

Appendix J Public Comments on
the Initial Study/
Environmental Assessment

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Appendix J Public Comments on the Environmental Assessment/
Initial Study

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Introduction

Appendix J presents comments received on the *Interstate 680/State Route 4 Interchange Improvement Project Draft Environmental Assessment (NEPA) and Initial Study (CEQA)/Proposed Negative Declaration (IS/EA)*; dated May 2006) and the responses to those comments. Any text changes resulting from the comments are summarized in the responses and have been incorporated into the text of this Final IS/EA.

Comment Period

The State Clearinghouse comment period officially began on August 4, 2006, and ended on September 5, 2006. The comment period remained open until September 22, 2006, for any comments submitted to the Contra Costa Transportation Authority (CCTA) or the California Department of Transportation (Caltrans).

A public hearing/open house was held to inform the public about the proposed improvements to the Interstate 680/State Route 4 (I-680/SR-4) interchange. Local residents, elected officials, and other interested parties were notified of the event through a variety of methods. A one-page mailer was sent on August 7, 2006, to announce the public hearing/open house. Newspaper display advertisements were published in the *Contra Costa Times*, the major regional newspaper, on August 5 and 19, 2006. The advertisements included a brief description of the project, a map of the project area, information on where the IS/EA could be reviewed, and details about the public hearing/open house. The IS/EA was also made available on the Caltrans Web site at: <http://www.dot.ca.gov/dist4/envdocs.htm>.

Caltrans and CCTA sent local, state, and federal elected officials copies of the IS/EA and letters describing the project and notifying them about the public hearing/open house.

Copies of the IS/EA were made available at the following locations:

- Pleasant Hill Library, 1750 Oak Park Boulevard, Pleasant Hill
- Contra Costa Transportation Authority, 3478 Buskirk Avenue, Suite 100, Pleasant Hill
- Caltrans Transportation Library, 111 Grand Avenue, Room 12-639, Oakland

The technical documents that were prepared to support the IS/EA were also available for public review at the CCTA office.

The public hearing/open house to discuss the proposed project and solicit comments on the IS/EA was held on August 22, 2006, at the Pacheco Community Center at 5800 Pacheco Boulevard, Pacheco, between 5:00 and 7:30 PM. Project staff members made a short presentation about the project and were available to answer questions. A court reporter was available at the hearing to transcribe individual comments, and attendees were invited to complete comment cards. The transcript and comments submitted at the meeting are included and addressed in Sections J.2 and J.3.

In addition, CCTA staff gave presentations about the project at the Concord Cascade Mobile Home Park on August 16, 2006, and to the Pacheco Town Council on August 23, 2006.

Responses to Comments

Six individuals issued spoken comments at the public hearing/open house, and 10 individuals, businesses, and state and local agencies provided written comment cards or letters. Copies of these comments as well as the State Clearinghouse letter regarding State agency review are presented in the following sections:

- Section J.1, Summary of Comments
- Section J.2, Comments from Public Hearing
- Section J.3, Comments from Government Agencies, Businesses, and Individuals

J.1 Summary of Comments

Table J-1 lists the names of the individuals, businesses, and agencies that provided comments on the IS/EA. Each comment is briefly summarized. This table provides a brief overview of the nature of the comments and a reference list of individual comments. The comment submissions and corresponding responses are presented in Sections J.2 and J.3.

Table J-1 Summary of Commenters and Comments on the IS/EA

#	Name	Source	Date	Issues Raised	Summary of Concerns
1	Doug Sibley	Hearing	8-22-06	<ul style="list-style-type: none"> Noise Supports Slip Ramps 	<p><i>Resident on Temple Drive.</i></p> <p>1a. EB SR-4 to SB I-680 ramp moving closer to homes. Ramp will be ascending, increased noise. Trees will be removed. Requests that soundwall be studied.</p> <p>1b. Strongly supports the slip ramp option.</p>
2	Bonnie Sprung	Hearing	8-22-06	<ul style="list-style-type: none"> Noise 	<p><i>Resident on Temple Drive.</i></p> <p>2a. Feels project will increase noise.</p>
3	Howard Scott	Hearing	8-22-06	<ul style="list-style-type: none"> Flooding 	<p><i>Manager of mobile home park.</i></p> <p>3a. Concerned that flood gates are not operating, and nothing is being done to address flood risk issue.</p>
4	Rick Zurfluh	Hearing	8-22-06	<ul style="list-style-type: none"> Noise 	<p><i>Resident on Temple Drive.</i></p> <p>4a. Concerned about noise level, especially truck noise. Stated that traffic noise in his back and front yards is very high.</p>
5	Robert McKinney	Hearing	8-22-06	<ul style="list-style-type: none"> Noise Property Values 	<p><i>Resident on Temple Drive.</i></p> <p>5a. Questions why no soundwall was ever built between SR-4 and Temple Drive. Requests that another study be performed or that it be re-evaluated.</p> <p>5b. Planning on selling house and concerned about requirements for disclosure of this project with regard to real estate transaction.</p>
6	Bill Schmidt	Hearing	8-22-06	<ul style="list-style-type: none"> Noise 	<p><i>Resident on Blackrock Place, Diablo View.</i></p> <p>6a. Concerned with EB SR-4 to SB I-680 connector. No soundwall detailed in the plans presented and encourages CCTA to reconsider this. New alignment will be closer to Sweetwater Drive. Disagrees that soundwall is not needed here. With project improving traffic, cars will be moving more and amplify traffic noise.</p>
7	Jay McCoy	Comment Sheet	9-3-06	<ul style="list-style-type: none"> Traffic Operations 	<p><i>Concord Resident.</i></p> <p>7a. The overall design, off-ramp to Pacheco Blvd., and public information process is excellent.</p> <p>7b. Concerned with off-ramp from WB SR-4 to Pacheco Blvd. "which will remain." Weave created by traffic from SB I-680 to WB SR-4 is hazardous, and proposed project improves this, but doesn't eliminate it. Recommends that this weave be further studied and an "innovative design" developed to eliminate the weave. Expresses opinion that spending this much money on project and not eliminating weave is poor engineering.</p>

Table J-1 Summary of Commenters and Comments on the IS/EA

#	Name	Source	Date	Issues Raised	Summary of Concerns
8	Frances Hehnke	Comment Sheet	9-11-06	<ul style="list-style-type: none"> • Visual Pollution and Visibility of Traffic 	<p><i>Resident on Temple Drive.</i></p> <p>8a. Project will have more traffic noise, which is already bad. 8b. More pollution and smell of fumes, which will descend downward. 8c. Freeway traffic visibility. 8d. Above impacts could be mitigated to some extent if tall growing trees were planted in unused area "behind Temple Dr. near Muir Rd." Currently that area is "an ugly bunch of dirt." If planted now could be tall enough when construction begins.</p> <p><i>Resident on Temple Drive.</i></p> <p>9a. Has used interchange for many years and does not see why project needs to be done. 9b. Will cause too much noise for residents near interchange as well as more dirt and dust blown in. 9c. Will cause devaluation of their property.</p>
9	Helen Fernandez	Comment Sheet	9-11-06	<ul style="list-style-type: none"> • Project Need • Noise • Property Values 	<p><i>Business Owner on Pacheco Boulevard (lessee of Caltrans property at SW corner of interchange).</i></p> <p>10a. Opposes Phase 2 of the project, which will result in the nonrenewal of their lease. 10b. Project will result in: Displacement of 400 individuals and companies who use the self storage units, moving costs for their tenants, and "higher rental rates at other self-storage facilities." Loss of jobs for 3 full-time employees and 3 part-time employees at the facility. Loss of income for owners and operators of the facility. 10c. Requests consider alternative proposals to accomplish the purposes of Phase 2 to avoid taking their facility.</p>
10	Pacheco Mini Storage	Letter	9-19-06	<ul style="list-style-type: none"> • Business Relocation 	<p><i>Owns/Operates Contra Costa Canal and Treated Water Pipelines within Project Area.</i></p> <p>11a. Section 2.15 of IS/EA does not acknowledge CCWD facilities in impact area of the project, and requests that these and any other similar facilities be recognized in the document. 11b. Requests that IS/EA include a mitigation condition to protect water infrastructure.</p>
11	Contra Costa Water District	Letter	9-20-06	<ul style="list-style-type: none"> • Additional Detail on Water District Facilities 	<p><i>Owns/Operates Contra Costa Canal and Treated Water Pipelines within Project Area.</i></p> <p>11a. Section 2.15 of IS/EA does not acknowledge CCWD facilities in impact area of the project, and requests that these and any other similar facilities be recognized in the document. 11b. Requests that IS/EA include a mitigation condition to protect water infrastructure.</p>

Table J-1 Summary of Commenters and Comments on the IS/EA

#	Name	Source	Date	Issues Raised	Summary of Concerns
12	Contra Costa County Community Development Dept.	Letter	9-22-06	<ul style="list-style-type: none"> Status of railroad crossing replacement project Bike and Pedestrian Facilities Traffic Signal Timing Visual 	<p><i>Community Development Department.</i></p> <p>12a. County supports inclusion of the Pacheco Blvd. slip ramps in the project.</p> <p>12b. County wishes to reconstruct BNSF Railroad overcrossing at Pacheco Boulevard to allow four lanes and bike/pedestrian facilities beneath the railroad crossing. County requests more detail as to when this project is scheduled/anticipated so that County can coordinate on its development.</p> <p>12c. County believes project has the potential to impact pedestrian and bicycle facilities, which the IS/EA should analyze and mitigate if necessary</p> <p>12d. There are intersections in close proximity to one another, and IS/EA should evaluate need to operate intersection signal timing in a coordinated manner.</p> <p>12e. Visual analysis does not adequately evaluate potential impacts on local roadways and mitigation, specifically landscaping of roadway median beneath the approaching bridges.</p> <p><i>Central Contra Costa Sanitary District.</i></p> <p>13a. Update Table S-1 per response to Comment 13c.</p> <p>13b. References to Water District and sewer system operators provided.</p> <p>13c. Provides details of Central Contra Costa Sanitary District facilities affected by project phases, for addition to the IS/EA.</p> <p>13d. Requests adding mitigation measure to coordinate with affected utility service providers during development of project design.</p> <p><i>City of Concord Permit Center/Planning.</i></p> <p>14a. City has no comments at this time.</p> <p><i>Resident at Rancho Diablo Mobile Home Park.</i></p> <p>15a. Pile driving during construction will increase rodent activity at the Rancho Diablo Mobile Home Park. Experienced this effect during last construction project at the interchange.</p> <p><i>Regional Water Quality Control Board.</i></p> <p>16a. Total area of impervious surface not provided. Storm water runoff needs to be appropriately treated</p> <p>16b. Areas determined to be “nonjurisdictional” under the U.S. Army Corps of Engineers criteria may be a water of the state, potentially requiring a permit and mitigation.</p>
13	Central Contra Costa Sanitary District	Letter	9-22-06	<ul style="list-style-type: none"> Utilities 	
14	City of Concord	Letter	9-22-06	<ul style="list-style-type: none"> Have no comments 	
15	William Godsill	Email	8-11-06	<ul style="list-style-type: none"> Pests/rodents 	
16	California Regional Water Quality Control Board	Comment Letter via State Clearing-house	8-28-06	<ul style="list-style-type: none"> Water Quality Waters of the U.S. 	

Table J-1 Summary of Commenters and Comments on the IS/EA

#	Name	Source	Date	Issues Raised	Summary of Concerns
17	Governor's Office of Planning and Research, State Clearing-house	State Clearing-house	9-6-06	<ul style="list-style-type: none"> Transmittal of comments received from state agencies on the Initial Study 	<p><i>State Clearinghouse Transmittal.</i> Letter of transmittal; no comment response necessary. Notes that public review period for state agencies ended on September 5, 2006. Only comment letter transmitted by State Clearinghouse was the 8-28-06 letter from the California Regional Water Quality Control Board.</p>

J.2 Comments from Public Hearing

The nine-page official transcript of comments recorded by the court reporter at the public hearing/open house held on August 22, 2006, is presented below. Responses to each comment (numbered in the margins as 1a, 1b, 2a, etc.) are presented after the complete transcript.

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I-680/SR-4

INTERCHANGE IMPROVEMENT PROJECT

--oOo--

RE: PUBLIC HEARING/OPEN HOUSE.



REPORTER'S TRANSCRIPT OF PROCEEDINGS

(ORAL PUBLIC COMMENTS)

AUGUST 22, 2006

Taken At:

Pacheco Community Center

5800 Pacheco Boulevard

Pacheco, California, 94553

REPORTED BY: MANDIE J. DOYLE, CSR #6946
Certified Shorthand Reporter

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I N D E X

ORAL COMMENTS BY:	Page
1. DOUG SIBLEY 2175 Blackrock Place Martinez, CA, 94553	3
2. BONNIE SPRUNG 1120 Temple Drive Pacheco, CA, 94553	4
3. HOWARD SCOTT 355 Vista Grande Pacheco, CA, 94553	4
4. RICK ZURFLUH 1113 Temple Drive Pacheco, CA, 94553	5
5. ROBERT MCKINNEY 1142 Temple Drive Pacheco, CA, 94553	6
6. BILL SCHMIDT 2165 Blackrock Place Martinez, CA 94553	7

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1a

AUGUST 22, 2006

5:00 P.M.

PROCEEDINGS

MR. SIBLEY: I live nearby at 2175 Blackrock Place, Blackrock is one word, here in Martinez. I live in the Diablo View Homeowners Association, and I was president of that for 10 years.

One concern I have is that the new ramp from eastbound 4 to southbound 680 is moved to the south of the existing ramp right adjacent to our homeowners' homes. The new proposed ramp was moved further south compared with the existing ramp, a lot closer to our homes and along Muir Road and Sweetwater Drive, and that's the east intersection. There's a west and an east, because Sweetwater is a horseshoe intersection, this is the lower one.

The freeway and the homes are essentially at grade, and this new ramp is going onto a structure, so it will be climbing, and there will be increased noise based on the upgrade. And it's so close to our Association homes, a lot of trees are being removed, tall eucalyptus trees, but they still shield the existing noise, and they're gone.

So it would be helpful to study the sound wall, oh, maybe where the freeway and Muir Road are at grade, are at the same grade, which isn't all that long, and to enhance, put some trees or oleanders or something back to help muffle



1 the noise.

2 Second comment is I really strongly support the slip
3 ramp from northbound 680 to westbound 4, the slip ramp that
4 goes to Pacheco Boulevard and the Park-and-Ride lot, Transit
5 lot and the CHP office.

1b 6 Pacheco Boulevard is a fairly main thoroughfare, and it
7 serves our area. It would save me a lot of backtracking if
8 that option is built, and I think it would serve Transit and
9 it would serve the Park-and-Ride a lot, and I think it's a
10 win-win situation for everybody to have it.

11 And those are my two concerns.

12 MISS SPRUNG: Bonnie Sprung, 1120 Temple Drive,
13 Pacheco.

14 There is no sound walls going up. I'm on Temple Drive
15 that backs up to Muir Road, and it's where the dotted lines
16 are, the red dotted lines. There's no sound walls or
17 anything going up there, and I know we're going to get a lot
18 of the traffic and everything there, it's going to be a
19 mess, I'm sure, because we're backing up the freeway now,
20 and this is going to be even bigger, so it's going to be
21 hard on us.

2a 22 There's a few of the other people that's backing up
23 Temple Drive also that wants to say something.

24 MR. SCOTT: My name is Howard Scott, my address is 355
25 Vista Grande, Pacheco, California.



1 I want to express my concern for 150 people that live
2 in my mobile home park, I'm the manager.

3 So far Cal-Trans has done nothing but screw us around.
4 I've lived there for 30 years. Cal-Trans owns the property
5 between Cal-Trans, Highway 4 and our wall that separates.
6 They have two flood gates that don't operate when it gets
7 heavy rain. When that happens the water builds up, it
8 covers Marsh Drive, it covers our park and floods.

9 We had three floods in the last seven years. In the
10 first 30 years it was nothing, but as they keep screwing
11 around with the highway and the airport we start getting the
12 drainage from them. Cal-Trans has not answered us in
13 letters and calls that we've made to them. We have sent
14 letters to Torlakson, to DeSaulnier, to everybody. Nothing.
15 We've had a couple of answers back from Torlakson's office.

16 He said, "We're working on it, we're aware of it," and
17 this has been over a year's time. He's working on it? What
18 the hell's he working on?

19 So that's what I got to say, and I'm getting a little
20 bit tired of the whole thing. I don't own the property, but
21 I'm speaking for my owner, and something's got to be done,
22 and it's got to be done pretty quick because it's going to
23 start raining again.

24 As soon as this thing starts I will be long gone.

25 MR. ZURFLUH: Rick Zurfluh, 1113 Temple Drive, Pacheco.

3a



4a

1 I'm concerned about the noise level. I already have a
 2 lot of truck noise coming off Highway 4, especially when the
 3 trucks decelerate, and as this freeway's built I'm concerned
 4 about hearing more noise.

5 Right now I know they've done some tests, so they tell
 6 me tonight. The noise in my front yard is not as great as
 7 the noise in my backyard. When you go in my backyard it
 8 sounds like the freeway is right there.

9 So those are my concerns. Thank you very much.

10 MR. MCKINNEY: My name is Robert McKinney, 1142 Temple
 11 Drive, in Pacheco.

5a

12 Now I've often wondered why there was never a sound
 13 wall put between Muir Road and the freeway, and I know that
 14 they have stated that there have been studies done, but I
 15 beg to differ with them, because my backyard backs up to the
 16 canal trail, which also has freeway noise, and it gets very
 17 loud.

18 And I would like to have them either suggest another
 19 study taken with current traffic or to look into it again,
 20 because I really feel a sound wall is needed.

5b

21 And then I also have concerns about disclosure for this
 22 project. I would like to put my house on the market in two
 23 weeks, and I don't know how this is going to affect me.
 24 They're saying our houses aren't affected in terms of the
 25 eminent domain right-of-way, but I can see some negative



5b,
cont.

1 impact from having an overpass being built up and having
2 that also coming over and being in the view of our backyard
3 now, so I have issues and concerns with that.

4 If Susan or her staff member or somebody can tell me
5 whether or not I need to disclose this project, because I am
6 putting my house on the market in two weeks, like I said.
7 So I don't feel we're being affected in a real negative way,
8 but I also need to know the legalities regarding disclosure
9 of this project, if I'm affected by it. So if somebody
10 could contact me my home phone number is (925) 685-1725.

11 Thank you very much.

12 MR. SCHMIDT: My name is Bill Schmidt, I live at 2165
13 Blackrock Place, that's one word, B-l-a-c-k-r-o-c-k, Place,
14 in Martinez. That is in the Diablo View Homeowners
15 Association off of Sweetwater Drive.

6a

16 My concern is the proposed phase that will be
17 constructing the eastbound Highway 4 to southbound 680
18 connector. The concern that I have is on the right edge of
19 the shoulder that the sound wall -- that there is no sound
20 wall detailed in the plans. I highly encourage CCTA to
21 reconsider this, as I believe it makes an impact to an
22 already problematic situation.

23 The new alignment will be closer to Diablo View
24 Homeowners Association at the lower end of Sweetwater Drive.
25 The current elevation of eastbound Highway 4 to those homes



6a,
cont.

1 at the lower end of Sweetwater Drive is very close to the
2 current elevation of the existing roadway, and there is no
3 sound wall in place now, it's very noisy.

4 I understand that people have said that the decibel
5 ratings that have been projected to level C in that area
6 would not meet the requirements for FHWA funding to include
7 a sound wall in that area. I strongly disagree. I think
8 people need to reconsider and take some actual studies of
9 the area.

10 In the morning the current traffic going eastbound
11 Highway 4 to southbound 680 is static in one lane. The new
12 proposal will have two lanes, it's expected that that
13 traffic will then be moving. The existing condition at that
14 peak time of traffic flow, there is no noise impact because
15 the cars are static and there is no additional tire noise.
16 When this phase is completed there will be two lanes of
17 moving traffic, and that will greatly amplify an already
18 problematic situation.

19 Thank you. I hope you consider putting a sound wall in
20 that area.

21
22 (Whereupon, the proceeding was concluded at 7:30 p.m.)

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STATE OF CALIFORNIA)
) ss.
COUNTY OF CONTRA COSTA)

I, MANDIE J. DOYLE, CSR, License No. C-6946, State of California, do certify:

That said proceeding was reported at the time and place therein stated by me, a Certified Shorthand Reporter, and thereafter transcribed into typewriting;

I further certify that I am not interested in the outcome of said action, nor connected with, nor related to, any of the parties of said action or to their respective counsel.

IN WITNESS WHEREOF, I have hereunto set my hand this 23rd day of August, 2006.

Mandie J. Doyle
MANDIE J. DOYLE, CSR, License No. C-6946, State of California.



Certified Shorthand Reporters
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Responses: Doug Sibley

1a

The commenter's home is in a residential subdivision made up of cul-de-sacs that branch off of Sweetwater Drive south of Muir Road and I-680. The nearest of these cul-de-sacs to Muir Road and I-680 are Highcliff Court and Westwood Place. Further

south of the freeway, the next set of cul-de-sacs is Drycreek Court and Blackrock Place. The Noise Impact Study conducted for the project evaluated two locations on Muir Road that are just east and west of Sweetwater Drive, one location on Highcliff Court, and one location on Westwood Place. Worst-case traffic noise levels were estimated at 61 to 62 A-weighted decibels (dBA) without the project and 62 to 63 dBA with the project. The increase at each of the modeled locations was 1 dBA with the project in place. An increase of 1 dBA is not typically a perceptible change, and the maximum noise levels do not exceed the Caltrans and Federal Highway Administration (FHWA) noise abatement criteria used to determine whether a noise barrier or equivalent noise reduction method should be evaluated.

There are groves of trees within the State right-of-way between Muir Road and I-680. Trees and vegetation closest to the freeway will have to be removed during construction. Planting within the right-of-way will be replaced. Trees will be replaced according to setback and sight distance standards for safety. Planting for landscaping purposes is not considered effective for noise reduction because it does not become dense enough to shield or block freeway noise, and therefore Caltrans and the FHWA do not use vegetation as a noise mitigation measure.

1b

The commenter's support of the northbound I-680 to westbound SR-4 ramp is noted.

Response: Bonnie Sprung

2a

A number of residents living in the single-family, detached home neighborhood along Temple Drive commented at the public hearing and in writing about existing noise levels at their homes and yards and potential future noise with the project in place. This response is intended to address these concerns. The IS/EA addresses noise in Section 2.4, and measured and modeled noise levels are listed in Appendix F, Table F-1. The neighborhood and noise measurement/modeling locations are shown in Appendix A, Figure A-3.

Temple Drive provides access to homes in this neighborhood and has relatively low traffic, primarily only from local residents. Muir Road is north of Temple Drive and parallels SR-4, functioning as a frontage road. From its intersection with Pacheco Boulevard, Muir Road rises in elevation as it heads west, and homes on Temple Drive well to the west of Pacheco Boulevard have a steep slope between the backyards and Muir Road. The homes are below the elevation of SR-4 in this area. An existing

concrete safety barrier along Muir Road in this area prevents cars from potentially leaving the roadway and going downslope into the residences; this low barrier also blocks some tire noise from cars using Muir Road. SR-4 is the primary contributor of traffic noise, although vehicle traffic from Muir Road also contributes.

Existing noise levels in this neighborhood were measured at points identified in the IS/EA and the Noise Impact Study at locations W-S-9 and W-S-10 (shown in Appendix A, Figure A-3). Short-term measurements taken in the late morning were 56 and 59 dBA. These and other measurements were used to calibrate the noise model to local conditions, and then a traffic noise level was predicted using future traffic volumes and speeds that would produce a worst-case noise level at these same measured locations. The predicted highest traffic noise levels at these locations were 61 and 63 dBA without the proposed project. These levels do not exceed the FHWA and Caltrans thresholds used to evaluate noise abatement. Future noise levels with the new northbound I-680 to westbound SR-4 ramp in place were predicted at 60 dBA. The slight decrease in noise levels would result from the construction of the eastbound SR-4 to southbound I-680 connector ramp, which would partially block freeway noise from the SR-4 mainline. At the existing eastbound on- and off-ramps at Pacheco Boulevard, the new connector ramp would be on an elevated bridge, and noise levels at the Temple Drive homes would be represented by the No Action levels of 60 to 63 dBA. Thus, regardless of whether the proposed connector ramp would block existing mainline noise, the traffic noise levels in this area would remain similar to existing levels. These traffic noise levels are quite audible within residents' backyards but do not reach the levels where noise abatement would be considered under established FHWA and Caltrans criteria. Because the existing and predicted future noise levels are below the criteria for consideration of abatement measures (66 dBA is considered the Noise Abatement Criteria for residential land uses; see Section 2.4.1.2), no noise barriers were recommended in the IS/EA. Field review of this area and review of the noise modeling in response to this comment did not identify anything incorrect with the assessment or conclusions.

Response: Howard Scott

3a

The proposed improvements at the I-680/SR-4 interchange would not affect the flooding issue noted in this comment. The existing flood risk is discussed in IS/EA Section 2.10.1, which states that the “predicted overflow of a Base Flood would inundate the mobile home park southeast of the I-680/SR-4 interchange, in addition to

the Central Contra Costa Sanitary District Treatment Plant.” This condition already exists and would occur without any of the proposed interchange improvements.

Caltrans owns and maintains a 600-foot un-named open channel or ditch along Marsh Lane, just north of the mobile home park. The channel drains into the Grayson Creek Flood Control Channel, which is owned and maintained by Contra Costa County. A wall exists along the boundary of the mobile home park at the flood control channel. There is a flap-gated control structure at the confluence of the drainage channel and Grayson Creek. The purpose of this structure is to prevent Grayson Creek flood waters or tidal waters from backing into the drainage channel. However, flood waters have exceeded the volume expected for the channel, resulting in high water levels against the wall along the mobile home park’s north boundary. This wall, built as part of the mobile home park development, was not designed by the mobile home park as a floodwall and has failed twice in recent years.¹ The mobile home park’s engineers recommended increasing the park’s north wall to the same height as the Grayson Creek levee and constructing/reinforcing the wall as a flood barrier. Alternatively, an earthen barrier or levee could be built adjacent to the north wall, similar to the existing configuration on the western boundary of the mobile home park. Neither the mobile home park wall nor the levee is within Caltrans right-of-way. These facilities are the responsibility of the mobile home park and Contra Costa County, respectively.

Caltrans will continue to monitor and maintain the open channel that is within their jurisdiction and work with the Contra Costa County Flood Control and Water Conservation District.

Response: Rick Zurfluh

4a

See the response to Comment 2a regarding noise levels at the Temple Drive/Pacheco Boulevard neighborhood. Although the traffic noise levels at this location are audible to residents, the levels do not currently exceed the Caltrans and FHWA thresholds for considering noise abatement measures such as soundwalls. Predicted future worst-case conditions are also below levels at which noise abatement must be considered.

¹ Letter from MBK Engineers, March 13, 2006, to Rancho Diablo Mobile Home Park summarizing results of inspection of the Rancho Diablo flood protection facilities.

Responses: Robert McKinney

5a

See the response to Comment 2a regarding noise levels at the Temple Drive/Pacheco Boulevard neighborhood. Although the traffic noise levels at this location are audible to residents, the levels do not currently exceed the Caltrans and FHWA thresholds for considering noise abatement measures such as soundwalls. Predicted future worst-case conditions are also below levels at which noise abatement must be considered.

5b

We cannot comment on what needs to be disclosed in a private real estate transaction. The IS/EA provides pertinent information on the project and should be referred to with regard to how it affects the commenter's property. The project is not fully funded and construction is anticipated to begin between 2012 and 2014; therefore, project construction is not immediate but should certainly be anticipated. With regard to whether project elements will be in view of the homes in the area depends on the location of each home, as parts of this neighborhood are situated against a hillside. A representative view from the Temple Drive neighborhood is presented in Figure 2.17-2, with and without the project in place.

Response: Bill Schmidt

6a

See the response to Comment 2a regarding noise levels at the Temple Drive/Pacheco Boulevard neighborhood. Although the traffic noise levels at this location are audible to residents, the levels do not currently exceed the Caltrans and FHWA thresholds for considering noise abatement measures such as soundwalls. Predicted future worst-case conditions are also below levels at which noise abatement must be considered.

J.3 Comments from Governmental Agencies, Businesses, and Individuals

Comments are presented below in the order in which they were received. Individual issues within each numbered comment submission are lettered (7a, 7b, etc.).

Responses follow each comment.

Comment: Jay McCoy

I-680/SR-4 Interchange Improvement Project



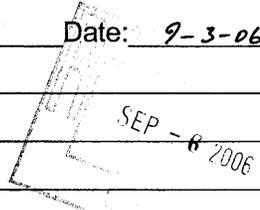
COMMENT SHEET

Comments may be submitted today or sent to:

Susan Miller, CCTA
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523
I680sr4comments@ccta.net

*Please submit comments by 5:00 p.m. Friday, September 22, 2006

Name: JAY S. MCCOY Date: 9-3-06
Affiliation (if applicable):
Address: 1730 FISHER DRIVE
CONCORD CA 94520
Phone: 925-676-3050 E-mail: jstume@cs.com



Comments:

7a

The overall design of the project as prepared is excellent.

7b

The direct offramp to Pacheco Blvd is excellent. The public information process is excellent. I have one concern which I voiced at the open house on 8-22-06. There is an offramp from west-bound Highway 4 to Pacheco Blvd which will remain. The weave created by traffic using this offramp and the traffic coming from south-bound 680 to westbound Highway 4 is hazardous

Please use the reverse side or attach any additional pages

7b,
cont.

and terrible. The proposed project makes this weave better but it does not eliminate the hazard. I recommend that this weave be further studied and an innovative design developed to eliminate this weave. One suggestion is to give this hazard to the engineering students at UC Berkeley for study. In my opinion, spending hundreds of millions of dollars on a project and leaving a known hazard is poor engineering, poor safety, and detrimental to the project as a whole.

Thank you for the opportunity to comment

Jay L. McCoy

Response: Jay McCoy

7a

The commenter's opinion is noted.

7b

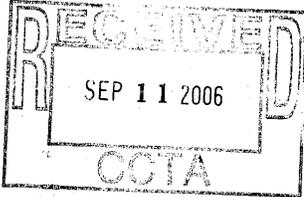
One of the primary reasons that the existing westbound SR-4 to Pacheco Boulevard off-ramp is difficult to negotiate is the short distance between this exit and the cloverleaf on- and off-ramps of the I-680/SR-4 interchange. The issue of spacing between the Pacheco Boulevard ramp and the interchange cannot be completely eliminated without closing the ramp, due to the proximity of Pacheco Boulevard to I-680. Maintaining access to and from Pacheco Boulevard was identified as an important local concern; therefore, the design of the current project maintains that connection. The project would improve this situation (as noted in this comment) by shifting a large amount of the traffic that uses the current cloverleaf ramp at I-680/SR-4 to a more efficient high-speed direct connector. This would reduce the volume of westbound traffic on SR-4 at the Pacheco Boulevard exit. Realigning or shifting this exit on SR-4 to the east would conflict with the southbound I-680 to westbound SR-4 connector ramp. Shifting the Pacheco Boulevard exit to the east would also conflict with the Contra Costa Canal and the hillside above it.

Comment: Frances Hehnke

I-680/SR-4 Interchange Improvement Project



COMMENT SHEET



Comments may be submitted today or sent to:

Susan Miller, CCTA
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523
I680sr4comments@ccta.net

*Please submit comments by 5:00 p.m. Friday, September 22, 2006

Name: Frances Hehnke Date: _____

Affiliation (if applicable): _____

Address: 1119 Temple Dr.
Pacifica

Phone: _____ E-mail: auntie-frannie@yahoo.com

Comments:

8a With this project I see three glaring things that could
have a very negative impact on my property value
and my quality of life: ① more traffic noise, which is
8b already very loud; ② more pollution + smell as these
fumes will now start above ground level + sink
8c downward; ③ freeway traffic visibility in addition to
that on Muir. All of these could be mitigated to some
8d extent if tall-growing trees were to be planted
in the unused area behind Temple along Muir Rd.
Currently that space is a big ugly bunch of dirt.
any thoughts on this idea? If we planted them

Please use the reverse side or attach any additional pages

*now they might even be tall enough by
the time construction is done!*

Response: Frances Hehnke

8a

The Temple Drive neighborhood currently experiences traffic noise, which primarily originates from the freeway and Pacheco Boulevard. This is discussed in the response to Comment 2a. The Noise Impact Study conducted for the proposed project shows existing and future maximum traffic noise levels up to 63 dBA (see Appendix F, Table F-1, locations W-S-9 and W-S-10; also see Appendix A, Figure A-3, which shows the Temple Drive neighborhood and these noise study locations). However, the noise analysis does not predict an increase in noise with the project, because the proposed direct-connector ramps will partially shield some neighborhood locations from the existing line-of-sight to the freeway lanes. With the shielding from the ramp, future noise levels are predicted at 60 dBA.

8b

Section 2.3 of the IS/EA discusses the existing and future air quality conditions and the potential for impacts from the proposed project. Moving a freeway ramp closer to a residence may increase the potential for exposure to higher levels of pollutant emissions, but in this case, the freeway is separated from the neighborhood at Temple Drive by the wide existing right-of-way at this location and the presence of Muir Road between the freeway and the neighborhood. Pollutants from vehicles do not necessarily move downward, as exhaust emissions may rise with temperature (from hot exhaust gases or a hot day), descend (on a cold day or a day with an air temperature inversion), or disperse as they move and mix with wind movements, including air current mixing caused by the vehicles themselves. Measured levels for carbon monoxide, a pollutant of primarily localized concern, are considerably below State and Federal standards for the project area and will remain so with the project completed.

The proposed project would provide additional vehicle capacity to the I-680/SR-4 interchange and ramps but would also increase the efficiency of the interchange by allowing vehicles to use high-speed direct connectors instead of the congested cloverleaf ramps. By improving traffic flow and reducing congestion, the project would have a beneficial effect on air quality.

8c

The proposed eastbound SR-4 to southbound I-680 connector would be visible from some locations in the Temple Drive neighborhood, as shown in the visual simulation in Figure 2.17-2. Traffic along Muir Road may be visible over the top of some Temple Drive residences' back fences, but this would not change as a result of the project. Homes with existing views of Muir Road traffic would continue to have these views because the project would not change the location or height of Muir Road.

8d

Landscaping at the interchange would be provided as part of the proposed project, as discussed in Section 2.17.5. It is assumed that the comment refers to the hillside slope on the south side of Muir Road between Pacheco Boulevard and approximately the existing on- and off-ramps to eastbound SR-4. That area is within State right-of-way and could be considered for planting. However, because any plantings would have to allow adequate sight distance for cars on Muir Road turning onto Pacheco Boulevard, the use of tall plantings may be incompatible, at least near that intersection. Planting cannot take place in advance of the construction, since it would be disturbed by construction activities.

Comment: Helen Fernandez

I-680/SR-4 Interchange Improvement Project



COMMENT SHEET



Comments may be submitted today or sent to:

Susan Miller, CCTA
 3478 Buskirk Avenue, Suite 100
 Pleasant Hill, CA 94523
 1680sr4comments@ccta.net

**Please submit comments by 5:00 p.m. Friday, September 22, 2006*

Name: Helen Fernandez Date: 9/11/06
 Affiliation (if applicable): _____
 Address: 1124 Tempe Dr.
Pacheco, CA 94553-5112
 Phone: 925-685-5711 E-mail: _____

Comments:

9a Having used the SR4/1-680 ramps
for many years, I don't see why
this interchange needs to be
done -

9b Not only will it cause too much
more noise to us who live near
this intersection as well as more
dirt and dust being blown on us
but it will cause devaluation of

9c our property. This just doesn't seem
right to me. (as though you would care)

Please use the reverse side or attach any additional pages

Response: Helen Fernandez

9a

The purpose and need for the proposed project are described in Section 1.2. That section discusses a number of problems and constraints with the current design,

primarily caused by the tightly spaced distances between various on- and off-ramps that create safety issues as well as traffic congestion. The amount of traffic using the I-680/SR-4 interchange will continue to grow, based on local and regional land use plans, which will exacerbate the existing problems. For these reasons, this interchange improvement project has been planned for many years.

9b

See the response to Comment 1a regarding noise. Dirt and dust in the form of particulate matter could potentially come from vehicle emissions or from vehicles on the freeway (i.e., kicked up from tires or blown off of pavement). The project would add high-speed connector ramps, including one in the vicinity of Temple Drive, but this change should not noticeably increase the amount of dirt and dust in the project area. Right-of-way would still remain between the nearest new ramp and the homes, and landscaping would be installed as part of the project, which should help in minimizing windblown dust generation. The project would shift traffic from an inefficient loop ramp system to more efficient high-speed connector structures, which would lower per-vehicle emissions by improving efficiency at the interchange and reducing congestion. Independent of this project, particulate emissions will also be substantially reduced from previous years due to the requirement for all large trucks to use cleaner-burning diesel fuels.

Dirt and dust would primarily be of concern during project construction, and the construction contractor would be required to implement mitigation measures as discussed in Section 2.3.5.

9c

Property values in the Temple Drive area should not be substantially affected by the proposed project. The backyards of some homes on Temple Drive are adjacent to the Muir Road right-of-way. The commenter's backyard is also near Pacheco Boulevard. The existing visibility and associated traffic noise of the freeway and Muir Road already affects this property. The proposed freeway connector ramps would not appreciably change the existing level of noise. The freeway ramp will be partially visible, as shown in Figure 2.17-2, but it is not expected to result in a substantial change.

Comment: Robert E. Sheldon, Pacheco Mini Storage

PACHECO MINI STORAGE

5146 Pacheco Blvd.
Pacheco, California 94553
Telephone No. (925) 674-1927
Facsimile No. (925) 685-6780

September 19, 2006

SEP 21 2006

Ms. Susan Miller
Project Manager (CCTA)
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Re: 680/4 Interchange Improvement District

Dear Ms. Miller:

On behalf of Pacheco Mini Storage, a self-storage facility located at 5146 Pacheco Blvd., Pacheco, California, this letter shall serve to voice our objections to Phase 2 of the proposed 680/4 Interchange Improvement Project.

10a

Pacheco Mini Storage is a lessee of Cal Trans property located at the southwest corner of the 680/4 Interchange. The business has leased the land for more than 20 years and occupied the space continuously for the entire time. It was only recently that we learned of the proposed changes to the interchange and the drastic impact it will have on our business. As recently as July 15, 2003, we were advised by the Cal Trans Right of Way agent that our leased property would likely not be affected by the project. Now we've come to understand that not only will our business be affected, but the Phase 2 changes will result in the non-renewal of the lease so as to accommodate a two-lane connection from eastbound SR-4 to southbound I-680.

This proposed change will have the impact of the following:

10b

1) Displacement of more than 400 individuals and companies who occupy self-storage units at Pacheco Mini Storage. It is to be noted that we have the lowest rental rates in Central Costa County and forcing the tenants to move will result in significant moving expenses for them as well as higher rental rates at other self-storage facilities.

S:\CLIENTS\SHELDON\PACHECO MINI STORAGE\Corres\Susan Miller-Cal Trans.wpd

Ms. Susan Miller
CCTA Project Manager
September 19, 2006
Page 2

10b,
cont.

2) Loss of jobs for 3 full-time employees and 3 part-time employees at our self-storage facility, each of whom have employed at the facility for more than 2 years;

3) Loss of income for the owners and operators of the facility.

10c

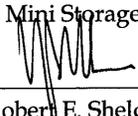
In addition to operating the self-storage facility, we are and have been a U-Haul dealer for approximately 20 years and the displacement of the facility will result in the closing of the U-Haul center which will have a deleterious effect on the general public. Our facility is popular because of its proximity to the freeway interchange.

You are requested to consider alternative proposals to accomplish the purposes of Phase 2, including, but not limited to constructing the connector to southbound I680 so as to take only a small portion of our facility thereby enabling the business to continue in its current location.

I welcome the opportunity to speak with you about this matter. Please call me at my business office in Walnut Creek. The number is (925) 279-3071.

Sincerely yours,

Pacheco Mini Storage

By: 
Robert E. Sheldon

Response: Robert E. Sheldon, Pacheco Mini Storage

10a

Caltrans has retained the ownership of the subject parcel because of the long-term plans to address the need for improvements to the I-680/SR-4 interchange. The design of the proposed improvements was most recently addressed in a Project Study Report in 2001 and in the current Project Report and IS/EA. There has been no need to terminate the existing lease because funding has not been available to advance the proposed project; hence the lease situation has continued for many years.

Construction of a direct-connector ramp would unavoidably impact the subject parcel because of its large size and direct proximity to I-680, SR-4, and the interchange.

10b

Use of the parcel currently leased to the existing land use/tenant at this location is unavoidable due to the need to construct and operate the eastbound-to-southbound direct-connector ramp. The displacement of the storage facility is necessary to make

the proposed freeway improvements, which would have substantial benefits to safety and capacity at this major interchange. Maintaining the existing private storage business on State-owned right-of-way would not be consistent with long-term plans to improve traffic operations and safety at this interchange. Because the property is already owned by Caltrans, the lessee would not be entitled to relocation benefits or compensation.

10c

A number of alternatives were considered for the proposed project and are discussed in detail in Section 1.4. The reasons for withdrawing these alternatives from further evaluation are also provided in that section.

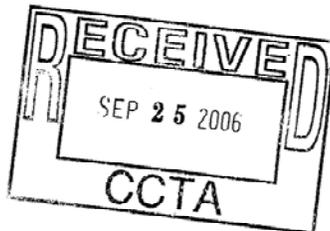
It is also not possible to accommodate both the proposed new freeway ramps and the existing storage or other private businesses within the existing parcel. The proposed connector ramp and slip ramp at this location would effectively split the parcel, and the remaining slivers of the parcel on each side of the ramp would be too narrow for use by the storage facility. In addition, the existing I-680 and SR-4 freeway alignments establish the location and design of the connector and slip ramps, which must meet specific design criteria. There is relatively little flexibility in where these ramps can be placed and still meet design requirements. For these reasons, continuation of the existing lease arrangement for the storage facility on this parcel would not be possible if the project is approved.

Comment: Mark Seedall, Contra Costa Water District



**CONTRA COSTA
WATER DISTRICT**

1331 Concord Avenue
P.O. Box H20
Concord, CA 94524
(925) 688-8000 FAX (925) 688-8122



September 22, 2006

Via Electronic Mail
1680sr4comments@ccta.net
Hard Copy to Follow

Directors
Joseph L. Campbell
President

Elizabeth R. Anello
Vice President

Bette Boatman
John A. Burgh
Karl L. Wandry

Walter J. Bishop
General Manager

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

**Subject: Interstate 680/State Route 4 Interchange Improvement Project
Environmental Assessment/Initial Study**

Dear Ms. Miller:

The Contra Costa Water District (CCWD) has received the Environmental Assessment/Initial Study (EA/IS) for the proposed Interstate 680/State Route 4 (I680/SR4) Interchange Improvement Project. CCWD operates and maintains the Contra Costa Canal for the United States Bureau of Reclamation (Reclamation). The Contra Costa Canal passes under SR 4 approximately 600 feet west of Pacheco Boulevard and the I680/SR4 interchange and under I680 north of the I680/SR4 interchange approximately 4,000 feet north of the interchange. In addition, the I680/SR 4 interchange passes over the following CCWD treated water pipelines:

- A 30 inch water pipeline crossing under I680 approximately 1,000 feet south of the interchange and paralleling SR4 between interchange and State Route 242.
- An 18 inch water pipeline crossing under SR4 approximately 1,000 feet west of the interchange and under I680 approximately 800 feet north of the interchange.
- A 12 inch water pipeline crossing under SR4 approximately 1,200 feet west of the interchange.

CCWD notes that Section 2.15 Utilities and Emergency Services of the EA/IS did not acknowledge CCWD facilities in the impact area of the I680/SR4 interchange project. In sequence, the 5 phases of the project and their potential impacts on CCWD facilities are as follows:

11a

- Phase 1- Impact on Contra Costa Canal and 12 inch pipeline west of interchange and 30 inch pipeline south of interchange.
- Phase 2- (same as above)

Ms. Susan Miller
 Contra Costa Transportation Authority
 September 22, 2006
 Page 2

11a,
 cont.

- Phase 3 - Impact on Contra Costa Canal and 12 inch pipeline west of interchange and 18 inch and 30 inch pipelines east of interchange.
- Phase 4 - Impact on Contra Costa Canal and 18 inch pipeline north of interchange and 18 inch and 30 inch pipelines east of interchange.
- Phase 5 - Impact on Contra Costa Canal and 18 inch pipeline north of interchange and 18 inch and 30 inch pipelines east of interchange

The above impacts should be recognized in the Utilities and Emergency Services portion of the EA/IS and mitigation to protect these facilities should be within the environmental document prepared by Caltrans.

In addition to the impacts set forth above; it is possible that there may be other water facilities that are impacted or land rights from this project and in order to fully address these impacts it will be necessary for CCWD to review the design drawings for each phase of project construction.

11b

CCWD's review of the EA/IS indicates that within the proposed project footprint, Caltrans may require additional lands rights from Reclamation so new facilities can be constructed to include ramps and roadway improvements and a sound wall in 5 phases. In order for CCWD to determine the impact of the project on Reclamation's property and CCWD water pipelines as well as the consistency of the project with existing property rights, review of design drawings in relationship to right-of-way and Canal facilities are required. CCWD requests that a specific mitigation be included in the EA/IS to require CCWD review of the design drawings prior to awarding construction contracts and assurances from Caltrans that there will be no impacts to CCWD facilities or pipelines in the vicinity of this work. The mitigation condition could be written as follows:

Mitigation Condition to Protect Water Infrastructure

Prior to awarding any construction contracts for any of the proposed construction phases associated with this project, Caltrans will provide assurances that there will be no impacts to CCWD facilities or pipelines in the vicinity of this work

CCWD appreciates the opportunity to provide its comments on the Interstate 680/State Route 4 Interchange Improvement Project EA/IS. Should there be any questions please do not hesitate to contact me at (925) 688-8119.

Sincerely,



Mark Seedall
 Senior Planner

MAS/rlr

Response: Mark Seedall, Contra Costa Water District

11a

The utility lines identified in this comment have been added to Section 2.15.2, and Table S-1 has been updated.

11b

Section 2.15.5 has been revised to include a statement that the project sponsors will coordinate with the Contra Costa Water District to avoid impacts to the pipelines or will work with the District to relocate them.

Comment: Patrick Roche, Contra Costa County Community Development Department

Community Development Department

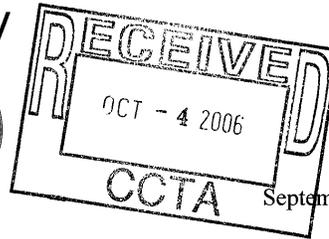
County Administration Building
651 Pine Street
4th Floor, North Wing
Martinez, California 94553-0095

Phone: 925-335-1290

Contra Costa County



Dennis M. Barry, AICP
Community Development Director



September 22, 2006

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

Dear Ms. Miller:

This letter is intended to provide our comments on the Draft Environmental Assessment and Initial Study /Proposed Negative Declaration (EA/IS) for the proposed I-680/State Route 4 (SR-4) Interchange Improvement Project. In addition to these comments, we would also like to express our support for the Contra Costa Transportation Authority (CCTA) and Caltrans to proceed expeditiously to construct this important project, which was part of the program of projects overwhelming approved by Contra Costa voters with the passage of Measure J in 2004.

The staff from Community Development and Public Works departments have had the opportunity to review the proposed project and respond to the various elements of the study that will be included in the scope of the environmental review. Based on the information provided in the EA/IS we would like to offer the following comments.

12a

- The study indicates that the Federal Highway Administration (FHWA) has reviewed and granted conceptual approval of the "slip ramps" that would be designed off of the northbound I-680 to westbound SR-4 and Eastbound SR-4 to Southbound I-680 direct connector ramps. These slips ramps would provide continued access to both I-680 and SR-4 from local roadways. We would like to express our strong support for including these facilities within Phases 1 and 2 of the proposed project as they provide vital local access to these regional freeways. The County strongly supports the inclusion of the Pacheco Blvd. slip ramps in the project to maintain this important access point to and from the freeway system at this interchange. Without the access provided by the slip ramps, residents and businesses in the area would see increased travel times to access the freeways, and emergency responders from the County Sheriff and the California Highway Patrol would see increases in their emergency response times. The proposed slip ramp to Pacheco Blvd. from northbound I-680 to westbound SR-4 will require the relocation of the Blum Road / Pacheco Blvd intersection to the north, putting the off-ramp/on-ramp intersection with Pacheco Blvd in close proximity to the relocated Blum Road / Pacheco Blvd intersection. The geometric plan should provide for appropriate separation between these intersections, and the signal design and timing should be coordinated.

12b

- The study indicates that the reconstruction of the Burlington Northern-Santa Fe (BNSF) railroad over-crossing south of the Pacheco Blvd on/off-ramps to I-680 has been separated out to as an individual project from the EA/IS to be completed before Phase 5 of this project. The reconstruction of this facility does have the potential to impact local road improvements in the County due to the fact that west of this over-crossing there is a smaller railroad over-crossing on Pacheco Blvd. The County wishes to reconstruct this smaller over-crossing to allow widening of Pacheco Blvd. to four lanes and provide pedestrian and bicycle access under the railroad. We would like to request more detail as to when this project is proposed to be constructed and request that Caltrans, CCTA and BNSF confer with the County regarding this important project as it develops.

- 12c
- The study does not appear to address improvements to any local roadways beyond the Level of Service Analysis performed. We believe this project has the potential to also impact pedestrian and bicycle facilities on local roadways which the EA/IS should analyze and mitigate if necessary. For example the project does not analyze the impacts to the Proposed Class II facility on Pacheco Blvd proposed in the CCTA Countywide Bike/Pedestrian Plan., nor does it indicate if Caltrans intends to reconstruct the sidewalk it recently installed along the east side of Pacheco Boulevard from the intersection of Blum Rd. and Pacheco Boulevard south to the intersection of Pacheco Blvd. and Muir Rd. It is County and CCTA policy that planned bike/pedestrian facilities be included in proposed road projects whenever feasible. Caltrans and CCTA should analyze and potentially mitigate these impacts as part of this project.
- 12d
- It is not clear from the project description if the EA/IS Level of Service analysis evaluated whether the signals on the local roadways will need to operate in a coordinated manner to ensure that traffic that travels through more than one intersection does not experience excessive delay or cause traffic queues to block adjacent intersections or traffic lanes. There are a number of intersections in close proximity to each other that serve this interchange. This EA/IS should evaluate this potential impact and consider the need for potential mitigation such as interconnecting the new signals with existing signals serving the interchange.
- 12e
- The Visual Impact Analysis of the EA/IS does not appear to evaluate the potential visual impacts of this project on local roadways. Within a 1,500-foot stretch of Pacheco Boulevard, the project will add a new intersection, two freeway ramps and two freeway bridges. These additional structures will come into the view of motorists, pedestrians and bicyclists using Pacheco Boulevard, which is the main street for this unincorporated community. The mitigation measures currently proposed in the EA/IS do not include any enhanced landscaping along local roadways, despite the fact that it does identify there is a potential that visual characteristics of the local area could be impacted by the proposed project. The EA/IS should analyze the mitigating effects of landscaping the roadway median beneath and approaching the bridges. We believe these medians should be landscaped in order to be consistent with local policies, since Pacheco residents have approved an assessment district and the County is proceeding with proposed plans to landscape the median south of the project.

Based on our interpretation of the Draft EA/IS, the study does not evaluate all potential impacts associated with the project alternatives. Should our interpretation be determined to be correct, the Final EA/IS for the I-680/State Route 4 Improvement Project should include an evaluation of these impacts and if warranted identify measures that would mitigate these impacts.

As a final matter, it will be imperative for CCTA and Caltrans to consult with the County, the cities of Martinez and Pleasant Hill, and the Pacheco Municipal Advisory Council, in preparing and implementing an effective construction related-traffic mitigation program for the I-680/State Route 4 (SR-4) Interchange Improvement Project.

Thank you for the opportunity to review and comment on Draft EA/IS. Please contact Hillary Heard, County Community Development Department at 925-335-1278, or John Pulliam, County Public Works Department at 925-313-2165, if you have any questions regarding the comments in this letter.

Sincerely yours,



Patrick Roche, Principal Planner
Advance Planning Division

CC: John Pulliam, PWD-Transportation Engineering
Hillary Heard, CDD-Transportation Planning
Chron file
G:\Advance Planning\adv-plan\Environ. Docs\680_SR4 Neg Dec.doc

Response: Patrick Roche, Contra Costa County Community Development Department

12a

The Community Development Department's support of the project is noted.

12b

Phases 3 through 5 of the proposed project are identified in the IS/EA for completion in 2020. As noted on page 1-23 of the May 2006 IS/EA, these phases would be

constructed as funding is obtained, and at this time, no date has been established. No further details about the design or schedule of Phases 3 through 5 will be available until funding is further developed. CCTA will coordinate with Contra Costa County on changes in the status of those phases.

12c

Existing pedestrian and bicycle facilities include sidewalks and crosswalks along Pacheco Boulevard, Muir Road, and Blum Road. Any of these facilities affected by the proposed project would be replaced in kind. This would include any reconstruction necessary to the sidewalk on Pacheco Boulevard within the project limits that was mentioned in the comment. A planned bikeway identified in the Countywide Bikeway Network Plan extends along Pacheco Boulevard beneath the existing overhead crossing of SR-4. The project design includes the necessary space to stripe this bikeway lane when it is installed.

Other existing and planned bicycle and pedestrian facilities within the project limits are not affected by the project, and no changes are proposed. These include the existing bikeway and sidewalks along Muir Road and along the Walnut Creek channel south of SR-4. Other planned facilities in the project area include the bike lanes or pathways along Solano Way, Walnut Creek north of SR-4, Marsh Drive, and Imhoff Drive. These planned routes are not affected because either they are not crossed by the project, or the modifications to SR-4 would be limited to median improvements on the existing highway rather than local road crossings or their ability to accommodate future bike facilities.

12d

The intersections that would be directly affected by the proposed project are the slip ramp connections with Pacheco Boulevard and the Blum Road/Pacheco Boulevard intersection (which would be realigned in Phases 1 and 2). A Traffic Operations Analysis was completed for the project to support the environmental review, but signal timing analysis is normally completed during final design (after environmental approval). CCTA and Caltrans will evaluate signal timing for the affected portions of Pacheco Boulevard at that time.

12e

The proposed project will include mitigation for visual impacts, including replacement of landscaping within the State right-of-way, per Caltrans' policy. The project includes proposed slip ramps that will connect I-680 with Pacheco Boulevard.

Landscape improvements at Pacheco Boulevard in the vicinity of the slip ramps will be conducted under a separate contract from the phased interchange improvements. Any landscaping adjacent to local streets, both inside and outside of State right-of-way, would be subject to approval of a permanent maintenance agreement between the local entity and the State. The State will not maintain landscaping on local streets.

Comment: Russell B. Leavitt, Central Contra Costa Sanitary District



Central Contra Costa Sanitary District

5019 Imhoff Place, Martinez, CA 94553-4392

(925) 228-9500 • www.centrcsan.org

September 20, 2006

FAX: (925) 228-4624

Ms. Susan Miller
CCTA
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

SEP 21 2006

JAMES M. KELLY
General Manager

KENTON L. ALM
Counsel for the District
(510) 808-2000

ELAINE R. BOEHME
Secretary of the District

Dear Ms. Miller:

COMMENTS ON THE INTERSTATE 680/STATE ROUTE 4 INTERCHANGE IMPROVEMENT PROJECT DRAFT ENVIRONMENTAL ASSESSMENT AND INITIAL STUDY/PROPOSED NEGATIVE DECLARATION, SCH NO. 2006082017

Thank you for the opportunity to comment on this document. As the wastewater collection and treatment agency for some of the project area, Central Contra Costa Sanitary District (CCCSD) offers the following comments:

- 13a 1. Page ix, Table S-1. Please revise the Utility Service Relocation impacts in light of the comment below.
- 13b 2. Page 2-110, Section 2.15.1.1. The water utility agency for the project area is Contra Costa Water District. The sewer system operators in the project area are Central Contra Costa County Sanitary District and Mt. View Sanitary District.
- 13c 3. Page 2-111, Section 2.15.2, Paragraph 1. In addition to needing to relocate CCCSD's 84-inch diameter sanitary sewer line, there are other CCCSD facilities that could or would be affected by the proposed project (see the accompanying oversized map).
 - Phase 1 – three perpendicular 12-inch diameter sanitary sewers crossings of Interstate 680 may need to be extended/protected.
 - Phase 2 – approximately 1,400 feet of 8-inch diameter sanitary sewer on the west side of Interstate 680 will need to be relocated; two 12-inch diameter sanitary sewer crossing of Interstate 680 may need to be relocated; and a 6-inch diameter sanitary sewer at the Muir Road/Pacheco Blvd. intersection may need to be extended/protected.
 - Phase 3 – no impact at this time.
 - Phase 4 – need to protect 90-inch, 39-inch, twin 78-inch, and 18-inch diameter sanitary sewers near/beneath State Route 4, between Interstate 680 and the Walnut Creek channel.
 - Phase 5 – need to protect 90-inch, 39-inch, twin 78-inch, 18-inch and 8-inch diameter sanitary sewers near/beneath State Route 4, between Interstate 680 and the Walnut Creek channel; CCCSD may also lose the use of some of the frontage road along the WB State Route 4 onramp to NB Interstate 680 next to CCCSD's wastewater treatment plant

Ms. Susan Miller, CCTA
September 19, 2006
Page 2

13c, cont. (WWTP) primary tanks, which will affect secondary access to the WWTP and parking for 10 to 20 employees; any plan changes that require more property to the north could significantly affect WWTP operations

13d 4. Page 2-112, Section 2.15.5 and Page C-12, Utilities and Emergency Services Mitigation. An additional mitigation measure is needed: Coordinate with affected utility service providers when developing engineering design plans, specifications, and procedures.

If you have any questions regarding these comments, please contact me at 925-229-7255. If you have design questions, contact Capital Projects Division Manager Tad Pilecki at 925-229-7273.

Sincerely,



Russell B. Leavitt, AICP
Engineering Assistant III

RBL/mvp

Enclosure

cc: T. Pilecki, CCCSD

Response: Russell B. Leavitt, Central Contra Costa Sanitary District

13a

Table S-1 was updated to include the potential for impacts to sanitary sewer lines and wastewater treatment plant facilities.

13b

The requested changes were made to the IS/EA.

13c

Section 2.15.2 has been revised to include the sewer lines identified in the comment and the potential for impacts to employee parking at the wastewater treatment plant.

13d

CCTA and Caltrans will coordinate with the Central Contra Costa Sanitary District; a description of this coordination was added to Section 2.15.5 and Appendix C.

Comment: Frank M. Abejo, City of Concord

CITY OF CONCORD
PERMIT CENTER
1950 Parkside Drive
Concord, California 94519-2578

Telephone: (925) 671-3454
Fax: (925) 671-3381



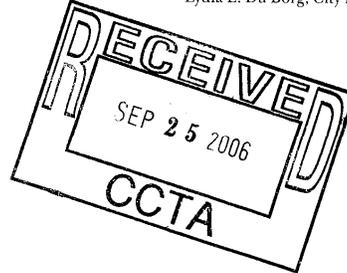
CITY COUNCIL
Susan A. Bonilla, Mayor
Mark A. Peterson, Vice Mayor
Helen M. Allen
Laura M. Hoffmeister
William D. Shinn

Mary Rae Lehman, City Clerk
Thomas Wentling, City Treasurer

Lydia E. Du Borg, City Manager

September 22, 2006

Susan Miller
CCTA
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523



RE: Draft Initial Study and Proposed Negative Declaration for the Interstate 680/State Route 4 Interchange Improvement Project

Dear Ms. Miller:

14a

Thank you for the opportunity to review and comment on the Initial Study and Proposed Negative Declaration for the Interstate 680/State Route 4 Interchange Improvement Project. The City has no specific comments at this time but appreciates being kept informed on the progress of this project.

Very truly yours,

Frank M. Abejo
Senior Planner

cc: Phillip Woods, Principal Planner, AICP
Abul Hossain, Transportation Program Manager II

Response: Frank M. Abejo, City of Concord

14a

The comment is noted.

Comment: William Godsill

\From: William Godsill <bgozsill@yahoo.com>
To: I680sr4comments@ccta.net
Subject: Potential problems
Date: Fri, 11 Aug 2006 13:05:08 -0700 (PDT)

Attn: Susan Miller, Project Manager (CCTA)

15a

I live in Rancho Diablo Mobilehome Park in Pacheco. It is on the east side of Grayson Creek in the vicinity of this project. When the work commences, it will include driving pilings to support the overhead ramps. This action causes seismic tremors which drives the rats out of the creek to seek shelter. Unfortunately these rodents migrate to our park and take up residence under and in our homes. The last time this intersection was worked on, I and other residents were forced to call in Pest Exterminators at a substantial cost to us. I had to pay \$150 and the smell from a dead rodent lasted almost 3 months. These pests will create a severe health and safety problem to the surrounding population.

Bill Godsill
335 EL Serena
Pacheco, CA 94553
925-687-6298

Response: William Godsill

15a

Pile driving would take place on a temporary basis and would only occur at the beginning of the construction period. This type of rodent response to construction pile driving has not been identified as an issue on other projects. The construction contractor will be directed to control rodent populations prior to clearing and grubbing operations and during the life of the contract. The contractor can only control rodents within the work limits.

Comment: Keith H. Lichten, California Regional Water Quality Control Board, San Francisco Bay Region



Linda S. Adams
Secretary for
Environmental Protection

California Regional Water Quality Control Board

San Francisco Bay Region

1515 Clay Street, Suite 1400, Oakland, California 94612
(510) 622-2300 • Fax (510) 622-2460
<http://www.waterboards.ca.gov/sanfranciscobay>



Arnold Schwarzenegger
Governor

RECEIVED
AUG 29 2006
STATE CLEARING HOUSE

Date: **AUG 28 2006**
File No.: 2118.04 (BT)

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

clear
9-5-06
e

sch# 2006082017

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT/INITIAL STUDY FOR THE INTERSTATE 680/STATE ROUTE 4 INTERCHANGE IMPROVEMENT PROJECT

DEPARTMENT PROJECT NO.: EA229100

Dear Ms. Miller:

Thank you for giving the Regional Water Quality Control Board (Water Board) staff the opportunity to review the *Draft Environmental Assessment/Initial Study for the Interstate 680/State Route 4 Interchange Improvement Project* (Study) (SCH No. 2006082017). The proposed Project involves replacement of connections between the I-680 and Route 4 and construction of additional roadway along the State Route 4. The Study also includes a proposed negative declaration that the project would not have a significant impact on the environment. Water Board staff have reviewed the Study and have the following comments.

16a

The Study notes in Section 2.12.2.2 that "Storm water runoff volumes from the project area are expected to increase due to the increase in impervious surfaces;" the total area of added impervious surface is not specified in the Study. Section 2.12.5.2 mentions that the project will incorporate permanent treatment BMPs to treat stormwater runoff. The Water Board appreciates the forethought devoted to post-construction stormwater BMPs as discussed in the Study. Please note that the Department must ensure the appropriate treatment of stormwater runoff from the entirety of the area of new and any redeveloped impervious surface. Should it prove infeasible to treat runoff, the Department should identify alternate treatment that will provide a water quality benefit equivalent to the foregone treatment.

16b

Section 2.6.1.2, "Non-Jurisdictional Areas," describes a drainage ditch determined not to be a water of the United States because "it catches runoff and does not divert a stream." Please note that this surface water feature, while not being a federal water body, is likely a water of the state

California Environmental Protection Agency

Recycled Paper

Ms. Susan Miller

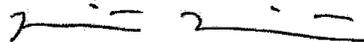
- 2 -

Study for Interstate 680/Route 4
Interchange Improvement Project16b,
cont.

as defined in Section 13050(e) of the Porter-Cologne Water Quality Control Act (Water Code). Any project activity that may affect waters of the state requires notification to the Water Board, pursuant to Water Code section 13260(a)(1). Permanent or temporary impacts to waters of the state may result in compensatory mitigation requirements for those impacts.

If you have any questions, comments, or concerns, please contact Brendan Thompson of my staff at (510) 622-2506, or via e-mail to BThompson@waterboards.ca.gov.

Sincerely,



Keith H. Lichten, P.E.
Senior Engineer

cc: ✓ State Clearinghouse
Analette Ochoa, Caltrans
Hardeep Takhar, Caltrans

Response: Keith H. Lichten, California Regional Water Quality Control Board, San Francisco Bay Region

16a

Additional information from the project's Storm Water Data Report (May 2005) regarding storm water runoff was added to Section 2.12.2.2. Approximately 5.5 hectares (13.6 acres) of new impervious surfaces would be added due to the project. Vegetated swales and potentially one detention basin are currently proposed for treatment of storm water. A total of 19 hectares (47 acres) of impervious surface area are proposed for treatment along all quadrants of the interchange where installation would be practicable.

16b

Regulated waters of the state would be included in project mitigation. Permit applications would be submitted to regulatory agencies, including the Regional Water Quality Control Board, for the project phases. Project mitigation would be further developed in consultation with the Regional Water Quality Control Board and the U.S. Army Corps of Engineers at the time of permit application.

State Clearinghouse Statement

This submittal is not a comment and is included for public information purposes only.



Arnold Schwarzenegger
Governor

September 6, 2006

Melanie Brent
Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0060

Subject: Interstate 680/State Route 4 Interchange Improvement Project
SCH#: 2006082017

Dear Melanie Brent:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 5, 2006, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

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 contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov



Sean Walsh
Director

**Document Details Report
State Clearinghouse Data Base**

SCH#	2006082017		
Project Title	Interstate 680/State Route 4 Interchange Improvement Project		
Lead Agency	Caltrans #4		
Type	MN Mitigated Negative Declaration		
Description	<p>D</p> <p>The project would make five phases of improvements to the I-680/SR-4 interchange. New direct connectors would be added between northbound I-680 and westbound SR-4, eastbound SR-4 and southbound I-680, southbound I-680 and eastbound SR-4, and westbound SR-4 to northbound I-680. Some existing loop ramps will be removed and diagonal ramps will be widened. New lanes would be added to the median of eastbound and westbound SR-4 within the project limits.</p>		
Lead Agency Contact			
Name	Melanie Brent		
Agency	Department of Transportation, District 4		
Phone	(510) 286-6206	Fax	
email			
Address	P.O. Box 23660		
City	Oakland	State	CA Zip 94623-0060
Project Location			
County	Contra Costa		
City			
Region			
Cross Streets	at I-680/SR-4 interchange		
Parcel No.			
Township	Range	Section	Base
Proximity to:			
Highways	I-680/SR-4		
Airports	Buchanan Field		
Railways	BNSF		
Waterways	Walnut and Grayson Creeks		
Schools			
Land Use	Existing highway right-of-way.		
Project Issues	Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Landuse; Noise; Public Services; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife		
Reviewing Agencies	Resources Agency; Regional Water Quality Control Board, Region 2; Department of Parks and Recreation; Native American Heritage Commission; Office of Historic Preservation; Department of Health Services; Department of Fish and Game, Region 3; Department of Water Resources; California Highway Patrol; Caltrans, Division of Aeronautics; Air Resources Board, Transportation Projects; Department of Toxic Substances Control		
Date Received	08/03/2006	Start of Review	08/04/2006 End of Review 09/05/2006

Note: Blanks in data fields result from insufficient information provided by lead agency.



Appendix K Wetlands Only Practicable Alternative 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

Impacts to wetlands from the project would occur at the following locations:

- Where the northbound I-680 to westbound SR-4 ramp and the eastbound SR-4 to southbound I-680 ramp cross over Grayson Creek. Additional pilings are needed at Grayson Creek to support widening of the existing bridges across the channel.
- Where SR-4 crosses over Walnut Creek. Additional pilings are needed within the Walnut Creek channel to support the widening of the existing bridge.
- Along the northern segment of I-680 (near Blum Road and Imhoff Drive), where minor widening of I-680 at an unnamed drainage is necessary to incorporate the realignment of the eastbound SR-4 to northbound I-680 connector ramp.
- In the vicinity of the BNSF railroad, where minor widening of the northbound side of I-680 is necessary near the northern project limit.

The impacts to wetlands have been minimized but are unavoidable. Because the project modifies the existing interchange by adding new connector ramps, impacts to wetland resources cannot be avoided by moving the project or the existing highways. The pilings at Grayson Creek and Walnut Creek are necessary to support the widened structures and cannot be located outside of the drainage channels. The widening of I-680 north of the interchange, which affects the drainages near Imhoff Drive and the BNSF railroad, is necessary to incorporate the new ramps and meet design standards.

Other alternatives to the proposed action were considered during the Conceptual Engineering Studies phase of the project, as described in Section 1.4. Various design and operation improvements were developed for the interchange and connector

ramps, ultimately resulting in the initial definition of the design concept for the five phases of improvements. Additional review identified other conceptual improvements at local roads and connections to the freeways, but none were practicable that could meet the requirements for travel demand at the interchange.

Measures to Minimize Harm to Wetlands

The project minimizes impacts to wetlands at locations where the freeways already cross the resources and construction is necessary to install permanent structural improvements. The following table (Table 2.6-1 from Chapter 2) summarizes the affected locations and the areas of impact.

Project Phases	Location (Type)	Permanent Fill in Hectares (acres)	Temporary Fill in Hectares (acres)
3-5	Grayson Creek / SR-4 mainline	0.001 (0.003)	0.03 (0.07)
3-5	Grayson Creek / SR-4 southeast ramp	0.001(0.003)	0.07 (0.17)
3-5	Walnut Creek / SR-4 (wetland)	0.002 (0.006)	0.12 (0.30)
1 and 2	Grayson Creek / I-680 eastbound ramp widening (wetland)	0.003 (0.007)	0.03 (0.091)
1 and 2	Grayson Creek / I-680 northwest ramp (wetland)	0.002 (0.004)	0.13 (0.316)
3-5	Moorhen marsh (wetland)	0	0.01 (0.03)
3-5	Moorhen marsh (other waters of the United States)	0	0.001 (0.002)
3-5	Flood control channel near Moorhen marsh (other waters of the United States)	0	0.003 (0.008)
3-5	Flood control channel (wetland)	0	0.01 (0.03)
Total (All Five Project Phases)		0.009 (0.023)	0.41 (1.01)

The following measures would be implemented to further reduce or avoid impacts.

These measures are discussed in greater detail in Section 2.6.4.

- Construction will be limited to the project site, and placement of all access roads, staging areas, and other work areas shall avoid and limit disturbance to wetlands. The construction site shall be restored to preconstruction condition or better.
- Erosion control and sediment detention devices will be used during construction. Disturbed areas will undergo erosion control treatment before October 31 or as specified by permits. Work within the Grayson and Walnut Creek channels will be seasonally restricted as specified by regulatory permits.

- Permanent revegetation and tree planting will be performed.
- Compensatory wetland mitigation or an in-lieu fee will be provided for the estimated 0.009 hectare (0.023 acre) of permanent impacts.

Finding

Based on the above considerations, it is determined that no practicable alternative exists to the proposed construction in wetlands, and the proposed project includes all practicable measures to minimize harm to wetlands that may result from such use.



Appendix L 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 Contra Costa Canal, which was determined to meet the criteria of the National Register of Historic Places (NRHP), is crossed at two locations by I-680 and SR-4 within the project limits. Minor work would be required at the existing crossings. No part of the Contra Costa Canal would be destroyed or damaged by the project. The two sections of the canal that pass beneath SR-4 and I-680 were already altered from their original condition by modernization of the two routes over the past 40 years. The proposed project would cause no additional change to the original condition of the canal at either location; rather, it would simply add modern sections to structures in the canal that have been previously altered and modernized. The proposed project activities do not rise to a level that substantially impairs the activities, features, or attributes that qualify the Contra Costa Canal for protection under Section 4(f).

The proposed project will not cause a constructive use of the Contra Costa Canal because any proximity impacts that may occur will not substantially impair the protected activities, features, or attributes of the canal.

