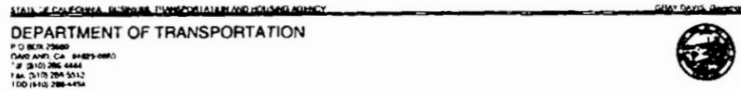


# Comment Set 2



August 1, 2000

SCL-880 6.71  
 2000042073  
 SCL880194

Ms. Judith Ikle  
 c/o Aspen Environmental Group  
 235 Montgomery Street, Suite 800  
 San Francisco, CA 94104

Dear Ms. Ikle,

**Draft Environmental Impact Report (DEIR) for the PG&E Northeast San Jose Transmission Reinforcement Project**

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed project. We have examined the above-referenced document and have the following comments.

*Page B 53, B.6.1.1-1 880-A Alternative*

The DEIR states that the Interstate 880 -A (I-880 A) Alternative "would cross the westerly edge of an I-880 inspection and weigh station about one mile southeast of the Auto Mall Parkway interchange." Please provide more information on the nature of this encroachment. Will a pole be located within Caltrans' Right of Way (ROW)? Also provide vertical clearance information from the weigh station to the transmission lines at this location.

2-1

*Pages B-53 to 56, B.6.1 2-1 880-B Alternative*

Caltrans' Division of Design East, in partnership with the Alameda County Transportation Authority (ACTA) and the City of Fremont, is currently developing plans to reconstruct the State Route (SR) 262 (Mission Boulevard)/Warren Avenue/I 880 Interchange and widen I-880 from south of Cushing Parkway to north of Dixon Landing Road. Environmental clearance is expected this year with construction slated to start in late 2002. It appears that the I 880-B Alternative is not compatible with the interchange project at the following locations.

- > Paragraph 1. "Between Cushing Parkway and West Warren Avenue the line would be primarily in parking lots behind buildings on Landing Drive." It appears on the map that the lines run along the west side of Landing Drive. The interchange project will require Landing Drive to be shifted to the west at its southern end. This shift may conflict with proposed PG&E pole locations.
- > Paragraph 1. "After crossing West Warren Avenue, the line would be located in parking lots behind buildings on Lakeview Drive, as close as possible to the freeway." The interchange project will provide a high freeway-to-freeway connector structure from

2-2

Judith Ikle, PG&E/SCL880194  
 August 1, 2000  
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westbound SR 262 to southbound I-880 which will be in conflict with the PG&E transmission lines as they are shown on Figure B.6-3.

- > Paragraph 1. "South of Gateway Boulevard, Lakeview Drive runs immediately west of the freeway; in this segment, the transmission line would be located in the landscaped area just west of the street." The interchange project may require the relocation of underground utilities into Lakeview Drive and the landscaped area just to the west of Lakeview Drive. These relocations may be in conflict with the PG&E transmission tower foundations.
- > Paragraph 3. "However, because development in the Caltrans right-of-way is discouraged, the right-of-way would probably have to be acquired from adjoining private property owners. The line would also cross the Garden of Noah Cemetery (a small pet cemetery) south of West Warren Avenue and adjacent to the I-880." Also, Paragraph 4. "... implementation of this alternative may require obtaining an easement from Caltrans if encroachment onto the I-880 right-of-way is required. In addition, easement from the Alameda County Public Works Department would be required for encroachments onto existing flood control channels." Caltrans will be acquiring right-of-way in the area of West Warren/I-880 in order to construct a new Warren Avenue interchange at I-880 as a part of the above mentioned project. This includes the Garden of Noah Cemetery, which will be relocated, and right-of-way from the City of Fremont on the north side of West Warren. Additionally, right-of-way will be acquired from the Alameda County Flood Control District to accommodate the new westbound SR 262 to southbound I-880 connector. The interchange project will also be acquiring rights to relocate underground utilities into Lakeview Drive and the adjacent landscaped area as previously mentioned. Again, these projects appear to be in conflict.

2-2

*Page C.11-24: C.11.3.3 - I-880-B Alternative*

The document states that the above conflicts may be avoidable with the implementation of mitigation measure T-10. A plan of the interchange project is attached.

2-3

In addition to the aforementioned interchange project, Caltrans has plans to widen I-880 from 4 to 6 lanes from North First Street to Montague Expressway. Construction is expected to start in July 2001. Also, Caltrans has plans to widen I-880 from 6 to 8 lanes from Montague Expressway to SR 237. Santa Clara County has a proposal to widen Montague Expressway and the existing interchange at I-880 from full cloverleaf to partial cloverleaf.

2-4

We are available to discuss resolutions to the above conflicts. In addition, please note that any work or traffic control proposed within the State right-of-way (ROW) will need an encroachment permit. To apply for an encroachment permit, the applicant will need to submit a completed application form, final environmental documentation, and five (5) sets of plans (in metric units) which also show State ROW, to the following address:

2-5

## Comment Set 2, page 2

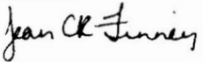
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August 1, 2000  
Page 3

G. J. Battaglini, District Office Chief  
Office of Permits  
Caltrans, District 4  
P. O. Box 23660  
Oakland, CA 94623 0660

Should you require further information or have any questions regarding this letter, please call Haiyan Zhang of my staff at (510) 622-1641.

Sincerely,

HARRY Y. YAHATA  
District Director

By 

JEAN C. R. FINNEY  
District Branch Chief  
IGR/CEQA

Attachment

c. State Clearinghouse