

STATE ROUTE 4 BYPASS AUTHORITY
Antioch - Brentwood - Oakley and Contra Costa County

A JOINT EXERCISE OF POWERS AGENCY

MINUTES

May 11, 2006

The STATE ROUTE 4 BYPASS AUTHORITY meeting was called to order in the Tri Delta Transit Meeting Room, 801 Wilbur Avenue, Antioch, California by Vice Chair Donald Freitas at 8:48 P.M.

ROLL CALL

PRESENT: Annette Beckstrand (Brentwood), Brad Nix (Oakley), Federal Glover, Alternate for Chair Mary N. Piepho (Contra Costa County), and Vice Chair Donald Freitas (Antioch)

ABSENT: None

STAFF: Dale Dennis, Program Manager

Vice Chair Freitas adjourned into Closed Session at 8:49 P.M.

CLOSED SESSION

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
(Government Code Section 54956.9(a))

- A. *State Route 4 Bypass Authority vs. Lindsay, et al*, Contra Costa County Superior Court No. C05-01112
- B. *State Route 4 Bypass Authority vs. Castello, et al*, Contra Costa County Superior Court No. C05-01024
- C. *State Route 4 Bypass Authority vs. Delizia Ranch, LLC, et al*, Contra Costa County Superior Court No. C05-00757

Vice Chair Freitas reconvened into open session at 9:22 P.M. and had nothing to report from Closed Session.

PUBLIC COMMENT

There was no public comment.

CONSENT ITEMS

On motion by Director Nix, seconded by Director Beckstrand, members of the Authority unanimously adopted the Consent Items, with the removal of Item C as requested by Director Freitas.

- A. APPROVED Minutes of April 13, 2006.
- B. APPROVED a \$45,000 amendment to the Consulting Services Agreement with Nolte Associates Inc. for a revised not-to-exceed contract amount of \$216,800 to develop preliminary design alternatives for the Balfour Road Interchange and to assist staff in the preparation of grant applications for the use of rubberized asphalt concrete (RAC) in Segment 3, and AUTHORIZED the Secretary or designee to sign the amendment on behalf of the Authority.
- C. APPROVE a \$3,000 amendment to the Consulting Services Agreement with Fugro West, for a revised not-to-exceed payment limit of \$307,000, to cover costs associated with the chemical evaluation of fill material for restoration of Authority property at Balfour Road and Concord Avenue (*costs to be reimbursed by Blackhawk/Nunn*), and AUTHORIZE the Secretary or designee to sign the amendment on behalf of the Authority. **[REMOVED FOR DISCUSSION]**
- D. APPROVED a \$56,760 amendment to the Consulting Services Agreement with Harris and Associates (*mostly reimbursable by encroachment permit deposits*), for a revised not-to-exceed contract amount of \$2,872,304, to complete the inspection of the restoration of Authority-leased property, activities in Segment 2, and currently-assigned Authority-issued encroachment permits through the term of the contract (June 30, 2006), and AUTHORIZED the Secretary or designee to sign the amendment on behalf of the Authority.
- E. APPROVED Utility Agreement with Pacific Gas and Electric Company in the estimated amount of \$120,000 for the design and installation of an extension to raise an electrical transmission line tower in conflict with the Segment 3 project, and AUTHORIZED the Secretary or designee to sign it on behalf of the Authority.
- F. APPROVED Contract Change Order Nos. 21, 25, and 28 with De Silva Gates Construction/FCI Constructors JV, for a not-to-exceed amount of \$42,342 for Segment 1, Package 2, and AUTHORIZED the Secretary or designee to sign them on behalf of the Authority.
- G. APPROVED Contract Change Order No.1 with Soil Enterprises, Inc. for a not-to-exceed amount of \$13,000 for the Tree Removal on Marsh Creek Road and Segment 3B Project, and AUTHORIZED the Secretary or designee to sign it on behalf of the Authority.

- H. APPROVED Contract Change Order No. 2 with McGuire and Hester for a not-to-exceed amount of \$25,000 for the Undergrounding and Relocation of ECCID Facilities Project in Segment 3, and AUTHORIZED the Secretary or designee to sign it on behalf of the Authority.
- I. APPROVED Joint Use Agreement between the Authority and Chevron Pipe Line Company (Chevron) for an 18-inch diameter pipeline in Segment 3 near the Vasco Road/Walnut Boulevard intersection, and AUTHORIZED the Secretary or designee to sign it on behalf of the Authority.
- J. Recommended that the Board take the following actions related to the SR4 Bypass, Segment 3 construction project:
 - 1. REJECTED all bids previously submitted for the project.
 - 2. APPROVED the plans and specifications and AUTHORIZED the rebidding of the project. *Bids for this work to be received on May 30, 2006 at 2:00 P.M. at the Authority Offices.*
 - 3. DIRECTED the Secretary or designee to publish a Notice to Contractors in accordance with the procedures in Public Contract Code Sections 20390-20393 inviting bids for the work.
 - 4. AUTHORIZED the Secretary or designee to issue bid addenda as needed for clarification of contract bid documents.

The following item was removed for discussion:

- C. APPROVE a \$3,000 amendment to the Consulting Services Agreement with Fugro West, for a revised not-to-exceed payment limit of \$307,000, to cover costs associated with the chemical evaluation of fill material for restoration of Authority property at Balfour Road and Concord Avenue (*costs to be reimbursed by Blackhawk/Nunn*), and AUTHORIZE the Secretary or designee to sign the amendment on behalf of the Authority.

In response to Vice Chair Freitas who had questioned the increase, Program Manager Dale Dennis advised that Fugro West had billed \$4,000 in what staff had believed was a final bill, although Fugro had later determined that there were additional costs of \$3,000 that had not previously been billed. While it had been the staff understanding that there was sufficient capacity to cover the costs, it had later been determined that there was not enough to cover that extra amount.

Vice Chair Freitas had a concern with the firm and the way it had approached the cost tracking and invoicing for the project.

Mr. Dennis advised that additional details could be provided. The item was continued to allow staff to provide those details.

DETERMINATION ITEMS

- A. RECEIVE Status Report on the SR4 Bypass Project and the Laurel Road Extension Project.

Program Manager Dennis reported that Segment 1 was in construction as was the Laurel Road Extension Project. Segment 3 was continuing with acquisition and utility relocations. He distributed a map to identify the status of the right of way for each of the segments. Overall 93 percent of the right of way required for the ultimate project had been acquired.

With respect to the gaps at Balfour Road in response to Director Nix, Mr. Dennis identified the Kinder Morgan Plant and the Contra Costa Water District's (CCWD's) line, currently owned in fee, which would need to be rerouted around the interchange.

Director Nix asked Mr. Dennis to contact the CCWD to ask for an extension to the existing agreement between the Authority and CCWD. Mr. Dennis stated that he would be contacting the CCWD to explore its willingness to consider an extension.

- B. RECEIVE Status Report on the Construction Activities in Segments 1 and 3

Bart Littell, Parsons Brinckerhoff Construction Services, Inc., presented updated photographs of the project and reported that with the dry weather work had progressed. Package 1 had now been finished, on schedule and under budget. A Caltrans review had been undertaken and there was only one comment from that review. The Package 1 area was expected to be turned over to the Package 2 contractor two weeks ahead of the June 1 schedule date. He added that the repair of the Lone Tree Way sinkholes had been completed as part of Package 1.

With respect to Package 2, Mr. Littell stated that the contractor was working on that project performing slide repair at the Laurel Road interchange, cutting back the hill and stockpiling the dirt on private property, to be used by the developer at a later date. The Lindsay Basin work had started, drainage and general civil and bridge work was being conducted, and the first bridge bore on Lone Tree Way would be scheduled within a week, to occur at night to avoid disruption to traffic. As to the Laurel Road Extension, he advised that the demolition contractor had demolished three of the four buildings.

For Segment 3, Mr. Littell reported that the Contra Costa Irrigation District (ECCID) work had been completed with the exception of the work on Concord Avenue near the old Gun Club site. Work on Concord Avenue was being coordinated with the City of Brentwood.

Mr. Littell added that the Concord Avenue/Walnut Boulevard signal project was almost complete. Signal poles would be installed and the signals were scheduled to be turned on next week. The tree contract had been completed and various utility relocations were ongoing on Marsh Creek Road.

Director Nix referred to the demolition of the home at Empire Road and asked if there was an agreement to use fill in that area. He was advised by Mr. Dennis that the road would tie into Empire Road and the area in question would be filled in as part of that work.

- C. RECEIVE Presentation on Preliminary Engineering for Sand Creek Road Interchange, APPROVE an Amendment to the Consulting Services Agreement with Mark Thomas and Company (*no budget increase*) to complete a PSR/PR and environmental addendum for the Sand Creek Road Interchange in Segment 2, and AUTHORIZE the Secretary or designee to sign the amendment on behalf of the Authority

Program Manager Dennis stated that the Board had, in 2005, approved an amendment to the Mark Thomas contract to prepare a Preliminary Design Report (PDR) for the Sand Creek Road Interchange to evaluate the proposed conceptual geometry and study other possible design alternatives. Mark Thomas had completed that work in conjunction with City of Brentwood City Engineer Bailey Grewal and his staff. A presentation of the results of that preliminary engineering work would be provided by Mike Lohman.

Mr. Dennis identified a secondary recommendation to approve an amendment to move forward with the Project Study Report/Project Report (PSR/PR) and an environmental addendum for the Sand Creek Road interchange, completing the next step in the project development process. He stated that Sand Creek Road interchange would be the next area to be addressed after the completion of Segment 1 in that traffic would be funneled more quickly to that intersection.

Vice Chair Freitas questioned an amendment to the contract that would be at no budget increase. He was advised by Mr. Dennis that the budget had been evaluated and there was existing capacity in the current budget to accommodate the work.

Mr. Dennis added that the remaining work under the contract was the work for the transfer and relinquishment for Segment 1. He suggested that there was more than enough capacity to finish that work and the subject work as well.

Mike Lohman, Mark Thomas and Company, described the reasons for the capacity in the budget which included a good working relationship with Caltrans and the fact that work had progressed more quickly than anticipated.

Mr. Lohman presented the previously planned cloverleaf interchange configuration for the Sand Creek interchange. He described the difficulties associated with the previously planned concept including cost, constructability, and existence of a PG&E tower within the loop of the interchange, which was a major concern of Caltrans.

With the review of several alternatives, Mr. Lohman stated that a different interchange configuration was now being proposed to maintain the loop on the west side while creating a tight diamond configuration on the east side, which would require the relocation of the tower but within a more manageable distance. He noted that the City of Brentwood had asked that Sand Creek Road be lowered from a noise perspective. He suggested that a 5 foot drop in the overall Sand Creek profile would be possible, which would lower the Bypass profile by 5 feet as well. That alternative would be evaluated with the PSR/PR.

In response to Vice Chair Freitas' concern for the removal of the left loop and not the right, Mr. Lohman described why the loop could not be eliminated on the right side. He further described some of the constraints with that configuration, particularly related to stacking space. He added that he would return with more specific traffic counts and other information to address the Vice Chair's questions.

Mr. Dennis suggested that the change in configuration could better accommodate the adjacent shopping center.

In further response to the Vice Chair's concern for a potential future expansion of the SR4 Bypass at Sand Creek Road from four lanes to six lanes, Mr. Lohman explained that if extra lanes were required they would be inside lanes and not outside lanes. As such, the loop on the right side and the tight diamond on the left would remain. He clarified that Sand Creek Road would be a four lane roadway.

Speaking to the concerns with respect to the intersection, Mr. Nix supported anything that would provide more stacking room.

City of Antioch Traffic Engineer Ed Franzen expressed his understanding that there would be six lanes on Sand Creek Road from the interchange (at the SR4 Bypass) to Deer Valley Road.

Expressing further concern with the Sand Creek Road Interchange, Vice Chair Freitas emphasized that Kaiser had over 100,000 members representing 40 percent of the Eastern Contra Costa population. As such, the exit would be heavily used. He raised a concern for that situation and stated that with the commercial sites (existing and planned) at that intersection and the hospital to the west, there would be serious congestion concerns.

Bailey Grewal stated that the shopping center would have four-lane arterials on both sides for north/south and east/west traffic.

Vice Chair Freitas expressed a concern for providing flexibility to the City of Brentwood if the four lanes of Sand Creek Road needed to be expanded to six lanes without having to reconstruct the interchange on both sides.

Mr. Lohman stated that the bridges would be constructed with open-faced abutments that could be cut back underneath the bridge to accommodate capacity in the future. He urged a careful evaluation of all aspects of that intersection.

Mr. Dennis recommended coordination between the cities of Brentwood and Antioch on the opposite side to accommodate current and future traffic.

Bruce Ohlson, representing the East Bay Bicycle Coalition, agreed with Vice Chair Freitas' concerns and stated that East County Bicyclists wished to be assured that there would still be room in the interchange for bicycle lanes.

On motion by Director Nix, seconded by Director Glover, members of the Authority unanimously RECEIVED presentation on preliminary engineering for Sand Creek Interchange and APPROVED an amendment to the Consulting Services Agreement Amendment with Mark Thomas and Company (*no budget increase*), to complete a PSR/PR and environmental addendum for the Sand Creek Road interchange in Segment 2, and AUTHORIZED the Secretary or designee to sign it on behalf of the Authority, with the expressed concerns to be evaluated.

BOARDMEMBER COMMENTS

There were no comments from Boardmembers.

CORRESPONDENCE

There was no correspondence other than that which had been included in Authority packets.

PUBLIC COMMENTS

There were no public comments.

Mr. Dennis recommended a field trip of the project, tentatively scheduled for July.

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ADJOURNMENT

With no further business to come before the State Route 4 Bypass Authority, Vice Chair Freitas adjourned the meeting at 10:02 P.M. to the next meeting scheduled for June 8, 2006.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk