

Comment I-35 Robert Heeter



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

Comment sheets may be deposited in the comment box tonight or mailed to:

California Department of Transportation (Caltrans)
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 Grand Avenue/Mail: PO Box 23660
Oakland, CA 94610

To view or obtain a copy of the Environmental Document, visit www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Robert Heeter Date: 10/30/07

Affiliation (if applicable): Resident ~200ft from Hwy 84

Address: 548 Trebbiano Place

Comment/Question:

1 Noise from current Isabel Ave. is already an issue. Acoustic impact study that was done used hourly noise averages. Current noise is bursty (eg. individual trucks). Noise model does not account for this. Noise data taken in 2005 are also not relevant since road was realigned (Isabel/Valleritas intersection to Hwy 84 designation in 2006) - traffic patterns have changed. Also, current noise is reduced during present

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

high-traffic periods since vehicles currently are not moving fast. These vehicles will be moving 2-4 times faster after the proposed road modifications, which will increase noise levels even more since noise is a strong function of vehicle speed. In addition, the widening of Pigeon Pass will enable 18-wheeler and other very heavy vehicles to use the section near Ruby Hill. One can only conclude that the noise impact will be tremendous.

I-35-1,
Cont.

There are about 1000 homes within current hearing distance of Hwy 84. Based on current study's noise projections (which are flawed / too low as discussed above), many more homes will now be impacted. Assuming twice the noise radius, 2000 homes impacted.

At present property values and conservatively estimating a 10% reduction in property values due to the increased traffic noise, this project will hurt residents by \$200,000,000 dollars in property value. This in turn means \$2 million/year less County property tax revenue!

Responses to Comment I-35

I-35-1

The Noise Study Report for the project was prepared in compliance with State and Federal guidelines. A copy of the Noise Report is available for viewing at the City of Livermore offices (contact Mike Mikasa). Additional noise data were collected in December 2007 in the vicinity of the SR 84/Vallecitos Road intersection, and noise levels were found to have changed insignificantly (by less than 1.5 dBA) compared to the original study.

The speed limit on SR 84 will remain 50 mph in accordance with State law, as described in Master Response TR-3.

In response to comments that requested specific information about changes in truck traffic, additional data were gathered to test the modeling and projections used in the traffic studies, and this information is summarized in the FED. The data show that although truck volumes increase slightly over the No Build condition between 2007 and 2030, a significant portion of these trucks are servicing the community, not transiting through the corridor. In addition, the data show that the proportion of trucks to cars using SR 84 in 2030 will vary only slightly between the No Build and Build Alternatives. Sections 2.7.2.4 and 2.7.3.3 of the FED provide additional discussion.

See Master Response GEN-3 on the issue of property values.

Comment I-36 Robert Heeter and Hui Chen



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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Robert Heeter Date: Nov 7 2007

and Hui Chen,
Affiliation (if applicable): _____

Address: 548 Trebbiano place Pleasanton CA 94566

Comment/Question: We think the road widening should taken the life of residence along the road into consideration! Our house is very close to the road, so we demand a proper sound barriers along the residence area. Also the road should follow the example of others like Concannon & Hopyard, with trees and shrubbery in the middle. Along the road, there should be sufficient landscaping to reduce noise level and pollution & make the road a actually beautiful addition to the city and community lives nearby!

I-36-1

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

Responses to Comment I-36

I-36-1

The comment is noted. Soundwalls were evaluated as discussed in Master Response NOI-1. According to the noise studies conducted for the project, sound levels along the residential areas of SR 84 did not exceed Federal noise abatement criteria for considering

soundwalls. However, rubberized asphalt concrete pavement will be used throughout the project limits to reduce tire noise.

For an explanation of why a concrete safety barrier is proposed, see Master Response VIS-2. Master Response VIS-1 discusses landscaping in the project area.

Comment I-37 John Hegstrom



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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: John Hegstrom Date: 10/30/07

Affiliation (if applicable): _____

Address: 569 Lento Ct, Pleasanton, CA 94586

I-37-1

Comment/Question: I am very concerned about additional traffic noise in my yard and house. The traffic has increased on Isabel road and this project will introduce more and faster traffic, more heavy trucks and increase the duration of peak traffic periods. I believe that the sound study is not accurately assessing the impact this project will have on noise. It is imperative that the noise impact be

Please continue on back if necessary.

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I-37-1,
Cont.

mitigated by limiting the flow, speed,
number of trucks. It is also imperative
that any increase in noise be offset
with sound reduction measures including
landscaping and sound walls.

Responses to Comment I-37

I-37-1

Additional noise data were collected in the project area to verify the DED's assessment of project-related noise level changes at homes along the project corridor. Master Response NOI-1 describes the sound reduction measures that will be considered as part of project design.

Truck restrictions could be pursued independent of the proposed project, as described in Master Response TR-1. Although a landscaping plan will be implemented, note that landscaping is not considered a noise abatement measure.

Comment I-38 Laurel Hickok



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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Laurel Hickok Date: 10/30/07

Affiliation (if applicable): Ruby Hill resident

Address: 431 Trebbiano Place

Comment/Question:

- I-38-1 [1. Please install sound barriers along residential areas (eg. Ruby Hill)
I-38-2 [2. Call this road 1st St rather than Expressway 84.
I-38-3 [3. Maintain current stoplights
I-38-4 [4. BAN TRUCKS along this route
I-38-5 [5. Use rubberized asphalt
I-38-6 [6. Stop when complete - Don't let this become an even bigger, wider highway

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

Responses to Comment I-38

I-38-1

See Master Response NOI-1 in regard to soundwalls in the project area.

I-38-2

Isabel Avenue was transferred to the State of California in 2003 and is designated State Route 84. For additional project background, see Master Response GEN-4.

I-38-3

The existing signalized intersections along SR 84 will be maintained.

I-38-4

See Master Response TR-1 regarding truck restrictions on SR-84.

I-38-5

Rubberized asphalt pavement will be used throughout the project limits.

I-38-6

After completion of the proposed project, no additional widening of SR 84 is planned. In fact, existing and future land uses and lack of available right-of-way would preclude future widening.

Comment I-39 Randall and Laurel Hickok

431 Trebbiano Place
Pleasanton, Ca. 94566

October 26, 2007

Caltrans District 4, Office of Environmental Analysis
Attn: Ed Pang
111 Grand Avenue
Oakland, Ca 94610

Dear Mr. Pang:

Subject: Rte 84 Expressway Widening

We are residents of Ruby Hill, living at 431 Trebbiano Place. Our street backs up to Route 84, and our house is five lots from the street proposed for widening. We are seriously concerned about the negative impacts the widening of Route 84 will have. Our concerns are as follows:

I-39-1

- Air pollution will increase.
- Sound Pollution will increase.
- General quality of life will be diminished.
- The widening of *Route 84* will lead to an eventual *Highway 84*.

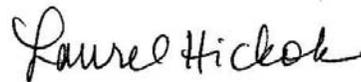
We request that the following actions be included in the plans to lessen the negative impacts above:

I-39-2

1. Pave the road with **rubberized asphalt**. Vineyard avenue was recently repaved with rubberized asphalt, and the sound of traffic is definitely muffled.
2. Install **sound barriers between the residential areas and Route 84**.
3. Maintain the current location of **stop lights** to calm traffic and minimize speeds.

Thank you for your consideration of these comments and suggestions. We look forward to the results of a project which respects the rights of all affected parties.

Sincerely,



Randall and Laurel Hickok

Responses to Comment I-39

I-39-1

The commenters' concerns are noted. Master Responses AIR-1 and NOI-1 discuss project-related changes in air quality and noise, respectively. Quality-of-life issues are addressed in Master Response GEN-5.

No additional widening of SR 84 is planned. Existing and future land uses and lack of available right-of-way would preclude future widening.

I-39-2

Rubberized asphalt pavement will be used throughout the project limits. Master Response NOI-1 discusses the issue of soundwalls.

The existing signalized intersections along SR 84 will be maintained.

Comment I-40 Joseph and Barbara Hilgen

ACTIA

LIVERMORE

CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD

California Dept of Transportation
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Please submit comments by the close of the comment period, Thursday November 15, 2007

Name: Joseph & Barbara Hilgen Date: 11-11-07

Affiliation (if applicable): _____

Address: 1893 Vetta Drive, Livermore, CA 94550

Comment/Question:

- I-40-1 **1. Why can't you leave the Quarry mining access solely to Stanley Blvd, which is not a residential area? Please explain why an access must be provided on 84 and why it is best at Concannon & 84**

- I-40-2 **2. I believe it is imperative to provide trees and dense high foliage to the multi-use path along 84 to provide privacy, absorb carbon dioxide and screen the unsightly highway for community bikers, joggers, etc**

- I-40-3 **3. Have you explored alternatives to the proposed realignment of the multi-use path during construction, estimated for 2010!!! Please provide us some alternatives.**

- I-40-4 **4. What can be done to minimize the projected increase in noise for homeowners on Aria Ct, Cascita Ct & Tourmaline Ct. Please offer some suggestions.**

- I-40-5 **5. Where will the 3.2 acres of vineyards being removed to move 84 at Vallecitos be replaced or replanted?**

- I-40-6 **6. When and how often will you assess changes to turn signals at 84/Concannon to minimize delays on Concannon. (e.g. - early mornings)**

- I-40-7 **7. What can be done about the increased dirt, dust and pollution that will invade our homes as a result of the projected traffic increases?**

For more information, contact Brigetta Smith, Caltrans at 510-286-5820 or Arthur Dao, ACTIA at 510-267-6104

ACTIA LIVERMORE CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD, Continued

- I-40-8 8. Can the telephone wiring all be put underground or reinstalled on the west-side of 84 between Concannon and Vineyard. We do not want the telephone polls moved closer to our homes.
- I-40-9 9. The speed is controlled by the fact there is only one lane, widening will increase the average speed and we would like to see speed control measures as to keeping down the noise and control speeders.
- I-40-10 10. Once again, one lane also controlled the flow of traffic in an orderly flow to the City of Livermore. Now by widening 84, the flow will double and traffic will come to the City of Livermore at a faster rate. Any accident on 580 (at anytime) by widening 84, and the flow of traffic coming to the City of Livermore a faster rate, I see the whole city being overwhelmed with more traffic (especially roads that travel east & west) that the city could handle. Was this explained, in any reports, that this will happen often, and that this is with the City of Livermore should expect (more traffic than the city can handle) as there future?

Responses to Comment I-40

I-40-1 through I-40-7

See the responses to Comments I-07-1 through I-07-7.

I-40-8

The project does not include funding to relocate overhead utilities underground. All telephone poles and other overhead utilities will be relocated out of State right-of-way to meet expressway standards.

I-40-9

See Master Response TR-3 in regard to the speed limit and speed control measures on SR 84.

I-40-10

One of the purposes of the project is to attract traffic to SR 84 that is currently diverting to local streets in Livermore, thereby improving local circulation. Several other regional traffic improvements that are under way or planned will provide additional congestion relief on local streets, as described in Master Response TR-2.

Comment I-41 Gary Hillman



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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Gary Hillman Date: 11/7/07

Affiliation (if applicable): _____

Address: 3155 E. Ruby Hill Dr, Pleasanton

Comment/Question: I am very concerned about the proposed Rt 84 widening. The lack of sound barriers or landscaping to reduce noise and the increase in noise by 18 wheel trucks will greatly diminish the quality of life on Ruby Hill.

I-41-1

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

Responses to Comment I-41

I-41-1

The project corridor is directly adjacent to residential neighborhoods and it is acknowledged that some residents already experience traffic noise. The detailed technical research conducted for the DED indicates that the project would increase future noise

levels from 1 to 6 dBA, although no State or Federal noise abatement criteria would be exceeded at any residences. As described in Master Response NOI-1, a soundwall was considered in the one location where noise levels will approach the Federal noise abatement threshold. The soundwall has been determined to be not reasonable and will not be included in the project. Rubberized asphalt pavement will be used throughout the project limits to reduce tire noise, and other noise abatement measures will be considered during the final project design phase.

Landscaping is not considered a noise abatement measure and is included in the project as an aesthetic element. The project will include a landscaping plan, as discussed in Master Response VIS-1.

In response to comments that requested specific information about changes in truck traffic, additional data were gathered to test the modeling and projections used in the traffic studies. The data show that although truck volumes increase slightly over the No Build condition between 2007 and 2030, a significant portion of these trucks are servicing the community, not transiting through the corridor. In addition, the data show that the percentage of trucks to cars using SR 84 in 2030 will vary only slightly between the No Build and Build Alternatives (see Sections 2.7.2.4 and 2.7.3.3 of the FED).

Quality-of-life issues are addressed in Master Response GEN-5.

Comment I-42 Hollingsworth



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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: HOLLINGSWORTH Date: OCT 30 2007

Affiliation (if applicable): _____

Address: 534 CANTO COURT

Comment/Question: _____

I-42-1

TRAFFIC JAM CONCERN.
NOISE CONCERN. → NOISE BARRIER WALL?
DUST / CLEANING?
(408) 507 5696 CELL.

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or
Arthur L. Dao, ACTIA at (510) 267-6104.

Responses to Comment I-42

I-42-1

The proposed project is one of a series of regional traffic improvements that will reduce local congestion, as described in Master Response TR-2. The project corridor is directly adjacent to residential neighborhoods, and it is acknowledged that some residents already experience traffic noise. See Master Response NOI-1 in regard to soundwalls.

The comment about dust/cleaning does not specify whether the concern is related to construction or operation of the project. Section 2.14.6 of the DED includes measures that will be implemented to avoid or minimize dust and debris generated by project construction. Master Response AIR-1 address particulate matter levels with the project in place.

Comment I-43 David Huettig



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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: DAVID W. HUETTIG Date: 10/30/07

Affiliation (if applicable): Ruby Hill

Address: 482 SANGRE Cr. PLEASANTON (Ruby Hill)

Comment/Question:

① As a Ruby Hill resident with property immediately adjacent to proposed widening project, I request that the highway section from Valecitos/ISABEL intersection to the Vineyard/Isabel intersection be moved/reassigned to be much further away. Vineyard property could be relocated to coincide with new highway location. This would greatly reduce noise and pollution impact to Ruby Hill home owners.

over

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

I-43-2 [② The noise survey could not possibly be valid since it was completed before the re-alignment of the Vallecitos / ISABEL intersection. Sound levels at my home have been impacted greatly since this project was completed.

Responses to Comment I-43

I-43-1

The areas to the immediate east and west of SR 84 between Vallecitos Road and Vineyard Avenue either contain residential development or are held in an agricultural easement by the Tri-Valley Conservancy. Therefore, moving this roadway segment would not be feasible. Note that the alignment of SR 84 along Isabel Avenue from Vallecitos Road to I-580 has been planned since 1960, as described in Master Response GEN-4.

I-43-2

Additional noise measurements were collected near the intersection of SR 84 and Vallecitos Road in December 2007 to reflect modifications to the intersection that were completed in the summer of 2007. Noise levels were found to have changed insignificantly (by less than 1.5 dBA) from the levels presented in the original noise study.

Comment I-44 Fariburz Jahanian



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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: FARIBORZ JAHANIAN Date: 11-4-2007

Affiliation (if applicable):

Address: 3083 E. RUBY HILL DR. PLEASANTON, CA, 94566

Comment/Question: As a resident of a property next to Highway 84, I am deeply concerned about the environment Impact this freeway will have on the nearby communities. This is the 1st time, since highway 85, a freeway is being put right in the middle of residential communities. Just like 85, I would like to see sound walls built along the highway, Trees planted as divider, instead of concrete Barrier and Speed is reduced to 40 mph. Trucks should be banned from using this highway as...

I-44-1

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

I-44-1,
Cont.

Their fume is a severe health hazard to people and wild life living nearby. I am not sure what kind of environmental studies was done when CalTrain got the approval to build the freeway. One of the most beautiful 2 lane highway is being replaced with a freeway right in the middle of fragile environment ^{and} habitat to a variety of Wild Life.

It may be too late to stop the construction of this freeway. But it is not late to minimize the damage to the environment and neighboring communities. I strongly urge Caltran to take into consideration our concerns and act on them.

Responses to Comment I-44

I-44-1

The commenter's concerns are noted.

SR 84 has been an expressway since 1959, and its alignment along Isabel Avenue from Vallecitos Road to I-580 has been planned since 1960, as described in Master Response GEN-4. The project will not make SR 84 a freeway but rather widen and upgrade the roadway to modern expressway standards. Note that the speed limit will continue to be 50 mph and all existing signal intersections will remain.

Soundwalls were evaluated as discussed in Master Response NOI-1. Rubberized asphalt concrete pavement will be used throughout the project limits to reduce tire noise.

For an explanation of why a concrete safety barrier is proposed instead of a landscaped median, see Master Response VIS-2. The speed limit will remain at 50 mph, as discussed in Master Response TR-3.

Master Response TR-1 addresses the issue of a truck ban on SR 84. Levels of carbon monoxide and other pollutants are expected to increase slightly with the project in place

but would not exceed any standards established to protect human health (see Master Response AIR-1).

Environmental studies for the proposed project began in January 2005 and included preparation of the 15 technical reports listed in Chapter 7 of the DED. These studies were prepared by consultant experts in each subject and were reviewed by experienced Caltrans environmental or engineering staff before the studies could be approved for reference and inclusion in the DED.

In regard to wildlife, extensive field studies have been conducted to assess wildlife conditions in the project area and potential impacts that they could experience. The proposed roadway alignment was selected primarily because it would have the smallest potential effect on the natural habitat among the alternatives considered. The Department is also consulting with environmental resource agencies including the U.S. Fish and Wildlife Service on avoidance measures to further protect wildlife and their habitat in the project area.

The concerns of the neighboring communities will be considered in balancing the needs of the nearby community with long-term transportation goals for the region.

Comment I-45 Rene Jansen



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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: RENE JANSEN Date: 11/3/07

Affiliation (if applicable): _____

Address: 565 TREBBIANO PL. PLEASANTON, CA 94566

Comment/Question: _____

IT WOULD BE VERY IMPORTANT TO INCLUDE
LANDSCAPING TO REDUCE NOISE LEVELS AND
TO MAINTAIN THE BEAUTY IN THE AREA.
SOUND BARRIERS WOULD ALSO BE IMPORTANT
FOR OUR NEIGHBORHOOD.
A SPEED LIMIT OF 50MPH IS TOO HIGH AND
SHOULD BE REDUCED TO 40 MPH.
WE WOULD LIKE TO SEE A LANDSCAPED MEDIAN

I-45-1

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or
Arthur L. Dao, ACTIA at (510) 267-6104.

Responses to Comment I-45

I-45-1

The project will include landscaping, as described in Master Response VIS-1. Note, however, that landscaping is not considered a noise abatement measure.

Soundwalls were evaluated as discussed in Master Response NOI-1. Rubberized asphalt concrete pavement will be used throughout the project limits to reduce tire noise.

The speed limit will remain at 50 mph in accordance with state law, as discussed in Master Response TR-3.

A concrete median barrier is proposed for motorist safety. For more information, see Master Response VIS-2.

Comment I-46 John and Corinne Jay



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Name: John + Corinne Jay Date: 11.11.07

Affiliation (if applicable):

Address: 438 Trebbiano Place Pleasanton, CA 94566

Comment/Question: We've lived here for fourteen years and have noticed an increase in vehicle noise during the past several years. We want you to mitigate the noise pollution using the best engineering and landscape solutions available.

I-46-1

We're not against the widening of Highway 84, we just don't think it's fair that we pay for that project through increased noise pollution and a decrease in our quality of life along with decreased property values.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

Consider imposing a 35mph zone adjacent to our property coupled with a large masonry (over)

I-46-1,
Cont. Sound wall with thick vegetation
to absorb the current and anticipated
highway noise pollution.
Respectfully,
John and Corinne Jay

Responses to Comment I-46

I-46-1

The project corridor is directly adjacent to residential neighborhoods, and it is acknowledged that some residents already experience traffic noise. The detailed technical research conducted for the DED indicates that the project would increase future noise levels from 1 to 6 dBA, although no State or Federal noise abatement criteria would be exceeded at any residences. As described in Master Response NOI-1, a soundwall was considered in the one location where noise levels will approach the Federal noise abatement threshold. The soundwall has been determined to be not reasonable and will not be included in the project. Rubberized asphalt concrete pavement will be used throughout the project limits to reduce tire noise. Other noise abatement measures will be considered during the final project design phase.

Many commenters have expressed concerns about how the project will affect their property values and quality of life. These concerns will be considered in balancing the needs of the nearby community with long-term transportation goals for the region. For more information, see Master Responses GEN-3 and GEN-5 in regard to property values and quality of life, respectively.

The speed limit will remain at 50 mph in accordance with state law, as discussed in Master Response TR-3. Landscaping will be included in the project but is not considered a noise abatement measure.

Comment I-47 Kulwant Johal



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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: KULWANT JOHAL Date: 11/9/2007

Affiliation (if applicable): _____

Address: 593 TREBBIANO PLACE, PLEASANTON, CA 94566

Comment/Question: I understand the need to improve and widen Hwy 84, as it's current condition does appear to be quite dangerous. However, as a resident of Ruby Hill, which runs directly alongside Route 84, and my home butts up against Route 84, I am very concerned as to the impact this project will cause.

My main concerns are the high noise

Please continue on back if necessary.

I-47-1

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

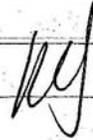
I-47-1.
Cont.

levels which would be increased with more traffic along this route - we definitely need sound barriers all alongside this community.

- Increased pollution - my understanding is that additional landscaping may be able to absorb the carbon monoxide created from the increased traffic, what will be done about this matter?

- Lastly, home value - these are multi million dollar homes. My feelings are that if these issues regarding noise and pollution are not addressed, it will have severe impacts on home values in this community.

Also, are there any remedies for homeowners to better insulate their homes, such as better windows and roof insulation. If so, would Caltrans pay for these insulations?



Responses to Comment I-47

I-47-1

The commenter's concerns are noted. The project corridor is directly adjacent to residential neighborhoods, and it is acknowledged that some residents already experience traffic noise. The detailed technical research conducted for the DED indicates that the project would increase future noise levels from 1 to 6 dBA, although no State or Federal noise abatement criteria would be exceeded at any residences. As described in Master Response NOI-1, a soundwall was considered in the one location where noise levels will approach the Federal noise abatement threshold. The soundwall has been determined to be not reasonable and will not be included in the project. Rubberized asphalt concrete

pavement will be used throughout the project limits to reduce tire noise. Other noise abatement measures will be considered during the final project design phase.

The presence of landscaping along the roadway could theoretically help to absorb carbon monoxide/dioxide from vehicles, although the reduction is likely minimal. As stated in Section 2.14, the Bay Area is in attainment of State and Federal standards for carbon monoxide, and localized CO concentrations are predicted to decrease (improve) with or without the project between 2005 and 2030. Carbon dioxide emissions are also expected to decrease, as discussed in Section 2.22. Nonetheless, the project will include landscaping to maintain the aesthetic value of the project corridor.

On the issue of project-related noise and pollution affecting home values, see Master Response GEN-3.

Soundwalls and berms are the normal forms of noise protection that the Department can offer to residences. The Department may consider insulation for nonprofit public institutions (schools, hospitals, etc.). If, after a project is completed, noise levels are 75 decibels or greater, or the project causes an increase of 30 decibels or more, the Department may then consider funding noise insulation of private property. However, the highest future noise level predicted at any residence along the project route, with the project and future growth in traffic, is predicted at 65 dBA. At this level, residences along the project route would not qualify for installation of soundproofing, and therefore noise insulation was not considered or included as part of the project.

Comment I-48 Kristi Kilbane

ACTIA

LIVERMORE

CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD

California Dept of Transportation
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 grand Ave/Mail: PO Box 23660
Oakland, Ca 94610

To view or obtain a copy of the Environmental Document, visit:
www.dot.ca.gov/dist4/envdoc.htm

Please submit comments by the close of the comment period, Thursday November 15, 2007

Name: Kristi Kilbane Date: 11/8/07

Affiliation (if applicable): _____

Address: 1512 Arla Court, Livermore, CA 94550

Comment/Question:

- I-48-1 **1. Why can't you leave the Quarry mining access solely to Stanley Blvd, which is not a residential area? Please explain why an access must be provided on 84 and why it is best at Concannon & 84**
- I-48-2 **2. I believe it is imperative to provide trees and dense high foliage to the multi-use path along 84 to provide privacy, absorb carbon dioxide and screen the unsightly highway for community bikers, joggers, etc**
- I-48-3 **3. Have you explored alternatives to the proposed realignment of the multi-use path during construction, estimated for 2010!!! Please provide us some alternatives.**
- I-48-4 **4. What can be done to minimize the projected increase in noise for homeowners on Aria Ct, Cascita Ct & Tourmaline Ct. Please offer some suggestions.**
- I-48-5 **5. Where will the 3.2 acres of vineyards being removed to move 84 at Vallecitos be replaced or replanted?**
- I-48-6 **6. When and how often will you assess changes to turn signals at 84/Concannon to minimize delays on Concannon. (e.g. - early mornings)**
- I-48-7 **7. What can be done about the increased dirt, dust and pollution that will invade our homes as a result of the projected traffic increases?**

For more information, contact Brigetta Smith, Caltrans at 510-286-5820 or Arthur Dao. ACTIA at 510-267-6104

Responses to Comment I-48

I-48-1 through I-48-7

See the responses to Comments I-07-1 through I-07-7.

Comment I-49 Mark and Judy Krawec



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

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Office of Environmental Analysis
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111 Grand Avenue/Mail: PO Box 23660
Oakland, CA 94610

To view or obtain a copy of the
Environmental Document, visit
www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: MARK & JUDY KRAWEC Date: 11/13/2007

Affiliation (if applicable): _____

Address: 468 TREBBIANO PL., PLEASANTON, CA

Comment/Question: _____

I-49-1

(1) Provide an ordinance to prevent 18-wheel tractor trailers to use the route 84 corridor due to noise and pollution to close proximity residential neighborhood.

I-49-2

(2) Reduce speed limit to 40 mph from the current 50 mph to reduce noise level.

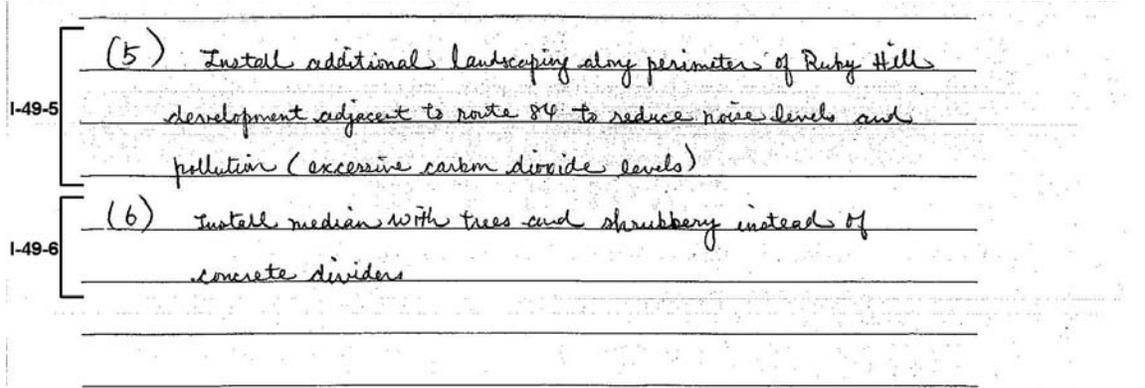
I-49-3

(3) Install noise-reducing road surface material especially along perimeter of Ruby Hill development adjacent to route 84

I-49-4

(4) Install appropriate sound barriers along perimeter of Ruby Hill development adjacent to route 84
Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.



Responses to Comment I-49

I-49-1

The Department cannot restrict truck traffic on any roadway as part of a project, but a local agency may prohibit certain vehicles from using a highway or impose vehicle weight restrictions on a roadway. See Master Response TR-1 for additional information.

I-49-2

The speed limit will remain at 50 mph in accordance with state law, as discussed in Master Response TR-3.

I-49-3

Rubberized asphalt concrete pavement will be used throughout the project limits to reduce traffic noise.

I-49-4

As described in Master Response NOI-1, a soundwall was considered in the one location where noise levels will approach the Federal noise abatement threshold. The soundwall has been determined to be not reasonable and will not be included in the project. Other noise abatement measures will be considered during the final project design phase.

I-49-5

Landscaping will be included in the project but is not considered a noise abatement measure (see Master Response VIS-1). The presence of landscaping along the roadway could theoretically help to absorb carbon dioxide from vehicles, although the reduction is likely minimal.

I-49-6

A concrete median barrier is proposed for motorist safety. For more information, see Master Response VIS-2.

Comment I-50 Jean Lackey



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

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Oakland, CA 94610

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www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November
15, 2007.

Name: Jean Lackey Date: 11-13-07

Affiliation (if applicable): homeowner in area near Route 84

Address: 441 Trebbiano Place Pleasanton, Ca 94566

Comment/Question: I am against widening Route 84
Expressway. It is in a residential area -

I-50-1

never dreamt we'd be impacted by noise, traffic
& pollution by a 6-8 lane freeway.

I-50-2

A sound barrier to reduce noise
certainly would help alongside all of Ruby Hills.

I-50-3

Rubberized pavement would be a plus
at least that would help some for noise level?

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or
Arthur L. Dao, ACTIA at (510) 267-6104.

I-50-4

This expressway is taking the feeling
of living lightly on the land away. I'll
feel like we're living in the city -
not in a pastoral suburb with vineyards.

I-50-5

Real estate values will decrease!

Responses to Comment I-50

I-50-1

The commenter's opposition to the project is noted.

SR 84 has been an expressway since 1959, and its alignment along Isabel Avenue from Vallecitos Road to I-580 has been planned since 1960, as described in Master Response GEN-4. The project will not make SR 84 a freeway but rather widen and upgrade the roadway to modern expressway standards. Increasing capacity on SR 84 and completing other regional traffic improvements will relieve congestion on local streets as well as on I-580 and I-680 (see Master Response TR-2). Master Responses NOI-1 and AIR-1 address project-related noise and air quality changes, respectively.

I-50-2

As described in Master Response NOI-1, a soundwall was considered in the one location where noise levels will approach the Federal noise abatement threshold. The soundwall has been determined to be not reasonable and will not be included in the project. Other noise abatement measures will be considered during the final project design phase.

I-50-3

The project proposes to use rubberized asphalt pavement surfacing. Independent studies have shown that RAC can reduce tire noise, at least in the short term. However, Federal criteria do not consider this material a noise abatement measure.

I-50-4, I-50-5

The comments about potential project effects on the area's pastoral setting and real estate values are noted. These concerns will be considered in balancing the needs of the nearby community with long-term transportation goals for the region. For more information, see Master Responses GEN-3 and GEN-5 in regard to property values and quality of life, respectively.

Comment I-51 Sandra Lake

ACTIA

LIVERMORE

CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD

California Dept of Transportation
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 grand Ave/Mail: PO Box 23660
Oakland, Ca 94610

To view or obtain a copy of the Environmental Document, visit:
www.dot.ca.gov/dist4/envdoc.htm

Please submit comments by the close of the comment period, Thursday November 15, 2007

Name: Sandra Lake Date: November 12, 2007

Affiliation (if applicable): Prima Development

Address: 1646 Cascina Crt., Livermore, CA 94550

Comment/Question:

- I-51-1 **1. Why can't you leave the Quarry mining access solely to Stanley Blvd, which is not a residential area? Please explain why an access must be provided on 84 and why it is best at Concannon & 84**
- I-51-2 **2. I believe it is imperative to provide trees and dense high foliage to the multi-use path along 84 to provide privacy, absorb carbon dioxide and screen the unsightly highway for community bikers, joggers, etc**
- I-51-3 **3. Have you explored alternatives to the proposed realignment of the multi-use path during construction, estimated for 2010!!! Please provide us some alternatives.**
- I-51-4 **4. What can be done to minimize the projected increase in noise for homeowners on Aria Ct, Cascita Ct & Tourmaline Ct. Please offer some suggestions.**
- I-51-5 **5. Where will the 3.2 acres of vineyards being removed to move 84 at Vallecitos be replaced or replanted?**
- I-51-6 **6. When and how often will you assess changes to turn signals at 84/Concannon to minimize delays on Concannon. (e.g. - early mornings)**
- I-51-7 **7. What can be done about the increased dirt, dust and pollution that will invade our homes as a result of the projected traffic increases?**

For more information, contact Brigetta Smith, Caltrans at 510-286-5820 or Arthur Dao, ACTIA at 510-267-6104

ACTIA · LIVERMORE CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD, Continued

I-51-8	8. What can be done to restrict tractor trailers on 84? My request is identical to the restriction imposed on 580 between 238 junction and bay bridge approach unless there is a major accident.
I-51-9	9. What will be done to help homeowners get out of the Prima development onto Concannon and down to 84 during morning rush hour? It takes 20 minutes or longer to reach Isabel & 84 today with the current level of traffic and stop lights. This traffic issue starts as early as 6:30am.
I-51-10	10. What coordination is taking place with BART on an extension to Livermore and other communities on the other side of the Altamont pass in future years? What coordination is taking place with ACE train management? Continuing to focus on band aid fixes to commute problems versus an increase in public transportation that helps more commuters get to their final destinations is imperative for the long term.
I-51-11	11. The impact of this highway seems to be under estimated and rushed. My thoughts are that this was passed under the radar for a reason.
I-51-12	12. Why not upgrade the 580, which was designed to handle this type of traffic?
I-51-13	13. Has a full environmental impact study been performed? There are many more homes along Isabel since the original vote of funding to improve 84. These homes were also built after the trade between the city of Livermore and the state for the Livermore downtown improvement project.

Responses to Comment I-51

I-51-1 through I-51-7

See the responses to Comments I-07-1 through I-07-7.

I-51-8

For details about restricting trucks on SR 84, see Master Response TR-1.

I-51-9

Access from the Prima development onto Concannon Boulevard is outside of the limits of the proposed project. This comment was referred to the City of Livermore.

I-51-10

Several public transit programs are planned for the area. The future BART extension to Livermore proposes a station at the I-580/Isabel Avenue interchange. The interchange

project will be constructed in advance of the BART extension to Livermore, which is not currently funded.

The ACE service crosses SR 84 just north of Stanley Boulevard. No plans currently exist for additional ACE stations in the project area. The Livermore ACE station is located at 2418 Railroad Avenue, Livermore, CA 94550.

Transit projects are funded by separate sources, and neither the transit projects nor the funding would be affected by the SR 84 Expressway Widening Project.

I-51-11

Master Response GEN-4 discusses the history and public notification steps for the proposed project.

I-51-12

See the response to Comment I-07-13.

I-51-13

The technical studies and Initial Study/Environmental Assessment were prepared in accordance with CEQA and NEPA requirements. It is important to note that the same technical studies must be prepared whether the ultimate environmental document is an Initial Study/Environmental Assessment or an Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Preparing an EIS/EIR would not change the content or nature of any of the technical studies, as discussed further in Master Response GEN-2.

The diversion of SR 84 from downtown Livermore took place in 2003, and environmental studies for the proposed project began in 2005. Additional data about noise and truck traffic were collected in 2007 as a result of public comments. Therefore, the analysis accounts for conditions along the current SR 84 alignment.

Comment I-52 Kerry and Jeannie Lamson



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

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111 Grand Avenue/Mail: PO Box 23660
Oakland, CA 94610

To view or obtain a copy of the
Environmental Document, visit
www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Kerry + Jeannie Lamson Date: 11/5/07

Affiliation (if applicable): Ruby Hill resident

Address: 799 Avio Ct Pleasanton 94566

Comment/Question: see attachment

The attached list represents our concerns regarding the noise, traffic and pollution associated with this project. There is already substantial noise from Rt 84 in its current condition. Please give these items serious consideration!

I-52-1

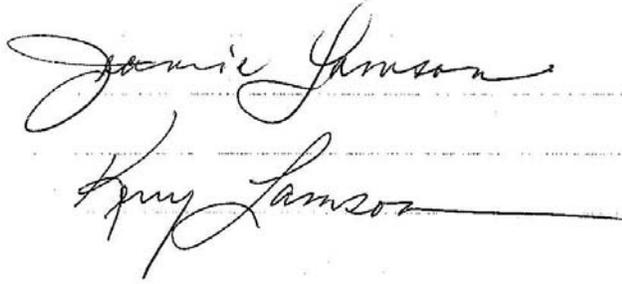
Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

Comments Re: 84 Widening

I-52-1,
Cont.

1. Proper sound barriers be installed alongside of Ruby Hill which is adjacent to Route 84.
2. There should be no concrete dividers in a neighborhood such as ours, having residential neighborhoods and vineyards. Instead a median should be provided containing trees and shrubbery such as exists on Hopyard, Concannon and other places.
3. Reduce the speed limit which is currently 50mph to 40mph to help reduce the noise level. Rubberized paving should also be considered as a means of lowering tire noise.
4. Provide enough landscaping so as to help reduce noise levels, but most importantly, help absorb the extra carbon dioxide that will be spewed out of all of the thousands of extra cars and trucks that will be passing our homes.



Responses to Comment I-52

I-52-1

The project corridor is directly adjacent to residential neighborhoods, and it is acknowledged that some residents already experience traffic noise. The detailed technical research conducted for the DED indicates that the project would increase future noise levels from 1 to 6 dBA, although no State or Federal noise abatement criteria would be exceeded at any residences. As described in Master Response NOI-1, a soundwall was considered in the one location where noise levels will approach the Federal noise abatement threshold. The soundwall has been determined to be not reasonable and will not be included in the project. Other noise abatement measures will be considered during the final project design phase.

A concrete median barrier is proposed for motorist safety, as discussed in Master Response VIS-2. The Department will consider aesthetic treatments such as color, texture, and pattern options for the barrier to make it more visually harmonious with the surrounding area.

The speed limit will remain at 50 mph in accordance with state law, as discussed in Master Response TR-3. Rubberized asphalt concrete pavement will be used throughout the project limits to reduce traffic noise.

Landscaping will be included in the project but is not considered a noise abatement measure (see Master Response VIS-1). The presence of landscaping along the roadway could theoretically help to absorb carbon dioxide from vehicles, although the reduction is likely minimal. Despite the change in traffic volumes, carbon dioxide emissions are expected to decrease even with the project in place, as discussed in Section 2.22.

Comment I-53 Jerry Lau

----- Forwarded by Jeff Zimmerman/Oakland/URSCorp on 10/18/2007 09:01 AM -----



Tim Lee/SanJose/URSCorp
10/16/2007 04:08 PM

To c.colwick@circlepoint.com, brigetta_smith@dot.ca.gov, mbellows@envirotransolutions.com, epang@dot.ca.gov, issa_bouri@dot.ca.gov, cesar_p_san_buenaventura@dot.ca.gov, nector_perez@dot.ca.gov, Jeff Zimmerman/Oakland/URSCorp@URSCORP
cc Sean Charles/SanJose/URSCorp@URSCorp, Edujje Anjorin/SanJose/URSCorp@URSCorp
Subject SR 84 Expressway Widening Project - Public Comments

FYI - I have received three calls from residents on the east side of Route 84 between Concannon Blvd. and Alden Lane.

1. Noor Lodhi, 1809 Vetta Drive, Livermore, CA 94550 (925) 858-0780.

Mr Lodhi is concerned about increased noise levels as a result of the project. He maintains the existing noise levels are an issue and he hears traffic from inside his house.

I told him that properties in the area where he lives already have a soundwall adjacent to Route 84.

Mr Lodhi maintains the soundwall does not shield his property from the noise.

He wants the road to be moved further away from his home and a berm constructed where the multi-use trail is currently located, with the trail relocated to the top of the berm.

Mr Lodhi indicated that a number of his neighbors have similar concerns.

Mr Lodhi requested an electronic copy of the noise report.

I informed Mr Lodhi that the DED was circulated yesterday and copies were available at Caltrans website.

I also informed Mr Lodhi of the date and time of the public information meeting.

Mr Lodhi indicated he would submit his written comments prior to the public information meeting.

2. Jerry Lau, 25 Cascato Court, Livermore, CA Livermore, CA 94550-6079

I-53-1 [Mr Lau has concerns on existing noise levels
I informed Mr Lau of the date and time of the public information meeting.

3. Christopher Feduniw, 1591 Aria Ct, Livermore, CA 94550-6077.

Mr Feduniw noted that the portion of the multi-use trail is an easement through his property.

I informed Mr Feduniw of the date and time of the public information meeting.

We need to be prepared to answer a lot of questions on noise at the upcoming public meeting.

Regards

Tim

This e-mail and any attachments are confidential. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

Responses to Comment I-53

I-53-1

The project corridor is directly adjacent to residential neighborhoods, and it is acknowledged that some residents already experience traffic noise. See Master Response NOI-1 for a discussion of the noise analysis for the project and the abatement measures being considered.

Comment I-54 Tricia Lemler



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

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Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 Grand Avenue/Mail: PO Box 23660
Oakland, CA 94610

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Environmental Document, visit
www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Tricia Lemler Date: 10/30/07

Affiliation (if applicable): _____

Address: 2326 Bettana Street Livermore CA 94550

Comment/Question: _____

I-54-1 [- Concerned about the lights/metering on Valecitos / 84 intersection. Timing off!]

I-54-2 [- Concerned about noise level + amount of traffic on Isabel + 84.]

I-54-3 [- Concerned about left hand turns from Concannon onto Isabel + Vineyard to 84. Lack of signal coordination on these roads. Please continue on back if necessary.]

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

I-54-4 [-concerned about pollution for our families in Livermore especially in nearby neighborhoods.

I-54-5 [-Impact of value of homes near this expansion.

I-54-6 [^{Concerned about} Large trucks (diesel) on roadways 84 - They should restrict it to passenger cars.

Responses to Comment I-54

I-54-1

This comment has been forwarded to Caltrans Maintenance for consideration. See Master Response TR-4 in regard to traffic signal timing for intersections in the project area.

I-54-2

The comment does not state whether the concerns are about existing noise and traffic or future conditions with the project in place.

The project corridor is directly adjacent to residential neighborhoods, and it is acknowledged that some residents already experience traffic noise. See Master Response NOI-1 for a discussion of the noise analysis for the project and the abatement measures being considered.

Widening the highway will add capacity to SR 84 and attract regional traffic currently diverting to local streets, thereby improving local circulation and reducing congestion at intersections (see Section 2.7.3 of the DED). Master Response TR-2 discusses regional traffic improvements planned or under way in the project vicinity.

I-54-3

The signal timing at the SR 84/Concannon Boulevard intersection will be coordinated with Caltrans and the City of Livermore. The City currently operates the signals at this location.

Based on input from the City of Pleasanton, no improvements are proposed for the left-turn movement from Vineyard Avenue (west) to SR 84. The City has a policy of traffic-calming measures on Vineyard Avenue, and providing additional storage and/or signal time for this movement is not supported.

I-54-4

Levels of carbon monoxide and certain other pollutants are expected to increase slightly with the project in place but would not exceed any standards established to protect human health. See Master Response AIR-1 for further information.

I-54-5

The project's effects on property values of nearby residences are discussed in Master Response GEN-3.

I-54-6

See Master Response TR-1 in regard to truck restrictions on SR 84.

Comment I-55 Shaw Li



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

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Oakland, CA 94610

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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: SHAW LI Date: 10/6/2007

Affiliation (if applicable):

Address: 680 NORANTE COURT, PLEASANTON CA 94566

Comment/Question:

I-55-1

I am deeply concerned about the environment and life quality impact of the residents along the planned 84 widening project. As the increasing traffic currently on 84 it is certain that the traffic bypass 580/680 will definitely increase more once 84 is widen up. I want to see more careful design for sound barriers, landscaping, concrete barrier between opposing lanes. Also pollution and speed reduction consideration to be discussed in the project.

Please continue on back if necessary. For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

Responses to Comment I-55

I-55-1

The commenter's concerns are noted.

Adding capacity to SR 84 will attract regional traffic currently diverting to local streets, thereby improving local circulation and reducing congestion at intersections (see Section 2.7.3 of the DED). Master Response TR-2 discusses regional traffic improvements planned or under way in the project vicinity that, in combination with the proposed project, will help to reduce regional congestion and accommodate planned growth.

Master Response NOI-1 discusses the issue of sound barriers and other potential noise abatement measures. The project will include landscaping and a concrete median barrier, as discussed in Master Responses VIS-1 and VIS-2.

See Section 2.14 and Master Response AIR-1 in regard to project-related air quality changes. The speed limit on SR 84 will remain 50 mph in accordance with state law (see Master Response TR-3).

Comment I-56 Noor Lodhi (1 of 3)

----- Forwarded by Jeff Zimmerman/Oakland/URSCorp on 10/18/2007 09:01 AM -----

 **Tim Lee/SanJose/URSCorp**
10/16/2007 04:08 PM

To c.colwick@circlepoint.com, brigetta_smith@dot.ca.gov, mbellows@envirotransolutions.com, epang@dot.ca.gov, issa_bouri@dot.ca.gov, cesar_p_san_buenaventura@dot.ca.gov, nector_perez@dot.ca.gov, Jeff Zimmerman/Oakland/URSCorp@URSCORP
cc Sean Charles/SanJose/URSCorp@URSCorp, Edujie Anjorin/SanJose/URSCorp@URSCorp
Subject SR 84 Expressway Widening Project - Public Comments

FYI - I have received three calls from residents on the east side of Route 84 between Concannon Blvd. and Alden Lane.

- 1. Noor Lodhi, 1809 Vetta Drive, Livermore, CA 94550 (925) 858-0780.
- i-56-1** { Mr Lodhi is concerned about increased noise levels as a result of the project. He maintains the existing noise levels are an issue and he hears traffic from inside his house.
I told him that properties in the area where he lives already have a soundwall adjacent to Route 84.
- i-56-2** { Mr Lodhi maintains the soundwall does not shield his property from the noise.
He wants the road to be moved further away from his home and a berm constructed where the multi-use trail is currently located, with the trail relocated to the top of the berm.
Mr Lodhi indicated that a number of his neighbors have similar concerns.
Mr Lodhi requested an electronic copy of the noise report.
I informed Mr Lodhi that the DED was circulated yesterday and copies were available at Caltrans website.
I also informed Mr Lodhi of the date and time of the public information meeting.
Mr Lodhi indicated he would submit his written comments prior to the public information meeting.

Responses to Comment I-56

I-56-1

The project corridor is directly adjacent to residential neighborhoods, and it is acknowledged that some residents already experience traffic noise. The detailed technical research conducted for the DED indicates that the project would increase future noise levels from 1 to 6 dBA, although no State or Federal noise abatement criteria would be

exceeded at any residences. As described in Master Response NOI-1, a soundwall was considered in the one location where noise levels will approach the Federal noise abatement threshold. The soundwall has been determined to be not reasonable and will not be included in the project. Rubberized asphalt concrete pavement will be used throughout the project limits to reduce traffic noise. Other noise abatement measures will be considered during the final project design phase.

I-56-2

Moving the roadway to the west would encroach into an active gravel-mining quarry, which would affect the mining rights of the quarry operator and incur a significant added cost to compensate the quarry operator for lost mineral resources. The added cost would far exceed available funding for the project. Shifting the roadway westward would also affect the future Chain of Lakes facility that Zone 7 will operate and maintain in the current quarry area to provide water supply and flood control management for the region.

Constructing a berm where the multiuse trail is currently located and relocating the trail to the top of the berm was investigated. Due to spatial constraints, only a 3-foot-high berm would be feasible. A berm of this height would not provide any additional shielding to the existing 6- to 8-foot-high soundwalls at this location.

Comment I-57A Noor Lodhi (2 of 3)



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

Comment sheets may be deposited in the comment box tonight or mailed to:

California Department of Transportation (Caltrans)
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 Grand Avenue/Mail: PO Box 23660
Oakland, CA 94610

To view or obtain a copy of the Environmental Document, visit www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: NOOR LODHI Date: 10/30/07

Affiliation (if applicable):

Address: 1809 Yetta Dr. Livermore, CA 94550

I-57A-1

Comment/Question: In order to keep the traffic under speed limit which I think should not be more the 40MPH thru the residential area, I recommend that we put in electronic speed limits boards to warn user drivers to slow down.

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

Responses to Comment I-57A

I-57A-1

The speed limit on SR 84 will remain at 50 mph in accordance with state law (see Master Response TR-3). The suggestion to install electronic speed limit boards will be considered during the final project design phase.

Comment I-57B Noor Lodhi (3 of 3)



Public Information Meeting

Tuesday, October 30, 2007

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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: NOOR LODHI Date: 10/30/07

Affiliation (if applicable):

Address: 1808 Yecta Dr Livermore, CA 94550

Comment/Question: I Believe this development will significantly and adversely affect the residential properties in area in terms of noise & pollution. It really doesn't solve any problems since we will go from 6 to 4-2 lanes on 84. I would like to have environmental study & noise study done by an independent 3rd party. We need take measurement @ 2nd stories of the homes backing to Isabel.

I-57B-1

Finally I believe that tax payers money is being poorly spent - This project should be stopped immediately. Please continue on back if necessary. J. Lee

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

I-57B-1, Cont. I have a 5 year old and a 4 year old living in the back of Isabel - Increase of traffic means increase of trucks, cars & hence more pollution. There is going to be detrimental effect on the health of my children & family - This is frankly unacceptable. We would need significant number of increased trees & landscaping etc.

Responses to Comment I-57B

I-57B-1

The commenter's opinion is noted. For a discussion of the DED's assessment of the project's potential effects on noise and air quality, see Master Responses NOI-1 and AIR-1.

A detailed traffic study performed for the project showed that widening SR 84 between Ruby Hill Drive and Jack London Boulevard, as well the improvements proposed for Pigeon Pass Safety Project and I-580/Isabel Avenue Interchange Project, would improve future traffic operations over the No Build scenario (2030 conditions). Six lanes will be provided on SR 84 from I-580 to Stanley Boulevard, and four lanes will be provided between Stanley Boulevard and south of Pigeon Pass, where SR 84 will conform to two lanes. A future project is planned to complete widening of SR 84 to four lanes to I-680. A copy of the traffic study is available for review at the City of Livermore Planning Department.

See Master Response GEN-2 regarding the issue of having an environmental study and noise study performed by an independent third party.

Caltrans normally does not design noise abatement for second stories. If, however, noise abatement can be designed to provide a 5-decibel noise reduction for the second-floor level and is within the allowable cost per benefited residence, it may be considered reasonable, provided the noise barrier does not exceed the prescribed maximum height (CaTNAP 2.8.1). In response to comments requesting more information about noise levels at the second stories of residences on SR 84, noise measurements were collected to determine whether additional soundwalls could feasibly and reasonably reduce exterior second-story noise levels. Based on measurements taken at the heights of second-story

residences adjacent to the roadway and soundwalls modeled for those locations, additional soundwalls along SR 84 would provide limited effectiveness in reducing noise at second-story levels. In general, noise reduction from the soundwalls would be less than 5 dBA and in most cases only 2 dBA to 3 dBA. Therefore, no additional locations were identified for which soundwalls would provide feasible and reasonable noise abatement.

Traffic modeling based on counts from July 2007 show that although truck volumes increase slightly over the No Build condition between 2007 and 2030, a significant portion of these trucks are servicing the community, not transiting through the corridor. The increase in overall traffic on SR 84 will result in slight increases in levels of carbon monoxide and other pollutants, but the levels would not exceed any standards established to protect human health (see Master Response AIR-1).

Landscaping will be included in the project (see Master Response VIS-1).

Comment I-58 Paulette MacLaren

ACTIA

LIVERMORE

CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

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Please submit comments by the close of the comment period, Thursday November 15, 2007

Name: Paulette MacLaren Date: 11/8/07

Affiliation (if applicable): Prima Residence

Address: 1674 Vetta Dr., Livermore CA 94550

Comment/Question:

- I-58-1 **1. Why can't you leave the Quarry mining access solely to Stanley Blvd, which is not a residential area? Please explain why an access must be provided on 84 and why it is best at Concannon & 84**
- I-58-2 **2. I believe it is imperative to provide trees and dense high foliage to the multi-use path along 84 to provide privacy, absorb carbon dioxide and screen the unsightly highway for community bikers, joggers, etc**
- I-58-3 **3. Have you explored alternatives to the proposed realignment of the multi-use path during construction, estimated for 2010!!! Please provide us some alternatives.**
- I-58-4 **4. What can be done to minimize the projected increase in noise for homeowners on Aria Ct, Cascita Ct & Tourmaline Ct. Please offer some suggestions.**
- I-58-5 **5. Where will the 3.2 acres of vineyards being removed to move 84 at Vallecitos be replaced or replanted?**
- I-58-6 **6. When and how often will you assess changes to turn signals at 84/Concannon to minimize delays on Concannon. (e.g. - early mornings)**
- I-58-7 **7. What can be done about the increased dirt, dust and pollution that will invade our homes as a result of the projected traffic increases?**

For more information, contact Brigetta Smith, Caltrans at 510-286-5820 or Arthur Dao, ACTIA at 510-267-6104

Responses to Comment I-58

I-58-1 through I-58-7

See the responses to Comments I-07-1 through I-07-7.

Comment I-59 Anthony Maddalon



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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: ANTHONY MADDALON Date: 11/10/07

Affiliation (if applicable):

Address: 471 MOUNTAIN CIRT, PLASANTON 94566

Comment/Question: am very concerned with the plans to widen Hw 84. The noise + pollution will have an effect on our community (hilly hills) and the surrounding area. I believe we need to look for ways to reduce this. They include sublayered asphalt, sound barriers all the way up to the east gate. 45 mph speed limits and no large trucks. This is a community not a freeway. All day 18 vehicles all hours of day will effect our lifestyles and the

Please continue on back if necessary.

I-59-1

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

Communities.

i-59-2

I also believe this road should not include concrete barriers but the roadways should be separated with landscape (trees + shrubs).

I'm very concerned our elected officials have decided to put a Major Highway right up against our existing Community.

i-59-3

Pleasanton and Livermore have done a lot over the years to make the town family oriented, ~~and~~ beautiful, and safe.

Allowing a major highway with concrete barriers, no substantial soundwalls and allow 18 wheelers to pass thru 100 yards from houses driving 50 mph is ridiculous.

I would like, and ask you to reconsider your plans and take the Communities worries + thoughts into consideration

Thank you
Anthony

Responses to Comment I-59

I-59-1

The commenter's concerns are noted. For a discussion of the project's potential effects on noise and air quality, see Master Responses NOI-1 and AIR-1.

Rubberized asphalt pavement will be used throughout the project limits.

The speed limit will remain at 50 mph in accordance with state law, as described in Master Response TR-3.

The Department cannot restrict truck traffic on any roadway as part of a project, but a local agency may prohibit certain vehicles from using a highway or impose vehicle weight restrictions on a roadway. See Master Response TR-1 for additional information.

I-59-2

A concrete median barrier is proposed for motorist safety, as discussed in Master Response VIS-2. Aesthetic treatments (color, texture, and pattern) will be considered for the barrier to make it more visually consistent with the surrounding area.

I-59-3

The lead agency for the project is Caltrans, in cooperation with ACTIA and the City of Livermore. The project was not proposed or influenced by elected officials. SR 84 has been an expressway since 1959, and its alignment along Isabel Avenue from Vallecitos Road to I-580 has been planned since 1960, as described in Master Response GEN-4. See also the responses to Comments I-59-1 and I-59-2.

The concerns of Ruby Hill residents and other members of the community will be considered in balancing the needs of the nearby community with long-term transportation goals for the region.

Comment I-60 Amer Malik



Public Information Meeting

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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: AMER MALIK Date: 10/30/07

Affiliation (if applicable):

Address: 11 CASCATA COURT, LIVERMORE, CA 94550

Comment/Question: I am very concerned about the noise & air pollution this project will bring and affect it is going to have on the health of my family & neighbors. My house backs to Isabel Ave. Property values are down as is, this project will have a huge impact on the selling price.

I-60-1

This project will achieve nothing in improving traffic unless I-580 congestion is resolved. Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

i-60-1,
 Cont.

What good it will do to hurry people from 680 to 580 which is checked up. 580 overpass to 680 South should be built first, which will have the biggest impact.

Extra traffic is going to create extra pollution and increase cases of Asthma & respiratory problems among kids & elderly.

Making traffic at 6 ~~lanes~~ lanes from 580 to 4 lanes and then 2 lanes before it reaches 680 is going to only move the gridlock from one point to another.

Responses to Comment I-60

I-60-1

Future traffic volumes on the widened SR 84 will result in increases in noise and certain air pollutant levels, but none of the increases would exceed State or Federal standards. Master Responses NOI-1 and AIR-1 address project-related noise and air quality changes, respectively. The project's effects on property values of nearby residences are discussed in Master Response GEN-3.

Separate projects are planned to improve congestion on I-580 and I-680 and are anticipated to be constructed before the proposed project. See Master Response TR-2 for a description of other regional traffic improvements.

Levels of carbon monoxide and other pollutants are expected to increase slightly with the project but would not exceed any standards established to protect human health, as discussed in Master Response AIR-1.

A detailed traffic study performed for the project showed that widening SR 84 between Ruby Hill Drive and Jack London Boulevard, as well the improvements proposed for Pigeon Pass Safety Project and I-580/Isabel Avenue Interchange Project, would improve future traffic operations over the No Build scenario (2030 conditions). Six lanes will be provided on SR 84 from I-580 to Stanley Boulevard, and four lanes will be provided between Stanley Boulevard and south of Pigeon Pass, where SR 84 will conform to two

lanes. A future project is planned to complete widening of SR 84 to four lanes to I-680. A copy of the traffic study is available for review at the City of Livermore Planning Department.

Comment I-61 James and Linda Mansour



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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: James + Linda Mansour Date: 11/4/07

Affiliation (if applicable): Ruby Hill

Address: 535 Rosso Ct Pleasanton, CA 94566

Comment/Question: _____

Dear Caltrans

I'm concerned about the lack of planning that has gone into the Route 84 Expressway Widening Project. It appears that current plans are insufficient to maintain and protect the existing conditions and neighborhoods of the affected areas. Specifically:

- 1. Proper sound barriers appear to be lacking. Specifically
Please continue on back if necessary.

I-61-1

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

i-61-1,
Cont.

sound barriers need to be installed alongside all of Ruby Hill areas that come in contact with the expressway

2. Planned medians should be inclusive of trees and shrubbery rather than simple concrete dividers
3. The speed limit should be capped at 40 mph rather than 50 mph
4. Plan for additional landscaping to help reduce noise levels and absorb CO₂.

I request that Caltrans re-evaluate its plans so as to protect all the neighborhoods that are affected by this project, especially Ruby Hill. Not doing so would be an injustice to the residents of Livermore and Pleasanton. Thank you for your time. I look forward to seeing a revised plan inclusive of my suggested changes.

Regards,

James Morrison
James Morrison

Responses to Comment I-61

I-61-1

The planning background for the proposed project is described in Master Response GEN-4.

No residences at Ruby Hill would have noise levels that exceed the noise abatement criteria for consideration of soundwalls, and therefore no soundwalls along residential areas were included in the project (see Master Response NOI-1). The noise evaluation included all potentially sensitive land uses along the corridor.

A concrete median barrier rather than a landscaped median is proposed for motorist safety, as discussed in Master Response VIS-2. Aesthetic treatments (color, texture, and pattern) will be considered for the barrier to make it more visually consistent with the surrounding area.

The speed limit on SR 84 will remain at 50 mph in accordance with state law (see Master Response TR-3).

Landscaping will be included in the project but is not considered a noise abatement measure (see Master Response VIS-1). The presence of landscaping along the roadway could theoretically help to absorb carbon dioxide from vehicles, although the reduction is likely minimal. Despite the change in traffic volumes, carbon dioxide emissions are expected to decrease even with the project in place, as discussed in Section 2.22.

The concerns of Ruby Hill residents and other members of the community will be taken into account in the Department's ultimate decision on how the project will be implemented.

Comment I-62 Ron and Staci Marchand



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Environmental Document, visit
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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Ron & Staci Marchand Date: 11-06-07

Affiliation (if applicable): _____

Address: 468 Cabornia Ct, Plea, CA 94566

I-62-1

Comment/Question: Already we have quite a bit of noise with
current traffic on Soquel to 84. We need sound barriers very
much. We need landscaping to help reduce noise level &
pollution the sound barriers should be installed along side
of Ruby Hill. Instead of concrete barriers, a median
containing trees & shrubs such as exists on Highway, Emcannon
& other places. We have a beautiful area w/ vineyards and
residential homes so lets not destroy it w/ concrete dividers.
Reduce the speed to 40 MPH.

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or
Arthur L. Dao, ACTIA at (510) 267-6104.

Responses to Comment I-62

I-62-1

Noise measurements conducted for the project show that some residences adjacent to the project corridor experience existing peak-hour noise levels of approximately 60 dBA, as

shown in DED Table 2.15-3. The project is expected to increase noise levels in the study area over the existing condition by 1 to 6 dBA, depending on location. However, no residences at Ruby Hill would have noise levels that exceed the noise abatement criteria for consideration of soundwalls, and therefore none were included in the project (see Master Response NOI-1). The noise evaluation included all potentially sensitive land uses along the corridor.

Landscaping will be included in the project but is not considered a noise abatement measure (see Master Response VIS-1). The presence of landscaping along the roadway could theoretically help to absorb carbon dioxide from vehicles, although the reduction is likely minimal.

A concrete median barrier rather than a landscaped median is proposed for motorist safety, as discussed in Master Response VIS-2. Aesthetic treatments (color, texture, and pattern) will be considered for the barrier to make it more visually consistent with the surrounding area.

The speed limit on SR 84 will remain at 50 mph in accordance with state law (see Master Response TR-3).

Comment I-63 Jenifer and John McIntyre

ACTIA

LIVERMORE

CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD

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Please submit comments by the close of the comment period, Thursday November 15, 2007

Name: Jenifer and John McIntyre Date: November 9, 2007
Affiliation (if applicable):_Prima Homeowner_____

Address: 1641 Vetta Dr., Livermore, CA 94550

Comment/Question:

I-63-1

1. Why can't you leave the Quarry mining access solely to Stanley Blvd, which is not a residential area? Please explain why an access must be provided on 84 and why it is best at Concannon & 84. The fact of adding traffic to this area is not very good planning.

I-63-2

2. I believe it is imperative to provide trees and dense high foliage to the multi-use path along 84 to provide privacy, absorb carbon dioxide and screen the unsightly highway for community bikers, joggers, etc

I-63-3

3. Have you explored alternatives to the proposed realignment of the multi-use path during construction, estimated for 2010!!! Please provide us some alternatives. This shows a lack of planning.

I-63-4

4. What can be done to minimize the projected increase in noise for homeowners on Aria Ct, Cascata Ct & Tourmaline Ct. Please offer some suggestions.

I-63-5

5. Where will the 3.2 acres of vineyards being removed to move 84 at Vallecitos be replaced or replanted?

I-63-6

6. When and how often will you assess changes to turn signals at 84/Concannon to minimize delays on Concannon. (e.g. - early mornings)

I-63-7

7. What can be done about the increased dirt, dust and pollution that will invade our homes as a result of the projected traffic increases?

For more information, contact Brigetta Smith, Caltrans at 510-286-5820 or Arthur Dao, ACTIA at 510-267-6104

ACTIA LIVERMORE CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD, Continued

- I-63-8 [8. Have you thought about making the route a passenger vehicle route only?
- I-63-9 [9. What thought has been put in for those that will lose value on their homes?
- I-63-10 [10. Has there been thought to enhance or give an allowance to enhance the sound proof windows to those who back up to the 84?
- I-63-11 [11. Has a full environmental impact study been performed?
- I-63-12 [12. What is the timetable for funding for this project?
- I-63-13 [13. Why not upgrade the 580, which was designed to handle this type of traffic?
- I-63-14 [14. What kind of sound reducing landscaping or allowance is going to be provided to those that back up to the 84?
- I-63-15 [15. The impact of this highway seems to be under estimated and rushed. My thoughts are that this was passed under the radar for a reason.

Responses to Comment I-63

I-63-1 through I-63-15

See the responses to Comments I-07-1 through I-07-15.

Comment I-64 Peter and Diana McIntyre



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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Peter & Diana McIntyre Date: Nov 2/07

Affiliation (if applicable): _____

Address: 641 Vance Court Pleasanton CA 94566

Comment/Question: We come to Ruby Hill seeking peace and quiet. This is no longer a reality, between event centers, restaurants, gas stations etc being erected nearby.
Please put in concrete barriers between lanes. Please put in appropriate sound buffers that will also reduce headlight glare from our homes. Also please do the appropriate sound barriers - not necessarily concrete, but perhaps oleanders -

I-64-1

Thank you
Diana McIntyre

Please continue on back if necessary.
dianamci@comcast.net

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

Responses to Comment I-64

I-64-1

The proposed project would include a 22-foot median with a concrete safety barrier from north of Vallecitos Road to Jack London Boulevard except at intersections.

No residences along the project limits would have noise levels that exceed the noise abatement criteria for consideration of soundwalls, and therefore none were included in the project (see Master Response NOI-1). The noise evaluation included all potentially sensitive land uses along the corridor.

The need for additional landscaping to screen residences from headlight glare will be evaluated during development of the landscaping plan in the final project design phase.

Landscaping will be included in the project but is not considered a noise abatement measure (see Master Response VIS-1).

Comment I-65 Linda McKinstiry



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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Linda J. McKinstiry Date: 10/30/07
Affiliation (if applicable): Ruby Hill Resident
Address: 582 Montore Court - (925) 462-8933

Comment/Question:

- I-65
-1 1) Signs that prohibit the use of Fake
PAKES - Used by Truck DRIVERS
- I-65
-2 2) Rubberized Pavement
- I-65
-3 3) TREES -

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or
Arthur L. Dao, ACTIA at (510) 267-6104.

Responses to Comment I-65

I-65-1

Use of these signs will be considered during the final project design phase and, if approved by Caltrans, will be incorporated into the project.

I-65-2

Rubberized asphalt pavement will be used throughout the project limits.

I-65-3

Master Response VIS-1 discusses landscaping in the project area.

Comment I-66 Robin McLaughlin



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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Robin McLaughlin Date: 11/13/07

Affiliation (if applicable): _____

Address: 4379 Campinia Place Pleasanton, CA 94566

Comment/Question: _____

I-66-1

① There needs to be proper sound barriers installed along all of Ruby Hill which is adjacent to Route 84. Especially with the 84 being raised up so high - where I live the freeway noise will be increased significantly and the freeway will be visible when it wasn't before the improvement.

② I agree a speed limit of 45 might help to reduce some noise level

③ Provide landscaping to reduce noise levels and keep "vineyard" like not use concrete dividers.
Please continue on back if necessary.
For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

④ Plant trees or bushes to block sight of 84 from Ruby Hill residents where it's been raised up to straighten the road.

Responses to Comment I-66

I-66-1

No residences at Ruby Hill would have noise levels that exceed the noise abatement criteria for consideration of soundwalls, and therefore none were included in the project (see Master Response NOI-1). The noise evaluation included all potentially sensitive land uses along the corridor. Because the future noise levels with the project are not predicted to exceed the Federal criteria for noise abatement at any location along the project route, soundwalls were not included in the project or considered further in the evaluation.

The speed limit on SR 84 will remain at 50 mph in accordance with State law (see Master Response TR-3).

Landscaping will be included in the project but is not considered a noise abatement measure (see Master Response VIS-1). A concrete median barrier rather than a landscaped median is proposed for motorist safety, as discussed in Master Response VIS-2. Aesthetic treatments (color, texture, and pattern) will be considered for the barrier to make it more visually consistent with the surrounding area.

As stated above, the project will include landscaping.

Comment I-67 Debra Mitchell



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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Debra Mitchell Date: Nov 1

Affiliation (if applicable):

Address: 550 Montross Ct. Pleasanton

Comment/Question:

I-67-1

Route 84 Widening -
absolutely the project as it has been proposed
is not acceptable! We must have: 1 - proper
sound barriers 2 - trees & shrubbery instead of
concrete barriers 3 - Speed limit reduction to 40 mph.
4 - provide enough landscaping to reduce noise levels
and absorb carbon dioxide. We have a neighborhood
clean filled with lots of children & families. The quality of life
is the reason we bought our home here.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

Responses to Comment I-67

I-67-1

The comment is noted. Because no residences at Ruby Hill would have noise levels that exceed the Federal criteria for noise abatement, soundwalls were not included in the project. For an explanation of why a concrete safety barrier is proposed, see Master Response VIS-2. The speed limit on SR 84 will remain at 50 mph in accordance with State law (see Master Response TR-3).

Landscaping will be included in the project but is not considered a noise abatement measure (see Master Response VIS-1). The presence of landscaping along the roadway could theoretically help to absorb carbon dioxide from vehicles, although the reduction is likely minimal.

Comment I-68 Gary Moore



Public Information Meeting

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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Gary Moore Date: _____

Affiliation (if applicable): NO

Address: 515 COCKERMAN LN

Comment/Question: NO TRUCKS ON

I-68-1

84- LIKE 280-

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

Responses to Comment I-68

I-68-1

See Master Response TR-1 regarding truck restrictions on SR-84.

Comment I-69 Dr. Annemarie Neal



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

Comment sheets may be deposited in the comment box tonight or mailed to:

California Department of Transportation (Caltrans)
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 Grand Avenue/Mail: PO Box 23660
Oakland, CA 94610

To view or obtain a copy of the
Environmental Document, visit
www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Dr. Annemarie Neal Date: 11/2/07

Affiliation (if applicable): Ruby Hill Resident

Address: 451 Freestiano Place, Pleasanton CA 94566

Comment/Question: It is with deep disappointment that I write this letter. We are Ruby Hill Residents. We specifically chose this neighborhood as we felt it would hold the highest value during any downturn - due to the neighborhood's brand.

I now learn that a major highway is planned for the area. It is not bad enough to learn of the highway - but it is intolerable to learn that (a) wall sound barriers are not planned; (b)

Please continue on back if necessary.

I-69-1

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

that concrete dividers are planned vs. dividers that fit more appropriately with a suburban (and high income) neighborhood and (c) that the speed limit will be 50 mph - unacceptable for a road so close to a neighborhood with small children!

I-69-1,
Cont.

- I would expect reconsideration to include
- (1) sound barriers that block sound - along 84 and Ruby Hill
 - (2) NO concrete barriers but rather landscaping (with trees, shrubs, flowers) consistent with a vineyard neighborhood
 - (3) Speed limits not to exceed 35-40 mph
 - (4) No 18 wheelers - esp. during evening hours
 - (5) Landscaping to absorb carbon dioxide emissions.

I do not plan to stop or eat in Livermore - thus moving all of my disposable income away from a town that would be so thoughtless to its neighboring communities.

De An Noel

Responses to Comment I-69

I-69-1

The issue of property devaluation is discussed in Master Response GEN-3.

No residences at Ruby Hill would have noise levels that exceed the Federal noise abatement criteria for consideration of soundwalls, and therefore none were included in the project (see Master Response NOI-1). The noise evaluation included all potentially sensitive land uses along the corridor.

For an explanation of why a concrete safety barrier is proposed, see Master Response VIS-2. As described in Master Response TR-3, the speed limit on SR 84 will remain at 50 mph in accordance with State law.

The project will include landscaping (see Master Response VIS-1). The presence of landscaping along the roadway could theoretically help to absorb carbon dioxide from vehicles, although the reduction is likely minimal.

The Department cannot restrict truck traffic on any roadway as part of a project, but a local agency may prohibit certain vehicles from using a highway or impose vehicle weight restrictions on a roadway. See Master Response TR-1 for additional information.

Comment I-70 Barbara Nowaczyk

ACTIA LIVERMORE CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD

California Dept of Transportation
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 grand Ave/Mail: PO Box 23660
Oakland, Ca 94610

To view or obtain a copy of the Environmental Document, visit:
www.dot.ca.gov/dist4/envdoc.htm

Please submit comments by the close of the comment period, Thursday November 15, 2007

Name: Barbara Nowaczyk Date November 8, 2007

Affiliation (if applicable): _____

Address: 1576 Prima Drive, Livermore CA 94550

Comment/Question:

- I-70-1 **1. Why can't you leave the Quarry mining access solely to Stanley Blvd, which is not a residential area? Please explain why an access must be provided on 84 and why it is best at Concannon & 84**
- I-70-2 **2. I believe it is imperative to provide trees and dense high foliage to the multi-use path along 84 to provide privacy, absorb carbon dioxide and screen the unsightly highway for community bikers, joggers, etc**
- I-70-3 **3. Have you explored alternatives to the proposed realignment of the multi-use path during construction, estimated for 2010!!! Please provide us some alternatives.**
- I-70-4 **4. What can be done to minimize the projected increase in noise for homeowners on Aria Ct, Cascita Ct & Tourmaline Ct. Please offer some suggestions.**
- I-70-5 **5. Where will the 3.2 acres of vineyards being removed to move 84 at Vallecitos be replaced or replanted?**
- I-70-6 **6. When and how often will you assess changes to turn signals at 84/Concannon to minimize delays on Concannon. (e.g. - early mornings)**
- I-70-7 **7. What can be done about the increased dirt, dust and pollution that will invade our homes as a result of the projected traffic increases?**
- I-70-8 **8. Are there any plans to construct sound barrier walls?**
- I-70-9 **9. How can residents gain access to the studies used to justify the decisions made to date for this project?**

For more information, contact Brigetta Smith, Caltrans at 510-286-5820 or Arthur Dao, ACTIA at 510-267-6104

Responses to Comment I-70

I-70-1 through I-70-7

See the responses to Comments I-07-1 through I-07-7.

I-70-8

A soundwall was considered for one location, as described in Master Response NOI-1, but no residences would have noise levels that require consideration of soundwalls.

I-70-9

The DED and supporting technical reports are available for review at the City of Livermore Planning Department.

Comment I-71 Adrian Palma



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

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Office of Environmental Analysis
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111 Grand Avenue/Mail: PO Box 23660
Oakland, CA 94610

To view or obtain a copy of the Environmental Document, visit www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: ADRIAN PALMA Date: 11-4-07

Affiliation (if applicable): _____

Address: 885 BRICCO CT, PLEASANTON, CA 94566

Comment/Question: (ROUTE 84 WIDENING)

I-71-1

- ① There should be no concrete dividers in a neighborhood such as ours having residential neighborhood & vineyards. Instead provide a median w/ trees & shrubbery such as exists on Hopland, Concession & other places.
- ② Reduce speed limit from 50 - 40 mph. to help reduce the noise level.
- ③ Proper sound barrier let installed →

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

I-71-1,
Cont.

alongside all of Ruby Hill up is adjacent to Route 84.

④ Provide enough landscaping so as to help reduce noise levels but most importantly, help absorb the extra CO₂ that will be spewed out of all of the thousands of extra cars that will be passing from our homes.

Responses to Comment I-71

I-71-1

For an explanation of why a concrete safety barrier is proposed, see Master Response VIS-2. As described in Master Response TR-3, the speed limit on SR 84 will remain at 50 mph in accordance with State law.

No residences at Ruby Hill would have noise levels that exceed the noise abatement criteria for consideration of soundwalls, and therefore none were included in the project (see Master Response NOI-1). The noise evaluation included all potentially sensitive land uses along the corridor.

Landscaping will be included in the project but is not considered a noise abatement measure (see Master Response VIS-1). The presence of landscaping along the roadway could theoretically help to absorb carbon dioxide from vehicles, although the reduction is likely minimal.

Comment I-72 Pam Precizo



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

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Attn: Ed Pang, Senior Environmental Planner
111 Grand Avenue/Mail: PO Box 23660
Oakland, CA 94610

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Environmental Document, visit
www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Pam Precizo Date: _____

Affiliation (if applicable): _____

Address: 741 Kuetheff Court

Comment/Question: _____

I-72-1

I can't imagine what it will be like when we destroy more trees along Highway 84. Do we really need to spend more money on moving the light and building sound walls. My experience with sound walls is that the neighbors a little farther away get more noise - which means most of So. Livermore! And graffiti on the walls would not be very welcoming to our wine district!

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

Who is protecting us!

Responses to Comment I-72

I-72-1

The project would remove 26 native oak trees to accommodate roadway widening in the southern project limits and replant 58 oaks to replace them.

It is assumed that the light mentioned in the comment refers to the traffic signals and intersection lighting that would be moved to the edge of the widened roadway. Note that only one soundwall was considered as part of the project. The soundwall has been determined to be not reasonable and will not be included in the project.

Graffiti control measures will be incorporated into the project design. These measures could include rough texturing of concrete surfaces, staining or coloring of surfaces, and planting of vines adjacent to walls.

The concerns of residents in the project vicinity and other members of the community will be taken into account in the Department's ultimate decision on how the project will be implemented.

Comment I-73 Vidya Rangachari

November 12th, 2007
California Department of Transportation (Caltrans),
Office of Environmental Analysis,
Attn: Ed Pang, Senior Environmental Planner,
111 Grand Avenue/Mail P O Box 23660, Oakland, CA 94610

Dear Mr. Pang,
Ref: Route 84 Expressway Widening Project

I am a Pleasanton resident and concerned Mother who lives on the border of Livermore and Pleasanton and my husband and I wish to register our opposition to the proposed Route 84 Expressway Widening Project.

I-73-1 [We have seen and completely read the Environmental Impact document. We are very concerned about the expansion and have a special concern about the quality of the supporting data that justifies the Expressway expansion. We are concerned about:

- Use of a Caltrans sponsored study without a countering independent study
- Use of collected data to justify the expansion rather than a objective study
- Effect of increased pollution on our children and their backyard play environment
- Limited Increased Air quality and Noise, with study projections that need more data and analysis
- Non comprehensive data on Noise measurement that is then used to support the expansion
- Lack of more detailed analysis of Route Alternatives
- More comprehensive Request for and Response to concerns of directly affected residents who live along 84

I-73-2 [Furthermore, there is no discussion or study of:

- Reduction or elimination of big truck traffic and noise as with the 580 freeway
- Effect of projected truck traffic and Diesel fuel fumes on health
- Machined/ground asphalt for reduced noise
- Established Funding for a longer Sound wall along the residential side, there is only a "possible funding"
- Reduced speed areas to reduce noise, speed and pollution concerns
- Study and discussion of how speed will be regulated to being within the 55mph limit
- More signaled intersections to reduce noise, speed and pollution concerns
- Proposal for Speed Monitoring devices
- Proposal for painted speed warnings on the road

I-73-3 [More data needs to be collected along the streets, yards and homes of directly affected residents, those whose homes line the proposed extension and to be followed by more comprehensive models and analysis.

I-73-4 [We together request that a new Second Environmental Study be conducted by an independent third party not associated with Caltrans with more comprehensive analysis of alternatives, projections based upon the new data on the quality of life along the expansion route, with more direct data relating to the residents impacted

Regards,

Vidya Rangachari
590 Trebbiano Place, Pleasanton, CA 94566
(510) 713-1201

Responses to Comment I-73

I-73-1

Under CEQA and NEPA, the public agency proposing an action that would result in direct or indirect physical change is responsible for the CEQA/NEPA process, including

research and preparation of the required environmental documents. See Master Response GEN-2 for additional discussion.

The comment does not specify which data are being questioned with regard to justifying the project. The technical studies and DED were prepared in accordance with CEQA and NEPA requirements and under the same process that would apply to any other proposed project by a public agency.

The increase in overall traffic on SR 84 will result in slight increases in levels of carbon monoxide and other pollutants, but the levels would not exceed any standards established to protect human health (see Master Response AIR-1).

The comment does not clarify how projections for air quality and noise need more data and analysis. The analyses of air quality and noise impacts were conducted in accordance with State and Federal standards and CEQA and NEPA requirements. The findings summarized in the DED are based on the detailed technical reports prepared for the project (Air Quality Analysis, Baseline Environmental Consulting 2008, and Noise Study Report, Wilson, Ihrig and Associates 2007), which are available for public inspection at the City of Livermore Planning Department.

See Master Response GEN-1 about the DED's analysis of alternatives.

The Department has sought public involvement on the project since July 2005, as described in Master Response GEN-4. All comments received on the DED were carefully read and addressed, and are printed in the FED along with the Department's responses.

I-73-2

The Department cannot restrict truck traffic on any roadway as part of a project, but a local agency may prohibit certain vehicles from using a highway or impose vehicle weight restrictions on a roadway. See Master Response TR-1 for additional information.

In response to comments that requested specific information about changes in truck traffic, additional data were gathered to test the modeling and projections used in the traffic studies. These data are summarized in Sections 2.7.2.4 and 2.7.3.3. The data show that, with the project, the truck volumes would increase slightly over the No Project condition in the year 2030. The total increase ranges from 100 to 175 trucks per day, depending on the roadway segment. The additional data on future truck volumes do not change the conclusion that no significant effects would result from project implementation. The issue of diesel exhaust is discussed in Master Response AIR-1.

The use of “quiet pavement” materials is discussed in Section 2.15.4. No residences would have noise levels that require consideration of additional soundwalls; therefore funding for residential soundwalls is not addressed.

As described in Master Response TR-3, the speed limit on SR 84 will remain at 50 mph in accordance with State law. Options for monitoring and enforcing speed will be considered during the final project design phase.

All intersections along this segment are and will continue to be signalized. No plans exist for additional intersections on this segment of SR 84.

I-73-3

Additional noise data were collected in response to public comments. The findings are discussed in Master Response GEN-2.

I-73-4

As stated above, Master Responses GEN-1 and GEN-2 discuss the range of alternatives analyzed and why Caltrans, rather than an independent third party, is responsible for environmental review of the project.

Comment I-74A Morris Reinisch (1 of 3)



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

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Office of Environmental Analysis
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111 Grand Avenue/Mail: PO Box 23660
Oakland, CA 94610

To view or obtain a copy of the Environmental Document, visit www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: MORRIS REINISCH Date: 10/30/07

Affiliation (if applicable):

Address: 456 CABONIA COURT

I-74A-1

Comment/Question: I understand that a concrete barrier is intended to be used as a divider. How ugly! This is a residential/neighborhood community. Why can't we use a divider with trees? Why a an ugly, unsightly concrete barrier? Lower the speed and/or use a divider that is appropriate for the area.

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

Responses to Comment I-74A

I-74A-1

For an explanation of why a concrete safety barrier is proposed, see Master Response VIS-2. The speed limit will remain at 50 mph in accordance with State law, as described in Master Response TR-3.

Comment I-74B Morris Reinisch (2 of 3)



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

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Oakland, CA 94610

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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: MORRIS REINISCH Date: 10/30/07

Affiliation (if applicable): RUBY HILL HOME OWNER

Address: 456 CABONIA COURT

I-74B-1

Comment/Question: NOISE TESTING THAT WAS DONE ON CABONIA COURT WAS DONE AT 463 CABONIA COURT. THIS IS TOTALLY UNREASONABLE SINCE THAT HOUSE AND MOST OF THE HOUSES ON THAT SIDE OF THE STREET HAS A NATURAL SOUND BARRIER SINCE ALL THESE HOUSES BACK UP TO A LARGE HILL. ACCORDINGLY, A MORE PROPER TEST SHOULD BE CONDUCTED WHERE THERE ARE NO SUCH HILL, NAMELY, ON THE ODD NUMBERED SIDE OF THE STREET SUCH AS MY HOME. I CAN HEAR EACH AND EVERY CAR CURRENTLY PASSING ON 154007 AND

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

(AS DOES MY WIFE)
 MUST USE EAR PLUGS TO BE ABLE TO SLEEP AT NIGHT.
 I BELIEVE THAT IT IS VERY DISINGENUOUS TO STATE THAT
 THIS PROJECT WILL NOT HAVE A 'SIGNIFICANT' IMPACT. IT
 MOST CERTAINLY WILL - BOTH IN INCREASES IN NOISE LEVEL
 AND POLLUTION, NOTING THAT 18 WHEEL DIESEL TRACTOR
 TRAILERS, ^{CARAVANS & OTHERS} ARE BEING ENCOURAGED TO USE THIS WIDENED
 ROAD. SOMEHOW, YOUR NOISE ENGINEERS HAVE DETERMINED
 THAT THERE WILL NOT BE AN INCREASE IN NOISE LEVEL SUCH
 THAT SOUND BARRIERS WOULD BE REQUIRED. PERHAPS THIS
 IS BECAUSE THEY CHOSE THE WRONG PLACES TO TEST FOR
 CURRENT NOISE LEVELS, AS INDICATED ABOVE!
 NEVERTHELESS, AT THE VERY LEAST, I WOULD HOPE THAT
 LANDSCAPING (TREES, HEDGES, ETC.) WOULD BE PROVIDED ALL
 ALONG ISABEL AVE ADJACENT TO RUBY HILL TO MITIGATE
 BOTH SOUND AND POLLUTION. THE COST FOR SUCH
 LANDSCAPING WOULD BE RELATIVELY INSIGNIFICANT
 COMPARED TO THE OVERALL COST OF THIS PROJECT.
 OF COURSE, SOUND BARRIERS WOULD BE PREFERRED
 BUT SOMETHING MUST BE DONE TO ALLOW THE
 RESIDENTS OF RUBY HILL LIVING ADJACENT TO ISABEL
 AVENUE TO HAVE A QUALITY OF LIFE THAT
 ALLOWS US TO HAVE SOME QUIET AND LESS
 POLLUTION IMPACT! PLEASE HELP US!
 LANDSCAPING WHICH IS SUFFICIENT TO
 SOLVE BOTH PROBLEMS WOULD BE AN ELEGANT SOLUTION.

I-74B-
 1,
 Cont.

Responses to Comment I-74B

I-74B-1

All homes in the Ruby Hill development receive some degree of noise protection from the berm between the development and SR 84. Although 463 Cabonia Court may receive the most protection of all of the houses on that street, it is unlikely that other nearby

homes would have substantially higher noise levels. As shown in Table 2.15-3, the measured noise level at 463 Cabonia Court is 51 dBA for existing conditions and would increase to 56 dBA with the project in year 2030. For the commenter's home to have noise levels that would require consideration of soundwalls or other noise abatement, the future noise level would have to be 10 dBA higher than at 463 Cabonia Court. The project is not expected to result in a noise level difference of this size.

A detailed noise study for the project was conducted in compliance with State and Federal guidelines. A copy of the report is available for reviewing at the City of Livermore offices (contact Mike Mikasa). The noise measurement locations used for the project represent a range of horizontal and vertical distances from SR 84. The noise model is 3D and accounts for horizontal and vertical parameters.

Provision of new soundwalls (in addition to the significant noise berm that is already in place) at this location and others along the project limits were considered and found to not be warranted. It is important to note that the significance determination for noise impacts is based on specific numeric thresholds set by State and Federal law for highway projects. As stated in Section 2.15.1.2, a noise impact occurs when the future noise level with the project either increases by 12 dBA or more, or approaches (that is, comes within 1 dBA) or exceeds the noise abatement criteria, which is 67 dBA for residences. Neither the detailed noise analysis for the project (Wilson, Ihrig and Associates, April 2007) nor the additional noise data collected in response to public comments indicate that the project would exceed State or Federal noise abatement criteria.

The increase in overall traffic on SR 84 will result in slight increases in levels of carbon monoxide and other pollutants, but the levels would not exceed any standards established to protect human health (see Master Response AIR-1). In response to comments that requested specific information about changes in truck traffic, additional data were gathered to test the modeling and projections used in the traffic studies. These data are summarized in Sections 2.7.2.4 and 2.7.3.3. The data show that, with the project, the truck volumes would increase slightly over the No Project condition in the year 2030. The total increase ranges from 100 to 175 trucks per day, depending on the roadway segment. The additional data on future truck volumes do not change the conclusion that no significant air quality effects would result from project implementation.

Landscaping will be included in the project but is not considered a noise abatement measure (see Master Response VIS-1). The presence of landscaping along the roadway

could theoretically help to absorb carbon dioxide from vehicles, although the reduction is likely minimal.

Comment I-75 Mary Rizzo

Oct 19-07

Dear Mr Pang,

We live near Asatul Cne.
& drive Vallecitos Rd. frequently -
Also Stanley Blvd. to Pleasanton.
Cement trucks use those
routes continually. We ask
only they be restricted to the
right lanes only. The improvements
on Vallecitos are a welcome sight
& more so with truck enforcement.

I-75-1

Thank You - Mary Rizzo

Responses to Comment I-75

I-75-1

The addition of two lanes between Ruby Hill Drive and Stanley Boulevard and four lanes between Stanley Boulevard and Jack London Boulevard will enable motorists to pass slower-moving vehicles. In general, slower-moving vehicles will use the right lane but may use the left lane if they need to pass even slower-moving or stopped vehicles. Imposing lane use restrictions requires a separate process and cannot be enforced unless justification can be demonstrated.

Comment I-76 Debra Rood

Mr. Ed Pang
Senior Environmental Planner
Office of environmental Analysis
California Dept of Transportation
111 Grand Avenue
Oakland, Ca 94610

November 13, 2007

Re: District 4, EA 297600
Widening Route 84 Project

Dear Mr. Pang,

I am enclosing comment cards from just a few of the concerned residents of Livermore. While many of the questions appear similar, they are not. We would appreciate that each card is reviewed in detail and that all cumulative questions are responded to, as you mentioned in our meeting on Oct 30.

I-76-1 [I personally reviewed the documents and the 200+ pages to be overwhelming. Therefore, if the answer to a question or comment is contained in your assessment, please reference us to the page where our answer may be found, rather than informing us it was covered. We are not experts in this arena.

I-76-2 [Personally, I am concerned that the community was given little advance notice of the meeting and a very short window to respond. Clearly this project has adverse impact to air quality and noise levels and was assessed at a time when there were no homes in this area. Without further exploration to increase sound walls and plantings or prohibit truck use, the Livermore Wine country will become one large intersection.

I-76-3 [Proposition B, referenced on Oct 30, only asked voters to approve I-880/I-580/I-680/I-238/Route 84/Route 92 Improvements. I would like further understanding as to who defined these "improvements" and why the root of the problem, 580/680 interchange, is not being addressed. My specific comments and questions are enclosed on my comment card.

Respectfully,



Debra Rood

Responses to Comment I-76

I-76-1

Where appropriate, page numbers in the DED are referenced in the responses to public comments.

I-76-2

A public notice announcing the availability of the DED and the October 30, 2007, public meeting was distributed two weeks before the meeting to more than 8,500 property

owners, elected officials, city staff, special interest organizations, libraries, and neighborhood groups. An advertisement announcing the availability of the DED and the public meeting was placed in the Livermore Independent (10/18), Tri-Valley Herald (10/15), Pleasanton Weekly (10/19), and Valley Times (10/15). Project information was also posted on the Caltrans and Alameda County Transportation Improvement Authority (ACTIA) websites. In addition, the public comment period was extended by 45 days to December 28, 2007.

It should be noted that environmental review for the project began in 2005, and additional traffic and noise data were collected in late 2007 as a result of public comments. The environmental analyses considered the existing level of development in the project area. The additional data collected did not change the conclusions of the DED.

I-76-3

The projects included in the Expenditure Plans funded by the 1986 Measure B sales tax program and the 2000 extension were developed in partnership with ACCMA, ACTIA, and Caltrans. Other projects are planned or under way to improve I-580, I-680, and the I-580/I-680 interchange, as described in Master Response TR-2.

Comment I-77 Peter and Debbie Rood

ACTIA

LIVERMORE

CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD

California Dept of Transportation
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 grand Ave/Mail: PO Box 23660
Oakland, Ca 94610

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www.dot.ca.gov/dist4/envdoc.htm

Please submit comments by the close of the comment period, Thursday November 15, 2007

Name: Peter & Debbie Rood _____ Date: November 12, 2007 _____

Affiliation (if applicable): Prima Development _____

Address: 1633 Cascina Ct., Livermore, CA 94550 _____

Comment/Question:

- I-77-1 [1. Why can't you leave the Quarry mining access solely to Stanley Blvd, which is not a residential area? Please explain why an access must be provided on 84 and why it is best at Concannon & 84
- I-77-2 [2. I believe it is imperative to provide trees and dense high foliage to the multi-use path along 84 to provide privacy, absorb carbon dioxide and screen the unsightly highway for community bikers, joggers, etc
- I-77-3 [3. Have you explored alternatives to the proposed realignment of the multi-use path during construction, estimated for 2030!!! Please provide us some alternatives.
- I-77-4 [4. What can be done to minimize the projected increase in noise for homeowners on Aria Ct, Cascita Ct & Tourmaline Ct. Please offer some suggestions.
- I-77-5 [5. Where will the 3.2 acres of vineyards being removed to move 84 at Vallecitos be replaced or replanted?
- I-77-6 [6. When and how often will you assess changes to turn signals at 84/Concannon to minimize delays on Concannon. (e.g. - early mornings)
- I-77-7 [7. What can be done about the increased dirt, dust and pollution that will invade our homes as a result of the projected traffic increases?

For more information, contact Brigetta Smith, Caltrans at 510-286-5820 or Arthur Dao, ACTIA at 510-267-6104

ACTIA LIVERMORE CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD, Continued

I-77-8	8. What can be done to restrict tractor trailers on 84? My request is identical to the restriction imposed on 580 between 238 junction and bay bridge approach unless there is a major accident.
I-77-9	9. What will be done to help homeowners get out of the Prima development onto Concannon and down to 84 during morning rush hour? It takes 20 minutes or longer to reach Isabel & 84 today with the current level of traffic and stop lights. This traffic issue starts as early as 6:30am.
I-77-10	10. What coordination is taking place with BART on an extension to Livermore and other communities on the other side of the Altamont pass in future years? What coordination is taking place with ACE train management? Continuing to focus on band aid fixes to commute problems versus an increase in public transportation that helps more commuters get to their final destinations is imperative for the long term.
I-77-11	11. The impact of this highway seems to be under estimated and rushed. My thoughts are that this was passed under the radar for a reason.
I-77-12	12. Why not upgrade the 580, which was designed to handle this type of traffic?
I-77-13	13. Has a full environmental impact study been performed? There are many more homes along Isabel since the original vote of funding to improve 84. These homes were also built after the trade between the city of Livermore and the state for the Livermore downtown improvement project.

Responses to Comment I-77

I-77-1 through I-77-7

See the responses to Comments I-07-1 through I-07-7.

I-77-8

For details about restricting trucks on SR 84, see Master Response TR-1.

I-77-9

Access from the Prima development onto Concannon Boulevard is outside of the limits of the proposed project. This comment was referred to the City of Livermore.

I-77-10

Several public transit programs are planned for the area. The future BART extension to Livermore proposes a station at the I-580/Isabel Avenue interchange. The interchange

project will be constructed in advance of the BART extension to Livermore, which is not currently funded.

The ACE service crosses SR 84 just north of Stanley Boulevard. No plans currently exist for additional ACE stations in the project area. The Livermore ACE station is located at 2418 Railroad Avenue, Livermore, CA 94550.

Transit projects are funded by separate sources, and neither the transit projects nor the funding would be affected by the SR 84 Expressway Widening Project.

I-77-11

See the response to Comment I-07-15.

I-77-12

See the response to Comment I-07-13.

I-77-13

The technical studies and Initial Study/Environmental Assessment were prepared in accordance with CEQA and NEPA requirements. It is important to note that the same technical studies must be prepared whether the ultimate environmental document is an Initial Study/Environmental Assessment or an Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Preparing an EIS/EIR would not change the content or nature of any of the technical studies, as discussed further in Master Response GEN-2.

The diversion of SR 84 from downtown Livermore took place in 2003, and environmental studies for the proposed project began in 2005. Additional data about noise and truck traffic were collected in 2007 as a result of public comments. Therefore, the analysis accounts for conditions along the current SR 84 alignment.

Comment I-78 Keith Rothenberg

From: Keith Rothenberg [mailto:kroth@jps.net]
Sent: Tuesday, November 06, 2007 1:20 PM
To: mbellows@envirotransolutions.com
Subject: Comment: Route 84 Expressway Widening Project

I-78-1

Michele,
I enjoyed meeting you last week at the Route 84 Expressway Widening Project public meeting. As discussed at the meeting, I had submitted a comment after the meeting in 2005 requesting that the dip in the soil berm along Route 84 behind Ida Holm Park be filled to the same level as the rest of the berm to the North to reduce noise from vehicles passing by on route 84. We can easily see the upper portions of larger vehicles and suspect the noise would be reduced if the berm did not have the dip.

In the attached photo taken from Ida Holm Park looking West, you can see the berm sloping down on the right and a truck driving on Route 84 through the gap in the berm (in line with the power pole).

I was disappointed that nobody at the meeting last week could tell me what happened to the comment I submitted in 2005 and trust that this time will be different.

Keith Rothenberg
23 Diamond Drive
Livermore, CA 94550



IMG03524.JPG

Responses to Comment I-78

I-78-1

The project proposes to fill in the dip in the berm. Modifications to the equestrian trail will also be needed to provide a traversable path over the regraded berm.

Comment I-79 Jesse and Cynthia Sanchez



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

Comment sheets may be deposited in the comment box tonight or mailed to:

California Department of Transportation (Caltrans)
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 Grand Avenue/Mail: PO Box 23660
Oakland, CA 94610

To view or obtain a copy of the Environmental Document, visit www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: JESSE & CYNTHIA SANCHEZ Date: 11/11/07

Affiliation (if applicable): RUBY HILL RESIDENT

Address: 567 MONTORI CT. PLEASANTON CA 94566

Comment/Question: THIS WIDENING PROJECT HAS
SIGNIFICANT IMPACT TO OUR QUALITY OF
LIFE. OUR CHILDREN WILL BE DEPRIVED OF
THE BEAUTY, CLEANLINESS & "PURITY" OF
THE LANDSCAPE THAT CURRENTLY EXISTS. WITH
THIS WIDENING PROJECT COMES AIR & NOISE
POLLUTION WILL PERMEATE OUR HOMES & OUR
CHILDREN.

I-79-1

I-79-2

IF THIS WIDENING IS INEVITABLE, WE →
Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

I-79-2,
Cont.

WOULD LIKE TO ENSURE THAT:

- ① PROPER SOUND BARRIERS BE INSTALLED ALONGSIDE ALL OF RUBY HILL WIC IS ADJACENT TO ROUTE 84.
- ② NO CONCRETE BARRIERS/DIVIDERS — PROVIDE A MEDIAN CONTAINING TREES & SHRUBBERY.
- ③ REDUCE SPEED LIMIT TO 40 MPH INSTEAD OF 50 MPH.
- ④ PROVIDE ENOUGH LANDSCAPING TO REDUCE NOISE LEVEL & TO HELP ABSORB THE ADDITIONAL CARBON MONOXIDE.

~~WE DO NOT SUPPORT THE EXPANSION~~

* IF IT IS INEVITABLE, WE BELIEVE THAT THE ABOVE COMMENTS ARE NECESSARY.

I-79-3

* THIS EXPANSION WILL IMPROVE REGIONAL CONNECTION BETWEEN 680 & 580 BUT IT WILL NOT IMPROVE LOCAL TRAFFIC.

I-79-4

~~*** THIS EXPANSION BENEFITS OTHER COUNTIES & CITIES (I.E. TRACY RESIDENTS) AT OUR EXPENSE. ***~~

Responses to Comment I-79

I-79-1

These issues are addressed in Master Response GEN-5.

I-79-2

No residences at Ruby Hill would have noise levels that exceed the noise abatement criteria for consideration of soundwalls, and therefore none were included in the project

(see Master Response NOI-1). The noise evaluation included all potentially sensitive land uses along the corridor.

For an explanation of why a concrete safety barrier is proposed, see Master Response VIS-2. As described in Master Response TR-3, the speed limit on SR 84 will remain at 50 mph in accordance with State law.

Landscaping will be included in the project but is not considered a noise abatement measure (see Master Response VIS-1). The presence of landscaping along the roadway could theoretically help to absorb carbon dioxide from vehicles, although the reduction is likely minimal.

The commenter's opposition to the project is noted.

I-79-3

The project's stated purpose and need includes improving local traffic congestion by attracting regional traffic from local streets. As discussed in Section 2.7.3, the project would improve future traffic operations at most intersections in the project limits, benefiting local traffic.

I-79-4

The project is intended to help improve traffic on both a local and regional level, as stated in the previous response. Traffic modeling for year 2030 conditions indicates that the project would not substantially increase the number of vehicles on SR 84 coming from or headed to the Central Valley via the Altamont Pass. Therefore, the project is not expected to encourage growth in the Central Valley. See the response to Comment B-04-10 for further discussion.

Comment I-80 Domingo and Elsie Say (1 of 5)



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

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111 Grand Avenue/Mail: PO Box 23660
Oakland, CA 94610

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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: DOMINGO & ELSIE SAY Date: 10/30/07

Affiliation (if applicable):

Address: 273 PRATO WAY, LIVERMORE, Ca 95440

I-80-1

Comment/Question: consolidating the access & outlet of the gravel company in concannon is wrong. just because there's a traffic light already in existence. its putting undue burden on a lot of homes at the intersection of Isabel & Concannon. Pollution, noise, constant dust!! I would think further down towards Stanley is a much choice. Existing sound barrier is much too
Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

inadequate.

Responses to Comment I-80

I-80-1

See Master Response CI-1 regarding the consolidated quarry access.

The comment does not state which sound barrier is perceived to be inadequate. A new soundwall was considered for one location, as described in Master Response NOI-1, but no residences would have noise levels that require consideration of additional noise abatement.

Comment I-81 Elsie and Domingo Say (2 of 5)

Department of Transportation
District 4, Attn: Ed Pang
P. O. Box 23660
Oakland, CA 94623-0660

November 9, 2007

Dear Sir:

In reference to the State Route 84 Expressway Widening Project. Here are our comments and suggestions:

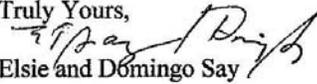
I-81-1

1. To abate the impact on noise level into our community, enhancement of the existing wall on Prima community, such as additional height and planting of trees, shrubs, or vines should be considered.
2. Consolidation of private (quarry) driveways accesses on the west of the Isabel with exit at Concannon will add noise, dust (from unpaved secondary roads) and diesel fuel tail pipe emission. Furthermore, it encouraged the vehicles from the quarry to use Concannon more often. Suggest that the consolidated access exit be relocated further north of Concannon, maybe closer to Stanley/Isabel interchange where there are more open space and not to close to the residential community.
3. Is there any plan to landscape the safety median strip between lanes going N-S? To maintain current visual serenity and tranquility in the area, suggest that landscaping such as trees, shrubs or vines on the median strip (like the one on Concannon) should be considered.

I-81-2

4. What is the benefit to do this SR84 widening project now, while the completion of SR84/580 & SR84/680 interchange projects is still years away. This would surely cause stagnant traffic and more tailpipe emissions contributing to the deterioration of living standard and health hazard.

We look forward to your response and thank you for giving us the opportunity to comment on this project.

Truly Yours,

Elsie and Domingo Say

273 Prato way
Livermore, CA 94550

Responses to Comment I-81

I-81-1

No residences along the project limits would have noise levels that exceed the noise abatement criteria (see Master Response NOI-1). The noise evaluation included all potentially sensitive land uses along the corridor. Because the future noise levels with the project are not predicted to exceed the Federal criteria for noise abatement at any residences along the project route, no enhancement of existing soundwalls is required.

See Master Response CI-1 regarding the consolidated quarry access.

A landscaped median is not feasible because of inadequate median width and safety risks to motorists and maintenance workers. See Master Response VIS-2.

I-81-2

The I-580/Isabel Avenue Interchange Project and Pigeon Pass Safety Project would be completed before the proposed project. A future project is planned to complete widening of SR 84 to four lanes to I-680.

A detailed traffic study performed for the project showed that widening SR 84 between Ruby Hill Drive and Jack London Boulevard, as well the improvements proposed for Pigeon Pass Safety Project and I-580/Isabel Avenue Interchange Project, would improve traffic operations over the No Build scenario.

Comment I-82 Domingo and Elsie Say (3 of 5)

ACTIA

LIVERMORE

CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD

California Dept of Transportation
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 grand Ave/Mail: PO Box 23660
Oakland, Ca 94610

To view or obtain a copy of the Environmental Document, visit:
www.dot.ca.gov/dist4/envdoc.htm

Please submit comments by the close of the comment period, Thursday November 15, 2007

Name: Domingo & Elsie Say Date: November 9, 2007
Affiliation (if applicable): _____

Address: 273 Prato way, Livermore, CA 94550

Comment/Question:

- I-82-1 **1. Why can't you leave the Quarry mining access solely to Stanley Blvd, which is not a residential area? Please explain why an access must be provided on 84 and why it is best at Concannon & 84. The fact of adding traffic to this area is not very good planning.**
- I-82-2 **2. I believe it is imperative to provide trees and dense high foliage to the multi-use path along 84 to provide privacy, absorb carbon dioxide and screen the unsightly highway for community bikers, joggers, etc**
- I-82-3 **3. Have you explored alternatives to the proposed realignment of the multi-use path during construction, estimated for 2010!!! Please provide us some alternatives. This shows a lack of planning.**
- I-82-4 **4. What can be done to minimize the projected increase in noise for homeowners on Aria Ct, Cascata Ct & Tourmaline Ct. Please offer some suggestions.**
- I-82-5 **5. Where will the 3.2 acres of vineyards being removed to move 84 at Vallecitos be replaced or replanted?**
- I-82-6 **6. When and how often will you assess changes to turn signals at 84/Concannon to minimize delays on Concannon. (e.g. - early mornings)**
- I-82-7 **7. What can be done about the increased dirt, dust and pollution that will invade our homes as a result of the projected traffic increases?**

For more information, contact Brigetta Smith, Caltrans at 510-286-5820 or Arthur Dao, ACTIA at 510-267-6104

ACTIA LIVERMORE CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD, Continued

I-82-8	8. Have you thought about making the route a passenger vehicle route only?
I-82-9	9. What thought has been put in for those that will lose value on their homes?
I-82-10	10. Has there been thought to enhance or give an allowance to enhance the sound proof windows to those who back up to the 84?
I-82-11	11. Has a full environmental impact study been performed?
I-82-12	12. What is the timetable for funding for this project?
I-82-13	13. Why not upgrade the 580, which was designed to handle this type of traffic?
I-82-14	14. What kind of sound reducing landscaping or allowance is going to be provided to those that back up to the 84?
I-82-15	15. The impact of this highway seems to be under estimated and rushed. My thoughts are that this was passed under the radar for a reason.
I-82-16	16. Why not set the top priority to upgrade the 580/680 interchange.
I-82-17	17. Stoneridge Dr. extension to Jack London will benefit tri-valley traffic circulation, what is the current status?

Responses to Comment I-82

I-82-1 through I-82-15

See the responses to Comments I-07-1 through I-07-15.

I-82-16

See Master Response TR-2 in regard to the I-580/I-680 interchange and other regional traffic improvements.

I-82-17

The Jack London Boulevard extension is currently being designed under the El Charro Specific Plan development. Jack London Boulevard will be extended from its existing terminus south of the Livermore Airport to El Charro Road. The first phase of the Jack London Boulevard extension will consist of a two-lane extension to El Charro Road, where Stoneridge Drive is planned to extend into Pleasanton. Construction of the Jack

London Boulevard extension is scheduled to begin in fall 2008 for completion a year later.

Comment I-83 Domingo Say (4 of 5)

November 12, 2007

California Department of Transportation (Caltrans)
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 Grand Avenue
P. O. Box 23660
Oakland, CA 94610

Dear Mr. Pang,

Subject: Request for new Environmental Report on Rout 84 Expressway Widening Project by an independent third party.

I-83-1

I am a Livermore resident and concerned parent who lives on the southwest corner of Livermore (Prima Subdivision), and I wish to register my opposition to the Environmental Report on the proposed Route 84 Expressway Widening Project.

I have seen and completely read the Environmental impact document. I object to the quality of the existing report and with the data that justifies the expansion. The conclusion based upon the study of the projected Air quality and Noise, Crime, Property values, is based upon a limited study that concludes a set of predetermined objectives.

In my view, the Caltrans sponsored study (versus that by an independent third party), and by a Caltrans paid private consultant is:

I-83-2

1. Non objective and sets assumptions and conclusions to suit the final purpose of justifying the expansion, without regard to the safety, traffic, air quality and crime concerns of directly affected citizens whose home located close proximity the highway. The argument that the proposed widening project will not significantly affect quality of air, noise and life is based upon a very limited study with limited data that probably starts with assumptions that the project voter approved and so is a good idea.

I-83-3

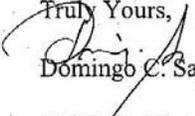
2. Non comprehensive in nature and includes linear extrapolations of current data to project environmental conditions after the expansion is completed. It is my opinion and projection that Noise, Air quality and quality of life will deteriorate in non-linear degrading model and the Caltrans model must consider more studies to prove the projections.

I-83-4

3. There is no study for the alternate exit route for the consolidated private driveways from the quarry operation to the state route 84. In my view, the proposed location at Isabel / Concannon will significantly degrade the quality of air, noise and tranquil environment in the Prima community.

- I-83-5 [4. There is no discussion or study of machined/ground asphalt for reduced noise, or a discussion of how speed will eventually be regulated.
- I-83-6 [5. Data needs to be collected along the streets; yards and homes of affected residents, and followed by comprehensive projection models and analysis.
- I-83-7 [I request that a comprehensive Environmental Impact Study be conducted by an independent third party with more comprehensive analysis of alternative, with projections based upon the new data on the quality of life along the expansion route, with more direct data relating to the residents impacted.

Truly Yours,



Domingo C. Say

273 Prato Way
Livermore, CA 94550

Responses to Comment I-83

I-83-1

The commenter's opposition to the DED for the project is noted.

The comment does not specify which data are being questioned with regard to justifying the project. The technical studies and DED were prepared in accordance with CEQA and NEPA requirements and under the same process that would apply to any other proposed project by a public agency.

The analyses of air quality and noise impacts were conducted in accordance with State and Federal standards and CEQA and NEPA requirements. The findings summarized in the DED are based on the detailed technical reports prepared for the project (Air Quality Analysis, Baseline Environmental Consulting 2008, and Noise Study Report, Wilson, Ihrig and Associates 2007), which are available for public review at the City of Livermore Planning Department. Additional information about changes in truck traffic and noise levels has been included in the FED in response to public comments. See Master Response GEN-2 for a description of the additional information and a detailed explanation of the DED's impact determinations.

The statements about crime and property value concerns related to the project are difficult to address without additional detail. The comment does not present information or data about the potential for crime rates to change as a result of the project. The issue of property devaluation is addressed in Master Response GEN-3.

I-83-2

See the response to Comment I-34-2.

I-83-3

See the response to Comment I-34-3.

I-83-4

To meet State expressway design standards, the private quarry access driveways on SR 84 must be relocated to a controlled intersection. Because of the physical constraint of Arroyo del Valle, the only feasible location to connect the consolidated driveway system to SR 84 is at Concannon Boulevard. The volume of traffic accessing the quarry is low since mined materials are transported from the quarries from other access points. Master Response CI-1 discusses the basis for the conclusion that replacing the existing quarry driveways with a consolidated access at Concannon Boulevard would not have significant impacts.

Relocation of the access roads was considered in the study area evaluation. The traffic operations analysis accounted for the closure of the access roads and construction of a new consolidated access at SR 84/Concannon Boulevard, and data from this analysis were used to evaluate impacts to air quality, noise, and energy. No impacts to these resources would result from the access relocation.

I-83-5 through I-83-7

See the responses to Comments I-34-5 through I-34-7.

Comment I-84 Ted Schaefer

From: Ted Schaefer [mailto:tedschaefer@comcast.net]
Sent: Wednesday, October 17, 2007 3:33 PM
To: Art Dao
Subject: CA 84 Widening--Livermore

I-84-1 [As one who has lived within a 1/2 mile East of 84 (so of Concannon) for the past 9 years, I want to vehemently protest your allowing more traffic to flow through Livermore, just because I580 is so crowded. I cannot attend the meeting Oct 30th.

I-84-1 [I know you are bent on destroying our local way of life, but could you at least delay this 5 more years, and prohibit heavy trucks from using this route, similar to the Oakland Expressway??

I-84-1 Cont. [Is your neighborhood similarly Caltrans-targeted for huge noise, diesel air pollution, and excess 'of territory' (i.e, San Joachin county) crossthrough traffic??

Pls forward to your Exec Director, too---

Responses to Comment I-84

I-84-1

A detailed traffic study conducted for the proposed project indicates that it would improve local circulation by reducing traffic volumes currently diverting to local streets. The project is being constructed in conjunction with several other projects on SR 84, I-580, and I-680 to improve regional travel (see Master Response TR-2).

The Department cannot restrict truck traffic on any roadway as part of a project, but a local agency may prohibit certain vehicles from using a highway or impose vehicle weight restrictions on a roadway. See Master Response TR-1 for additional information.

Comment I-85 Susan Schena



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

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111 Grand Avenue/Mail: PO Box 23660
Oakland, CA 94610

To view or obtain a copy of the
Environmental Document, visit
www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Susan Schena Date: 11.6.7

Affiliation (if applicable): resident along 84

Address: 449 Sangro Ct., Pleasanton 94566

Comment/Question: I'm writing in regards to the widening of Route 84. And urging you to please take into account the residents in the area. I understand your need to update the road. BUT please do more to block the traffic noise that will come with it. It is SO noisy now. I hear trucks, cars, speeding cars, gunning engines, semi-truck

Please continue on back if necessary. →

I-85-1

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

I-85-1,
Cont.

Sounds constantly now. Even from inside my house. From outside, in my backyard, it's really bad. It's depressing me to think what it's going to be like in the future. CalTrans has traffic sound solutions, I know. And landscaping solutions so freeways aren't such an eyesore + sound problem for residents. Please, please, please add noise, pollution, and landscaping solutions to your plans. Please remember the residents whose homes abut this freeway.

Thanks - Sue Schena

Responses to Comment I-85

I-85-1

The project is anticipated to increase noise levels at properties adjacent to SR 84 in this area by about 5 dBA over existing levels by the year 2030. Since the noise levels do not approach or exceed 67 dBA or increase noise levels by 12 dBA, these properties do not qualify for noise abatement. Rubberized asphalt concrete pavement will be used throughout the project limits to reduce tire noise, and other methods to reduce noise levels along SR 84 will be considered during the final project design phase. Additional public outreach will be conducted during the final design and construction phases to share updated project information with the public.

The project includes landscaping, as discussed in Master Response VIS-1, although landscaping is not considered a noise abatement measure. Section 2.14.6 lists measures that will be used to protect air quality during project construction. Air quality impacts

from the proposed project would be minimal and are not expected to result in effects to human health (see Master Response AIR-1).

Comment I-86 Cynthia and Louis Schnierer



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

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Oakland, CA 94610

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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Louis & Cynthia Schnierer Date: 11-2-07

Affiliation (if applicable): Ruby Hill Residents

Address: 1070 Germano Way Pleasanton, CA 94566

Comment/Question: The following items need to be included in the Route 84 Project:

- 1) Sound barriers along Ruby Hill perimeter adjacent to 84
- 2) Landscaped median instead of concrete dividers
- 3) Maximum speed limit of 40 mph to reduce noise level
- 4) Trees, shrubs, plants to help reduce noise and help absorb carbon dioxide.

Thank you!

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

I-86-1

Responses to Comment I-86

I-86-1

No residences at Ruby Hill would have noise levels that exceed the noise abatement criteria for consideration of soundwalls, and therefore none were included in the project (see Master Response NOI-1). The noise evaluation included all potentially sensitive land uses along the corridor.

For an explanation of why a concrete safety barrier is proposed, see Master Response VIS-2. As described in Master Response TR-3, the speed limit on SR 84 will remain at 50 mph in accordance with State law.

Landscaping will be included in the project but is not considered a noise abatement measure (see Master Response VIS-1). The presence of landscaping along the roadway could theoretically help to absorb carbon dioxide from vehicles, although the reduction is likely minimal.

Comment I-87 Bryan Shadish

**Route 84 Expressway Widening Project
Comment Card**

Name: Bryan Shadish
Date: November 7, 2007
Affiliation: None (private citizen)
Address: 4318 Campinia Place, Pleasanton, CA 94566

I have one question and a comment.

I-87-1

Question: It is unclear to me if the report takes into account the impact of the proposed Isabel / I-580 interchange. I see this mentioned towards the end, where the traffic impact grades are provided, but cannot tell if existence of the interchange is assumed when earlier traffic impacts are provided.

Comment: Alternative project

Generally, the two significant purposes of the project are:

- Improve SR 84 as a regional link between I-680 and I-580.
- Improve local traffic circulation, thereby decreasing regional traffic overflow onto local streets.

I-87-2

I submit that an alternative project scope should have been considered for this project. This is because the basic premise that an improved SR 84, by providing a link between I-580 and I-680, would mitigate problems due to an overcrowded I-580, is flawed.

As someone who drives this route every day - and often more than once daily - I perceive that the vast majority of regional traffic that use SR 84 in combination with surface streets actually originates or terminates in Livermore. Further, those who travel to or from beyond Livermore do not generally use the I-580 Airway Boulevard interchange. Instead, people so motivated want to avoid I-580 as much as possible.

With this in mind, an alternative project option was missed. Specifically, there is great potential that widening SR 84 only from Stanley Blvd to Ruby Hill Drive would provide optimum traffic benefit.

In the report, traffic conditions through 2030 are better with the project than without the project, but only from Stanley Blvd to Ruby Hill Drive. Traffic actually worsens meaningfully north of Stanley Blvd.

In addition, according to the report, there is very little difference in traffic conditions through 2030 on I-580. A couple interchanges get marginally better while other

interchanges see either no meaningful difference or worsen.

- I-87-3**
- Upgrading SR 84 to well serve the Livermore community without encouraging I-580 / I-680 regional connectivity traffic to use SR 84 has the following benefits.
- Livermore traffic to/from the South Bay that currently uses I-580 because of the traffic conditions of SR 84 would be able to utilize SR84, thereby removing traffic from I-580.
 - Even with an upgraded SR 84, even a little backup on a full-length improved SR 84 would encourage I-580 / I-680 connectivity traffic to start using local roads through Pleasanton. It is possible that even more such traffic than today could end up on local roads. The alternative I suggest would have no such impact.
 - In the evening, encouraging I-680 / I-580 connectivity traffic would just introduce another choke point on I-580 eastbound, thereby making the eastbound I-580 backup west of Airway Blvd worse than it is today. The partial widening alternative would have much less of an impact on I-580 in the evening commute.

The report did not take into account the potential negative impacts suggested above: Affect on local roads, and affect on I-580 west of Airway Blvd in the evening.

- I-87-4**
- In addition, the report did not try to address what effect the project might have on regional traffic to/from the San Joaquin Valley using Livermore local streets. People I know who travel to/from there want to get off of I-580 as soon as possible. For those I have talked to, this means using the First Street, Vasco Road, or even Greenville Road interchanges. People motivated to find alternatives to the freeway aren't going to bother with I-580 backups until they reach the Airway Blvd or proposed SR 84 / I-580 interchange.

Responses to Comment I-87

I-87-1

The traffic study included the I-580/Isabel Avenue Interchange Project as part of the No Build analysis. Therefore, it was assumed that the interchange project would be in place in future years with or without the SR 84 Expressway Widening Project. The analyses of future noise and air quality conditions also included the I-580/Isabel Avenue Interchange Project.

I-87-2 through I-87-4

The comment appears to suggest that the SR 84 Expressway Widening Project be built and the I-580/Isabel Avenue Interchange Project not be constructed. The Department does not consider this an acceptable alternative because the I-580/Isabel Avenue Interchange Project was part of the SR 84 Transfer Agreement between Caltrans and the City of Livermore. Furthermore, Airway Boulevard is considered a temporary connection to I-580 until the I-580/Isabel Avenue Interchange Project is constructed in approximately 2011.

A detailed traffic study was performed for the SR 84 Expressway Widening Project by Fehr & Peers and is available for review at the City of Livermore Planning Department. The traffic study included the I-580/Isabel Avenue Interchange Project as part of the No Build analysis. The study also included an extensive model area that included the I-580, I-680, and SR 84 corridors as well as the local street system within this Tri-Valley triangle area. The model addressed the SR 84 project's effects on regional traffic to and from the San Joaquin Valley using Livermore and Pleasanton streets.

Separate projects to improve congestion on I-580 and I-680 in the Tri-Valley area will be constructed before the SR 84 Expressway Widening Project. The I-580 and I-680 freeway corridors will continue to be the primary route for regional traffic. SR 84 will attract regional traffic that is currently using local streets in Pleasanton and Livermore, thereby improving local circulation.

Table 2.7-1 in the DED reports the level of service (LOS) for intersections within the project limits. The reported LOS for each intersection is the combined LOS for all legs of the intersection. In the case of the SR 84/Jack London Boulevard intersection, the poor operations would be largely due to heavy east-west traffic on Jack London Boulevard. Jack London Boulevard will be widened and extended to El Charro Road under a separate project. The SR 84 operations (north-south) will operate at acceptable levels (LOS D or better.)

Table 2.7-2 and the three bullet points after it (DED pages 2-31 and 2-32) compare operations on interchange ramps with and without the project. Most of the I-580 metered on-ramps experience improved operations except at Airway Boulevard and westbound Livermore Avenue, where there is a minor decrease in LOS that can be corrected by adjustments to the ramp metering rates. Within the study area, the proposed project would not cause any freeway mainline segments to deteriorate over the No Build scenario.

Comment I-88 Emily Shadish



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

Comment sheets may be deposited in the comment box tonight or mailed to:

California Department of Transportation (Caltrans)
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 Grand Avenue/Mail: PO Box 23660
Oakland, CA 94610

To view or obtain a copy of the
Environmental Document, visit
www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Emily Shadish Date: Nov. 7, 2007

Affiliation (if applicable): _____

Address: 4318 Campinia Place, Pleasanton, CA 94566

Comment/Question: I understand the project will be done in 3 stages. While there are/will be environmental impact reports for each stage, there should be one which studies the accumulative effects of the entire project. Giving the reports in piecemeal fashion is misleading.

I-88-1

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

Responses to Comment I-88

I-88-1

The three projects referenced in the comment are the Pigeon Pass Safety Project, I-580/Isabel Avenue Interchange Project, and SR 84 Expressway Widening Project. Each project will undergo a separate environmental evaluation process to address its specific

purpose and need. The Pigeon Pass Safety Project will improve safety on that segment of SR 84 and will be constructed first; the I-580/Isabel Avenue Interchange Project will complete the SR 84 transfer alignment and be constructed second; and the SR 84 Expressway Widening Project will upgrade the route to expressway standards. All projects will improve traffic operations over No Build conditions. The SR 84 Expressway Widening Project addresses the cumulative effect of all of these projects in Section 2.21.

Master Response GEN-4 discusses the history and public notification steps for the proposed project.

Comment I-89 Natarajan Shankar

November 10th, 2007

California Department of Transportation (Caltrans),
Office of Environmental Analysis,
Attn: Ed Pang, Senior Environmental Planner,
111 Grand Avenue/Mail: P O Box 23660,
Oakland, CA 94610

Dear Mr. Pang,

Ref: Request for Second Independent Analysis on Environmental report for Route 84 Expressway Widening Project

- I-89-1 [I am a Pleasanton resident and concerned parent and I wish to register my opposition to the proposed Route 84 Expressway Widening Project along Isabel Avenue.
I have seen and completely read the Environmental Impact document. I am very concerned about the Caltrans sponsored study of the impact upon on Traffic, Noise, Crime and Air quality.
- I-89-2 [In my view, the Caltrans sponsored study (versus our requested study by an independent third party agency) by a private consultant is:
1). Non objective and sets assumptions and conclusions to suit the final purpose of justifying the expansion, without more regard for concerns of directly affected citizens who live along Isabel avenue. The argument that the extension will not significantly affect quality of air, noise and life is based upon very a limited study of non directly affected homes.
- I-89-3 [2). Non comprehensive in nature and includes linear extrapolations of current data to project environmental conditions after the expansion is completed. It is my projection that Noise, Air Quality and Quality of Life will follow a non linear degrading model and the Caltrans models must be updated to reflect this.
- I-89-4 [3). Does not contain comprehensive Environmental, Noise and Air and Pollution related data collected from more directly affected residents whose homes line Isabel Avenue. A couple of data points that are presented in the report are not a conclusive argument. My home on Trebbiano Place is closer to Highway 84 than the home from which data was collected in support of the report. The new report must include data from directly affected homes that line Isabel Avenue.
- I-89-5 [4). Lack of a proposal and summary rejection for alternate road proposals, ones that lead away from Isabel Avenue and Ruby Hill, along the same general corridor.
- I-89-6 [5). There is no discussion or study of machined/ground asphalt for reduced noise, a longer sound wall, Reduced speed areas, Signaled intersections, or a discussion of how speed will eventually be regulated.
- I-89-7 [I request a new and second comprehensive Environmental Study be conducted by an independent third party with more comprehensive analysis of alternatives, projections based upon the newly collected data on the air/noise/crime quality of life along the expansion route, with more direct data relating to the residents impacted

Regards,



Natarajan Shankar
590 Trebbiano Place,
Pleasanton, CA 94566
(408) 888-3067

Responses to Comment I-89

I-89-1

The commenter's opposition to the project is noted.

I-89-2

See the response to Comment I-34-2. The analyses accounted for effects to residences directly adjacent to SR 84.

I-89-3

See the response to Comment I-34-3.

I-89-4

The comment appears to refer to Table 2.15-3, which lists 491 Trebbiano Place as a noise measurement location (Receiver ID 22). Noise data were collected at a number of residences along the project alignment, many of them directly adjacent to the roadway. The Noise Study Report (Wilson, Ihrig and Associates 2007; available for review at the City of Livermore Planning Department) includes aerial views of the measurement locations. Additional noise and traffic data were gathered in response to public comments, as described in Master Response GEN-2. The data do not change the DED's conclusion that the project would have no significant environmental effects.

I-89-5 through I-89-7

See the responses to Comments I-34-4 through I-34-7.

Comment I-90 Steve Shiromizu

Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

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Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 Grand Avenue/Mail: PO Box 23660
Oakland, CA 94610

To view or obtain a copy of the
Environmental Document, visit
www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Steve Shiromizu Date: 11-6-07

Affiliation (if applicable): _____

Address: 537 Cento Court Pleasanton Ca. 94566

Comment/Question: _____

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

November 6, 2007

Caltrans
Office of Environmental Analysis
111 Grand Ave/ P.O. Box 23660
Oakland, Ca 94610

Ed Pang,

I-90-1

I am writing to you regarding the HWY 84 widening project. I am a resident of Ruby Hill in Pleasanton. I am concerned about the additional noise and pollution that will be generated due to increase amount of vehicles using this road after it is widened to four lanes. The noise level is at or near the limit with the road in the present condition. I am in the process of getting a decibel meter to get a qualitative number for you. When traffic is at the speed limit or 50 miles per hour or better the tire and motor noise is loud. On Monday mornings at 6:30am the noise is tolerable due to the fact that all the traffic is at a stand still. The 60 to 75 cars creeping along adjacent to Ruby Hill to pigeon pass is not loud. On the weekends when the traffic is relatively light the speed of the cars and truck increase. I can really hear the individual cars traveling at high speed. I can only imagine what it is going to be like when all the cars are traveling at high speeds will sound like.

I-90-2

I am strongly advising that the speed is kept to 45 mph using one of those camera detectors which records the speed, the driver, license plate number and automatically sends the violator a ticket. Keeping the speed to 45 mph would greatly reduce the noise. I regularly ride my bike to work along Concannon Blvd between Isabel and Holmes though the four lane section the speed limit is 45 mph. The noise level seems tolerable in that area although I do not live there. They have a cinder block sound wall to bounce the sound away. A sound wall all the way along Isabel to Pigeon Pass road would help reduce the noise in our circumstance as well. Landscaping between the two lands would also be much more appealing than a concrete barrier. I have read portions of the Caltrans report and I would like to know what we need to do to get our requests heard. Thank you for reading my letter.

Sincerely



Steve Shiromizu

537 Cento Court
Pleasanton, Ca
94566
925-699-6064

Responses to Comment I-90

I-90-1

The commenter's concerns are noted. According to the noise study, existing noise levels at a property on the same street (Table 2.15-3, Receiver ID 21) are 55 dBA and are expected to increase to 61 dBA in 2030 with the project. Since the noise levels do not approach or exceed 67 dBA or increase noise levels by 12 dBA, noise abatement is not required. Rubberized asphalt concrete pavement will be used throughout the project limits to reduce tire noise, and other methods to reduce noise levels along SR 84 will be considered during the final project design phase. Additional public outreach will be

conducted during the final design and construction phases to share updated project information with the public.

The increase in overall traffic on SR 84 will result in slight increases in levels of carbon monoxide and other pollutants, but the levels would not exceed any standards established to protect human health (see Master Response AIR-1).

I-90-2

The speed limit on SR 84 will remain at 50 mph in accordance with State law, as discussed in Master Response TR-3. Options for monitoring and enforcing speed will be considered during the final project design phase.

Soundwalls are not included in the project for the reasons described in Master Response NOI-1.

A concrete median barrier is proposed for motorist safety. See Master Response VIS-2 for additional discussion.

The Department has read and responded to all comments, and each comment and response is printed in the FED.

Comment I-91 Kara Simone



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

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Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 Grand Avenue/Mail: PO Box 23660
Oakland, CA 94610

To view or obtain a copy of the Environmental Document, visit www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Kara Simone Date: 10/30/07

Affiliation (if applicable): none

Address: 2694 Casalino Ct Pleasanton, CA 94566

I-91-1

Comment/Question: Currently there are NO crosswalks across Vineyard Ave to serve Ruby Hill and Prima in Livermore to cross Hwy 84 + Vineyard. I frequently see adults + children cross this road without pedestrian lights or crosswalks. You can not make it across if anyone turns left from the center onto 84. Both directions are dangerous + crosswalks are needed on Both sides. Please put these in prior to the 84 widening project. They are needed now. Drives go very fast on both of these roads. Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

Responses to Comment I-91

I-91-1

The project will provide crosswalks at the SR 84/Vineyard Avenue intersection. The Isabel Trail will also be extended from Alden Lane to Vineyard Avenue to provide access

to Livermore residents. The request to install crosswalks at the existing intersection has been referred to City of Livermore staff for consideration.

Comment I-92 Deepa Singamsetti



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

Comment sheets may be deposited in the comment box tonight or mailed to:

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Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 Grand Avenue/Mail: PO Box 23660
Oakland, CA 94610

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Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Deepa Singamsetti Date: 11/7/07

Affiliation (if applicable): Ruby Hill Resident

Address: 491 Trebbiano Pl Pleasanton CA 94566

Comment/Question: Please make provisions to ① install proper ^{sound} barriers along side all of Ruby Hill adjacent to Rte 84 (the last time anyone did sound testing it was too windy!) - the noise is already really bad - we are very scared of how it will be once road is widened.

I-92-1

② have a median w/trees + shrubbery instead of concrete

③ reduce speed limit to 40 mph

④ ↑ landscaping to help reduce noise levels + to absorb extra CO₂ - we really don't all want to get sick not here from pollution.

Deepa Singamsetti Please continue on back if necessary: (925) 913-0418

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

Responses to Comment I-92

I-92-1

No residences at Ruby Hill would have noise levels that exceed the noise abatement criteria for consideration of soundwalls, and therefore none were included in the project (see Master Response NOI-1). The noise evaluation included all potentially sensitive land uses along the corridor.

For an explanation of why a concrete safety barrier is proposed, see Master Response VIS-2. As described in Master Response TR-3, the speed limit on SR 84 will remain at 50 mph in accordance with State law.

Landscaping will be included in the project but is not considered a noise abatement measure (see Master Response VIS-1). The presence of landscaping along the roadway could theoretically help to absorb carbon dioxide from vehicles, although the reduction is likely minimal.

Comment I-93 Cindi Stephenson



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

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Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 Grand Avenue/Mail: PO Box 23660
Oakland, CA 94610

To view or obtain a copy of the
Environmental Document, visit
www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Cindi Stephenson Date: 11.4.07

Affiliation (if applicable): Ruby Hill Resident

Address: 3375 Camillo Court, Pleasanton

Comment/Question: I agree with the needed widening of 84 but please do it properly. Adequate landscaping in the median and roadside areas serve very useful purposes for those driving on 84 and those living near 84. Also, sound barriers need to be installed near all affected neighborhoods - 84 is already very noisy - it will only get worse. Finally, reduce the speed limit
Please continue on back if necessary.

I-93-1

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

i-93-1,
Cont.

on ~~to~~ SR 84 near the more populated areas
ie. around Ruby Hill. It is already
dangerous to pull out ~~or~~ in the Ruby
Hill East drive with people flying past
and the noise level is also a concern.
I think the cost of these enhancements
is easily justified considering the 700+
residents effected in Ruby Hill not to
mention the other homes in the area.

Responses to Comment I-93

I-93-1

The commenter's support for the project is noted.

Landscaping will be included in the project, but a concrete median barrier will be used for motorist safety instead of a landscaped median (see Master Response VIS-2).

No residences along the project limits would have noise levels that exceed the noise abatement criteria for consideration of soundwalls, and therefore none were included in the project (see Master Response NOI-1). Section 2.15.2.2 describes the criteria for consideration of noise abatement.

The speed limit on SR 84 will remain at 50 mph in accordance with State law, as discussed in Master Response TR-3.

Comment I-94 Janet Stolowitz



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

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Oakland, CA 94610

To view or obtain a copy of the Environmental Document, visit www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Janet Stolowitz Date: 10-30-07

Affiliation (if applicable): Ruby Hill

Address: 590 Montari Ct, Pleasanton, 94566

Comment/Question: My home backs directly against the perimeter iron railing fence. Every morning the volume of noise coming through windows starts increasing from 6am until it's a constant loud rumble until past 9am. It would be very beneficial to have a "green" soundwall - evergreen trees. They not only absorb sound, they will mitigate the pollution. Especially if they are planted

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

I-94-1,
Cont.

in a zigzag pattern, close together. They also help with erosion. What would truly be "green" is to extend the recycled water line from the walking trail by Concannon to support irrigation of new green zones. Additionally, I think the trucks should be prohibited from using compression braking & there should be "rubberized" asphalt. All these items would help with the noise. My husband & I are very concerned with the effects on our property value due to noise & air pollution.

Responses to Comment I-94

I-94-1

The use of coniferous trees and continued use of recycled water for irrigation will be addressed in the landscape design for the project. Public and agency input will be sought during development of the final landscaping plans.

The existing recycled water irrigation system will be maintained along the Isabel Trail.

Signage to deter use of compression braking will be considered during the final project design phase. Rubberized asphalt pavement will be used throughout the project limits.

See Master Response GEN-3 in regard to property value effects.

Comment I-95 Donald Sweeney

ACTIA LIVERMORE CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD

California Dept of Transportation
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 grand Ave/Mail: PO Box 23660
Oakland, Ca 94610

Name: Donald Sweeney Date: 11-8-07

Signature: *Donald Sweeney*

Address: 1568 Aria Court, Livermore, CA 94550

Comment/Question:

- 1. Why can't you leave the Quarry mining access solely to Stanley Blvd, which is not a residential area? Please explain why an access must be provided on 84 and why it is best at Concannon & 84
- 2. I believe it is imperative to provide trees and dense high foliage to the multi-use path along 84 to provide privacy, absorb carbon dioxide and screen the unsightly highway for community bikers, joggers, etc
- 3. Have you explored alternatives to the proposed realignment of the multi-use path during construction, estimated for 2010!!! Please provide us some alternatives.
- 4. What can be done to minimize the projected increase in noise for homeowners on Aria Ct, Cascata Ct & Tourmaline Ct? Please offer some suggestions.
- 5. Where will the 3.2 acres of vineyards being removed to move 84 at Vallecitos be replaced or replanted?
- 6. When and how often will you assess changes to turn signals at 84/Concannon to minimize delays on Concannon. (e.g. - early mornings)
- 7. What can be done about the increased dirt, dust and pollution that will invade our homes as a result of the projected traffic increases?

Responses to Comment I-95

I-95-1 through I-95-7

See the responses to Comments I-07-1 through I-07-7.

Comment I-96 Mary Sweeney

ACTIA

LIVERMORE

CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD

California Dept of Transportation
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 grand Ave/Mail: PO Box 23660
Oakland, Ca 94610

Name: Mary Sweeney Date: 11/8/07

Signature: Mary Sweeney

Address: 1568 Aria Court, Livermore CA 94550

Comment/Question:

- I-96-1 1. Why can't you leave the Quarry mining access solely to Stanley Blvd, which is not a residential area? Please explain why an access must be provided on 84 and why it is best at Concannon & 84
- I-96-2 2. I believe it is imperative to provide trees and dense high foliage to the multi-use path along 84 to provide privacy, absorb carbon dioxide and screen the unsightly highway for community bikers, joggers, etc
- I-96-3 3. Have you explored alternatives to the proposed realignment of the multi-use path during construction, estimated for 2010!!! Please provide us some alternatives.
- I-96-4 4. What can be done to minimize the projected increase in noise for homeowners on Aria Ct, Cascata Ct & Tourmaline Ct? Please offer some suggestions.
- I-96-5 5. Where will the 3.2 acres of vineyards being removed to move 84 at Vallecitos be replaced or replanted?
- I-96-6 6. When and how often will you assess changes to turn signals at 84/Concannon to minimize delays on Concannon. (e.g. - early mornings)
- I-96-7 7. What can be done about the increased dirt, dust and pollution that will invade our homes as a result of the projected traffic increases?

Responses to Comment I-96

I-96-1 through I-96-7

See the responses to Comments I-07-1 through I-07-7.

Comment I-97 Nancy and Daniel Tietjen

ACTIA LIVERMORE CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD

California Dept of Transportation
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 grand Ave/Mail: PO Box 23660
Oakland, Ca 94610

To view or obtain a copy of the Environmental Document, visit:
www.dot.ca.gov/dist4/envdoc.htm

Please submit comments by the close of the comment period, Thursday November 15, 2007

Name: Nancy & Daniel Tietjen Date: 11/08/07

Affiliation (if applicable): _____

Address: 1660 Prima Drive

Comment/Question:

- I-97-1 **1. Why can't you leave the Quarry mining access solely to Stanley Blvd, which is not a residential area? Please explain why an access must be provided on 84 and why it is best at Concannon & 84**
- I-97-2 **2. I believe it is imperative to provide trees and dense high foliage to the multi-use path along 84 to provide privacy, absorb carbon dioxide and screen the unsightly highway for community bikers, joggers, etc**
- I-97-3 **3. Have you explored alternatives to the proposed realignment of the multi-use path during construction, estimated for 2010!!! Please provide us some alternatives.**
- I-97-4 **4. What can be done to minimize the projected increase in noise for homeowners on Aria Ct, Cascata Ct & Tourmaline Ct. Please offer some suggestions.**
- I-97-5 **5. Where will the 3.2 acres of vineyards being removed to move 84 at Vallecitos be replaced or replanted?**
- I-97-6 **6. When and how often will you assess changes to turn signals at 84/Concannon to minimize delays on Concannon. (e.g. - early mornings)**
- I-97-7 **7. What can be done about the increased dirt, dust and pollution that will invade our homes as a result of the projected traffic increases?**

For more information, contact Brigetta Smith, Caltrans at 510-286-5820 or Arthur Dao, ACTIA at 510-267-6104

Responses to Comment I-97

I-97-1 through I-97-7

See the responses to Comments I-07-1 through I-07-7.

Comment I-98 Gayle and James Travis



Public Information Meeting
Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

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Oakland, CA 94610

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Environmental Document, visit
www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Jim Travis + Gayle Travis Date: 11/02/07

Affiliation (if applicable): _____

Address: 551 Trebbiano Pl. Pleasanton, CA 94566

I-98-1

Comment/Question: I believe any increase in traffic along Isabel or Hwy 84 will need to be accompanied by appropriate steps to insure our expectation of a peaceful home environment & value not be mitigated. All consideration for safety, sound, attractiveness, and consistency with nearby road improvements should be maintained.

J.V. Travis 11/2/07
goravis 11/2/07
Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

Responses to Comment I-98

I-98-1

The comment is noted.

Comment I-99 Louann Tung

16 Rockrose Street
Livermore CA 94551-3964

November 13, 2007

Caltrans District 4
Office of Environmental Analysis
Attn: Ed Pang
111 Grand Avenue
Oakland CA 94610

Dear Mr. Pang

I sincerely request that a full EIR be done on the 84 widening project and that the comment period be extended. Here are my concerns that have not been addressed in the environmental assessment that has been prepared and presented to the public.

I-99-1

Currently, 84 from Jack London south to 680 is two lanes. The proposal will increase the section north of Stanley to 6 lanes and add the new interchange at 580. At the Oct. 30th meeting, it was stated that the new interchange was designed to **encourage truck traffic to take the 84 cut-through to 680 rather than taking the 580/680 interchange**. In addition, the section of 84 east of Pigeon Pass will remain two lanes because of environmental issues. The already clogged commute through Pigeon Pass will certainly become worse and more dangerous with added semi-truck traffic. In addition, that blockage with the 'inviting' 6 lane section will encourage even more traffic to cut-through Pleasanton and onto Stanley. There are already accidents at the Isabel intersections with Jack London and with Concannon. Now mix in multiple lanes, traffic lights and more semi-trucks, and the accidents will certainly increase. On Oct. 30th, Caltrans said that the signals will be timed to minimize the impact of the multiple lanes. However, heavy trucks with longer acceleration and deceleration times cannot have the same perfect timing as cars. The noise and pollution from the increased car and truck traffic 'encouraged' to avoid the 680 interchange will certainly be significant. I disagree with the conclusions in your environmental assessment and **request that a full EIR be done to study these issues in more detail**. These highway funds should be spent on improving the 580/680 interchange and not encourage truck traffic next to residential neighborhoods.

I-99-2

I-99-3

Sincerely,



Louann Tung

Responses to Comment I-99

I-99-1 through I-99-3

See the responses to Comments I-25-1 through I-25-3.

Comment I-100 Steve and Allyson Verbinski

ACTIA

LIVERMORE

CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD

California Dept of Transportation
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 grand Ave/Mail: PO Box 23660
Oakland, Ca 94610

To view or obtain a copy of the Environmental Document, visit:
www.dot.ca.gov/dist4/envdoc.htm

Please submit comments by the close of the comment period, Thursday November 15, 2007

Name: Steve & Allyson Verbinski Date: 11/9/07

Affiliation (if applicable): _____

Address: 32 Alden Lane Livermore

Comment/Question:

I-100-1

1. Why can't you leave the Quarry mining access solely to Stanley Blvd, which is not a residential area? Please explain why an access must be provided on 84 and why it is best at Concannon & 84

I-100-2

2. I believe it is imperative to provide trees and dense high foliage to the multi-use path along 84 to provide privacy, absorb carbon dioxide and screen the unsightly highway for community bikers, joggers, etc

I-100-3

3. Have you explored alternatives to the proposed realignment of the multi-use path during construction, estimated for 2010!! Please provide us some alternatives.

I-100-4

4. What can be done to minimize the projected increase in noise for homeowners on Aria Ct, Cascita Ct & Tourmaline Ct. Please offer some suggestions.

I-100-5

5. Where will the 3.2 acres of vineyards being removed to move 84 at Vallecitos be replaced or replanted?

I-100-6

6. When and how often will you assess changes to turn signals at 84/Concannon to minimize delays on Concannon. (e.g. - early mornings)

I-100-7

7. What can be done about the increased dirt, dust and pollution that will invade our homes as a result of the projected traffic increases?

For more information, contact Brigetta Smith, Caltrans at 510-286-5820 or Arthur Dao, ACTIA at 510-267-6104

ACTIA LIVERMORE CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD, Continued

- I-100-8 **8. Have you thought about making the route a passenger vehicle route only?**
- I-100-9 **9. What thought has been put in for those that will lose value on their homes?**
- I-100-10 **10. Has there been thought to enhance or give an allowance to enhance the sound proof windows to those who back up to the 84?**
- I-100-11 **11. Has a full environmental impact study been performed?**
- I-100-12 **12. What is the timetable for funding for this project?**
- I-100-13 **13. Why not upgrade the 580, which was designed to handle this type of traffic?**
- I-100-14 **14. What kind of sound reducing landscaping or allowance is going to be provided to those that back up to the 84?**
- I-100-15 **15. The impact of this highway seems to be under estimated and rushed. My thoughts are that this was passed under the radar for a reason.**

Responses to Comment I-100

I-100-1 through I-100-15

See the responses to Comments I-07-1 through I-07-15.

Comment I-101 Bill Vierra

November 13, 2007

Cit

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ACTIA

Ed Pang
Senior Environmental Planner
Office of Environmental Analysis
California Department of Transportation (CalTrans),
111 Grand Avenue
Oakland, CA 94610

**RE: District 4, EA 297600
Initial Study with Proposed Negative Declaration/Environmental
Assessment - Route 84 Expressway Widening Project**

Dear Mr. Pang,

- I-101-1 [I am writing both as a Pleasanton resident and member of a larger group of citizens, to register opposition to the quality of the Environmental Assessment Report, and further question the legality of proceeding with this project under a Negative Declaration. Given the extent of this proposed widening, I (we) argue this project does not qualify for a Negative Declaration and absolutely requires further study under a full and comprehensive Environmental Impact Report. As it relates to the current Environmental Assessment, we respectfully request the comment period be extended for a minimum of ninety (90) days beyond November 15, 2007.
- I-101-2 [
- I-101-3 [I have read the Environmental Assessment document and object, in part, to some specific base line assumptions, and thus their conclusion related to cumulative impacts. I object to the quality of the existing report and with a conclusion that deems the project having little to no adverse impacts. It appears the conclusions reached in the current assessment; that of minimal to non-existent impact to Air quality, Noise, and Property values, is based upon a limited study that only serves to support predetermined objectives.
- I-101-4 [A complete Environmental Impact Report is required and must be considerate of the following:
1) Unbiased, objective and comprehensive. An EIR must be based upon assumptions and conclusions not to suit the final purpose of justifying the expansion, but to completely evaluate the safety, traffic, air quality and quality of life for the community and citizens residing within the project area. Any argument that the proposed project will not significantly and adversely affect qualities of air, noise and life cannot be supported by the findings contained within the limits of the current assessment document.
- I-101-5 [2) More complete as to the project alternates. The current environmental assessment contemplates an improper segmentation or "piece meal" of the full project. It fails to fully recognize all sources for current funding, and lacks detail on any future projects [and funding] referenced as subsequent or required improvements and/or mitigation phases. Further, under the current assessment, required mitigation measures that are potentially omitted under a costs-based justification, appear to be considered without proper evaluation under any alternative scenario studies. Under CEQA, a complete EIR requires that any and all alternatives being considered must be studied.

= - 77 22

I-101-6 [3) The EIR must be accurate in nature as the current assessment relies on linear extrapolations of flawed base line data as the basis in calculating projected post-completion environmental conditions. It can also be argued that Noise, Air Quality and Quality of Life will follow a non-linear degrading model and the project proponent's model must undertake more complete studies to prove their projections. There is also insufficient detail on the cumulative affect of greenhouse gas emissions that will be a direct result of the project. In addition, it should be clearly noted this is a semi-rural "gateway" to our community. As such, the visual impact resulting from the project is significant and the current assessment lacks sufficient detail as to specific mitigation measures, ie, landscape enhancements, alternatives to solid concrete medians, etc. Other potential mitigation alternatives, such as the prohibition against all heavy truck traffic, slower vehicle speeds, enhanced sound walls and increased plantings, etc, were omitted and should be evaluated under an EIR.

I-101-7 [4) I strongly suggest more accurate base line data needs to be collected along the regional connecting streets and homes within proximity of the project. Any resident in the vicinity of this project will be affected, and the magnitudes of the impact need to be accurately and completely divulged by comprehensive projection models and analysis. The negative economic implications resulting from this expansion also need to be reconsidered for residential properties that are in close proximity to the project.

I-101-8 [As a policy matter, the Cities of Livermore and Pleasanton need to seriously consider the perception [or lack thereof] that a stripped-down version of state highway will portray to commuters traversing through our city. This is our "front door" and I am eminently certain that more attention to the aesthetic details of comprehensive visual enhancements will help offset some of the negative impact and perhaps yield slightly greater benefit to our communities.

Respectfully,



Bill Vierra

billvierra@att.net
925-285-2132

cc: ACTIA ✓
City of Livermore
County of Alameda, District 1

Responses to Comment I-101

I-101-1

The DED, an Initial Study with Proposed Negative Declaration/Environmental Assessment, is the appropriate level of environmental documentation. In light of the whole record, there is no substantial evidence that the project would significantly impact the environment.

I-101-2

In response to the strong interest in the project and public concerns raised, the public comment period was extended to December 28, 2007, to provide additional opportunity

for public comment (a total of 74 days—more than twice the comment period required by CEQA and NEPA for an Initial Study/Environmental Assessment).

I-101-3

The determination that the proposed project would not have significant environmental effects was based on a detailed and comprehensive review of each technical study area. Environmental studies for the proposed project began in January 2005 and included preparation of the 15 technical reports listed in Chapter 7 of the DED. These studies were prepared by consultant experts in each subject and were reviewed by experienced Caltrans environmental or engineering staff prior to the studies being approved and finalized for reference and inclusion in the DED. It is important to note that the same technical studies are prepared whether the ultimate environmental document is an Initial Study/Environmental Assessment or an EIS/EIR. Moreover, the impact determinations discussed in the DED were based on the findings of the technical studies; the technical studies were not prepared to support predetermined objectives as suggested.

The DED analyzed potential effects to air quality, traffic, and other resources in accordance with CEQA standards of significance, which are included verbatim in Appendix D. The project's potential effects on air quality and noise were evaluated in accordance with State and Federal standards. Additional information about changes in truck traffic and noise levels has been included in the FED in response to public comments. See Master Response GEN-2 regarding the additional information and a detailed explanation of the DED's impact determinations.

The DED does not conclude that the project would have “minimal to nonexistent” impacts on air quality and noise, as the comment states. Potential impacts to air quality and noise are discussed in DED Sections 2.14.3 and 2.15.3, respectively.

Property value effects related to the project are difficult to address without additional detail. No information or data are included in comment regarding the potential for property values to change as a result of the project. See Master Response GEN-3 for additional discussion of property value effects.

I-101-4

See the response to Comment I-101-3. As stated in Master Response GEN-2, the Initial Study/Environmental Assessment level of documentation instead of an Environmental Impact Report was based on the technical studies' findings that no significant impacts would result, or that impacts would be avoided.

The project's potential effects on air quality and noise were evaluated by qualified consultants in accordance with State and Federal standards. Quality of life is an intangible factor that cannot be measured in the same way as other physical changes to the environment, as discussed in Master Response GEN-5.

For more information about the basis for the impact significance determinations presented in this document, see Table D-1 in Appendix D.

I-101-5

The DED does not, as the comment states, improperly segment the project. As discussed in Master Response GEN-6, the project by itself has logical termini, independent utility, and adequate length for consideration of alternatives.

The project includes a mixture of local, State, and Federal funds, which are identified in Section 1.4.1.7 of the FED.

The statement that the DED lacks detail on future projects and funding referenced as subsequent or required improvements and/or mitigation measures is general and non-specific.

The comment that required mitigation measures that are potentially omitted under a costs-based justification appear to be considered without proper evaluation under any alternative scenario studies is confusing and difficult to address. The only project mitigation measures for which cost is a factor relate to noise abatement, as discussed in Section 2.15.4. For more information on noise abatement, see Master Response NOI-1.

See Master Response GEN-1 in regard to the range of alternatives analyzed in the DED.

I-101-6

The comment that the DED relies on linear extrapolations of flawed baseline data to project future environmental conditions and that noise, air quality, and quality-of-life effects will follow a nonlinear degrading model does not specify what aspects of the baseline data are being questioned. As stated in the response to Comment I-101-3, the project's potential effects on air quality and noise were evaluated in accordance with State and Federal standards.

Project-related air quality changes were modeled using CALINE4 (CALifornia LINE Source Dispersion Model, version 4) 1.31, the standard Caltrans modeling program used to assess the dispersion of air pollutants near transportation facilities. The methods used for the analysis are reported in detail in the Air Quality Analysis (Baseline Environmental

Consulting 2008). CALINE4 is a nonlinear model that predicts worst-case concentrations of pollutants based on future maximum levels of traffic and maximum exposure of the nearest potentially impacted sensitive location. The worst-case levels were added to maximum measured background levels. The results showed levels well below applicable air quality standards, which were the basis for the conclusion that the project would have a less-than-significant impact.

Future noise levels were predicted in accordance with the Caltrans Traffic Noise Analysis Protocol (Caltrans 2006) using the FHWA's Traffic Noise Model version 2.5. The overall procedure consists of developing a computer model of existing conditions, calibrating the model with field measurements, and modifying the model based on the proposed project changes to calculate expected future noise levels. The FHWA model is also nonlinear and accounts for site-specific conditions including terrain, existing barriers, and surface conditions. The model and the techniques used in the noise study have been developed over decades of use and refinement. The model's accuracy is tested during the study by comparing predicted levels at measured locations with modeled outputs, and, if necessary, calibration factors are used to ensure that the levels are accurate. Maximum future traffic levels (including maximum future truck traffic) are then applied in the model to predict future worst-case noise levels. The methods used for the analysis are reported in detail in the Noise Study Report (Wilson, Ihrig and Associates 2007).

The evaluations were conducted by qualified consultants and reviewed by Caltrans environmental or engineering staff. Additional noise data have been collected as discussed in Master Response GEN-2. Quality of life is an intangible factor that cannot be modeled (see Master Response GEN-5).

Cumulative effects of the project's GHG emissions are discussed in Section 2.22. As described in the response to Comment B-01-8, no regulatory or legislative standards have established methodology or criteria for GHG emission impact analysis.

The commenter notes that the project area is a semi-rural gateway to the community, and the project could have a significant visual impact. The DED's determination that the project's visual impacts would be less than significant was based on the CEQA standards of significance (see Appendix D, under the heading "Aesthetics") and the detailed discussion of that determination in Section 2.8 and the Visual Resources Impact Report (Haygood and Associates 2007). Landscaping and replanting will be included in the project, as stated in the DED, including conceptual landscaping treatment. The specific layout and design of landscaping (at a level of detail suitable for contractor bidding) will

be specified in detail during the design phase and will include public involvement/input. The landscape design will be subject to maintenance agreements between Caltrans, ACTIA, and the City of Livermore, which are also developed during the final design phase. The reasons concrete median barriers are proposed instead of other median alternatives are discussed in Master Response VIS-2.

Prohibition of heavy trucks would not constitute mitigation but could be pursued independently, as discussed in Master Response TR-1. Master Response TR-3 discusses the 50 mph speed limit on SR 84. Soundwalls and landscaping are addressed in Master Responses NOI-1 and VIS-1, respectively.

I-101-7

The noise study for the project was conducted in accordance with State and Federal guidelines. A copy of the report is available for review at City of Livermore offices (contact Mike Mikasa). In December 2007, additional measurements were collected to determine if noise levels changed since the original noise analysis was conducted. The new noise level data showed minimal differences from 2005 levels, ranging from a decrease of 1.4 dBA to an increase of 0.8 dBA. These data were determined to not affect the conclusions of the original analysis. This information has been added to Sections 2.15.2.1 and 2.15.3.1 of the FED. Additional data collected for the FED in response to public comments are described in Master Response GEN-2.

See Master Response GEN-3 regarding the economic implications of the project for residential properties.

I-101-8

See the Response to Comment I-101-6.

Comment I-102 Carol Waksdal



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

Comment sheets may be deposited in the comment box tonight or mailed to:

California Department of Transportation (Caltrans)
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 Grand Avenue/Mail: PO Box 23660
Oakland, CA 94610

To view or obtain a copy of the Environmental Document, visit www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Carol Waksdal Date: 10-30-07

Affiliation (if applicable): Ruby Hill resident

Address: 535 Mantori Ct

Comment/Question: Area D-D

I-102-1

Plant a wall of trees from in the D-D area just beyond the proposed sound wall by the Community Center Park and ~~along~~ where the second sound wall on Vallecitos begins ending at Ruby Hill Drive. (Area of "Premia" homes that border Isabel)

Spoke with Michele A Bellows, PE
Need to speak with Art Doe

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

Responses to Comment I-102

I-102-1

A separate landscape project is proposed that will install highway planting for the roadway widening project. See Master Response VIS-1 for details about landscaping in the project area.

See Master Response TR-1 regarding truck restrictions on SR 84.

Comment I-103 Jimmy and Carol Waksdal



Public Information Meeting

Tuesday, October 30, 2007

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Oakland, CA 94610

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Environmental Document, visit
www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Jimmy Waksdal & Carol A. Waksdal Date: 11-3-07

Affiliation (if applicable): Ruby Hill

Address: 535 Montori Ct Pleasanton 94566

Comment/Question: _____

No trucks on 84!! - No sound barriers or trees will lessen pollution, noise nor deterioration to our community, and our property values!

I-103-1

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

Responses to Comment I-103

I-103-1

See Master Response TR-1 regarding restriction of trucks on SR 84.

Comment I-104 Rick Werner



Public Information Meeting

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Oakland, CA 94610

To view or obtain a copy of the
Environmental Document, visit
www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Rick Werner Date: 10/30/07

Affiliation (if applicable): _____

Address: 878 Torino Street, Livermore CA 94551

Comment/Question: _____

Limit Local Truck Traffic, No through
Truck traffic should be allowed,

I-104-1

PLANT Trees (Redwood) not trees that
are small.

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or
Arthur L. Dao, ACTIA at (510) 267-6104.

Responses to Comment I-104

I-104-1

See Master Response TR-1 regarding restriction of trucks on SR 84 and Master Response VIS-1 regarding landscape improvements.

Comment I-105 Madeleine White

ACTIA LIVERMORE CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD

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Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 grand Ave/Mail: PO Box 23660
Oakland, Ca 94610

To view or obtain a copy of the Environmental Document, visit:
www.dot.ca.gov/dist4/envdoc.htm

Please submit comments by the close of the comment period, Thursday November 15, 2007

Name: Madeleine White Date: Nov. 9, 2007
Affiliation (if applicable): (Resident)
Address: 1768 Vetta Drive, Livermore, CA 94550

Comment/Question:

- I-105-1 **1. Why can't you leave the Quarry mining access solely to Stanley Blvd, which is not a residential area? Please explain why an access must be provided on 84 and why it is best at Concannon & 84**
- I-105-2 **2. I believe it is imperative to provide trees and dense high foliage to the multi-use path along 84 to provide privacy, absorb carbon dioxide and screen the unsightly highway for community bikers, joggers, etc**
- I-105-3 **3. Have you explored alternatives to the proposed realignment of the multi-use path during construction, estimated for 2010!!! Please provide us some alternatives.**
- I-105-4 **4. What can be done to minimize the projected increase in noise for homeowners on Aria Ct, Cascata Ct & Tourmaline Ct. Please offer some suggestions.**
- I-105-5 **5. Where will the 3.2 acres of vineyards being removed to move 84 at Vallecitos be replaced or replanted?**
- I-105-6 **6. When and how often will you assess changes to turn signals at 84/Concannon to minimize delays on Concannon. (e.g. - early mornings)**
- I-105-7 **7. What can be done about the increased dirt, dust and pollution that will invade our homes as a result of the projected increase in traffic?**

For more information, contact Brigetta Smith, Caltrans at 510-286-5820 or Arthur Dao, ACTIA at 510-267-6104

Responses to Comment I-105

I-105-1 through I-105-7

See the responses to Comments I-07-1 through I-07-7.

Comment I-106 Cindy and Gene Williams

ACTIA

LIVERMORE

CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD

California Dept of Transportation
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 grand Ave/Mail: PO Box 23660
Oakland, Ca 94610

To view or obtain a copy of the Environmental Document, visit:
www.dot.ca.gov/dist4/envdoc.htm

Please submit comments by the close of the comment period, Thursday November 15, 2007

Name: Cindy and Gene Williams Date: November 9th
Affiliation (if applicable): _____

Address: 89 Terra Way., Livermore, CA 94550

Comment/Question:

- I-106-1 **1. Why can't you leave the Quarry mining access solely to Stanley Blvd, which is not a residential area? Please explain why an access must be provided on 84 and why it is best at Concannon & 84. The fact of adding traffic to this area is not very good planning.**
- I-106-2 **2. I believe it is imperative to provide trees and dense high foliage to the multi-use path along 84 to provide privacy, absorb carbon dioxide and screen the unsightly highway for community bikers, joggers, etc**
- I-106-3 **3. Have you explored alternatives to the proposed realignment of the multi-use path during construction, estimated for 2010!!! Please provide us some alternatives. This shows a lack of planning.**
- I-106-4 **4. What can be done to minimize the projected increase in noise for homeowners on Aria Ct, Cascata Ct & Tourmaline Ct. Please offer some suggestions.**
- I-106-5 **5. Where will the 3.2 acres of vineyards being removed to move 84 at Vallecitos be replaced or replanted?**
- I-106-6 **6. When and how often will you assess changes to turn signals at 84/Concannon to minimize delays on Concannon. (e.g. - early mornings)**
- I-106-7 **7. What can be done about the increased dirt, dust and pollution that will invade our homes as a result of the projected traffic increases?**

For more information, contact Brigetta Smith, Caltrans at 510-286-5820 or Arthur Dao, ACTIA at 510-267-6104

ACTIA LIVERMORE CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD, Continued

I-106-8	8. Have you thought about making the route a passenger vehicle route only?
I-106-9	9. What thought has been put in for those that will lose value on their homes?
I-106-10	10. Has there been thought to enhance or give an allowance to enhance the sound proof windows to those who back up to the 84?
I-106-11	11. Has a full environmental impact study been performed?
I-106-12	12. What is the timetable for funding for this project?
I-106-13	13. Why not upgrade the 580, which was designed to handle this type of traffic?
I-106-14	14. What kind of sound reducing landscaping or allowance is going to be provided to those that back up to the 84?
I-106-15	15. The impact of this highway seems to be under estimated and rushed. My thoughts are that this was passed under the radar for a reason.

Responses to Comment I-106

I-106-1 through I-106-15

See the responses to Comments I-07-1 through I-07-15.

Comment I-107 Jim and Betsy Wilson

2007/11/9 MAIL

ACTIA LIVERMORE CALTRANS
ROUTE 84 EXPRESSWAY WIDENING PROJECT
COMMENT CARD

To view or obtain a copy of the Environmental Document, visit:

www.dot.ca.gov/dist4/envdoc.htm

California Dept of Transportation

Office of Environmental Analysis

Attn: Ed Pang, Senior Environmental Planner

111 grand Ave/Mail: PO Box 23660

Oakland, Ca 94610

Please submit comments by the close of the comment period, Thursday November 15, 2007

Name: Jim + Betsy Wilson Date: 11/9/07

Affiliation (if applicable): _____

Address: 1823 Vetta Drive, Livermore CA 94550

Comment/Question:

- I-107-1 [1. Why can't you leave the Quarry mining access solely to Stanley Blvd, which is not a residential area? Please explain why an access must be provided on 84 and why it is best at Concannon & 84
- I-107-2 [2. I believe it is imperative to provide trees and dense high foliage to the multi-use path along 84 to provide privacy, absorb carbon dioxide and screen the unsightly highway for community bikers, joggers, etc
- I-107-3 [3. Have you explored alternatives to the proposed realignment of the multi-use path during construction, estimated for 2010!!! Please provide us some alternatives.
- I-107-4 [4. What can be done to minimize the projected increase in noise for homeowners on Aria Ct, Cascita Ct, Vetta Dr, & Tourmaline Ct. Please offer some suggestions.
- I-107-5 [5. Where will the 3.2 acres of vineyards being removed to move 84 at Vallecitos be replaced or replanted?
- I-107-6 [6. When and how often will you assess changes to turn signals at 84/Concannon to minimize delays on Concannon. (e.g. - early mornings)
- I-107-7 [7. What can be done about the increased dirt, dust and pollution that will invade our homes as a result of the projected traffic increases?

http://us.f822.mail.yahoo.com/ym/ShowLetter?box=Inbox&MsgId=3336_9143184_56991... 11/9/2007

Responses to Comment I-107

I-107-1 through 7

See the responses to Comments I-07-1 through I-07-7. The response to Comment I-07-4 also applies to Vetta Drive.

Comment I-108 Eric Wood



Public Information Meeting

Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

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Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 Grand Avenue/Mail: PO Box 23660
Oakland, CA 94610

To view or obtain a copy of the
Environmental Document, visit
www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: ERIC WOOD Date: 11/11/2007

Affiliation (if applicable): Resident

Address: 3303 Camillo Ct, Pleasanton, CA 94566

Comment/Question: The plan to widen route 84 will adversely impact my neighborhood. The construction currently taking place on route 84 between pigeon pass and Isabel is sufficient. However, if further widening is undertaken, substantially increasing the volume of traffic flowing past my neighborhood, please build sound barriers, and a median containing trees and shrubbery, post a speed limit of 40 MPH (to help reduce

Please continue on back if necessary.

I-108-1

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

I-108-1
Cont. noise level, and planr addition landscaping
along the route. Finally, I believe the
funds being used to widen route 84
I-108-2 would be better suited if allocated to
public transit and alternatke energy programs.

Responses to Comment I-108

I-108-1

Soundwalls were evaluated as discussed in Master Response NOI-1. Rubberized asphalt concrete pavement will be used throughout the project limits to reduce traffic noise.

For an explanation of why a concrete safety barrier is proposed instead of a landscaped median, see Master Response VIS-2. See Master Response TR-3 in regard to the speed limit on SR 84. Master Response VIS-1 discusses landscaping in the project area.

I-108-2

The SR 84 Expressway Widening Project is a priority project for Alameda County Transportation Improvement Authority (ACTIA) and the City of Livermore to improve local circulation by reducing traffic volumes currently diverting to local roads. The project is being constructed in conjunction with several other projects on SR 84, I-580, and I-680 to improve regional travel (see Master Response TR-2). Several public transit programs are also planned for the area, including the BART extension to Livermore. Transit projects are funded by separate sources.

Comment I-109 James Cable

name: James Cable
email: jamescable@sbcglobal.net
telephone: 925-373-8284
comment: Office of Environmental Analysis
Attn: Ed Pang

- I-109-1 [I am very concerned about the proposed widening of hwy 84 to six lanes. The overall value of such a project, since hwy 84 will remain 2 lanes past Stanley, is minimal, but the impact on the neighborhood will be huge. More noise, pollution, traffic, and danger for my neighborhood.
- I-109-2 [When we moved here there was no Isabel road, and there were burrowing owls that lived in the fields where the road now passes. There needs to be a full EIR before this is approved.
- I-109-3 [In reality, the most effective way to spend this money would be to fix the 580/680 interchange and add a lane to the 580 between pleasanton and livermore. Creating more cut through traffic is not the answer and it has a terrible impact on the quality of life in our cities.

Responses to Comment I-109

I-109-1

As stated in Section 1.4.1.1, SR 84 would be widened from two to four lanes between Ruby Hill Drive and Stanley Boulevard, and from two to six lanes between Stanley Boulevard and Jack London Boulevard. The segment from Stanley Boulevard to Jack London Boulevard would be six lanes to conform to the six-lane section between Jack London Boulevard and I-580 that will be constructed under the I-580/Isabel Avenue Interchange Project.

The project will add capacity to SR 84, resulting in a greater volume of automobile and truck traffic. The technical studies conducted for the project concluded that slight changes in noise and air quality would occur; however, these changes were found not to be significant under State or Federal criteria (see Master Responses NOI-1 and AIR-1). The project’s additional lanes, wider median, and concrete median barrier would increase safety on SR 84, and the project includes safety features at the SR 84/Vineyard Avenue intersection and other locations to accommodate non-motorized traffic.

I-109-2

The comment is noted. The DED notes that, overall, most segments of SR 84 are rural. See Master Response GEN-2 in regard to preparation of an EIR.

I-109-3

See Master Response TR-2 for a discussion of regional traffic improvements and elimination of cut-through traffic on Livermore streets. Quality-of-life changes related to the project are discussed in Master Response GEN-5.

Comment I-110 Nancy and Gary Harrington (4 of 4)

The Honorable Governor Arnold Schwarzenegger
Governor's Office
Sacramento, CA 95814

caltrans
November 16, 2007

Dear Governor,

I-110-1 We are writing to you over our concern over the development of the Highway 84 Expressway. We are over 30 year residents of Pleasanton (3 different homes over those years), currently living in Ruby Hills, a gated community next to Highway 84. We knew when we moved here that 84 would one day become an expressway. We realize the widening of 84 is important both for safety and the flow of traffic. However, after attending the public information meeting by CalTrans a few weeks ago, we are quite distressed by the lack of information they provided, and we left the meeting feeling that *the widening would take place without thought to residents of Ruby Hills and the environment*. Please help us by putting pressure on CalTrans to reconsider their proposed plan.

I-110-2 It was by accident we found out CalTrans proposed plan included:
1. The road to Livermore (Holmes) being moved (It was already moved once)
2. Concrete barriers being placed in the middle of the expressway
3. A large part of the slope (by Ruby Hills) will be cut away and a retaining wall built.
4. No plan for landscaping

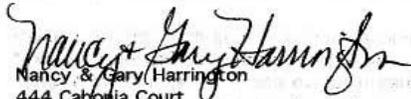
I-110-3 This area along 84 and Vineyard (alongside Ruby Hills) is a beautiful, quiet and peaceful community. If you have ever driven through this area you would see that the vineyards provide an aura reminiscent of the Napa Valley. The area teems with birds, turkeys, raccoons, possums, red fox, deer, squirrels and other wild animals. The idea of the 84 Expressway causes anxiety because of the disturbance it may cause to this environment. It seems to us that the approach for CalTrans should be more of creating an Expressway that is conducive to, and that enhances, our environment, as much as is possible. To us this means creating a median island (no more than 4 feet wide—see Concannon—because of the width of the expressway) with some trees, shrubs and rock or brick. Landscaping the hillside by Ruby Hills with evergreens and native plants (to beautify and reduce noise). We also suggest that sound walls NOT be placed where they are not needed (example: by Ruby Hills park/pool area).

I-110-4

I-110-5 The other two issues we have concerns about are the increased truck use of 84 when the expressway opens, and the speed limit. The increased truck use is a problem not only because of the noise some of these trucks make and their pollution, but also because Isabel (84) is OUR only access road to other roads to Pleasanton or Livermore or 580. Otherwise we must use a 2 lane road (Vineyard) and go out of our way to get to our destinations. We have already expressed this concern to the City of Pleasanton and the need to extend Stoneridge Drive or Los Positas to Jack London Blvd. Hopefully, they will make the best decisions about these roadways for the ENTIRE community. We also feel lowering the speed limit on the expressway to 45 MPH from Vineyard to Ruby Hill's entrance on 84 will help decrease the noise of the traffic.

I-110-6 We believe CalTrans needs to reconsider its proposed plans for this area from Vineyard to Ruby Hill's entrance on 84. By utilizing this philosophy of 'enhancing the environment', Caltrans will create an expressway that the community will accept and will feel they were listened to and heard. We hope you can help CalTrans reconsider their proposed plan.

Sincerely,


Nancy & Gary Harrington
444 California Court
Pleasanton, CA 94566

Responses to Comment I-110

The Department responded directly to this comment in the attached letter.

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5900
FAX (510) 286-5903
TTY 711



*Flex your power!
Be energy efficient!*

January 29, 2008

Mr. and Mrs. Harrington
1556 Aria Court
Livermore, CA 94551-3964

Dear Mr. and Mrs. Gary Harrington:

I have been asked to respond to your letter to Governor Arnold Schwarzenegger regarding the Route 84 Expressway Widening Project and your comments on the Draft Environmental Document (DED). We appreciate your input and acknowledge the concerns that you have expressed. To date, we have received more than 100 comments from the community in the area of the proposed State Route (SR) 84 Expressway Widening Project, all of which are being addressed. All comments—including your letter—will be included in the Final Environment Document (FED) for the proposed project along with their responses. We would also like to take this opportunity to respond directly to the issues and concerns that you have raised in your letter.

The first issue you mentioned was that the public meeting you attended lacked information and you felt that the project would take place without regard to Ruby Hill residents and the environment. The concerns of Ruby Hill residents and the project's environment are integral to the California Department of Transportation (Department) ultimate decision on how the project will be implemented. In an effort to address these concerns, the Department requires public outreach meetings and consideration for all public comments on transportation projects, which is the primary reason why the October 30, 2007 meeting was held.

We are very concerned that you found out about some project components as you said "by accident". We always strive to keep the project stakeholders fully informed. Our intention has always been to make all project information readily available to everyone. In fact, a public informational meeting about the project was held in July 2005, for which more than 4,750 mailers were sent to residents, property owners, and elected officials. Advertisements were also placed in local newspapers. Moreover, the (DED), which contains a complete description of the proposed project and its environmental effects, was issued for public review on October 15, 2007. A public notice announcing the availability of the DED and the October 30, 2007 public meeting was distributed to more than 8,500 property owners, elected officials, city staff, special interest organizations, libraries, and neighborhood groups. An advertisement announcing the availability of the DED and the public meeting was placed in the Livermore Independent (10/18/2007), Tri-Valley Herald (10/15/2007), Pleasanton Weekly (10/19/2007), and Valley Times (10/15/2007). Project information was also posted on the Department and Alameda County Transportation Improvement Authority (ACTIA) websites.

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Mr. and Mrs. Harrington
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In regard to the four project components you listed we have the following response:

1. Route 84 was shifted from downtown Livermore (Vallecitos Road/Holmes Street) to Isabel Avenue in 2003 under a Route Transfer Agreement between the Department and the City of Livermore. The Vallecitos Road intersection was reconstructed in 2007 to provide a continuous alignment for Route 84. To address safety concerns for an expressway facility, the Vallecitos Road intersection will need to be relocated approximately 450 feet to the north of its current location. Several other design options were considered for this intersection and the findings are documented in Appendix B of the DED. Holmes Street (Vallecitos Road) will not be moved or affected in any way by the proposed project.
2. The proposed project does include a 22-foot median with a concrete safety barrier from north of Vallecitos Road to Jack London Boulevard except at intersections. The purpose of the concrete barrier in the middle of the expressway is to reduce the risk of an out-of-control vehicle crossing the median and colliding with opposing traffic. In addition, as compared to a median island, a concrete barrier is more effective in preventing cross over accidents and requires less maintenance, thus reducing exposure of our highway workers to high speed traffic.
3. The proposed project includes construction of a new retaining wall on the west side of the expressway between Ruby Hill Drive and Vallecitos Road. The retaining wall is needed to allow for widening SR 84 while avoiding the environmental conservation area located to the east. The wall will vary in height up to a maximum of 30 feet. An architectural treatment will be applied to the face of the wall. Some concepts for what the architectural treatment would look like were presented at the public information meeting and will be developed in more detail during the final design phase of the project.
4. The proposed project will include landscaping. Preliminary landscape plans for the proposed project have been developed. A detailed landscaping plan is typically developed during the final design phase of the project, with the public's input.

Your letter also mentions that the project may cause disturbance to the quiet, scenic nature of your community and the wildlife that live nearby, and that the Department should create an expressway that keeps this in mind as much as possible. The project will have some effects on noise levels and visual qualities of the SR 84 corridor, as described in the DED, but we have also proposed potential measures to minimize these effects. These measures will be considered during the final design phase and include such items as landscaping to increase the aesthetic quality of the SR 84 corridor.

In regard to wildlife, extensive field studies have been conducted to assess wildlife conditions in the project area and potential impacts that they could experience. Two roadway alignments south of Vallecitos Road were originally considered for the project, and the current proposed roadway alignment was selected primarily because it would have the smallest potential effect on the natural habitat. The Department is also consulting with environmental resource agencies including the U.S. Fish and Wildlife Service on avoidance measures to further protect wildlife and their habitat in the project area. These measures could include elements such as preservation of wildlife passages, preconstruction surveys, and high-visibility fencing to keep sensitive species out of the construction zone.

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The Department notes your suggestion to include a median island with trees, shrubs, and rock or brick; to landscape the hillside by Ruby Hill with evergreens and native plants; and to place soundwalls only where they are needed. The main reason that a median barrier is included rather than an island is for safety, both for the motorist and the highway workers who must maintain it. In addition, the median is not wide enough to accommodate an island that is more than two-feet wide. Due to the relatively high speed of the facility, safety policies dictate that trees or other fixed objects not be placed within 30 feet of traffic. However, the Department will consider aesthetic treatments such as color, texture, and pattern options for the concrete safety barrier to make it more visually harmonious with the surrounding area.

The conceptual landscaping plans for SR 84 propose to keep the native vegetation south of Vineyard Avenue in order to maintain the rural setting. Also, the Department understands the importance to nearby residents of maintaining the scenic quality of this corridor, and thus will seek input on the landscaping plan from the community and local agencies.

In regard to placing soundwalls only where they are needed, your letter mentioned one is not necessary by the Ruby Hill park/pool area. The noise studies conducted for the DED indicated that this is the only area of the project corridor that will approach (but not exceed) the Federal criteria for noise abatement after project construction. In order to reduce traffic noise in this area, the DED proposes the placement of a six-foot-high soundwall. Ultimately, the Department will consider public input on whether or not to include this soundwall in the project.

The fourth paragraph of your letter describes your concerns about the increased truck volumes and speed limit on the new expressway. Over time, the number of vehicles including trucks that use SR 84 will increase due to projected regional growth. This project will increase the capacity on SR 84 to help accommodate future growth and improve existing congestion on local streets. Although truck volumes would increase slightly over the no-project condition, a significant portion of these trucks are servicing the community, not transiting through the corridor. This conclusion is supported by the decreasing truck volumes with increasing distance from I-580 as indicated in the attached Route 84 Truck Traffic Summary table.

An additional concern from your letter was the need for Stoneridge Drive or Las Positas Boulevard to be extended to Jack London Boulevard. This is not within the scope or study limits of this project. We suggest that you forward these comments to the Cities of Pleasanton and Livermore.

The maximum speed limit on an expressway such as SR 84 is set by California Vehicle Code Section 22349(a) at 65 mph. However, the design speed of this segment is 55 mph. As such, the initial speed limit is set at 55 mph. After the new expressway is open to traffic, we will take a speed survey to confirm or adjust the speed limit, if necessary, in accordance with California Vehicle Code Section 22354.

Finally, your letter states that the Department should reconsider its proposed plans for the area between Vineyard Avenue and the Ruby Hill entrance on SR 84 and put a greater emphasis on enhancing the environment. As stated above, the concerns of Ruby Hill residents and other

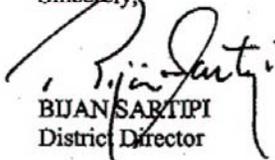
"Caltrans improves mobility across California"

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Finally, your letter states that the Department should reconsider its proposed plans for the area between Vineyard Avenue and the Ruby Hill entrance on SR 84 and put a greater emphasis on enhancing the environment. As stated above, the concerns of Ruby Hill residents and other members of the community will be taken into account in the Department's ultimate decision on how the project will be implemented. The Department is considering the comments provided in your letter as well as other public comments on the project and will make every feasible effort to balance the needs of the nearby community with long-term transportation goals for the region.

Thank you for providing your comments and concerns. If you have any further questions or need additional information, we encourage you to contact the project manager, Issa Bouri, at (510) 286-5220.

Sincerely,



BUAN SARTIPI
District Director

Attachment

c: Art Dao, ACTIA
Cheri Sheets, City of Livermore
Mike Mikasa, City of Livermore
Joshua Pack, City of Pleasanton
Mike Tassano, City of Pleasanton

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Table 1 Route 84 Truck Traffic Summary (all numbers are average weekday two-way traffic)								
Section		Weekday Daily Vehicle Mix (Average Monday – Friday)						Total Trucks
		ADT	2-AXLE	3-AXLE	4-AXLE	5-AXLE	5-AXLE	
South of Jack London Blvd	Existing (July 2007)	20,534	282	65	10	154	5	515
	2030 No Project	26,111	561	129	19	305	9	1,023
	2030 With Project	41,333	655	151	23	358	11	1,198
North of Stanley Blvd	Existing (July 2007)	20,708	284	65	10	153	5	517
	2030 No Project	23,556	565	129	20	304	9	1,027
	2030 With Project	39,667	660	151	24	356	11	1,202
North of Concannon Blvd	Existing (July 2007)	16,800	234	46	10	157	5	452
	2030 No Project	21,556	465	91	21	313	10	900
	2030 With Project	35,333	557	108	25	373	12	1,075
North of Vineyard Ave	Existing (July 2007)	12,005	198	37	11	157	5	408
	2030 No Project	23,667	393	74	22	312	10	811
	2030 With Project	31,556	478	90	27	379	12	986
North of Vallecitos Rd	Existing (July 2007)	9,169	249	49	16	221	8	543
	2030 No Project	18,333	495	97	32	439	16	1,079
	2030 With Project	25,333	576	113	37	510	18	1,254
North of Ruby Hill	Existing (July 2007)	24,745	412	65	18	287	6	788
	2030 No Project	50,556	819	129	35	571	13	1,567
	2030 With Project	53,667	870	137	38	608	14	1,667
South of Ruby Hill	Existing (July 2007)	25,315	415	66	18	287	6	793
	2030 No Project	50,333	826	131	35	571	13	1,576
	2030 With Project	53,333	876	140	38	608	14	1,676

Source: Fehr & Peers, 2007, and URS, 2007

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bc: B. Sartipi
D. McElhinney
I. Bouri
E. Pang
S. Nozzari
J. Richards
J. Chen
L. Culik-Caro
M. Zabaneh
S. Ng

DOTS #20079129

Comment I-111 Morris Reinisch (3 of 3)

Note: An identical letter was submitted to Art Dao of ACTIA. The same responses apply.

Morris N. Reinisch
456 Cabonia Court
Pleasanton, CA 94566

December 18, 2007

Caltrans District 4
Office of Environmental Analysis
Attn: Ed Pang
111 Grand Avenue
Oakland CA 94610

Dear Mr. Pang

- I sincerely request that a full EIR be done on the 84 widening project. Here are my concerns that have not been addressed in the environmental assessment that has been prepared and presented to the public.
- I-111-1 I am originally a native of New York. I have always admired Californians for their commitment to nature and the safekeeping of the environment. Even today, living in the Ruby Hill community of Pleasanton, I am reminded of that type of progressive thinking and attitude on a very frequent basis – a salamander habitat preserve right outside the gates of Ruby Hill; the concern for butterflies at the Callippe golf club where players are not permitted to retrieve their balls in the habitat of the Callippe butterfly; people sitting in trees in Berkeley to prevent their being chopped down; etc. etc.
- I-111-2 However, when it comes to people and their welfare, well being and quality of life, something terribly has gone wrong! The widening of 84 to encourage traffic, particularly diesel truck traffic, to cut-through to 680 rather than take the 580/680 interchange clearly does not take into account the impact that this will make on the people living in the residential neighborhoods adjacent to this proposed widening.
- I-111-3 Clearly, you must understand that this widening is not occurring along a stretch of wineries or barren stretches of land where people are not living. This is happening right outside and in the backyards of many, many residential neighborhoods, including Ruby Hill where I live and where I back up directly next to Isabel Avenue. The noise and pollution from the increased car and truck traffic 'encouraged' to avoid the 680 interchange will certainly be significant and cause a major impact on our health and community. As you undoubtedly know, it is a well proven fact that diesel particulates CAUSE CANCER. Would you like to have continuous stream of diesel trucks stream by your backyard 24 hours/day, 7 days a week? I think not. Then why would you permit such activity to occur in our backyards?
- I-111-4 How can it be that Californians care so much about trees, fish, salamander, birds, and the like and care so little for their fellow mankind? This can't be happening and is simply not right. It should not be allowed.

Mr. Ed Pang

December 18, 2007

I-111-4,
Cont.

I disagree with the conclusions in your environmental assessment and **request that a full EIR be done to study these issues in more detail.** I believe that if such a full EIR is done, and done on a fair basis, that there can be no doubt that the increase in noise and in carcinogenic pollutants will be untenable such that this widening cannot be condoned.

I-111-5

These highway funds should be spent on improving the 580/680 interchange and not encouraging truck traffic (or any additional traffic) immediately adjacent to residential neighborhoods.

Sincerely,



Morris N. Reinisch

Responses to Comment I-111

I-111-1

The commenter's concerns are noted. Master Response GEN-2 describes why an Initial Study/Environmental Assessment was prepared for the proposed project. It is important to note that the technical background research that was conducted for the DED was the same that would have been prepared for an EIR. Additionally, the DED's conclusions about the levels of significance of project impacts are based on the same criteria that would apply to an EIR (see the CEQA checklist in Appendix D). More details about the DED's conclusions regarding specific issues raised in this letter are provided below.

I-111-2

A primary purpose of the proposed project is to attract regional traffic away from local streets. As described in Section 1.3.2, congestion on I-680 and I-580 has forced regional travelers to find alternative routes using local streets in the Cities of Livermore, Pleasanton, and Dublin. Local and sub-regional traffic that would otherwise use the freeway corridors is also diverting to local streets. Increasing capacity on SR 84 and completing other regional traffic improvements will relieve congestion on local streets as well as on I-580 and I-680. Master Response TR-2 discusses the other regional traffic improvements that are expected to reduce cut-through traffic.

The DED thoroughly evaluates and considers the effects of the proposed project as well as other regional transportation and development projects on residents along the SR 84 corridor. In response to public comments on the DED, additional details about potential project effects have been added to the FED, as described in Master Response GEN-2.

I-111-3

Some drivers use SR 84 as a regional route and will continue to do so in the future with or without the proposed improvements. The project will add capacity to SR 84, resulting in a greater volume of automobile and truck traffic, and this is reflected in the environmental studies summarized in the DED. However, the increases in noise and pollution would not exceed any applicable State or Federal thresholds. For example, the detailed technical research conducted for the DED indicates that the project would increase future noise levels from 1 to 6 dBA, although no State or Federal noise abatement criteria would be exceeded at any residences.

The project's potential effects on air quality were evaluated in detail in the Air Quality Analysis report (Baseline Environmental Consulting 2008) in accordance with State and Federal standards. The project would meet State and Federal air quality conformity requirements. Construction activities would temporarily increase dust and combustion emissions, but the DED proposes measures to avoid or minimize these effects. Master Response AIR-1 provides a detailed discussion of air quality effects of the proposed project, including the issue of diesel particulates identified in the comment. As stated in Section 2.14.1, the proposed project must conform with the Clean Air Act on both the regional level and the project level to be approved.

In response to comments that requested specific information about changes in truck traffic, additional data were gathered to test the modeling and projections used in the traffic studies. Although truck volumes will increase slightly over the No Build condition, a significant portion of these trucks will be servicing the community, not transiting through the corridor, as demonstrated by a decrease in truck volumes with increasing distance from I-580. This information has been added to the FED in Sections 2.7.2.4 and 2.7.3.3.

I-111-4

The comment is noted. See the response to Comments I-111-1 and I-111-3.

I-111-5

A separate study of the I-580/I-680 interchange began in 2006 to identify improvements for regional traffic operations on those freeways. The proposed project is part of a series of regional traffic improvements designed to reduce congestion on local streets as well as I-580 and I-680. See Master Response TR-2 for additional details.

Comment I-112 Richard, JoAnn, and Amanda Koobatian (1 of 2)

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

From: Richard Koobatian [mailto:rhkoobatian@comcast.net]
Sent: Sat 12/29/2007 10:33 AM
To: Williams, Jeff
Subject: Route 84 Expressway Widening Project

Dear Councilman Williams

RE: Route 84 Expressway Widening Project

I-112-1

We are Livermore residents whose house faces Isabel Avenue and are adamantly opposed to the State Route 84 widening project through Livermore. For the city of Livermore to essentially allow an interstate to be put in a residential area is nothing less than obscene, dangerous, and outright fool-hearty and makes absolutely no sense.

I-112-2

It would seem that we are being penalized for living where we thought was a quiet neighborhood. The people that will be using the new roadway live in different counties. All you are doing is encouraging more growth in sleeper communities like Tracy and Brentwood and the congestion will grow even larger. The fact that those commuters cannot afford housing in the greater bay area is not my concern and I should not have to foot the bill, emotionally or monetarily, to accommodate their choice to live in those outlying areas. They don't even pay property taxes in Alameda County!

I-112-3

This seems to me to be an answer to the failure of the 580 -680 interchange that was completed just 8 years ago. That too was meant to relieve 580-680 congestion but obviously it did not. Because that project was not successful and my tax dollars were wasted on that, now you want to spend even more of my tax dollars to see if another option will do the trick. Road building and municipal planning are not supposed to be trial and error concepts. Spending taxpayers' money is serious business and should not involve frivolity. What are you going to do if the Isabel Widening doesn't relieve traffic congestion? Are you then going to authorize a super-skyway toll road that is elevated over Pleasanton & Livermore?

I-112-4

What a disaster in the making. Where's that urgency we saw in you when the city ultimately terminated plans to allow Wal-Mart to build a Super-Store in the Isabel area? Also, look at the success Pleasanton residents just had telling Home Depot "thanks but no thanks" to the proposed new store on Bernal & Stanley. That too was a congestion issue and the people spoke!! You've got an obligation to listen to the residents that voted you in. We live in the affected area. Caltrans engineers and the commuters do not!

I-112-5

We've spoken with the Livermore planning department. They say the Berns were built between us and Isabel Avenue to lessen the noise. You need to come to our part of town and listen to the traffic on Isabel. From our house, you can hear each car driving on Isabel loud and clear. Now we will hear even more vehicles if this project goes through. There's no need to waste more money on further environmental impact studies. Our neighborhood is already noisy from Isabel traffic and more cars will

I-112-5, Cont. increase that problem. Not to mention the increased pollution that will be generated in our area from the additional traffic.

I-112-6 Again, there is no good public policy for allowing the widening project. All the arguments have been made. The strongest consideration should be given to the residents whose properties will essentially be "taken away" from them if the project goes forward.

Please do what you can to stop the Isabel Widening project.

Sincerely,

Richard, JoAnn, and Amanda Koobatian
1145 Crystal Circle
Livermore, CA 94550
925-454-9644

Responses to Comment I-112

I-112-1

The commenters' opposition to the project is noted.

It is important to note that the proposed project would not make SR 84 into an interstate but would widen the existing SR 84 and upgrade it to expressway design standards. SR 84 has been an expressway since 1959, and the California Highway Commission adopted the alignment along Isabel Avenue from Vallecitos Road to I-580 in 1960. The project's additional lanes, wider median, and concrete median barrier would increase safety by reducing the potential for cross-centerline collisions.

I-112-2

Traffic modeling for year 2030 conditions indicates that the project would not substantially increase the number of vehicles on SR 84 coming from or headed to the Central Valley via the Altamont Pass. Therefore, the project is not expected to encourage growth in the Central Valley. See the response to Comment B-04-10 for further discussion.

I-112-3

The modifications to the I-580/I-680 interchange, the proposed project, and other regional traffic improvements are not trial-and-error attempts at relieving traffic congestion and are not planned in a vacuum. Most individual roadway projects are intended to improve circulation within both a specific area and a broader regional context. In some cases, the work needed to relieve congestion cannot feasibly be funded all at once and must be prioritized based on the most urgent circulation needs and the

available funding. In the Bay Area, the Metropolitan Transportation Commission's Regional Transportation Plan (RTP; MTC 2005) sets priorities and specifies a detailed set of investments and strategies to coordinate all transportation projects planned for the region through the year 2030. The RTP is updated every three years to reflect new planning priorities, changing projections of growth and travel demand, and a realistic forecast of future revenues. Each update of the RTP is developed with extensive public involvement.

On large-scale transportation facilities such as the I-580/I-680 interchange, the maximum operational benefit occurs when all of the projects addressing the facility are ultimately completed. The I-580/I-680 interchange work completed in 2002 was a set of improvements made to address circulation needs based on available funding. Other projects are planned or under way to improve operations at the interchange and on I-580 and I-680, as described in Master Response TR-2. The improvements will relieve congestion both at the interchange and on a broader regional basis.

The proposed project was designed to relieve traffic congestion by attracting traffic away from local streets in Livermore and Pleasanton and by providing an alternate route between I-580 and I-680. Together with other planned transportation improvements, the project would result broader regional traffic benefits.

In addition to surface transportation improvements, several public transit programs are also planned for the area, including a BART extension to Livermore. A BART station is proposed at the I-580/Isabel Avenue interchange but is not currently funded. Transit projects are funded by separate sources.

I-112-4

Most of this comment is directed toward Councilman Jeff Williams. The Department notes the commenters' concerns.

I-112-5

Some commenters pointed out that the berm near Ida Holm Park is lower than in other areas and may not be effective in blocking roadway noise. The height of the berm will be raised as part of the project.

Future traffic volumes on the widened SR 84 will result in increases in noise and certain air pollutant levels, but none of the increases would exceed State or Federal standards. Master Responses NOI-1 and AIR-1 address project-related noise and air quality changes, respectively.

I-112-6

It should be noted that the proposed project was authorized and funded under Measure B sales tax program, which was passed by Alameda County voters in 1986 and reauthorized in 2000. However, the concerns of the community will be taken into account in the Department's ultimate decision on how the project will be implemented.

Comment I-113 Don Pickett



Public Information Meeting
Tuesday, October 30, 2007

Route 84 Expressway Widening Project

COMMENT CARD

Comment sheets may be deposited in the comment box tonight or mailed to:

California Department of Transportation (Caltrans)
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 Grand Avenue/Mail: PO Box 23660
Oakland, CA 94610

To view or obtain a copy of the
Environmental Document, visit
www.dot.ca.gov/dist4/envdocs.htm

Please submit comments by the close of the comment period, Thursday, November 15, 2007.

Name: Don Pickett Date: 12-7-07

Affiliation (if applicable): _____

Address: 1742 Tourmaline Ct.

Comment/Question: See enclosed comments

Please continue on back if necessary.

For more information, contact Brigetta Smith, Caltrans at (510) 286-5820 or Arthur L. Dao, ACTIA at (510) 267-6104.

Highway 84 Expansion

- I-113-1 [I, as many Livermore residents oppose the Highway 84 expansion project as it is proposed today and request that a complete EIR be conducted to address residents concerns. The preliminary engineering and environmental analysis conducted by Caltrans and the Alameda County Transportation Improvement Authority is inadequate.
- I-113-2 [I've lived here for 10 years and was aware of the expansion going to 4 lanes, but 6 lanes on any section of this road is excessive and out of scale for the surrounding neighborhoods and amount of traffic, current and projected.
I live the traffic patterns every morning and every evening during commute time and the current lane configurations are adequate to handle it, though I do believe and would support expanding all sections to 4 lanes from Jack London south to Vineyard will improve the overall appearance and safety as it is poorly marked and there have been several accidents as a result.
- I-113-3 [Based on current traffic patterns commuters are still entering Livermore from Patterson Pass Rd, Greenville Rd, and Vasco Rd due to the backup on 580. Widening Isabel will not change that if commuters can't get to Isabel and Livermore residents along those alternative streets will still have to endure central valley and Livermore commute traffic.
- I-113-4 [Traffic backup problems on 580 must be resolved in order for Isabel to be an effective alternative for commuters, otherwise traffic will continue to exit the freeway in search of faster routes to go south. If you look at the number of single occupancy vehicles on 580, HOV lanes will not have a significant impact on reducing backups.
- I-113-5 [The bottleneck entering and exiting south Livermore via Velocities and Hwy 84 during commute times can only be resolved by mitigating the traffic conditions coming over the Altamont Pass. If more effort and funding were used to bring BART to east Livermore (Greenville) a REAL impac to this Tri-Valley problem could be realized.

Don Pickett

1742 Tourmaline Ct, Livermore, CA

Responses to Comment I-113

I-113-1

The commenter's opposition to the project is noted. California Public Resources Code Sections 21080(d) and 21082.2(d) require the preparation of an EIR for projects with significant environmental effects. The determination that the proposed project would not have significant environmental effects was based on a detailed and comprehensive review of each technical study area. The same technical studies must be prepared whether the ultimate environmental document is an Initial Study/Environmental Assessment or an EIR. See Master Response GEN-2 for additional discussion.

I-113-2

As stated in Section 1.4.1.1, SR 84 would be widened from two to four lanes between Ruby Hill Drive and Stanley Boulevard, and from two to six lanes between Stanley

Boulevard and Jack London Boulevard. The segment from Stanley Boulevard to Jack London Boulevard would be six lanes to accommodate future travel demand north of Stanley Boulevard and to conform to the six-lane section between Jack London Boulevard and I-580 that will be constructed under the I-580/Isabel Avenue Interchange Project.

I-113-3

With or without the project, some commuters will continue to travel to or through Livermore using the roads mentioned in the comment. The completion of the I-580/Isabel Avenue Interchange Project will provide motorists with a direct route from I-580 to SR 84.

I-113-4

Other regional traffic improvements are planned or under way to address congestion on I-580, as discussed in Master Response TR-2.

I-113-5

The comment regarding the need to improve traffic conditions in the Altamont Pass area is noted but is not within the scope of this project. A BART station is proposed at the I-580/Isabel Avenue interchange but is not currently funded. Transit projects are funded by separate sources.

Comment I-114 Marilyn Maher

ACTIA LIVERMORE CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD

California Dept of Transportation
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 Grand Ave/Mail: PO Box 23660
Oakland, Ca 94610

To view or obtain a copy of the Environmental Document, visit:
www.dot.ca.gov/dtist4/envdoc.htm

Name: Marilyn Maher Date 12/13/07

Affiliation (if applicable): Prima Development ✓

Address: 202 Prato Way - Livermore, Ca 94550

Comment/Question:

See attached

- I-114-1 My list of complaints – issues with the widening of Route 84 – to our Prima Neighborhood.
We have lived in Livermore for not quite 2 years and having chosen a home in the Prima development, I cannot believe that Livermore can, in good faith, totally ruin our beautiful neighborhood. As a new resident – I was impressed with this neighborhood with its beauty and wonderful neighbors. We were beginning to be quite happy here – and then this.....
- I-114-2 This project will:
Increase the traffic flow tremendously, and add big loud trucks with a increase in NOISE. I understand the Quarry entrance/exit will be changed right at the Concannon Road Area. Concannon already has its own noise and traffic problem.
The safety of the school children with increased traffic on Concannon – because once the traffic hits its bottleneck – these cars will exit on Concannon and any other way they can find to get over to another route to 580. Believe me, it will happen.
The homes in this development will take a loss in value with this project. We do not deserve to suffer a loss because of this project.
- I-114-3 This project, as I understand it, has been around for a lot of years (which we did not know and now all of a sudden without a lot of warning – we are faced with this and very little time for studies to be done that would at least give us some options and time to deliberate with the City and CalTrans about “OUR” needs and “OUR” wants.
- I-114-4 This area is a bottleneck now – what will it be with more traffic? The flat area coming off 680 is, as I understand it, not going to be widened – the road is going to back up again and even more so with more traffic approaching the horrific 580 problem.
We need a permanent fix – Fix 580 – Bring BART into Livermore – these are permanent solutions.
- I-114-5 WE NEED AND WE WOULD LIKE A MORE COMPREHENSIVE STUDY OF THIS PROJECT WITH WE THE CITIZENS INVOLVED IN THE PLANNING – THIS IMPACTS US TREMENDOUSLY – AND FEEL THAT THIS IS ONLY FAIR.

Marilyn J. Maher, 202 Prato Way – Livermore, 94550

Thank You!

Marilyn Maher

Responses to Comment I-114

I-114-1

The comment is noted. The routing of SR 84 along Isabel Avenue was planned since 1960 and completed in 2003. The Department began public outreach on the project in 2005, as described in Master Response GEN-4.

I-114-2

The project will add capacity to SR 84, resulting in a greater volume of automobile and truck traffic, and this is reflected in the environmental studies summarized in the DED. However, the increases in noise and pollution would not exceed any applicable State or Federal thresholds. For example, the detailed technical research conducted for the DED indicates that the project would increase future noise levels from 1 to 6 dBA, although no State or Federal noise abatement criteria would be exceeded at any residences.

The project vicinity has multiple quarries and quarry operators, some with access to SR 84 and some with access to Stanley Boulevard. A limited amount of quarry traffic uses the SR 84 access points, which will be closed and consolidated to a single shared access road on the west side of the Concannon Boulevard intersection. A City of Livermore ordinance limits trucks that weigh 3 tons or more to SR 84 (along with the existing Kitty Hawk Road to Airway Boulevard route to I-580) and East Stanley Boulevard. Other traffic is not expected to use Concannon Boulevard as an alternative to SR 84 because SR 84 will become six lanes from Stanley Boulevard (the next intersection to the north of Concannon Boulevard) north to I-580. The proposed project would widen SR 84 to six lanes between Stanley Boulevard and Jack London Boulevard. The I-580/Isabel Avenue Interchange Project, which will be completed before the proposed project, will widen SR 84 to six lanes between Jack London Boulevard and I-580, and provide direct access to and from I-580 at Isabel Avenue.

Master Response GEN-3 addresses the issue of property values.

I-114-3

As stated in the response to Comment I-114-1, the Department began public outreach on the project in 2005. The public coordination conducted for this project is described in detail in Master Response GEN-4. All public comments have been considered and addressed in the FED, and the concerns of the community will be taken into account in the Department's ultimate decision on how the project will be implemented.

I-114-4

The detailed traffic study (Fehr and Peers 2006) performed for the project showed that the proposed project, as well the improvements proposed for Pigeon Pass and the I-580/Isabel Avenue interchange, would improve traffic operations over the No Build scenario. A future project is planned to complete widening of SR 84 to four lanes to I-680. Other regional traffic improvements are planned or under way to address congestion on I-580, as discussed in Master Response TR-2. A BART station is proposed at the I-580/Isabel Avenue interchange but is not currently funded.

I-114-5

As described in Section 3.1, notices were sent to 4,750 property owners/residents to invite them to the initial project scoping meeting in July 2005. See Master Response GEN-4 for additional information about public communication regarding the project.

Comment I-115 Thomas Maher

ACTIA LIVERMORE CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD

California Dept of Transportation
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 Grand Ave/Mail: PO Box 23860
Oakland, Ca 94610

To view or obtain a copy of the Environmental Document, visit:
www.dot.ca.gov/dst4/envdoc.htm

Name: THOMAS MAHER Date: DEC 12, 2007

Affiliation (if applicable): Prima Development ✓

Address: 202 PRATO WAY
LIVERMORE, CA 94550

Comment/Question:
SEE ATTACHED

HIGHWAY 84 EXPANSION

- I-115-1 [**1) IF WIDENING 84 BRINGS IN A LARGE NUMBER OF TRAFFIC AS FORCASTED, IT WILL STOP OR JAM 84 BECAUSE 580 IS ALREADY JAMMED EVERY DAY WITH THE WEST TRAFFIC IN THE MORNING AND THE EAST TRAFFIC AT NIGHT.**
- I-115-2 [**2) WITH THE JAMMING OF 580 AT PRESENT THE TRAFFIC THAT COMES OVER 84 THROUGH LIVERMORE WILL BE STOPPED ON ISABEL AND A LOT OF THE TRAFFIC WILL TURN ON CONCANNON, HOLMES, AND RAILROAD AND JAM THE DOWN TOWN AREA TRYING TO GET ON PLUGGED 580.**
- I-115-3 [**3) TRUCK TRAFFIC COMING DOWN FROM PLEASONTON ON STANLEY THEN TURNING ON ISABEL TO GO TO 580 WILL ALSO BE STOPPED AND PLUGGED BECAUSE OF 580.**
- I-115-4 [**4) IF YOU WALK DOWN MURDELL IN LIVERMORE AND STOP AT AN INTERSECTION ROAD THAT CONNECTS MURDELL AND TRAVELS WEST TOWARDS ISABEL, YOU CAN HEAR THE ISABEL TRAFFIC NOW. IF ISABEL TRAFFIC IS DOUBLED THE NOISE ON THESE ROADS WILL BE BAD.**
- I-115-5 [**5) HOW CAN ALL THIS MONEY BE SPENT ON THESE ROADS THAT ARE TO BE WORKED ON AND NOT PROVIDE ANY BETTER MEANS TO GET FROM 680 TO 580 BECAUSE 84 WILL STILL BE RESTUCTED BECAUSE THERE IS STILL A TWO LANE ROAD IMMEDIATELY ON 84 AFTER 680. AND AFTER THE TRAFIC GETS ON THIS PATH 580 IS STOPPED EVERY MORNING AND EVENING SO ALL TRAFFIC WILL BE STOPPED.**

Responses to Comment I-115

I-115-1

See the response to Comment I-114-4.

I-115-2

One of the purposes of the proposed project is to improve local traffic circulation by adding capacity on SR 84 and including intersection improvements, thereby attracting regional traffic away from local streets and back onto the SR 84 corridor. The detailed traffic study (Fehr and Peers 2006) performed for the project showed that the proposed project, as well the improvements proposed for Pigeon Pass and the I-580/Isabel Avenue interchange, would improve traffic operations over the No Build scenario.

With or without the project, some motorists will reach I-580 using the roads mentioned in the comment. However, the proposed project and the I-580/Isabel Avenue Interchange Project would provide a four- to six-lane thoroughfare between Ruby Hill Drive and I-580 with direct access to and from I-580 at Isabel Avenue. The I-580/Isabel Avenue Interchange Project will be completed before the proposed project. The additional capacity on SR 84 is expected to reduce the amount of traffic diverting to local streets. In addition, the City of Livermore limits trucks that weigh 3 tons or more to SR 84 (along with the existing Kitty Hawk Road to Airway Boulevard route to I-580) and East Stanley Boulevard; therefore, truck traffic is not expected to divert to Concannon Boulevard, Holmes Street, or Railroad Avenue.

I-115-3

See the response to Comment I-114-4.

I-115-4

As described in Master Response NOI-1, the project would increase future noise levels from 1 to 6 dBA, although no State or Federal noise abatement criteria would be exceeded at any residences.

I-115-5

See the response to Comment I-114-4.

Comment I-116 Robert Allen

223 Donner Avenue
Livermore, CA 94551-4240

13 December 2007

Caltrans District 4
Office of Environmental Analysis Attn: Ed Pang
111 Grand Avenue
Oakland, CA 94610

RE: IS/EA, Route 84 Expressway Widening Project

I-116-1

I strongly support widening and upgrading State Route 84/Isabel Avenue between Ruby Hill Drive and Jack London Blvd.

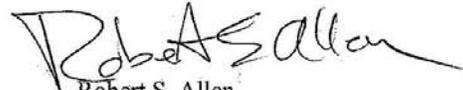
Together with improvements of SR 84 over Pigeon Pass and the planned I-580/SR-84 interchange, this project would:

- * Quiet calls for a costly, wasteful west-south flyover at I-580/I-680;
- * Save most drivers 4 miles between I-580 over the Altamont and Mission Pass;
- * Reduce congestion on about 7 miles of I-580;
- * Reduce congestion on about 9 miles of I-680;
- * Enhance air quality in the oft-polluted Tri-Valley.

I-116-2

I hope that you will plan on later extending State Route 84 northeasterly to Vasco Road and on to the Route 4 By-Pass and State Route 160. (Heavily-trafficed Vasco Road really should be part of the State Highway System linking Eastern Contra Costa County with the job-rich Silicon Valley.) This would reduce congestion on another five miles or so of I-580 and at the I-580/Vasco Road interchange.

Please also push to widen and upgrade SR-84 all the way to I-680.



Robert S. Allen
(925) 449-1387
BART Director (1974-1988)
Retired railroad cost analyst

Cc: ACTIA
City of Livermore

Responses to Comment I-116

I-116-1

The commenter's support for the project is noted.

I-116-2

No plans are currently in place to extend SR 84 to Vasco Road and SR 4 or SR 160, but the commenter's recommendation will be considered.

A future project is planned to complete widening of SR 84 to four lanes to I-680.

Comment I-117 Rosemary Newman

Dec. 16, 2007

Hello,

I-117-1

I live at 15 Diamond Dr. in Livermore, just across from Ida Holm Park next to Route 84. The berm next to Ida Holm Park is very low and the roadway rises here just before the traffic light at Concannon. Not only can we actually see the traffic on 84 from our house, we believe the dip in the berm and the height of the roadway at that location allows a great deal of traffic noise to enter the surrounding neighborhood.

We believe that some changes need to be made to the roadway, most likely lower it, and berm at this point needs to be built up at least as high as the berm to the north and south of it to help mitigate the noise. I made this suggestion in writing at a meeting at Emma Smith School prior to the October meeting and I see that it was given no consideration in the Environmental Report.

I-117-2

Also, the trail extension from Alden Lane to Vineyard Ave needs to be worked into the plan.

Sincerely,

Rosemary Newman

Responses to Comment I-117

I-117-1

The height of the berm next to Ida Holm Park will be raised as part of the project.

I-117-2

The Isabel Trail will be extended from Alden Lane to Vineyard Avenue as part of the project.

Comment I-118 Glenn Hage

862 Bonde Court
Pleasanton, CA 94566
December 13, 2007

Dear Mr. Pang:

I am a Route 84 user who uses it to travel east, from Isabel. This route entails a 1.6 mile detour. If a significant fraction of users use I-580 east rather than I-580 west, I think that the best use of your limited funds should be to build the necessary I-580/Kitty Hawk interchange first.

I-118
-1

I suppose that most peak hour congestion is on I-580, not on Kitty Hawk/Isabel. Mileage (gas) is saved at all hours if the interchange is built. The eastbound connection doesn't even need an overpass!

Yours hopefully,
Glenn Hage

P.S.,

I know that this letter doesn't address the issue at hand. But I hope that the State will spend its money where it will do the most good.

GH

Responses to Comment I-118

I-118-1

A separate project, the I-580/Isabel Avenue Interchange Project, will improve access to I-580 by replacing the partial interchange at Portola Avenue with a full interchange at Isabel Avenue. Project construction will begin in 2009 and will be completed before the SR 84 Expressway Widening Project.

Comment I-119 Richard Good

Route 84 Widening - Isabel Livermore

12/19/07

I-119-1

While No mention was made of how many lanes would be built on Highway 84/ Isabel project, I would not be in support of any more than 2 lanes in either direction. Any more than that I vehemently oppose.

Richard Good

**Richard F. Good
296 Alden Lane
Livermore, CA 94550**

Responses to Comment I-119

I-119-1

As stated in Section 1.4.1.1, SR 84 would be widened from two to four lanes between Ruby Hill Drive and Stanley Boulevard, and from two to six lanes between Stanley Boulevard and Jack London Boulevard. The segment from Stanley Boulevard to Jack London Boulevard would be six lanes to accommodate future travel demand north of Stanley Boulevard and to conform to the six-lane section between Jack London Boulevard and I-580 that will be constructed under the I-580/Isabel Avenue Interchange Project.

Comment I-120 Brian Cross

CALTRANS
REGARDING HIGHWAY 84 WIDENING

19 December 2007

12/19/07

ALL THE WIDENING
REDUCTIONS IN NOISE WHICH IS GOING TO INCREASE DRA-
MATICALLY WITH THIS WIDENING.

DEAR CALTRANS

MY NAME IS BRIAN CROSS AND I LIVE ON SR 84 IN
LIVERMORE. I AM CONCERNED ABOUT THE WIDENING OF
SR 84 FROM STANLEY BLVD TO SUNOL BLVD.

**I THINK IT WOULD BE IN EVERYONES BEST
INTEREST TO RESTRICT TRAILER TRUCKS
FROM THIS ROUTE. MEANING FROM STANLEY
BLVD, TO SUNOL.**

I-120-1

IT WILL KEEP RESIDENTS SOMEWHAT HAPPIER BECAUSE OF A
REDUCTION IN NOISE, WHICH IS GOING TO INCREASE DRA-
MATICALLY WITH THIS WIDENING.

Thank you,

BRIAN CROSS
2011 ALTAIR AVE
LIVERMORE, CA. 94550
EMAIL -CROSS5@COMCAST.NET

Responses to Comment I-120

I-120-1

The Department cannot restrict truck traffic on any roadway as part of a project, but as described in Master Response TR-1, a local agency may prohibit certain vehicles from using a highway or impose vehicle weight restrictions on a roadway. Note that the proposed project limits do not include the portion of SR 84 from south of Ruby Hill Drive to the I-680 intersection.

Although truck volumes would increase slightly over the future No Build condition, traffic studies performed for the project show that the majority of trucks that will use SR 84 will be accessing local businesses such as supermarkets.

Future traffic volumes on the widened SR 84 would result in an increase in noise, as discussed in Master Response NOI-1.

Comment I-121 Domingo and Elsie Say (5 of 5)

ACTIA LIVERMORE CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD

California Dept of Transportation
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 grand Ave/Mail: PO Box 23660
Oakland, Ca 94610

To view or obtain a copy of the Environmental Document, visit:
www.dot.ca.gov/dist4/envdoc.htm

Please submit comments by the close of the comment period, Friday December 28, 2007

Name: Domingo C. Say & Elsie T. Say Date: December 26, 2007

Affiliation (if applicable): _____

Address: 273 Prato Way, Livermore, CA 94550

Comment/Question:

- I-121-1 1. What is "Freeway Standard" design? Is that means entrance and exit ramps will be part of the design.
- I-121-2 2. Table 1-1, Comparison of 1995 and 2005 Traffic volumes data on I580 (west bound) does not include the portion from Airway Blvd. to 580/680 interchange, why? I wouldn't be surprise to find out that most of the gridlock on I 580 were cause by the traffic on Santa Rita, Hacienda, Hopyard, and I680/580 interchange area. Wouldn't it be more beneficial to use the available fund to upgrade existing interchange now, than to widening 84 to 4 lanes and yet, keep the existing 2 lane from pigeon pass to I 680.
- I-121-3 3. Enhancement of our current mass transit system through Tracy area will certainly reduce the commuter traffic on I 580 and improvement of Stanton ship channel will reduce the truck traffic. I hope these alternates approach are consider in your study and save our planet by curbing carbon emissions.
- I-121-4 4. What can be done to minimize the projected increase in noise for homeowners on Aria Ct, Cascita Ct & Tourmaline Ct. Please offer some suggestions.
- I-121-5 5. When and how often will you assess changes to turn signals at 84/Concannon to minimize delays on Concannon. (e.g. - early mornings) and why the access consolidations to the quarry and other business operation on the west side of 84 has to be located at Concannon. Is there an alternative location study been perform?
- I-121-6 6. What can be done about the increased dirt, dust and pollution that will invade our homes as a result of the projected traffic increases?
- I-121-7 7. Is there other alternate route been evaluated to connect I-580 (at Altamont pass) to I 680 and I 880 (at Dumbarton Bridge). Is there a master plan in place to solve I 580 traffic problem?

For more information, contact Brigetta Smith, Caltrans at 510-286-5820 or Arthur Dao, ACTIA at 510-267-6104

Responses to Comment I-121

I-121-1

It appears that the comment refers to expressway standards, since the project does not propose to make SR 84 a freeway. Entrance and exit ramps are not proposed. The project

components that relate to expressway standards are (1) limiting access to intersections rather than allowing private driveways, (2) relocating utilities such as telephone poles out of the State right-of-way, and (3) improving the roadway geometry to meet a design speed of 55 mph.

I-121-2

The freeway segments listed in Table 1-1 are not intended to represent all segments of I-580 and I-680 in the project region but rather the closest segments of those freeways to their intersections with SR 84.

Other regional traffic improvements planned or under way to address congestion on I-580 and I-680 are discussed in Master Response TR-2. A future project is planned to complete widening of SR 84 to four lanes from Pigeon Pass to I-680.

I-121-3

Although the improvements mentioned in the comment may help to reduce traffic on I-580, they are not within the scope of the project, and they would not address the purpose and need of improving local circulation by reducing traffic volumes currently diverting to local roads. In addition, the improvements would be funded by entirely different sources than the proposed project. Therefore, they would not be viable as project alternatives.

I-121-4

See the response to Comment I-07-4.

I-121-5

See Master Responses TR-4 and CI-1 in regard to signal timing and the relocated quarry access at the SR 84/Concannon Boulevard intersection, respectively.

I-121-6

See the response to Comment I-07-7.

I-121-7

No plans are in place to evaluate an entirely new surface road connection between I-580 at the Altamont Pass and I-680 or I-880 at the Dumbarton Bridge. The funds required for right-of-way acquisition and construction of such a connection would greatly exceed those available for at least the next two decades. Other regional traffic improvements, including for I-580, are discussed in Master Response TR-2.

Comment I-122 Julia Stephens Orvis

December 26, 2007
226 Joyce St.
Livermore, CA 94550

I-122-1

I am writing to express my opinion regarding the widening of Isabelle Avenue. I am concerned that a small group of people with special interests will impact planning that will benefit the entire region. Public agencies represent the community at large and must make their decisions based on what is best on a regional basis.

Special interest concerns should be heard and all reasonable efforts should be made to mitigate those concerns. However, special interests should not outweigh important regional planning that will benefit the entire community (I live on a very busy four lane road – Patterson Pass- that was open fields when I purchased my house 25 years ago).

Isabelle Avenue is a key piece of the regional roadways in this valley. The decision to widen this important artery must be made based on what is best for all the constituents represented by the public agencies making the decision.

Serving as a member of a public agency means representing the entire public and making the hard decisions that benefit that public at large. Sometimes it is difficult to know what choice will actually serve the entire community best. I don't think this is one of those times.

Sincerely,


Julia Stephens Orvis, D.V.M.

Responses to Comment I-122

I-122-1

The comment is noted.

Comment I-123 Carey Bailey

December 25, 2007

Caltrans District 4
Office of Environmental Analysis
Attn: Ed Pang
111 Grand Ave.
Oakland, CA 94610

Subject: State Route 84 Expressway Widening Project

Dear Mr. Pang,

I would like to take this opportunity to comment on the proposed Negative Declaration for the State Route 84 Widening Project.

Based on my review of the Environmental Assessment I fail to understand how the writer could factually back up the following statement from page iii:

I-123-1

The proposed project would have no effect on cultural resources, energy, hydrology and floodplains, and population and housing (relocation). In addition, the proposed project would have no significant effect on air quality, emergency services, geology and soils, growth, hazardous waste and materials, land use, **noise**, water quality and stormwater runoff, **traffic** and transportation, utilities, and visual/aesthetics resources.

I happen to live approximate 0.25 miles to the east of Highway 84 on Spinel Ct. and can tell you from personal experience that the traffic noise from the prior phase of this project has already significantly impacted my personal life. My master bedroom is upstairs in a two-story home and faces to the west. Since the construction of the last phase of the project the noise from traffic in my bedroom with the windows open, as they often are in the summer, has increased significantly.

On page viii the writer states that:

I-123-2

Future noise levels would increase from 1 to 6 dBA, No increases or maximum levels predicted would exceed the FHWA/Department Noise Abatement Criteria (NAC) at any residences.

A 3dBA increase in sound pressure level represents a *doubling* of the perceived volume level. A 6 dBA increase in sound pressure level represents a *fourfold* increase in the perceived volume level for residents. If I am already having difficulties sleeping at night due to traffic noise from Highway 84 how am I to believe that the proposed widening and promised 1 to 6 dBA noise increase won't be a negative environmental impact to me and my family personally?

Memo to Caltrans
December 25, 2007
Page 2

I-123-2,
Cont.

I can't imagine what the noise level will be like for those that live with their backyards on Isabel Ave.

I-123-3

Because traffic is the number one concern for me, and many others living in the Livermore Valley, I am in favor of any transportation project that will move traffic more efficiently. I'm also not going to say, "Not in my backyard." Therefore I would like to express my support for this project in general.

However, I would respectfully like to request that Caltrans strongly consider adding additional sound-deadening features to this project in order to mitigate the environmental impact from the traffic noise to the Sandhurst neighborhood.

Very truly yours,



Mr. Carey O. Bailey
1421 Spinel Ct.
Livermore, CA 94550-8608
1 (925) 449-4947
carey.bailey@comcast.net

Cc:

City of Livermore Public Works Dept.

Responses to Comment I-123

I-123-1

The determination that the proposed project would not have significant effects on noise and traffic was based on a detailed and comprehensive technical review of these study areas, the findings of which are summarized in Sections 2.15 and 2.7, respectively. Additional noise measurements and traffic data have been collected since the DED was circulated for public review and comment, but the results did not change the conclusions of the DED (see Master Response GEN-2).

The comment about construction of the last phase of the project appears to refer to the realignment of the SR 84/Vallecitos Road intersection completed in 2007. The intersection realignment was a separate City of Livermore project to direct through traffic on SR 84 and improve sight distance for turning movements to and from Vallecitos Road. Some intersection modifications would be made under the proposed project to maintain a

design speed of 55 mph, which is required as part of SR 84's expressway designation (see Section 1.4.1.1). Additional noise measurements collected in December 2007 indicate that there have been minimal changes in noise levels at this location. For more information, see Section 2.15.3 of the FED.

I-123-2

The comment refers to logarithmic increases in sound pressure levels. These increases relate to actual volume but not to loudness, which is the human response to changes in noise levels. As stated in the Noise Study Report, people generally cannot perceive changes in environmental noise levels of 3 decibels or less (Wilson, Ihrig and Associates 2007, Section 4.3, p. 15). A change of 5 decibels is usually clearly perceptible by most people, and an increase of 10 decibels is usually perceived as a doubling in loudness. For a detailed discussion of human response to changes in noise levels, see the Caltrans Technical Noise Supplement (<http://www.dot.ca.gov/hq/env/noise/pub/Technical%20Noise%20Supplement.pdf>), Section N-2211.

It is important to note that the significance determination for noise impacts is based on specific numeric thresholds under State and Federal law for highway projects. As stated in Section 2.15.1.2, a significant noise impact occurs when the future noise level with the project either increases by 12 dBA or more, or approaches (that is, comes within 1 dBA) or exceeds the noise abatement criteria, which is 67 dBA for residences. Neither the detailed noise analysis for the project (Wilson, Ihrig and Associates 2007) nor the additional noise data collected in response to public comments indicate that the project would exceed State or Federal noise abatement criteria.

I-123-3

The commenter's general support for the project is noted.

Rubberized asphalt concrete pavement will be used throughout the project limits. In addition, a section of berm along Ida Holm Park will be heightened, which may help block traffic noise in the Sandhurst development.

Comment I-124 M Guillory (first name indecipherable)

12-22-07

Caltrans:

I wish to comment on the Isabel Route 84 Expressway Widening Project.

It would be beneficial for our neighborhood if the berm was elevated to an equal height the entire length. Currently the berm is lower behind Ida Holmwell Park.

I-124-1

While standing in Holmwell park, cars can be seen passing along Isabel.

I believe this improvement for our neighborhood would not be expensive or time consuming and it would really help the level of noise remain bearable.

Sincerely,



1256 Diamond Ct
Livermore, CA 94550
925-443-5270
mjg1207@comcast.net

Responses to Comment I-124

I-124-1

Some commenters pointed out that the berm near Ida Holm Park is lower than in other areas and may not be effective in blocking out roadway noise. The height of the berm will be raised as part of the project.

Comment I-125 Jackie Guillory

Caltrans:

12-22-07

I wish to comment on the Isabel Route 84 Expressway widening project.

It would be beneficial for our neighborhood if the berm was elevated to an equal height the entire length. Currently the berm is lower behind IDA Holwell park.

I-125-1

While standing in the park cars can be seen passing along Isabel.

I believe this improvement for our neighborhood would not be expensive or time consuming and it would really help the level of noise remain bearable.

Sincerely,
Jackie Guillory
Jackie Guillory
1256 Diamond Ct
Livermore, CA 94550
925-443-5270 Jackieguillory@comcast.net

Responses to Comment I-125

I-125-1

See the response to Comment I-124-1.

Comment I-126 Kevin Watts

Kevin Watts
92 Rockrose Street,
Livermore,
CA 94551
(925) 449-4113

December 21, 2007

Re: Route 84 Expressway Widening Project IS/EA

Attn: Ed Pang,
Caltrans District 4,
Office of Environmental Analysis,
111 Grand Ave.,
Oakland,
CA 94610

Dear Sir:

- I-126-1 I am the owner of a Rockrose Street property adjacent to the Arroyo-Mocho bridge. I have specific concerns about the following noise contributions from the proposed project:
 - The gap in the earthen berm structure in the region of the bridge results in no noise abatement provision for adjacent Rockrose residents.
- I-126-2
 - The subsidence, settling or lack of bridge maintenance has resulted in a strong impulsive noise component as trailer trucks such as gravel trucks, bounce their loads as they cross the bridge. This may be due to road surface discontinuities at the bridge to roadway interface or an uneven bridge surface. This type of impulsive noise will tend to average out in a weighted noise measurement and may not be emphasized in your noise study. Measurements of any noise impact should be made when a convoy of gravel trucks are using the bridge crossing at maximum expressway speed.
- I-126-3
 - There is a lack of a sound wall on the bridge itself to deflect noise away from Rockrose residents.
- I-126-4
 - The surface of the bridge generates more noise than the asphalt road surface.
- I-126-5
 - There is a potential for amplification and channeling of noise towards Rockrose residents due to the bridge and water channel.
- I-126-6
 - The additional noise due to increased traffic flow using the new expressway.

I request further consideration of these noise issues, especially the impulsive noise issue leading to a noise abatement plan for Rockrose residents.

Sincerely,

Kevin Watts 12/21/07

Kevin Watts

Rockrose resident

Responses to Comment I-126

I-126-1

The gap in the berm at this location accommodates Arroyo Mocho and the trail connection to Rockrose Street. SR 84 passes under Stanley Boulevard at this location.

The Noise Study Report (Wilson, Ihrig and Associates 2007) conducted for the project included an assessment of the Rockrose Street area and concluded that noise levels (existing and forecast) do not meet the Federal and State criteria to warrant mitigation or abatement.

I-126-2

Road surface gaps or unevenness are a maintenance issue and would be addressed as part of the proposed bridge widening.

I-126-3

No soundwall is proposed for the Arroyo Mocho Bridge.

I-126-4

Rubberized asphalt concrete pavement will be used throughout the project limits, including the bridge surface.

I-126-5

The comment is noted.

I-126-6

The comment is noted.

Comment I-127 Janine Youngbird

Mr. Ed Pang
Caltrans District 4
Office of Environmental Analysis
111 Grand Avenue
Oakland, CA 94610

Dear Mr. Pang

Detailed below are comments on the draft environmental document (ED) that is being circulated for the Route 84 Expressway Widening Project (between Jack London Boulevard and Ruby Hill Drive) in Livermore.

I-127-1

The ED is deficient in characterizing and documenting the current and future vehicle traffic; this information is necessary for the public to understand the impact and scale of the project. There was no discussion on the percentage or number of trucks that are anticipated with respect to the proposed project. Rumor has it that four trucks a minute are anticipated. If factual, this could create a very dangerous situation. According to the ED there are three intersections (Standly Boulevard, Discovery Drive, and Jack London Boulevard) approximately 30 second apart at a design speed of 55 MPH. The combination of speed, close proximity of intersections, and heavy truck traffic will create an unsafe condition when truckers suddenly have to cut across multiple lanes of traffic to make their appropriate turn. We request the Discovery Drive exit that is currently being constructed, be eliminated and access be provided to the industrial center via Jack London Boulevard. This will improve traffic operations and reduce the noise associated with acceleration and deceleration. If trucks are using SR84, truck should be advised and restricted from "J braking" to prevent excessive noise.

Residences have voiced concerned about how this project will fit into the environment and looked for clarification on landscaping, however the ED provides no tangible details so the public can decide if their concerns are being addressed.

I-127-2

According to the ED, "The Ruby Hill development tennis courts and adjacent recreation fields would approach the NAC. Existing and future noise levels would exceed the NAC at the Isabel Trail, but due to its transitory use this trail does not qualify as a sensitive receptor." Based on reviewing the noise data and Section 4F, I strongly disagree that the tennis courts are sensitive receptors while the people who utilize the Isabel Trail are not! The section 4F is deceptive and should be rejected! The 4F document made absolutely no mention that the noise levels along the Isabel Trail would exceed the maximum acceptable NAC on a long-term basis. In addition the 4F and noise study did nothing to detail the distance along the trail that would be impacted, which appears to be over a mile in length. This issue was not even considered as part of the cumulative affects. Additional sound monitoring needs to be installed along the pedestrian trail to accurately determine the extent the trail will be impacted. I find it despicable that you are willing to pay to protect the private tennis courts and recreation trails of the wealthy which don't even reach the maximum allowable NAC levels, while the ED finds violation of the maximum allowable NAC level along the Isabel Trail in the poor neighborhood acceptable! The time it takes to navigate the trail could be just as long as tennis matches

I-127-2,
Cont. on the private tennis courts. In addition, it should be noted, the already loud noise levels along the Isabel Trail are causing some people make and navigate their own uneven footpaths at the top of the earthen beam and behind, risking twisting an ankle, in attempt to escape the persistent road noise. While sound wall are not a good solution due to the visual resources of the area, there are several other solutions that could be viable options to preserve the viability of our recreational trail. While reviewing the noise data, it was also discovered that no noise data was gather for Chalmette Road even though it terminates at the end of the protective earthen buttress but before the protective masonry sound walls. Sound data should also be collected in this area to confirm the noise standards are being preserved.

I-127-3 Stated in the ED on page 1-11, "At the request of the City of Pleasanton, no widening of Vineyard Avenue west for SR84 is proposed to deter regional traffic form using Vineyard Avenue as a detour route." We want the same opportunity as the City of Pleasanton. According to the ED, "The added capacity to SR 84 is expected to attract more regional traffic to SR 84..."(Page 1-8) We are requesting regional truck traffic be prevented from using SR 84, how many signatures and what information is need for this request? We do not feel this an unreasonable request since Pigeon Pass was a natural barrier that restricted trucks from using SR-84 as a regional truck route and the ED for Pigeon Pass stated their would be no impact / increase in traffic.

I-127-4 The cumulative effects in the ED should be revisited. For example, consider the area between Jack London and Standly boulevards, this used to be undeveloped rural land until approximately 2002 when a two-lane road posted at 35 MPH was constructed. Now the current proposal is to increase this stretch to six-lanes at 55 MPH with a projected 47,198 vehicles per day at 55 MPH. On a side note, the noise studies in the ED will need to be revised because they are based on a design speed of 50 MPH which conflicts with the stated design speed of 55 MPH.

I-127-5 Since it is obvious, this environmental document is in need of revisions; I will give you an opportunity to correct the major deficiencies prior to issuing the rest of my comments. Issues such as those above are why a comprehensive environmental impact report (EIR) is needed so as not to understate the project impacts or project scope. The EIR should also include the proposed 580 interchange because neither project has logical termini with out the other project being constructed.

Thank you for your assistance in resolving these issues!

Janine Youngbird
205 Chalmette Road
Livermore, CA 94551

CC:
Mayor, Marshall Kamena, City of Livermore
Caltrans District Director, Bijan Sartipi

Responses to Comment I-127

I-127-1

In response to comments that requested specific information about changes in truck traffic, additional data were gathered to test the modeling and projections used in the traffic studies. These data are summarized in Sections 2.7.2.4 and 2.7.3.3 of the FED. With the project, the truck volumes would increase slightly over the No Project condition

in the year 2030. The total increase ranges from 100 to 175 trucks per day, depending on the roadway segment, and the maximum number of trucks per day is estimated at less than 1,700. The basis for the estimate of four trucks per minute is unknown and is not supported by the data.

The Discovery Drive intersection at SR 84 must be maintained because it was included in the 2003 Route Transfer Agreement between the City of Livermore and Caltrans. Note that the north end of Discovery Drive will connect to Jack London Boulevard.

Signage to deter use of engine brakes will be considered during final project design.

I-127-2

Landscape plans for the proposed project are preliminary and will be developed during the project design phase. Public comment on the landscaping will be sought through focused neighborhood meetings, and we urge you to participate in that process. See Master Response VIS-1 for additional information.

The DED's statement that the Isabel Trail is not a sensitive receptor is based on the fact that the trail users who would be affected by noise from SR 84 are present on the trail sporadically and not in fixed locations. People who use the trail are unlikely to stay on the trail, or in any one location on the trail, for a longer time than is required to reach an intended destination or to travel an intended distance (for example, to walk 2 miles for exercise). In contrast, the Ruby Hill tennis courts and park represent destinations where people stay in one location for more than a brief time.

Noise abatement for both the Ruby Hill recreation facilities and the Isabel Trail was considered and is discussed in Section 2.15.4. The comment refers to but does not identify other viable options for noise abatement on the Isabel Trail.

Under the FHWA's Nationwide Programmatic Section 4(f) Evaluation and Approval screening criteria, project impacts on noise, aesthetic values, and other resources should not impair the use of Section 4(f) resources for their intended purposes. The 1 to 2 dBA future increase in noise levels from the project at the Isabel Trail would not be a perceptible change and would not interfere with the trail's continued use.

Chalmette Road appears to be within 800 feet or less of three other residences considered in the noise analysis (Table 2.15-3, Receiver IDs 4, 5, and 6), which have existing noise levels of 50 to 53 dBA. The project would increase noise levels at these locations by 2 to 3 dBA. Although noise levels at different residences in the vicinity may vary, they are

unlikely to reach the 66–67 dBA threshold at which abatement measures must be considered.

I-127-3

Improving SR 84 as a regional connection between I-680 and I-580 consistent with other programmed projects is a stated purpose of the project. In addition, the project was included in the Measure B Expenditure Plan approved by Alameda County voters (see Master Response GEN-4).

The Department cannot restrict truck traffic on any roadway as part of a project, but a local agency may prohibit certain vehicles from using a highway or impose vehicle weight restrictions on a roadway. See Master Response TR-1 for additional information.

I-127-4

It is not clear what aspect of the cumulative effects assessment needs to be revisited. The traffic analysis accounts for the widening of SR 84 from two to six lanes between Stanley Boulevard and Jack London Boulevard. As stated in Section 2.21.3.1, the traffic projections include future growth in land use through the study year of 2030, based on regional development planning and approved or planned transportation network improvements. The evaluation of project impacts incorporates projections of cumulative growth in traffic as well as planned or proposed changes in the local and regional roadway network.

Master Response TR-3 discusses why SR 84 would have a design speed of 55 mph but a posted speed limit of 50 mph.

I-127-5

See Master Responses GEN-2 and GEN-6 regarding the need to prepare an EIR and the logical termini of the project, respectively.

Comment I-128 Karen and Scott Crowson

ACTIA LIVERMORE CALTRANS

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD

California Dept of Transportation
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 grand Ave/Mail: PO Box 23660
Oakland, Ca 94610

To view or obtain a copy of the Environmental Document, visit:
www.dot.ca.gov/dist4/envdoc.htm

Please submit comments by the close of the comment period, Thursday November 15, 2007

Name: Karen & Scott Crowson Date: December 28th
Affiliation (if applicable): _____

Address: 40 Sparrow St., Livermore, CA 94551

Comment/Question:

- I-128-1 [**1. What is being done at the 84/680 interchange to handle the forecasted doubling of traffic onto 84? Since the Airway entrance is always backed up now, what is the plan for the traffic that will back up waiting for freeway access?**
- I-128-2 [**2. Why can't you leave the Quarry mining access solely to Stanley Blvd, which is not a residential area? Please explain why an access must be provided on 84 and why it is best at Concannon & 84.**
- I-128-3 [**3. Trees and a dense foliage area along the path beside 84 to will help create a semblance of privacy, helping keep it more visually appealing to folks in the community for walking, biking, jogging.**
- I-128-4 [**4. What can be done to minimize the projected increase in noise for homeowners on Rockrose St., Sparrow St., Yosemite Dr.? Please offer some suggestions.**
- I-128-5 [**5. Are any of these interchange modifications being done to accommodate future expansion of the Livermore Airport?**
- I-128-6 [**6. What can be done about the increased dirt, dust and pollution that will invade our homes as a result of the projected traffic increases?**

For more information, contact Brigetta Smith, Caltrans at 510-286-5820 or Arthur Dao, ACTIA at 510-267-6104

ROUTE 84 EXPRESSWAY WIDENING PROJECT

COMMENT CARD, Continued

I-128-7	7. Have you thought about making the route a passenger vehicle route only?
I-128-8	8. What thought has been put in for those that will lose value on their homes? For some of us, we have increased airport noise, and now a freeway, not just a 4 lane connector that was originally discussed when we purchased our homes.
I-128-9	9. Has a full environmental impact study been performed?
I-128-10	10. What is the timetable for funding for this project?
I-128-11	11. Why not upgrade the 580, which was designed to handle this type of traffic?
I-128-12	12. What studies have been performed that allowed for this choice verse improving the 580/680 interchange?
I-128-13	13. I don't see the logic in moving 4-6 lanes of traffic eventually to 84 where it's reduced to two lanes wrapping through the hills.
I-128-14	14. I've also heard that there will be traffic signals at intervals along this passageway. Have you considered the noise impact this will have as large trucks and motorcycles stop and go all day and night behind residential homes?

Responses to Comment I-128

I-128-1

A future project is planned to complete widening of SR 84 to four lanes from Pigeon Pass to I-680. Other regional traffic improvements planned or under way to address congestion on I-680 are discussed in Master Response TR-2.

The I-580/Isabel Avenue Interchange Project will construct a new connection between I-580 and SR 84 and is expected to relieve congestion at the existing I-580/Airway Boulevard interchange.

I-128-2

See Master Response CI-1 regarding quarry access at the SR 84/Concannon Boulevard intersection.

I-128-3

See Master Response VIS-1 for details about landscaping in the project area.

I-128-4

Noise levels on properties adjacent to SR 84 in this area are anticipated to increase by 1 to 3 dBA over existing noise levels by the year 2030, and the project would increase noise levels by 1 to 2 dBA. Since the noise levels do not approach or exceed 67 dBA or increase noise levels by 12 dBA, these properties do not qualify for noise mitigation or abatement. See Master Response NOI-1 for additional information.

I-128-5

Although the City of Livermore is considering plans to expand the Livermore Municipal Airport, this potential development is unrelated to the SR 84 Expressway Widening Project.

I-128-6

See the response to Comment I-07-7.

I-128-7

See the response to Comment I-07-8.

I-128-8

Master Response GEN-3 addresses the issue of property values.

It is important to note that the proposed project would not make SR 84 into an freeway but would widen the existing SR 84 expressway and upgrade it to expressway design standards.

I-128-9 through I-128-11

See the responses to Comments I-07-11 through I-07-13.

I-128-12

See Master Response TR-2 regarding improvements to the I-580/I-680 interchange. The SR 84 Expressway Widening Project was studied separately as part of a series of improvements to upgrade the route to expressway standards, improve local circulation in Livermore, and improve connectivity to I-580. Both projects would improve traffic circulation in the area and are not related.

I-128-13

A detailed traffic study performed for the project showed that widening SR 84 between Ruby Hill Drive and Jack London Boulevard, as well the improvements proposed for Pigeon Pass Safety Project and I-580/Isabel Avenue Interchange Project, would improve future traffic operations over the No Build scenario (2030 conditions). Six lanes will be

provided on SR 84 from I-580 to Stanley Boulevard, and four lanes will be provided between Stanley Boulevard and south of Pigeon Pass, where SR 84 will conform to two lanes. A future project is planned to complete widening of SR 84 to four lanes to I-680. A copy of the traffic study is available for review at the City of Livermore Planning Department.

I-128-14

The existing signal intersections within the project limits will be maintained. No additional signal intersections are currently planned within the project limits.

Comment I-129 Randy and Shannon Reeser

Route 84 Expressway Widening Project

COMMENT CARD

Ca. Dept. Of Transportation
Office of Environmental Analysis
Attn: Ed Pang, Senior Environmental Planner
111 Grand Ave./Mail PO Box 23660
Oakland, CA 94610

Name: Randy and Shannon Reeser

Date December 28, 2007

Address: 2168 Grape Leaf Lane, Livermore, CA 94550

Comments/Questions:

I-129-1 [1. Our first area of concern is that only the Tri Valley Conservancy has told us of Cal Trans' plans to cut through our property of vineyards at the corner of Isabel and Holmes. Cal Trans has not said anything to us. We are very concerned because we are now building a home on the site and are concerned about the impact of traffic: sight of traffic, sound of traffic. We have worked long and hard to own what we own and the thought of the state taking it from us is devastating. We have no plans of giving it up. It is a beautiful entrance into Livermore and represents the city well. The look of retaining walls and expressway has no place in Livermore.

Some people have asked where the vineyards will be replaced. It cannot be replaced. It is ours.

The City of Livermore and The Tri Valley Conservancy have given us their support in stating it is not the best solution to cut through our property. We would expect Cal Trans to at least show other options for the road.

I-129-2 [2. We have the same concerns as all the others whom have written

I-129-2, Cont. [concerning the trees, the traffic impact, the loss of value of homes, upgrading 580 and why this has been so hush-hush.

I-129-3 [If the State is even thinking about taking someone's property, the property owner should be the first to know and should be worked with to find a better solution. We find this to be slimy in all aspects. The only way we found out about this is because the Tri Valley Conservancy tries to follow these things and thankfully alerted us.

Randy and Shannon Reeser

Responses to Comment I-129

I-129-1

The project has been modified to avoid the acquisition of the vineyard land identified in the comment.

The design and location change for the SR 84/Vallecitos Road intersection described in the DED was proposed to satisfy highway design standards and address concerns about driver safety. During the preparation of the FED, the Department met with the City of Livermore and other parties to discuss concerns about impacts to agricultural land, the Tri-Valley Conservancy easement, and the commenter's property, and to consider other options for the SR 84/Vallecitos Road intersection. Additional technical studies conducted after the DED was circulated for public review indicated that the intersection could remain in its current location with additional modifications (see FED Section 1.5.2). The project design was subsequently changed to include the modified intersection to avoid impacts to agricultural land, meet the needs of the community, and satisfy highway design and safety requirements.

Federal law requires the Department to not approach the owners of properties for which acquisition is planned until after the environmental review process for the project has been completed (23 CFR 710.203). That is why the commenters had not been contacted by Caltrans Right of Way staff.

I-129-2

The project would remove up to 26 native oak trees to accommodate roadway widening in the southern project limits and proposes to replant 58 oaks to replace them.

A detailed analysis of the project's traffic effects was conducted, and the findings are discussed in Section 2.7.3. The potential for effects on property values is discussed in Master Response GEN-3. For information about upgrades to I-580, see Master Response TR-2.

The Department's intention has always been to make all project information readily available to everyone. The history of the proposed project's development and public outreach efforts is described in Master Response GEN-4. Additional public outreach will be conducted during the final project design and construction phases to keep the public informed of project decisions and progress.

I-129-3

See the response to Comment I-129-1.

Comment I-130 Mikel De Sanctis

Mikel De Sanctis

87 Cascata Court
Livermore, CA 94550
Phone: 1-925-960-0401

December 28, 2007

Caltrans District 4,
Office of Environmental Analysis
Attn: Ed Pang
111 Grand Ave.
Oakland, CA 94610

Dear Sir or Madam:

I-130-1

I'm writing to express my concern and opposition to the "Route 84 Expressway Widening Project". After careful review of the IS/EA document for the project, it's clear to me that the study has no concerned for the impact to the quality of life to the communities right next to Isabel Ave., such as Ruby Hill, Prima, and Sand Hurst.

When we moved to Livermore, we chose the area for the tranquility, surrounding undeveloped areas, light traffic, and the skies full of stars at night. All these characteristics, which the IS/EA report comments very superficially, will be totally lost as a result of this project.

I-130-2

The impact on noise pollution, air pollution, and light pollution will be deeply damaging. Not to mention the increase of accidents by the truck and vehicle traffic that will travel at higher speeds as a result of the widening. The benefits of this project will be to the area around the 580-680 intersection, not to the Livermore residents, especially not to the residents along Isabel Ave, who will take the entire burden of the project during construction, and will end up with a deteriorated quality of life at project is completion.

Sincerely,



Mikel De Sanctis
Concerned neighbor

Responses to Comment I-130

I-130-1

The commenter's opposition to the project is noted. See Master Response GEN-5 in regard to quality-of-life effects.

I-130-2

The project would result in increases in noise and the levels of certain air pollutants, but no increases would exceed State or Federal standards (see Master Responses NOI-1 and AIR-1). Additional lighting is not proposed. Although existing traffic signals and lights at

intersections would be moved to the new edge of roadway, in most cases they would be out of sight lines or screened from residents' views by trees, berms, or soundwalls. Section 2.8.3 of the FED has been revised to include this information.

The project's additional lanes, wider median, and concrete median barrier would increase safety on SR 84, and the speed limit would remain at 50 mph. As discussed in Section 2.7.3, the project will improve future traffic operations at most intersections in the project limits, benefiting residents adjacent to SR 84.

Comment I-131 Philip Pagoria

Ed Pang
Senior Environmental Planner
Caltrans District 4
111 Grand Ave.
Oakland, CA 94612

Philip Pagoria
93 Canary Ct.
Livermore, CA
94551

Dear Mr. Pang,

I-131-1

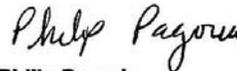
Currently 84 is two lane highway from Jack London south to 680 and we believe it should stay that way. There is a proposal that will increase the section north of Stanley to 6 lanes and add the new interchange at 580. At the Oct. 30th meeting, it was stated that the new interchange was designed to **encourage truck traffic to take the 84 cut-through to 680 rather than taking the 580/680 interchange** In addition, the section of 84 east of Pigeon Pass will remain two lanes because of environmental issues. If this is true then widening Hwy 84 through Livermore will only create more congestion over the pass and become relatively unattractive to trucks and commercial vehicles. The 6 lanes will only encourage more traffic to cut-through Pleasanton and onto Stanley which is not what is intended. There are already accidents at the intersections of Isabel with Jack London and Concannon Blvd. Now mix in multiple lanes, traffic lights and more semi-trucks, and the accidents will certainly increase. On Oct. 30th, Caltrans said that the signals will be timed to minimize the impact of the multiple lanes. However, heavy trucks with longer acceleration and deceleration times cannot have the same perfect timing as cars. The noise and pollution from the increased car and truck traffic 'encouraged' to avoid the 680 interchange will certainly be significant.

I-131-2

We believe a full EIR be done to study these issues in more detail. These highway funds should be spent on improving the 580/680 interchange and not encourage truck traffic next to residential neighborhoods.

I-131-3

Sincerely,



Philip Pagoria

Responses to Comment I-131

I-131-1

See the response to Comment I-25-1.

A detailed traffic study performed for the project showed that widening SR 84 between Ruby Hill Drive and Jack London Boulevard, as well the improvements proposed for Pigeon Pass Safety Project and I-580/Isabel Avenue Interchange Project, would improve future traffic operations over the No Build scenario (2030 conditions). Six lanes will be provided on SR 84 from I-580 to Stanley Boulevard, and four lanes will be provided between Stanley Boulevard and south of Pigeon Pass, where SR 84 will conform to two lanes. A future project is planned to complete widening of SR 84 to four lanes to I-680. A copy of the traffic study is available for review at the City of Livermore Planning Department.

I-131-2

See the response to Comment I-25-2.

I-131-3

See the response to Comment I-25-3.

Comment I-132 Penelope Jorge Da Silva

to CALTRANS

PENELOPE JORGE DASILVA
63 TOURMALINE AVE
LIVERMORE CA

925-245-1519

Dec 28, 2007

to whom it may concern

I am a resident of 63 Tourmaline Ave - my house backs onto concannon and I am just three houses away from Isabel Ave.

I-132-1

I absolutely disagree with Caltrans that by adding additional lanes of traffic there will be little to no impact on the noise - I live with noise every day - and every evening and every night - How would you like a free way to go past your house? -

I-132-2

We need to know Caltrans is going to do something to mitigate the noise -

Please feel free to call me and please advise me of any meetings regarding the widening of Isabel.

Sincerely
Penelope Jorge Da Silva

Responses to Comment I-132

I-132-1

As shown in Table 2.15-3 (Receiver ID 16), noise measurements for the project were taken in the backyard of 63 Tourmaline Avenue, the address identified in the comment. The noise level at this property is anticipated to increase by 3 dBA over existing noise levels by the year 2030, and the project would increase noise levels by an additional 2 dBA. It is important to note, however, that noise impacts are defined according to specific numeric thresholds under State and Federal law for highway projects. As stated in Section 2.15.1.2, a noise impact occurs when the future noise level with the project either increases by 12 dBA or more, or approaches (that is, comes within 1 dBA) or exceeds the noise abatement criteria, which is 67 dBA for residences. Neither the detailed noise analysis for the project (Wilson, Ihrig and Associates 2007) nor the additional noise data collected in response to public comments indicate that the project would exceed State or Federal noise abatement criteria.

I-132-2

Since the noise levels do not approach or exceed 67 dBA or increase noise levels by 12 dBA, this property would not qualify for noise mitigation or abatement. However, rubberized asphalt concrete pavement will be used throughout the project limits to reduce traffic noise.

The commenter will be advised of any upcoming meetings about the project.

Comment I-133 Richard, JoAnn, and Amanda Koobatian (2 of 2)

**Richard, JoAnn, and Amanda Koobatian
145 Crystal Circle ~ Livermore, CA 94550
925-454-9644**

January 2, 2008

Caltrans District 4
Office of Environmental Analysis
Attn: Ed Pang
111 Grand Avenue
Oakland, CA 94610

RE: Route 84 Expressway Widening Project

Dr. Mr. Pang:

Please don't allow an Expressway to be put in our neighborhood !!!

I-133-1

We are Livermore residents whose house faces Isabel Avenue and are adamantly opposed to the State Route 84 widening project through Livermore. For the State Of California to essentially allow an interstate to be put in a residential area is nothing less than obscene, dangerous, and outright fool-hearty and makes absolutely no sense.

I-133-2

It would seem that we are being penalized for living where we thought was a quiet neighborhood. The people that will be using the new roadway live in different counties. All you are doing is encouraging more growth in sleeper communities like Tracy and Brentwood and the congestion will grow even larger. The fact that those commuters cannot afford housing in the greater bay area is not our concern and we should not have to foot the bill, emotionally or monetarily, to accommodate their choice to live in those outlying areas. They don't even pay property taxes in Alameda County!

I-133-3

This seems to us to be an answer to the failure of the 580 -680 interchange that was completed just 8 years ago. That too was meant to relieve 580-680 congestion but obviously it did not. Because that project was not successful and our tax dollars were

I-133-3,
Cont.

wasted on that, now you want to spend even more of our tax dollars to see if another option will do the trick. **Road building and municipal planning are not supposed to be trial and error concepts. Spending taxpayers' money is serious business and should not involve frivolity.** What are you going to do if the Isabel Widening doesn't relieve traffic congestion? Are you then going to authorize a super-skyway toll road that is elevated over Pleasanton & Livermore?

I-133-4

What a disaster in the making. We live in the affected area. Caltrans engineers and the commuters do not! Caltrans says the Berns were built between us and Isabel Avenue to lessen the noise. **You need to come to our part of town and listen to the traffic on Isabel. From our house, you can hear each car driving on Isabel loud and clear.** Now we will hear even more vehicles if this project goes through. There's no need to waste more money on further environmental impact studies. Our neighborhood is already noisy from Isabel traffic and more cars will increase that problem. Not to mention the increased pollution that will be generated in our area from the additional traffic. Car emissions are like cigarette smoke. They are not constrained by physical barriers.

I-133-5

Again, there is no good public policy for allowing the widening project. All the arguments have been made. The strongest consideration should be given to the residents whose properties will essentially be "taken away" from them if the project goes forward.

Please do what you can to stop the Isabel Widening project.

Sincerely,



Richard, JoAnn, and Amanda Koobatian
1145 Crystal Circle
Livermore, CA 94550
925-454-9644

Responses to Comment I-133

I-133-1 through I-133-5

See the responses to Comments I-112-1 through I-112-6.

The comment about car emissions is noted. The project would result in a slight increase in CO and other contaminants but would not violate any standards established to protect human health. See Master Response AIR-1 for a summary of air quality effects related to the project.

Comment I-134 Debbie Nelson

Mike & Debbie Nelson
1755 Prime Dr
Livermore, Calif. 94550

January 15, 2008

Calif. Dept of Transportation
Environmental Analysis
111 Grand Ave
P.O. Box 23680
Oakland, Calif. 94610

Affiliation PRIMA DEVELOPMENT

Dear Mr. Pang,

I-134-1

We wanted to share our thoughts about the Hwy 84 Widening project. Both my husband and I are in construction and development, so we are not here to ask you to stop the widening of Hwy 84 as we knew this when we purchased our home and we understand all about growth, supply and demand. However, what we would like to bring forward the issue of the Quarry entrance.

We know the quarry is there till they run out of materials to mine, however there is NO reason why there needs to be a Quarry entrance adjacent to our homes. There is plenty of commercial entry sites for the quarries to use starting at Jack London where the traffic and noise will not effect families and homeowners.

I-134-2

As a homeowner here we already deal with dust and quarry noise all throughout the day and middle of the night. We here backup alarms on the quarry equipment in the middle of the night so we must sleep with our windows closed as not to interrupt or sleep. Then we have to run the air conditioner which adds to our PG & E bills.

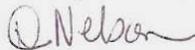
I-134-3

We deal with traffic in this area already and adding an entrance with heavy duty equipment is going to make it even worse. This is a place to raise families NOT run Heavy Equipment.

There are better places to keep the quarry entrances like where they are on Stanly no family homes and lives are drastically affected.

Please take our concerns into the consideration.

Sincerely,



Debbie Nelson

Responses to Comment I-134

I-134-1

The reasons why a consolidated quarry access road is proposed at Concannon Boulevard are discussed in Master Response CI-1. It should be noted that SR 84 (along with the

existing Kitty Hawk Road to Airway Boulevard route to I-580) and East Stanley Boulevard are officially designated truck routes; therefore, Jack London Boulevard would not be a feasible alternative access point.

Mining operations at the quarries will continue through 2030. After 2030, the Specific Plan for Livermore-Amador Valley Quarry Reclamation (Alameda County 1981) will be implemented to create deep basins and a “chain of lakes,” access roads, landscaping and other measures that will be managed primarily for groundwater recharge and flood control by Zone 7 Water Agency. The reclamation plan is discussed in Section 2.1.1.2.

I-134-2

The commenter’s address appears to be almost directly across SR 84 from an existing quarry access road that would be closed as part of the project. The proposed access road at Concannon Boulevard would be somewhat farther away from the commenter’s home. Noise levels on properties adjacent to SR 84 in this area are anticipated to increase by 3 dBA over existing levels by the year 2030, and the project would increase noise levels by an additional 2 dBA.

The commenter is advised to refer the issue of nighttime noise from the quarries to the City of Livermore. Noise from mining operations may be subject to the City of Livermore’s Municipal Code Noise Ordinance requirements. The Noise Element of the Livermore General Plan includes a policy (Objective N-1.4, P3) that states, “Consider methods to restrict truck travel times in sensitive areas.” In addition, Objective N-1.5 sets limits for noise levels during different times of the day.

I-134-3

See the response to Comment I-134-1.

State Clearinghouse Statement

The following is not a comment and is included for public information purposes only.



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

November 15, 2007

Ed Pang
California Department of Transportation, District 4
PO Box 236660
Oakland, CA 94623-0060

Subject: State Route 84 Expressway Widening Project
SCH#: 2007102077

Dear Ed Pang:

The State Clearinghouse submitted the above named Joint Document to selected state agencies for review. The review period closed on November 13, 2007, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

A handwritten signature in cursive script that reads "Terry Roberts".

Terry Roberts
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report
State Clearinghouse Data Base**

SCH# 2007102077
Project Title State Route 84 Expressway Widening Project
Lead Agency Caltrans #4

Type JD Joint Document
Description The proposed project would widen and upgrade SR 84 to expressway standards from approximately Jack London Blvd. to Ruby Hill Drive. The purpose is to improve SR 84 as a regional route, improve traffic circulation, upgrade SR 84 to an expressway, and improve bicycle and pedestrian access.

Lead Agency Contact

Name Ed Pang
Agency California Department of Transportation, District 4
Phone (510) 286-5609 **Fax**
Address PO Box 23660
City Oakland **State** CA **Zip** 94623-0060

Project Location

County Alameda
City Livermore
Region
Cross Streets SR 84 between Jack London Blvd. and Ruby Hill Drive
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways 84
Airports Livermore Municipal
Railways UPRR
Waterways Arroyo Mocho, Arroyo del Valle
Schools Smith and Rancho Elementary Schools
Land Use Existing state highway right-of-way with some minor acquisition of portions of parcels.

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Growth Inducing; Landuse; Minerals; Noise; Recreation/Parks; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 10/15/2007 **Start of Review** 10/15/2007 **End of Review** 11/13/2007

Note: Blanks in data fields result from insufficient information provided by lead agency.

Appendix J Wetlands Only Practicable Finding and Floodplain Determination

Wetlands Only Practicable Finding

Executive Order 11990 requires all federal agencies to avoid to the extent possible adverse impacts associated with the destruction or modification of wetlands and to avoid new construction in wetlands wherever a practicable alternative exists. Construction in wetlands is to be avoided unless there is no practicable alternative to the proposed construction and the project includes all practicable measures to minimize harm to wetlands. Economic, environmental, and other pertinent factors are taken into account in making this required finding.

Alternatives to the Proposed Project

During the early project programming stage (Caltrans 2003), an alignment was proposed between Ruby Hill Drive and Vallecitos Road that would shift SR 84 east of the existing roadway to eliminate the S-curve within this roadway segment (Alignment A). The option would encroach into and bisect property on the east side of SR 84 that was established as a biological mitigation site by the developer of the Ruby Hill community. The property is privately owned and managed as an environmental conservation easement by the Tri-Valley Conservancy and the City of Livermore. This option would also result in removal of numerous mature native oak trees, impacts to species habitat for the protected California tiger salamander and California red-legged frog, loss of riparian habitat and protective floodplain, and longitudinal encroachment and diversion of a creek tributary of Arroyo del Valle. Alignment A would require extensive cuts into a steep hillside and result in highly visible cut slopes up to 80 feet high, and would require creek channelization and new culvert crossings to accommodate the realigned roadway and associated fill slopes. This option was eliminated from further consideration because of the severity of these effects and because the other alignment option (Alignment B) that follows the existing route avoids many of these impacts.

Alignments A and B were evaluated for biological impacts in the Natural Environment Study (URS 2007a). The study reported that Alignment A would affect 0.024 acre of potentially jurisdictional nonwetland waters of the U.S., and Alignment B would impact 0.45 acre of jurisdictional nonwetland waters. In December 2007, a wetland field verification identified that Alignment B, which was ultimately included

in the Build Alternative, would affect 0.136 acre of potentially jurisdictional wetlands and 0.029 acres of potentially jurisdictional other waters of the United States (see Table J-1).

Table J-1 Potentially Jurisdictional Waters in the Study Area and Potential Project Impact Areas

Feature Type and Label*	Delineated Acres	Potentially Impacted Acres
<i>Wetlands</i>		
Perennial Drainage WL-2 (Arroyo del Valle)	1.206	0.015
Intermittent Drainage WL-4 (Tributary to Arroyo del Valle)	0.142	0.000
Ephemeral Drainage WL-5	0.121	0.121
Intermittent Drainage WL-6	0.763	0.000
<i>Wetlands subtotal</i>	<i>2.232</i>	<i>0.136</i>
<i>Other Waters of the U.S.</i>		
Intermittent Stream OW-1 (Arroyo Mocho)	0.868	0.029
Ephemeral Drainage OW-3 (Tributary to Arroyo del Valle)	0.010	0.000
<i>Other waters of the U.S. subtotal</i>	<i>0.878</i>	<i>0.029</i>
Total	3.11	0.165

Source: URS 2008

* Potentially jurisdictional waters are shown in the figures in Appendix C.

The Build Alternative minimizes impacts to potentially jurisdictional wetlands and waters of the United States by following the existing roadway alignment. At Arroyo Mocho and Arroyo del Valle, the existing bridges would be widened and new piers may be added, but the drainage channels would be maintained in their same locations and any new piers would be located outside of the perennial water channel. The widening of SR 84 would affect Ephemeral Drainage WL-5, but shifting the roadway alignment to the east to avoid this wetland would encroach on active vineyard land under a Tri-Valley Conservancy easement.

Other alternatives and options for the intersections of Vallecitos Road, Stanley Boulevard, and Vineyard Avenue with SR 84 were considered and found infeasible because of safety concerns, right-of-way conflicts, and unacceptable environmental impacts (Section 1.5). None of these alternative and options would affect potentially jurisdictional waters. The No Build Alternative (Section 1.4.2) would avoid impacts to wetlands but would not meet the purpose and need of the project.

Measures Included to Minimize Harm to Wetlands

Measures have been adopted or incorporated into the preliminary design of the project to minimize impacts to wetlands and other waters of the United States.

Construction Impact Avoidance and Minimization. The project appears to qualify for a Section 404 Nationwide Permit authorization, potentially Nationwide Permit 14, which applies to stream crossings. A 401 Water Quality Certification from the RWQCB and a 1602 Streambed Alteration Agreement from the CDFG would be required for the project. Impacts to wetlands and waters of the U.S. will be minimized by designating work area restrictions on the contractor and seasonal restrictions on timing of the work.

Temporary construction impacts will be minimized through restrictions on the contractor's allowable work area, which will also minimize impacts to waters of the U.S. Measures to avoid or minimize these impacts are discussed below.

In general, disturbance to existing grades and vegetation will be limited to the actual project site and necessary access routes. Placement of all roads, staging areas, and other facilities will avoid and limit disturbance to wetland habitat. Existing ingress or egress points will be used. Following completion of the work, the area will be re-contoured and returned to preconstruction condition or better.

Erosion control and sediment detention devices (e.g., well-anchored sandbag cofferdams, straw bales, or silt fences) will be incorporated into the project design and implemented during construction and afterward if necessary to minimize sediment impacts to wetlands and waters of the United States. These devices will be placed at all locations where there is a likelihood of sedimentation. Erosion control materials will be available for small sites that may become bare and for sediment emergencies.

All disturbed soils at each site will undergo erosion control treatment prior to the rainy season and after construction is terminated. Treatment includes hydroseeding and sterile straw mulch, and erosion control blankets for disturbed soils on gradients of over 30 percent.

Work within the arroyos or the unnamed creeks will be restricted and scheduled accordingly by season. It is expected that regulatory permits will specify no work within the channels between mid-October and mid-April.

Compensatory Mitigation. Under Federal and State guidance and rules, adverse, unavoidable impacts to wetlands and other aquatic resources require offsetting or compensatory mitigation. Generally, impacts should be offset by enhancement of the affected site. The USACE may not require mitigation for impacts to waters of the U.S., but the RWQCB normally does. One or more of the following options will be

implemented to compensate for potential project impacts to wetlands and other waters of the U.S.:

- In accordance with the February 2008 Biological Opinion for the project, 34.17 acres of habitat will be purchased at a local USFWS-approved mitigation bank to benefit endangered species (Section 2.19.4). Creation of new wetlands within the mitigation acreage will be investigated.
- An opportunity for on-site wetland enhancement exists at Arroyo Mocho, where a mitigation site was developed to offset the impacts associated with the original construction of Isabel Avenue. The existing channel could be widened or recontoured to allow for expansion of the existing wetland area to offset the proposed project.
- If on-site mitigation is not practicable or feasible, credits could be purchased at an approved mitigation bank.
- If a mitigation bank is not available or feasible at the permit stage prior to project construction, the USACE may allow use of an in-lieu fee arrangement where payments fund other restoration projects or programs.

Mitigation for wetland impacts must be approved by the USACE and RWQCB.

Finding

Based on the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed project includes all practicable measures to minimize harm to wetlands that may result from such use.

Floodplain Determination

The project would not result in a significant encroachment of a floodplain, as documented in Section 2.10.3.

Appendix K Resources Evaluated Relative to the Requirements of Section 4(f)

This section of the document discusses parks, recreational facilities, wildlife refuges and historic properties found within or adjacent to the project area that do not trigger Section 4(f) protection either because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, 4) the project does not permanently use the property and does not hinder the preservation of the property, or 5) the proximity impacts do not result in constructive use.

The project would have no permanent adverse impacts on any of the public parks or recreation facilities in the study area. The Isabel Trail will be temporarily closed during some construction periods. The trail parallels the east side of SR 84 in the project area between Jack London Boulevard and Alden Lane, and is separated from the roadway by a landscaped buffer. Where feasible, the trail will remain open during construction; however, temporary trail closures or detours are anticipated to preserve public safety. The trail will be realigned where it fronts the former Orchid Ranch, and ultimately an extension of the trail from Alden Lane to Vineyard Avenue is planned, which would benefit this facility. The City of Livermore concurred with ACTIA's finding that the project would have no adverse impacts on the Isabel Trail (see Appendix G). Therefore, no permanent impacts would occur to a Section 4(f) resource.

Because of the temporary nature of the impacts from project construction, the project will not impair the activities, features, or attributes that qualify the Isabel Trail for protection under Section 4(f). Therefore, the provisions of Section 4(f) are not triggered.

