general concern related to the angle of the intersection and the turning movement from southbound Loveridge Road to the E/B Route 4 On-Ramp. The angle between the lines of Loveridge Road and the On-Ramp is acute and is less than Caltrans guidelines recommend.
 - a) The commercial and industrial land uses in the northeast area of Pittsburgh generate truck trips. The acute intersection angle may make truck-turning movements difficult. Truck turning should be studied as part of the design task.
 - b) There are general site distance concerns that should be studied as part of the design task.

R6-74

- At the intersection of Loveridge Road & North Park Blvd., there is an existing (albeit short) right turn lane on south leg of the intersection. It does not appear that the proposed geometry provides for a right turn lane. Has a study been performed to evaluate the need for a right turn lane?

R6-75

- The City would support the concept of a single structure with a wide median at the Loveridge Road over-crossing as opposed to two structures with a opening to the highway below as is illustrated.

R6-76

- The City would support a wider sidewalk on the proposed Loveridge Road over-crossing as opposed to the narrower sidewalks described in prior studies. The City recommends an 8-foot sidewalk on each side of the over-crossing.

R6-77

- At the intersection of Loveridge Road & North Park Blvd., the City requires signalized pedestrian crossing across all legs of the intersection.

R6-78

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Responses

Response R6-73: Please see Response R6-31.

Response R6-74 through R6-78: The geometry of the proposed Loveridge Road interchange has been developed using Caltrans design standards and meets ADA requirements. The proposed Loveridge Road overcrossing has grades of 0.90 and -2.44 percent for southbound Loveridge Road and 0.76 and -2.93 percent for northbound Loveridge Road; these grades are slightly steeper than the existing condition, but well within standards for roadway design and ADA compliance. The proposed geometry of the overcrossing and approaches provides stopping sight distance for speeds of 80 km/h (approximately 50 mph). The proposed Loveridge Road profile conforms to the existing profile at Stations “LSB” 300+60 and 305+05. The only driveway affected at Loveridge Road is the access to Motel 6; the driveway conform is shown in Figure A. Limits of widening and revised striping, and proposed right-of-way are also shown in Figure A.

The proposed lane configuration is based upon the traffic operational analysis performed for the project and has considered turning movements and associated vehicle storage requirements. The proposed geometry proposes that the northbound rightmost lane on Loveridge Road approaching North Park Boulevard be a shared through and right turn as shown in Figure A.

Truck turning capabilities have been assessed as part of the design process to date. The proposed design meets stopping sight distance standards. An exception to the design standard for the intersection angle is being processed given that correcting the geometry would require substantial right-of-way acquisition and result in greater impacts to existing development, and proposed profile grades at this location are less than one percent.

The feasibility of providing a single wider structure rather than two parallel structures is a design consideration that will be investigated during the final design phase and may depend upon the ability to stage the construction. The sidewalks proposed in the alternative as shown meet Caltrans and ADA requirements and appear sufficient given the low pedestrian use and existing and proposed development types; nonetheless, CCTA has indicated that during the final design phase they will consider providing eight-foot wide sidewalks. Pedestrian signals will be considered during the final design phase if engineering studies show that warrants are met. At present, it does not appear that a pedestrian crosswalk is necessary across the southern approach leg of the Loveridge Road / California Avenue-North Park Boulevard intersection given there are no pedestrian facilities or destinations provided along the south side of California Avenue-North Park Boulevard.

The typical cross sections are intended to show the key design features provided and are not developed to final design level of detail and therefore, variable distances are not yet fully defined. For approximate distances from proposed features to the right-of-way line, the reader should refer to Figure A for the specific location in question.

R6. City of Pittsburg
Engineering Department
Page 15 of 16

Received: 11/23/04 14:35;
11/23/2004 15:29 9252526928

9252526928 -> C.C. Transportation Auth.; Page 17
CITY OF PITTSBURG PAGE 17

Figure B – Sheet 1 and 12, Build Alternative

• Profiles for the freeway are shown in this section; however, there are no profiles for the local roads.

1. There is a general concern related to the longitudinal transition from the grade of the proposed Loveridge Road over-crossing; to be raised up to 10 feet, to the grade of existing local roads. (R6-79)
2. There are ADA requirements that would limit the profile grade (running grade) of sidewalks and crosswalks. (R6-80)
3. It is not clear where the transition begins on the local road approach or how the transition impacts existing driveways. (R6-81)

Figure C – Sheet 1 and 2, Build Alternative

• The typical cross sections detail existing and proposed right-of-way lines with a note that the dimension varies. For each cross section, indicate the range for the dimension. (R6-82)

APPENDIX B

CEQA Environmental Checklist

• The CEQA checklist generally addresses the impacts of the completed project and does not adequately address construction impacts such as noise, dust, and traffic. (R6-83)

APPENDIX E

Mitigation Summary

• Blank (R6-84)

APPENDIX F

Traffic and Transportation

Table F-3

• It is anticipated that the construction will result in significant disruption to traffic and circulation along the Loveridge Road corridor in the vicinity of the interchange and that traffic will divert to other routes. The table does not report delay / LOS for intersections on probable detour routes on the local road system. The project study area does not include a parallel route to Loveridge Road north / south route across the highway within the City of Pittsburg. It is anticipated that mitigations will be required along detour routes. (R6-85)

• In reference to the unsignalized intersection of Loveridge Road & California Avenue (East), it is anticipated the intersection LOS may deteriorate during construction as a result of regional cut-through traffic using Century Blvd., North Park Blvd., Markstein Blvd., and California Ave. (East) to avoid construction delays and congestion on Loveridge between Leland Rd. and Route 4. Mitigation may be appropriate. (R6-86)

R6. City of Pittsburg
Engineering Department
Page 15 of 16

Responses

Responses R6-79 through R6-82: See Responses R6-74 through R6-78.

Response R6-83: The CEQA Checklist is developed as part of the CEQA Guidelines and focuses on identifying the potential for significant impacts. It therefore does not focus on temporary construction phase impacts.

Response R6-84: Comment noted. Mitigation is summarized in Table S-1 in the Summary.

Response R6-85 and R6-86: Please refer to Response R6-2.

R6. City of Pittsburg
Engineering Department
Page 16 of 16

Received: 11/23/04 14:35;
11/23/2004 15:29 9252526928

9252526928 -> C.C. Transportation Auth.; Page 18
CITY OF PITTSBURG PAGE 18

• In reference to the signalized intersection of Loveridge Road & Pittsburg-Antioch Highway, it is anticipated the intersection LOS may deteriorate during construction as a result of regional through traffic diverting to Pittsburg-Antioch Highway to avoid construction related delays and congestion in the area of the Loveridge Interchange. It is anticipated that mitigations will be required.

R6-87

R6. City of Pittsburg
Engineering Department
Page 16 of 16

Responses

Response R6-87: Please refer to Response R6-2.

B1. Winter Chevrolet Honda
Rose Winter
November 22, 2004



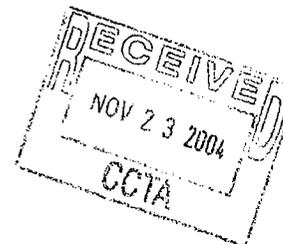
3750 CENTURY COURT

P.O. BOX 31 • PITTSBURG, CA 94565-0213
(925) 439-8222 • 1 (800) 479-5779 • FAX: (925) 756-0250

3850 CENTURY COURT

November 22, 2004

Contra Costa Transportation Authority
Attention: Susan Miller, Engineering Manager
3478 Buskirk Ave., Suite 100
Pleasant Hill, Ca 94523



Dear Ms. Miller:

It was very discouraging to sit through the meeting of the Highway 4 road widening to find that we will again be subjected to CCTA's taking of our property. The dust has hardly had time to settle and now we may be faced with another major disruption to our business.

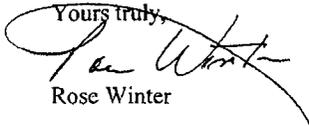
B1

Our move from 2101 Railroad (on the South side of Highway 4) was prompted by this same project. We were at that time subjected to all of the noise, dust, traffic and the rest of the inconveniences that are part of this project. We currently maintain an average of 500 vehicles on these properties for sale and service. The taking of approximately 1,026 linear feet 45 feet deep (1.06 acres) bordering Highway 4 will be a huge detriment to our business, we rely on the highway visibility and frontage to showcase our vehicles. If this project is approved as planned we will lose the ability to store approximately 240 vehicles.

When the plans for this widening were still on the drawing board I expressed my concerns to Garrett Evans, Pittsburg's Redevelopment Director who reassured us that the city would proactively oppose the widening of Highway 4 to the North. I would hope that they are following through with this plan.

Even though you may think the taking of this property is not of great consequence, we believe it will be. Our city relies on us to run a viable business with contributions of tax revenues, jobs that pay a decent wage thereby contributing to our local economy by the consumption of goods and services and overall community support. We believe that continued disruptions of this type are not in the best interest of our city or our business. Thank you for your consideration.

Yours truly,

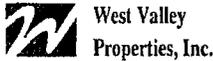

Rose Winter

B1. Winter Chevrolet Honda
Rose Winter
November 22, 2004

Responses

Response B1: CCTA has been working closely with Winter Chevrolet/Honda on its relocation effort for the SR 4 Widening Project from Railroad Avenue to Somersville Road. The SR 4 Widening Project, from Loveridge Road to SR 160, was also disclosed, and preliminary plans showing potential impacts were given to both the City and Winter Chevrolet Honda.

B2. West Valley Properties
Chris Bryant
November 19, 2004



B2

4675 Stevens Creek Blvd. Suite 230 Santa Clara, CA 95051-6767 Tel: 408 / 260-9131 Fax: 408 / 260-9136

Susan Miller
Engineering Manager
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

November 19, 2004

Re: Widening of State Route 4

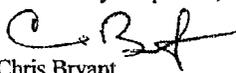
Dear Susan:

We represent the ownership group that owns and operates the North Park Plaza Shopping Center located at 1600-2300 North Park Blvd (near the intersection of Loveridge and Highway 4) in Pittsburg (the "Center"). We were very surprised to learn from another source of an EIR study out for public comment (with a deadline within a few days) for the proposed widening and expansion of this stretch of highway. Our ownership did not receive any formal notification of this study and the required date for comment. Also, the short window to make comments on the project by November 23, 2004 will make it impossible to thoroughly review and make comments on the plan. (B2-1)

Because the Center fronts Highway 4 and is very close to Loveridge Road, there are a host of potential issues impacting our Center. These include, but are not limited to, a proposed movement of our signage (something vital to our center), a retaining wall that may impact visibility to our Center, widening of the road that may or may not affect major ingress/egress to and from the center on Loveridge and Park Boulevard, diverted traffic flow due to closures that could impact the Center, new traffic patterns, and more. (B2-2)

I have a message into you to get some last minute details on some of the above questions, but have not received a response except from one of your associates who did not have as much detail and now face a deadline of early next week that we were not aware of until just recently. We hope you can delay any decisions until we have had an ample opportunity to speak with you and review and study the potential impact(s) such a widening will bring and bring forth our comments. (B2-3)

Please contact me to confirm that you have received this letter and that the deadline will be extended to allow us sufficient time to properly respond to the EIR study.

Regards,
West Valley Properties, Inc.

Chris Bryant
Director of Real Estate

B2. West Valley Properties
Chris Bryant
November 19, 2004

Responses

Response B2-1: On September 30, 2004, a Notice of Availability and Public Hearing was mailed directly to the following properties:

APN: 088-151-0240-2	APN: 088-151-020	APN: 088-151-025-9
Duanne & Marilyn Gifford	Current Occupant	Current Occupant
4675 Stevens Creek Blvd, #230 Santa Clara, CA 95051	1600 Northpark Boulevard Pittsburg, CA 94565	2150 Northpark Boulevard Pittsburg, CA 94565

The first of the three mailings listed went directly to your address and suite. The other two went to current addresses on the North Park Plaza Shopping Center.

In addition, a display advertisement was published in the Contra Costa Times on Sunday, October 3, 2004 and Sunday, October 17, 2004. The advertisement included an announcement of the release of the EA/IS and locations where interested parties could find a copy of the document to review. The advertisement also provided information about the public hearing, including the meeting date, time, and location, the purpose of the meeting, and contact information.

To allow time for comments on the information in the EA/IS, a 50-day public review period was set from Monday, October 4, 2004 to Monday, November 23, 2004; this period exceeds the 45-day review period required by the California Environmental Quality Act.

Response B2-2: Relocation of the North Park Plaza sign is required to move it out of the interchange right-of-way; the new location will be coordinated with the North Park Plaza and the City of Pittsburg. Retaining walls are proposed along SR4 where the roadway is depressed through the Loveridge Road interchange area. The proposed interchange configuration is similar to the existing interchange and would not substantially alter traffic travel patterns in the vicinity of the Loveridge Road Interchange. Also see Responses R6-43 and R 6-48.

Response B2-3: Given the direct mailings to your place of business, the display ads in the Contra Costa Times, and the 50-day public review period for the EA/IS, an extension of the public review period is not warranted.

B3. Sedgewick, Detert, Moran, &
Arnold LLP, Geoffrey K. Willis
November 22, 2004



3 Park Plaza, 17th Floor
Irvine, California 92614-8540
Tel: 949.852.8200 Fax: 949.852.8282

www.sdma.com

November 22, 2004

VIA OVERNITE EXPRESS

Contra Costa Transportation Authority
Attention: Susan Miller
Engineering Manager
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Re: Public Comments on the State Route 4 Widening Project:
Loveridge Road to State Route 160

Dear Ms. Miller :

Thank you for the opportunity to comment on the State Route 4 Draft Environmental Assessment/Initial Study ("Draft EA/IS") for the State Route 4 Widening Project. Our firm represents a developer who is planning a mixed use business and residential development (the "Kurely Development") on the area north of State Route 4 and just west of State Route 160, identified in the Antioch General Plan as the State Route 4 Industrial Frontage Focus Area. We have reviewed the Draft EA/IS and have the following comments:

- 1) The project trip count in the Draft EA/IS does not appear to take into account the increased traffic due to the Kurely Development. The Kurely Development will be adding 216,000 square feet of office development and 915,000 square feet of retail development for a total of 1,131,000 square feet. The Kurely Development will also be adding 1700 residential units: 400 units of 40 dwelling units/acre on 10 acres, 900 units of 30 dwelling units/acre on 30 acres, and 400 units of 20 dwelling units/acre on 20 acres. The Draft EA/IS should take the Kurely Development traffic impacts into account in the estimated trip counts in the Draft EA/IS and include them as part of the future traffic baseline for the area.
- 2) The increased population from the Kurely Development does not appear to be included in the numbers discussed in the Draft EA/IS. As described above, the Kurely Development will be adding 216,000 square feet of office development and 915,000 square feet of retail development for a total of 1,131,000 square feet. The Kurely Development will also be adding 1700 residential units: 400 units of 40 dwelling units/acre on 10 acres, 900 units of 30 dwelling units/acre on 30 acres, and 400 units of 20 dwelling units/acre on 20 acres. The Draft EA/IS should address the increased

OC/333768v1

New York ■ London ■ San Francisco ■ Zurich ■ Los Angeles ■ Paris ■ Newark ■ Orange County ■ Chicago ■ Dallas

- B3. Sedgewick, Detert, Moran, &
Arnold LLP, Geoffrey K. Willis
November 22, 2004

Responses

Response B3: CCTA and Caltrans understand that the Kurely Development is still in the preliminary planning stages, with no published design plans and no environmental review yet in process. The development project is not included in the approved regional land use and employment forecasts that are the basis of the SR 4 (East) Widening Project traffic forecasts.

The developers will need to prepare a CEQA document to address the impacts of their project. The traffic forecasting and traffic operations analysis elements of this document will need to evaluate and mitigate the impacts of the Kurely Development on future SR 4 mainline and interchange operations as described in the present SR 4 (East) Widening EA/IS.

BART will prepare an environmental document to address alternatives and impacts of a future eBART or BART extension. It is anticipated that this environmental assessment will include the BART station proposed to be located to serve the Kurely development.

B4. Chevron Environmental Management Company
November 23, 2004
page 1 of 2

**Chevron Environmental
Management Company**
Property Management
6001 Bollinger Canyon Road
P.O. Box 6012
San Ramon, CA 94583-0712
Tel (925) 842-1804
Fax (925) 842-0213

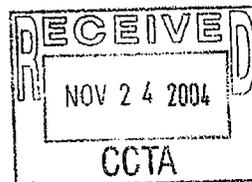
M. Scott Mansholt
Senior Environmental Project Specialist

B4

ChevronTexaco

November 23, 2004

Contra Costa Transportation Authority
Attention: Susan Miller
Engineering Manager
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523



Potential Historical Pipeline Considerations - Comments on the Draft Environmental Assessment/Initial Study for the State Route 4 East Widening Project

Dear Ms. Miller:

Chevron Environmental Management Company (ChevronTexaco) has reviewed the Draft Environmental Assessment/Initial Study (Draft EA/IS) for the proposed State Route 4 East Widening Project. We understand that the proposed project would include the widening of State Route 4, its interchanges, and affected local roadways from approximately 0.8 miles west of Loveridge Road to approximately 0.7 miles east of Hillcrest Avenue. As shown in Table 2.1.5-1 on page 2-23 of the Draft EA/IS, various ChevronTexaco pipelines (both active and historical) may be located in the project area. ChevronTexaco appreciates the California Department of Transportation's and the Contra Costa Transportation Authority's (Caltrans and CCTA) willingness to "coordinate with all utility providers during the preliminary engineering and design phases of the project so that effective design treatments and construction procedures are incorporated to avoid impacts to existing utilities during construction" (Draft EA/IS page 2-131).

This letter provides additional information on the historical ChevronTexaco Los Medanos Pump Station and pipelines in the project area, and provides contact information for future coordination for these historical facilities. The Chevron Pipe Line Company's (CPL) active pipeline right-of-way is also located in the vicinity of the proposed project. CPL will provide a separate correspondence with regard to activities associated with the active pipeline.

Based on our review of the document and our historical files, the proposed project may cross or be located adjacent to a historical ChevronTexaco Los Medanos Pump Station and historical ChevronTexaco pipeline right-of-way. The historical pump station is located near the intersection of Loveridge Road and the Union Pacific Railroad right-of-way (UPRR). In general, the historical pipeline right-of-way follows the UPRR right-of-way; however, the pipelines are located south of the UPRR right-of-way in the area of A Street in the City of Antioch. These historical facilities were used to transport crude oil and Bunker C fuel oil from the early 1900s to the early 1960s.

ChevronTexaco is not aware of documented historical leak/releases in the vicinity of your project. However, based on our experience with other pump stations and along other portions of the historical pipelines, there is potential that subsurface soil and groundwater along and in the vicinity of the historical pump station and right-of-way could be affected by residual weathered crude oil.

B4. Chevron Environmental Management Company
November 23, 2004
page 2 of 2

Response

Response B4: Caltrans and CCTA appreciate Chevron Texaco's providing additional information on the historical Chevron Texaco Los Medanos Pump Station and pipelines, as well as contact information for coordination on these facilities. We look forward to future correspondence from Chevron Pipe Line Company regarding active pipeline right-of-way in the project vicinity.

We attempted to include all known utilities in the project vicinity in Table 2.1.5-1. The Los Medanos pump station at Loveridge Road and the UPRR was not included because it is outside the area that would be affected by the SR 4 (East) Widening project. The facilities paralleling or south of the UPRR in the vicinity of A Street also appear to be north of the area that would be affected by SR 4 widening. Caltrans and CCTA expect to coordinate closely with local utility providers during the design phase of the SR 4 project, which will help to identify specific utility locations with respect to the SR 4 project area of impact.

At this time, it does not appear that future investigations or project construction activities would take place in the vicinity of the historical facilities identified in the comment letter. Should such investigations be necessary, CCTA and Caltrans would expect to coordinate with Chevron Texaco.

B4. Chevron Environmental Management Company
November 23, 2004
page 2 of 2

Ms. Miller
Contra Costa County Transportation Authority
November 23, 2004
Page 2

Generally, residual weathered crude oil associated with ChevronTexaco's historical pipeline operations can be observed visually; however analytical testing is necessary to confirm that the likely source of the affected material is the historical pipelines. Based on analytical results and human health risk assessments performed at known historical pipeline release sites, governing agencies have concurred with ChevronTexaco's findings that the presence of the residual weathered crude oil material does not pose an unacceptable risk to human health.

In the event that petroleum-affected soil is encountered in the vicinity of the historical Los Medanos Pump Station and pipeline right-of-way during future investigations or project construction activities, ChevronTexaco requests to be contacted immediately and to be provided with a reasonable opportunity to collect samples of the affected soil to perform its own evaluation of the nature of the material. If Caltrans, CCTA and ChevronTexaco agree that the identified material is associated with ChevronTexaco's historical pipeline operations and no other potential responsible parties are in question, ChevronTexaco will coordinate with Caltrans, CCTA and their contractors to minimize potential construction delays associated with encountered affected soil during project construction activities.

ChevronTexaco requests to be provided with a copy of "issued for construction" drawings and to be notified a minimum of one month prior to the start of any construction or earth-moving activities in the vicinity of the historical pump station and pipeline right-of-way.

Thank you for your consideration. Please call Bella Bakrania of SAIC at (925) 842-1343 or me at (925) 842-1804 if you have any questions.

Sincerely,

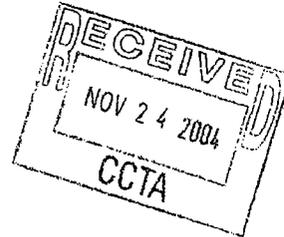


M. Scott Mansholt

Cc: Larry Whitehead, CPL
Carl W. Haywood, Coates Field Service

L1. Barbara Zivica
November 19, 2004

November 19, 2004



Contra Costa Transportation Authority
Attn: Susan Miller, Engineering Manager
3478 Buskirk Ave, suite 100
Pleasant Hill, CA 94523

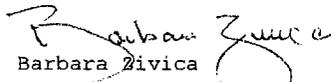
Dear Ms. Miller:

Two comments re the widening of Highway 4.

(L1-1) Roadways receive far too little of the funding from regional or county transportation measures and much of that is dedicated to HOV lanes. That does not help those of us in Antioch etc. who have been waiting years for some traffic relief.

(L1-2) Also, why no action on the Range Road interchange on Highway 4? They built the sound walls for the on and off ramps on the south side but nothing is happening. Completion would help traffic getting off Highway 4 eastbound at Bailey Road.

Very truly yours,


Barbara Zivica

L1. Barbara Zivica
November 19, 2004

Responses

Response L1-1: Comment noted.

Response L1-2: The Range Road Interchange is outside the limits of the SR4 (East) Widening Project, which extends from just west of Loveridge Road to about 0.7 mile east of Hillcrest.

E1. Michael Sagehorn
October 25, 2004

Page 1 of 1

E1

Susan Miller

To: Michael Sagehorn
Cc: s.pruegel@pamsf.com
Subject: RE: overcrossing concerns in Antioch

Dear Mr. Sagehorn:

Thank you for your comments, I will add your comments to the list of comments to be responded to in the final environmental document.

Sincerely,

Susan H. Miller
Engineering Manager
Contra Costa Transportation Authority
925)256-4736

-----Original Message-----

From: Michael Sagehorn [mailto:msagehorn@omiacademy.org]
Sent: Monday, October 25, 2004 9:41 AM
To: smiller@ccta.net
Subject: overcrossing concerns in Antioch

Ms. Miller:

It has come to my attention that the CCTA and CalTrans plans for the widening of State Rte 4 and the expanded overcrossings of Hwy 4 do not allow for safe bike travel as currently planned.

As a cross-county bike commuter, Antioch to Oakland via BART, any compromise in design that makes travel across an overpass unsafe is unacceptable public policy.

CCTA and the public servants of State of California, both in the Legislature and the transportation agency have a history of negligence in creating sound transportation networks and policy in Eastern Contra Costa County.

The Antioch and Pittsburg Unified school districts have in past years re-drawn school district boundaries, both elementary and secondary so students must cross a freeway (state Route 4) to attend their assigned neighborhood school. This factor, besides rightfully providing for bicycle commuters, is reason alone to create bike and pedestrian walkways on both sides of an overcrossing.

Your decision-making should be reflective of a parent who has to work and is hopeful that their child has a safe route from which to return from school each day. Use common sense and amend the design plans to better serve bicycle riders and pedestrians.

Michael Sagehorn
Teacher, coach, and parent

10/27/2004

E1. Michael Sagehorn
October 25, 2004

Response

Response E1: Major enhancements to bicycle and pedestrian facilities are provided by the proposed project at all SR4 crossings within the project limits. These proposed improvements are consistent with the established and planned bicycle routes within the project limits. The improvements include reconstructing all interchanges, the G Street overcrossing, and Cavallo Road, and extending the Roosevelt Pedestrian Underpass, to provide standard 2.4-meter (8-foot) shoulders for shared use of disabled and emergency vehicles, and bicycles along both sides of the streets, and ADA compliant pedestrian facilities. It is anticipated that shoulder parking will be prohibited through interchange areas. These improvements are consistent with guidelines that bicycle and pedestrian facilities must be provided to the extent practicable, feasible and safe.

Given the heavy traffic volumes at A Street, it is difficult to serve the high traffic turning movement and provide safe pedestrian and bicycle facilities along the east side of A Street through the interchange. Other interchange configurations were not found to operate at acceptable levels of service. This portion of A Street is not included in the bicycle route plans of any agency at this time, and a review of community facilities within the area does not indicate that there are sufficient pedestrian attractions to make this an issue, as other pedestrian facilities crossing SR4 provide better service.

As the interchange modifications at A Street are refined through the final design process, treatments such as eliminating direct access from A Street to the HOV preference lane on the loop on-ramp, striping a bicycle lane along northbound A Street from the southern ramp terminals to Texas Street in the northbound direction, and eliminating the northbound shoulder through the interchange area will be further studied to determine if pedestrian and bicycle facilities through the interchange can be improved. Similar refinements will be investigated for Hillcrest Avenue.

E2. Dave Stoeffler
October 24, 2004

Page 1 of

E2

Susan Miller

To: Dave Stoeffler
Subject: RE: Highway 4 widening

avid:

ank you for your comments, we do have sidewalks on all the overcrossings and room for bike lanes in the shoulder area. We will working with the cities for the appropriate striping for the intersecting areas. I will add your comment to our list of received mments.

san

san H. Miller
gineering Manager
ontra Costa Transportation Authority
25)256-4736

-----Original Message-----

From: Dave Stoeffler [mailto:daves@ecis.com]
Sent: Sunday, October 24, 2004 6:30 PM
To: smiller@ccta.net
Subject: Highway 4 widening

Hello Susan,

I try to travel by bicycle whenever I can. I wish to indicate my concern that all streets crossing highway 4 have safe access for bicyclist and pedestrians. Bike lanes and sidewalks are not a luxury, they are a necessity.

David H. Stoeffler

0/25/2004

E2. Dave Stoeffler
October 24, 2004

Response

Response E2: Comment noted. See Response E1.

E3. Rick Rickard
October 25, 2004

E3

Susan Miller

From: Susan Miller [smiller@ccta.net]
Sent: Wednesday, October 27, 2004 2:59 PM
To: 'Rick Rickard'
Cc: 's.pruegel@pamsf.com'
Subject: RE: Widening of Highway 4 from Loveridge to Highway 160

Dear Mr. Rickard:

Thank you for your comments, I will add your comments to the list of comments to be responded to in the final environmental document.

Susan H. Miller
Engineering Manager
Contra Costa Transportation Authority
(925)256-4736

-----Original Message-----

From: Rick Rickard [mailto:rrick1@mindspring.com]
Sent: Monday, October 25, 2004 10:01 AM
To: smiller@ccta.net
Subject: Widening of Highway 4 from Loveridge to Highway 160

Dear Ms. Miller,

Intersections between freeways and surface streets are often heavily-congested areas that are difficult for pedestrians and bicyclists to negotiate. As an east bay bicyclist, I regularly encounter these man-made barriers, and I find that even the well-designed intersections can be challenging and dangerous.

Thus I am distressed to learn that the CCTA has indicated that there will not be complete pedestrian and bicycle access on each of the streets that cross Highway 4 when this widening project is complete. I urge reconsideration of this decision in the interests of safety for pedestrians and bicyclists. In light of the total cost of this huge project, the cost of adequate bicycle and pedestrian facilities will be relatively small. And, as fuel prices rise, there may well be more bicyclists and pedestrians seeking access.

Sincerely,

Rick Rickard
Oakland

E3. Rick Rickard
October 25, 2004

Response

Response E3: Pedestrian and bicycle facilities are proposed at each of the streets crossing SR4 (see Sections 1.3.1.7, 2.1.6.1 and 2.1.6.2, and Figure A). Also see Response E1.

E4. Mike DeMicco
October 30, 2004

E4

Susan Miller

To: Mike DeMicco
Subject: RE: Hwy 4 widening and bike lanes on cross streets

Mike:

I will include your comment in our list of comments to be responded to as we finalize the document.

Susan

Susan H. Miller
Engineering Manager
Contra Costa Transportation Authority
(925) 256-4736

-----Original Message-----
From: Mike DeMicco [mailto:demicco@comcast.net]
Sent: Saturday, October 30, 2004 10:57 AM
To: smiller@ccta.net
Subject: Hwy 4 widening and bike lanes on cross streets

Susan,

I found out that the Hwy 4 widening project would take away bike lanes on G street in Antioch. Currently, this street has bike lanes in both directions. Furthermore, there are schools on the North side of the freeway. The safety of students that get to school by bicycle would be impacted. I urge you to include bike lanes for all streets crossing the freeway in the planning for the expansion of Hwy 4. Thank you.

--
Mike DeMicco <demicco@comcast.net>

E4. Mike DeMicco
October 30, 2004

Response

Response E4: As described in Sections 1.3.1.7, Interchange Improvements, and 2.16, Traffic and Transportation/Pedestrian and Bicycle Facilities, the SR4 (East) Widening Project would provide major pedestrian and bicycle facility improvements. At G Street, the proposed project would eliminate interchange ramps and reconstruct the G Street overcrossing with full shoulders that accommodate bicycle travel. It would also provide sidewalks along both sides of the street that are ADA compliant. G Street is not currently designated as a bike route. Also see Response E1.

E5. Lisa Loomis
November 22, 2004

E5

Susan Miller

To: Anabel Blue
Subject: RE: Hwy 4 widening

Dear Ms. Blue:

Thank you for your comments, they will be responded to as part of our process to finalize the environmental document.

Susan H. Miller
Engineering Manager
Contra Costa Transportation Authority
(925)256-4736

-----Original Message-----

From: Anabel Blue [mailto:martinimeditation@yahoo.com]
Sent: Monday, November 22, 2004 1:01 PM
To: smiller@ccta.net
Subject: Hwy 4 widening

Dear Ms. Miller:

I would like to say that I am very disappointed that bicycle and pedestrian safety and accommodation was not given a fair deal with regard to the widening of Highway 4. EVERY surface street crossing of the freeway MUST accommodate the safe passage of pedestrians and bicyclists. Highway 4 traffic is a problem. The widening of the highway may help in the short term, but it is not the solution. We need to get BART to Antioch and beyond. We also need to create safe and convenient passages for pedestrians and bicyclists. We must encourage alternative transportation to make any real change. Please make sure that pedestrians and bicyclists are given a fair deal in this construction project.

Thank you,
Lisa Loomis

Do you Yahoo!?
The all-new My Yahoo! - Get yours free!
<http://my.yahoo.com>

E5. Lisa Loomis
November 22, 2004

Response

Response E5: The SR4 project is one of several transportation improvements identified in the *Route 4 East Corridor from Railroad Avenue to SR160 Final Major Investment Study* (CCTA and East Contra Costa County Regional Fee and Financing Authority, May 1999); the SR4 (East) Widening Project primarily addresses the highway components identified in the study. The highway improvements include HOV lanes that provide for enhanced bus transit travel; bicycle and pedestrian facilities are improved at the SR4 crossings. The project is consistent with planning that emerged from the SR4 East Corridor Transit Study (CCTA and BART, 2002). The eBART transit extension identified by that study is being evaluated in a separate environmental document. Also see response to comment E1.

CC1. Chris Halton
October 21, 2004

(CC1)

route 4 (EAST) WIDENING PROJECT:
Liveridge Road to State Route 160

COMMENT SHEET Public Hearing on October 21, 2004
Antioch High School

Please submit written comments tonight or mail by November 23, 2004 to:

Susan Miller, Project Manager
Contra Costa Transportation Authority
Hookston Square
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Name: CHRIS HALTON Affiliation (if applicable): Renter

Address: 28 DRAKE ST

Phone #: 779-4142 E-mail: _____

Please provide your questions or comments in the space below

*Due to the location of my house
I will have to relocate. I've lived
in antioch for 15 years. If I moved
in town my rent would be double
It would be nice if we had the
option to to get relocation money
in a lump sum, So we could use
it towards a down payment of
a new place to live*

*Thank you,
Chris Halton*

▶ Please continue on reverse

CC1. Chris Halton
October 21, 2004

Response

Response CC1: Compensation and relocation assistance would be provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (see Appendix D).

CC2. Marian Harrison
October 21, 2004

route4 (EAST) WIDENING PROJECT:
Liveridge Road to State Route 160

CC2

CCTA **et**
Caltrans

COMMENT SHEET Public Hearing on October 21, 2004
Antioch High School

Please submit written comments tonight or mail by November 23, 2004 to:

Susan Miller, Project Manager
Contra Costa Transportation Authority
Hookston Square
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Name: Marian Harrison Affiliation (if applicable): _____

Address: 2704 Stamm Drive, Antioch CA 94509

Phone #: 754-2376 E-mail: _____

Please provide your questions or comments in the space below

I think the idea of using the existing
railroad line, mocc line for Bart
or ebart is great. Not to do a line down
the middle of the freeway ~~to~~ to add
already much congestion. Use the railway
lines.

➔ Please continue on reverse

CC2. Marian Harrison
October 21, 2004

Response

Response CC-2: Comment noted.

CC3. Antioch Unified School District
David B. Kundert
October 21, 2004

route4 (EAST) WIDENING PROJECT:
Loveridge Road to State Route 160

CC3

CCTA Caltrans

COMMENT SHEET Public Hearing on October 21, 2004
Antioch High School

Please submit written comments tonight or mail by November 23, 2004 to:

Susan Miller, Project Manager
Contra Costa Transportation Authority
Hookston Square
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Name: David B. Kundert Affiliation (if applicable): Antioch Unified School Dist.
Address: 701 W 18th St, Antioch, CA 94509
Phone #: 925-706-5241 E-mail: DaveKundert@antioch.k12.ca.us

Please provide your questions or comments in the space below

I am with the School District and would encourage communication to continue so AUSD would be aware of possible traffic & safety issues.

Good setup & someone came to me early to ask if I had questions. Very helpful.

➔ Please continue on reverse

CC3. Antioch Unified School District
David B. Kundert
October 21, 2004

Response

Response CC-3: Comments noted. Traffic Management Plans will be developed to reduce traffic delays and avoid safety issues during construction.

CC4. Delta Pedalers Bicycle Club
Bruce Ohison
October 21, 2004

(CC4)

route 4 (EAST) WIDENING PROJECT
Loveridge Road to State Route 160

COMMENT SHEET Public Hearing on October 21, 2004
Antioch High School

Please submit written comments tonight or mail by November 23, 2004 to:

Susan Miller, Project Manager
Central Coast Transportation Authority
Hobbsick Square
3471 Bursick Avenue, Suite 100
Pleasant Hill, CA 94523

Name: Bruce D Ohlson Affiliation (if applicable): Delta Pedalers Bicycle Club

Address: 5729 Los Altos Place Pittsburg 94565

Phone #: 925-439-5848 E-mail: _____

Please provide your questions or comments in the space below

During the Q+A Period Troy indicated that "A" Street Under Crossing of the Freeway would have Pedestrian and Bicycle Accommodation ONLY on the West Side of the Street. "A" Street currently has Sidewalks and Bike Lanes on BOTH Sides of the Street as it passes under the Freeway. We STRONGLY Desire to keep these Facilities when the Freeway is Widened.

- 30 -

▶ Please continue on reverse

CC4. Delta Pedalers Bicycle Club
Bruce Ohison
October 21, 2004

Response CC4: Please see Response E1.

CC5. Bhallas Gas
Jeff Orwig
October 21, 2004

(CC5)

route 4 (EAST) WIDENING PROJECT:
Liveridge Road to State Route 160

COMMENT SHEET Public Hearing on October 21, 2004
Antioch High School

Please submit written comments tonight or mail by November 23, 2004 to:

Susan Miller, Project Manager
Contra Costa Transportation Authority
Hydrexton Square
1476 Bushick Avenue, Suite 100
Pleasant Hill, CA 94522

Name: Jeff Orwig Affiliation (if applicable): Bhallas Gas

Address: 66 Ambroside Ct Danville

Phone #: 925-7419 E-mail: Mjtorwig@SBCGlobal.net

Please provide your questions or comments in the space below

Bhallas Gas is located at the Contra Lane off ramp
It now has "2" entrance/exits onto Contra Lane
the business will not be able to function with out
an entrance/exit onto Contra Lane. - will there
be an entrance/exit onto Contra Lane?

▶ Please continue on reverse

CC5. Bhallas Gas
Jeff Orwig
October 21, 2004

Responses

Response CC5: CCTA has been working with the City of Antioch since September 2003 to determine the feasibility of retaining a driveway on Contra Loma Boulevard.

CC6. Christopher Pruner
October 21, 2004

(CC6)

route 4 (EAST) WIDENING PROJECT:
Liveridge Road to State Route 160

CCTA  

COMMENT SHEET Public Hearing on October 21, 2004
Antioch High School

Please submit written comments tonight or mail by November 23, 2004 to:

Susan Miller, Project Manager
Contra Costa Transportation Authority
1700 Slon Square
4476 Bushwick Avenue, Suite 100
Pleasant Hill, CA 94523

Name: Christopher Pruner Affiliation (if applicable): _____
Address: 4536 Bison Way Antioch
Phone #: 757-1599 E-mail: SKinike@SBCGlobal.Net

Please provide your questions or comments in the space below

(CC6-1) ① I wish you would have had hand outs of the map
(CC6-2) ② The houses & businesses you are moving are eye
sores anyway. Lets get rid of them (CC6-3) ③ Lets speed
up the project and lets put Bart down the
middle to Hillcrest. No e bart, no maccoco ^{rail!} road!

Thank you


▶ Please continue on reverse

CC6. Christopher Pruner
October 21, 2004

Responses

Responses CC6-1 and CC6-2: Comments noted.

Response CC6-3: The East Corridor Transit Study (CCTA and BART, 2002) identified eBART and the Mocooco rail line as the preferred mode and alignment for a future transit extension eastward from the Pittsburg/Bay Point Station.

CC7. Michael Anthony
October 21, 2004

(CC7)

route4 (EAST) WIDENING PROJECT:
Loveridge Road to State Route 160

COMMENT SHEET Public Hearing on October 21, 2004
Antioch High School

Please submit written comments tonight or mail by November 23, 2004, to:

Susan Miller, Project Manager
Contra Costa Transportation Authority
Foghorn Square
2475 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Name: MICHAEL ANTHONY Affiliation (if applicable): _____

Address: P.O. BOX 610082 REDEMPTION CITY, CA

Phone #: 650-367-7771 E-mail: MICHAEL@MJA20VITY.COM

Please provide your questions or comments in the space below

REGARDING THE EAST BOUND EXIT RAMP FOR CONTRA LOMA
BLVD, HOW DO WE MODIFY SAID RAMP TO BE CLOSER TO
THE FREEWAY. I HAVE A RIGHTAWAY ISSUE THAT IMPACTS
MY OFFICE COMPLEX. SEEMS TO BE A LOT OF EXCESS LAND
BETWEEN OFF RAMP AND FREEWAY. PLEASE ADVISE
HOW TO INITIATE A MODIFICATION PROCESS.

➔ Please continue on reverse

CC7. Michael Anthony
October 21, 2004

Response

Response CC7: The Contra Loma Boulevard-L Street interchange configuration provides the least impact to right-of-way of all configurations investigated. The ramp configuration as proposed is pulled in as close to the freeway as possible to minimize right-of-way impacts.

CC8. Edward Franzen
City of Antioch
October 21, 2004

(CC8)

route 4 (EAST) WIDENING PROJECT
Loveridge Road to State Route 160

COMMENT SHEET Public Hearing on October 21, 2004
Antioch High School

Please submit written comments tonight or mail by November 23, 2004 to:

Susan Miller, Project Manager
Central Coast Transportation Authority
Hickman Square
3475 Bushwick Avenue, Suite 100
Pleasant Hill, CA 94523

Name: Edward Franzen Affiliation (if applicable): Antioch Traffic Engineer
Address: 3rd and H Street Antioch City Hall P.O. Box 5007 Antioch 94531
Phone #: 925 779 7035 E-mail: efranzen@ci.antioch.ca.us

Please provide your questions or comments in the space below.

The removal of the diagonal eastbound offramp to Somersville road is not acceptable to the City of Antioch. This ramp was built by the City with Caltrans permission 10 years ago because the old loop offramp was unable to handle the 1995 traffic. The termini of the eastbound off loop is too close to the Delta Fair Blvd signal resulting in unacceptable congestion for our citizens.

The alternative of diagonal westbound offramp and a diagonal eastbound offramp is required to serve the very heavy traffic on Somersville Rd.

▶ Please continue on reverse

CC8. Edward Franzen
City of Antioch
October 21, 2004

Response CC8: Please see Response R4.

CC9. Bruce D. Ohlson
East Bay Bicycle Coalition
October 21, 2004
page 1 of 2

(CC9)

route4 (EAST) WIDENING PROJECT:
Loveridge Road to State Route 160

COMMENT SHEET Public Hearing on October 21, 2004
Antioch High School

Please submit written comments tonight or mail by November 23, 2004 to:

Susan Miller, Project Manager
Central Coast Transportation Authority
Hodgdon Square
3479 Bristol Avenue, Suite 100
Pleasant Hill, CA 94523

Name: Bruce D Ohlson Affiliation (if applicable): East Bay Bicycle Coalition

Address: 3829 Los Altos Place Pittsburg 94565

Phone #: 925-439-5848 E-mail: ~

Please provide your questions or comments in the space below

(CC9-1) East County Bicyclists wish to be assured that
Every crossing of the freeway (with or without off/on
ramps) has a Bicycle Lane AND a Side Walk
on each side, especially "G" Street and Hillcrest A.

(CC9-2) We Prefer 5' (Caltrans Standard) wide
Bike Lanes (8' or 10' Bike Lanes are too easy
to convert to Traffic Lanes)

(CC9-3) For the Safety of Pedestrians and Bicyclists
We Want NO Dual off Ramps or Dual, Free-
Running On Ramps.

(CC9-4) For the Safety of Pedestrians and Bicyclists
We want every on Ramp and off-Ramp to be

▶ Please continue on reverse ▶

CC9. Bruce D. Ohlson
East Bay Bicycle Coalition
October 21, 2004
page 1 of 2

Response

Responses CC9-1 through CC9-4: Please see Response E1.

CC9. Bruce D. Ohlson
East Bay Bicycle Coalition
October 21, 2004
page 2 of 2

Controlled By a Pedestrian actuated Traffic Signal.

As you know, a Freeway is a Barricade to Passage. without Regards to Mode, people can only cross the Freeway where Provision is Made on Surface Streets. Most People, engineers included, don't realize that a Dual Lane off Ramp or ^{Free Running} On-Ramp to the Freeway is also a Barricade. If Caltrans ~~you~~ want or Needs to include a Dual Lane off or On-Ramp, For Pedestrian and Bicyclist Safety, we want a Bridge/overpass for the Side Walk over that Dual Lane Ramp.

As you know, Caltrans standards require the accommodation of Pedestrians and Bicyclists in All of its Projects. This is From Memorandum DD64, Promulgated in March 2002.

- 30 -

CC9-3

T1. Public Hearing
Joseph A. Costa, Jr.
October 21, 2004

T1

2

1 Comments of:
2 Joseph A Costa Jr.
3 4308 Avila Court
4 Antioch, California
5
6 (8:24 o'clock p.m.)
7 My name is Joseph Costa. I can be
8 reached at JACdatum@AOL.com. I am concerned
9 about the construction or nonconstruction of
10 BART. BART should be continued down the Highway
11 4 corridor and through the existing economic and
12 community support corridor, like Los Medanos
13 College and the existing large shopping complexes
14 that currently border Highway 4; and then should
15 be continued to the Hillcrest area where the
16 corridor -- the Highway 4 corridor is in close
17 proximity to the Mococo Rail Line. From there it
18 would be easy to provide lightrail service to
19 communities further east.
20 The Route 4 highway plan should be
21 modified to accommodate BART. The existing G
22 Street offramps and onramps should be maintained
23 and an additional westbound offramp should be
24 added at G Street to accommodate the future
25 replacement of the very small residential

T1-1

T1-2

AUDI-X REPORTING

52 Longwood Drive, San Rafael, California 94903 (415) 457-4437

T1. Public Hearing
Joseph A. Costa, Jr.
October 21, 2004

Responses

Response T1-1: The East Corridor Transit Study (CCTA and BART, 2002) identified eBART and the Mococo line as the preferred mode and alignment for a future transit extension eastward of the Pittsburg/Bay Point Station. Please refer to Response R1-1 for a full discussion of how the SR 4 (East) Widening Project accommodates this future transit improvement.

Response T1-2: The short distance between the Contra Loma–L Street and G Street Interchanges results in poor traffic operations, given the amount of traffic using SR 4. Operations will be improved by the new interchange configurations. The decision to eliminate the ramps at G Street and build a full interchange at Contra Loma Boulevard–L Street is in response to forecasted traffic patterns and volumes.

T1. Public Hearing
Joseph A. Costa, Jr.
October 21, 2004

3

1 properties between A Street and G Street on the
2 north side of State Highway 4, with modern,
3 commercial development.

4 Additionally, State Highway 4 should
5 receive Federal Highway designation and begin at
6 U.S. Highway 80 in Rodeo, continuing through to
7 the State Highway 4 Bypass and linking to U.S.
8 Highway 580 via the State Route J4 in Tracy.

9 Additionally, I'd like to remark that
10 Measure J should receive a "No" vote because of
11 its plan to use E-BART to implement rail service
12 to the communities of Antioch and Pittsburg,
13 whose residents have paid taxes on the original
14 promised standard BART service from the inception
15 of the development of BART.

16 The development and growth of East County
17 is due to the original promise of BART service.
18 Were it not for this promise, East Contra Costa
19 County would not have developed as successfully
20 as it has.

21 E-BART is an expensive, makeshift,
22 patchwork plan conceived for the present, that
23 will not allow East County to reach its full
24 economic potential.

25 We must plan for the future. Users will

T1-3
T1-4
T1-5

AUDI-X REPORTING

52 Longwood Drive, San Rafael, California 94901/ (415) 451-4417

T1. Public Hearing
Joseph A. Costa, Jr.
October 21, 2004

Responses

Responses T1-3, T1-4, T1-5: Comments noted.

T1. Public Hearing
Joseph A. Costa, Jr.
October 21, 2004

4

1 be required to change or transfer from E-BART to
2 BART, an inconvenience and time-consuming delay
3 for those traveling to work. BART needs to plan
4 and build for the distant future, not the
5 present.

6 Many municipal officials look upon E-BART
7 as a method to revitalize their downtown areas.
8 I believe this is a false promise. The downtown
9 areas of our river communities will become more
10 metropolitan and revitalized, just like other
11 commercial areas such as Concord and Walnut
12 Creek. It may not happen in the present, but the
13 future holds great potential, not because of the
14 manipulation of humankind but, rather, because of
15 the pressure of natural laws of real property or
16 land. Real property will always rise to its
17 highest and best use.

18 Antioch and Pittsburg will realize their
19 potential and be redeveloped with modern,
20 commercial structures providing many jobs to the
21 residents of East County in the future.

22 Thank you.

23 (Mr. Costa's comments concluded at 8:30 p.m.)
24
25

AUDI-X REPORTING

52 Langwood Drive, San Rafael, California 94901/ (415) 457-4417

T2. Citizens for a Better Antioch
Clinton Fields
October 21, 2004

T2

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1

STATE ROUTE 4 (EAST)
WIDENING PROJECT: LOVERIDGE ROAD to
STATE ROUTE 160

Thursday, October 21, 2004

ORAL COMMENTS GATHERED
from the Public Meeting

Held at the: Antioch High School
700 West Eighteenth Street
Antioch, California 94509

Meeting
conducted by: Public Affairs Management
135 Main Street, Suite 1600
San Francisco, California
94105

Meeting held by: Contra Costa Transportation
Authority
Susan Miller, Project Manager
Hookston Square
3478 Buskirk Ave, Suite 100
Pleasant Hill, California
94523

AUDI-X REPORTING

52 Longwood Drive, San Rafael, California 94801/ (415) 457-4417

T2. Citizens for a Better Antioch
Clinton Fields
October 21, 2004

Response

Response T2: Project construction is preceded by final design, permitting, the acquisition of right-of-way, and relocations, all of which are necessary and sometimes lengthy processes. The year 2007 represents a reasonable target date for construction.

T2. Citizens for a Better Antioch
Clinton Fields
October 21, 2004

T2

2

1 Comments of:
2 Clinton Fields
3 2496 Stanford Way
4 Antioch, California
5
6 (8:20 o'clock p.m.)
7 My name is Clinton Fields. I'm President
8 of CBA, Citizens for a Better Antioch here. And
9 the citizens of this community have been without
10 an infrastructure for a long, long time in this
11 particular area.
12 Antioch itself is well over a hundred
13 thousand people. You've got towns that are not
14 half the size that have a freeway infrastructure.
15 I know they're talking about starting the
16 freeway possibly, maybe in 2007. That's three
17 long years from now, that people still have to
18 wait in this area while we pay some of the
19 highest taxes around, while there is not an
20 infrastructure in the city. There is no way the
21 city can grow business-wise and bring decent-
22 paying jobs into this particular area.
23 So if there is any way, and I know there
24 is a way, that this project can be moved up to
25 get started much sooner than 2007, it definitely

AUDI-X REPORTING

52 Longwood Drive, San Rafael, California 94901/ (415) 457-4417

T2. Citizens for a Better Antioch
Clinton Fields
October 21, 2004

3

1 should get to that point.

2 With traffic being the number one problem

3 in this city, there is no way we can afford to

4 sit back and wait another three full years before

5 we even start to break ground on a project like

6 this.

7 There are city streets, that cities that

8 are much smaller than this particular City of

9 Antioch, that have more than two lanes on it.

10 There are city streets with more than two lanes.

11 And there is no way this city should be calling

12 itself a city with over a hundred thousand people

13 and just two lanes on the freeway.

14 Thank you.

15 (Mr. Fields' comments concluded at 8:22

16 o'clock p.m.)

17

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25

AUDI-X REPORTING

52 Longwood Drive, San Rafael, California 94901/ (415) 457-4417

T3. Phyllis Fox
October 21, 2004

T3

2

1 Comments of:
2 Phyllis Fox
3 228 Drake
4 Antioch, California
5
6 (7:05 o'clock p.m.)
7 My name is Phyllis Fox and my concern is
8 that when the soundwall is built across from my
9 house on Drake Street in Antioch that it is
10 aesthetic in terms of some type of foliage so
11 that the value of my property will be a good
12 value.
13 Thank you very much.
14 (Ms. Fox's comments concluded at 7:06 o'clock
15 p.m.)
16
17
18
19
20
21
22
23
24
25

AUDI-X REPORTING

52 Longwood Drive, San Rafael, California 94901/ (415) 457-4417

T3. Phyllis Fox
October 21, 2004

Responses

Response T3 : Vines would be planted to climb the side of proposed sound walls opposite the roadway to soften their appearance as viewed from the residences.

