

**NORTH COUNTY CORRIDOR
TRANSPORTATION EXPRESSWAY AUTHORITY**

ITEM: 3a

SUBJECT:

Project Updates

STAFF RECOMMENDATIONS:

Discussion Only

FISCAL IMPACT:

Not determined

DISCUSSION:

Jacob's staff provides the following updates:

Public Outreach Update –

- A Community Focus Group (CFG) was held on Wednesday, June 8, 2011. At this meeting the CFG members were presented the project alternatives that are moving forward for further environmental study and were provided a preview of the displays for the upcoming Public Information Meeting.
- A Public Information Meeting was held on Thursday, June 16, 2011, at the Riverbank Community Center (3600 Santa Fe Street). Approximately 120 people were in attendance. The purpose of the meeting was to inform the community about the status of the environmental process, alternatives screening criteria, and environmental studies that are underway. The meeting was conducted as an open house format with a short presentation, followed by a question-and-answer session. Attendees were encouraged to submit written comments and a stenographer was available. These comments will become part of the environmental record. The Public Information Summary Report is attached.

Traffic Update –

The work for developing the traffic forecast for the proposed preliminary alignments is underway.

Environmental Update –

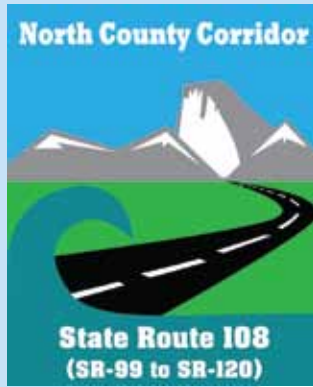
The draft initial chapters of the environmental document have been submitted to Caltrans. Fieldwork for the environmental analysis will continue over the next few months. Of the 1,164 individual parcels, we have received 850 Permission to Enter (PTE) letters. There are 95 parcels that are owned by 55 individuals that have denied consent. The team has made repeated contact with the owners that have denied consent to enter and do not anticipate any new PTE's under our current strategy. We are currently coordinating with Caltrans on how to

move forward. Jacobs has prioritized our work (based on biological and historical entry needs) for all remaining outstanding properties.

Caltrans has posted the land use forecasts and roadway network assumptions that will be used on the project on their website.

<http://www.dot.ca.gov/dist10/environmental/projects/ncc99to120/index.html>

Design Update – Comments regarding the layout of the access points to the proposed facility (by either interchange or at-grade intersections) were received from Caltrans and the geometrics are being revised. The construction limit maps, based on the project alternatives for study defined by the PDT, have been submitted to Caltrans. Upon their approval, these will be converted to Environmental Study Limit (ESL) maps that will establish the footprint for environmental study. Several meetings have occurred with ConAgra Foods and the San Francisco Public Utilities Commission (Hetch Hetchy) staff to discuss potential impacts to their operations.



(Caltrans Project #10-0S800)

Public Information Meeting Summary Report

June 16, 2011
6:30 p.m. – 8:00 p.m.
Riverbank Community Center
3600 Santa Fe Street, Riverbank, California

Prepared by Judith Buethe Communications



General Information about This Document

What is in this document?

This document is a summary report of a public information meeting for the North County Corridor Project, Project Approval and Environmental Document (PA and ED), in Stanislaus County, California. This document describes what occurred at the meetings.

What should you do?

- “ Please read this summary report.
- “ If you have any concerns about the summary report or questions about the proposed project, please contact Gail Miller, Senior Environmental Planner, Central Sierra Environmental Analysis Branch, California Department of Transportation, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726, (559) 243-8274, or Gail_ Miller@dot.ca.gov.

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Zelig Nogueira, Public and Legislative Affairs Chief, Caltrans District 10, P.O. Box 2048, Stockton, CA 95201, (209) 948-3930, or Zelig.Nogueira@dot.ca.gov. Or, use the California Relay Service TDD line at 1-800-735-2929.

TABLE OF CONTENTS

Cover Sheet.....	1
General Information about This Document.....	2
Table of Contents.....	3
Chapter 1: Introduction.....	5
1.1 A Public Information Meeting Was Held.....	5
1.2 Announcements of the Public Information Meeting.....	5
1.3 Purpose and Goals of the Public Information Meeting.....	6
1.4 Format of the Public Information Meeting.....	6
1.5 Summary of Concerns Expressed.....	7
Chapter 2: Meeting Proceedings.....	8
2.1 Welcome.....	8
2.2 Displays and Exhibits.....	9
2.2.1 Station 1: Welcome Boards and Sign-in Tables.....	9
2.2.2 Station 2: Orientation/Project Objectives/Description.....	9
2.2.3 Station 3: Agencies.....	9
2.2.4 Station 4: Environmental.....	9
2.2.5 Station 5: Maps.....	9
2.2.6 Station 6: How Caltrans Builds.....	9
2.2.7 Station 7: Comment Station.....	10
2.2.8 Station 8: Right-of-Way.....	10
2.3 Personnel on Hand.....	10
2.3.1 Caltrans Staff.....	10
2.3.2 Joint Powers Authority Staff.....	10
2.3.3 Joint Powers Technical Advisory Committee.....	10
2.3.4 Consultants.....	11
2.3.5 Elected Officials and Other Agencies.....	11
Chapter 3: Presentation with Questions and Answers	12
Chapter 4: Public Input	23
4.1 Written Comments Received at the Public Information Meeting.....	23
4.1.1 Listing of Comment Sheet Received at the Public Information Meeting.....	23
4.1.1.1 Comment Sheets Received.....	23
4.2 Comments Dictated to the Public Stenographer at the Public Information Meeting...	29
Chapter 5: Outcome of the Public Information Meeting	34

APPENDICES

Appendix A: Handouts.....	35
Print Program.....	35
Comment Sheet.....	36
Appendix B: Display and Exhibit Materials.....	37

Appendix C: Public Notices and Invitation	41
Public Notice (English).....	41
Public Notice (Spanish)	42
Invitation.....	43
Appendix D: Photographs at the Meeting	44
Appendix E: Public Comments	45
Comment Sheets.....	45
Appendix F: Meeting Sign-in Sheets	76

Chapter 1: Introduction

1.1: A Public Information Meeting Was Held

The California Department of Transportation (Caltrans), in cooperation with the North County Corridor Transportation Expressway Authority, held a public information meeting in June 2011. The Authority consists of the cities of Modesto, Oakdale, and Riverbank and the County of Stanislaus, along with ex officio members, Caltrans and Stanislaus Council of Governments. The meeting was held at the following date, time, and place:

June 16, 2011
6:30 p.m. – 8:00 p.m.
Riverbank Community Center
3600 Santa Fe Street, Riverbank, California

The agencies are proceeding with environmental and engineering studies associated with preparation of a Draft Environmental Impact Report for State Route 108, a proposed freeway/expressway whose alignment would extend approximately 25 miles from a location on State Route 99, to a location on State Route 120 east of the City of Oakdale.

1.2: Announcements of the Public Information Meeting

The project team planned and implemented the Public Information Meeting to conform to the requirements of applicable federal and state laws, including the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

The meeting was publicized through a jumbo postcard invitation in both English and Spanish that was sent by first-class U.S. mail to a mailing list of approximately 5,942 property owners, residents, and stakeholders such as local, state, and federal agencies; emergency responders; civic and community groups, chambers of commerce and other business groups; environmental groups; and other potentially interested individuals and organizations.

A personal invitation letter from the District Director of Caltrans District 10 was also sent to federal, state, and local elected officials in Stanislaus County and in southern San Joaquin County.

Public notices were placed in *The Modesto Bee* on June 1, 2011; *The Oakdale Leader* on June 8, 2011; *Riverbank News* on June 8, 2011; and in *La Vida en el Valle* on June 1, 2011.

A news release was sent to print and broadcast media (mainstream and alternative) that serve the project area. The news release was sent to the following mainstream and alternative media outlets: *Bilingual Weekly*, Ceres Chamber of Commerce, Citadel Broadcasting, Clear Channel, Hispanic Chamber of South San Joaquin County, Hispanic Chamber of Stanislaus County, *Hughson Chronicle*, KANM/KBUL, KAT Country 103, KCBC-770 AM, KCIV-99.9 FM; KCSO Telemundo 33, KCSS-FM, KHKK 104.1 The Hawk, KHOP, KJAX 1280, KJSN, KVFX, KKME, KQOD, KMRQ, KOSO, KRVR, KUYL, KVIN, Mattos Newspapers, *Modesto Bee*, Modesto Chamber of Commerce, Newman Chamber of Commerce, *Oakdale Leader*, Patterson-Westley Chamber of Commerce, Riverbank Chamber of Commerce, *Escalon Times*, *Riverbank*

News, *Rock 96.7*, *Stanislaus Farm News*, *Stanislaus Magazine*, *The Ceres Courier*, *The Signal*, *Turlock Chamber of Commerce*, *Turlock Journal*, and *Valley Builders Exchange*. Articles about the meetings were published in *The Modesto Bee* on June 9 and June 12, 2011; *Bilingual Weekly* on June 12, 2011; and *Riverbank News* on June 15, 2011.

The Public Information Coordinator also sent mail to a North County Corridor Community Focus Group list of approximately 15 individuals, representing a variety of interests. Members of the group were also informed of the Public Information Meeting at a quarterly meeting held on June 9, 2011.

Announcements were made at public meetings of the North County Corridor Transportation Expressway Authority Board of Directors and the North County Corridor Technical Advisory Committee.

1.3: Purpose and Goals of the Public Information Meeting

The purpose of the Public Information Meeting was to inform the community that could be affected by the new State Route 108 alignment about the environmental process, alternatives screening criteria, and the environmental and engineering studies that are underway. Attendees were also encouraged to tell the project team about environmental issues and alternatives to consider and be analyzed in the EIS/EIR.

1.4: Format of the Public Information Meeting

Approximately 147 people signed attendance sheets at the Public Information Meeting—121 members of the public and 26 project team members. At the door, members of the Public Outreach staff, including a person fluent in Spanish, Tagalog, and English, welcomed attendees, explained the evening's format, asked attendees to sign in, and distributed a comment sheet and an agenda. Attendees were also invited to dictate their comments to a public stenographer. The Public Outreach staff also frequently introduced attendees to technical members of the project team and answered questions of a general nature.

The meeting was conducted as an open house/map showing with a presentation, followed by a question-and-answer session. This interactive format provided an opportunity for members of the public to individually ask questions of and direct comments to members of the project team—or to ask questions and make comments in a group setting. Attendees were encouraged to submit written comments at a public comment station equipped with blank comment sheets and pens, and a professional stenographer was available for those persons who wished to provide oral comments. Large maps with potential alternatives were placed on tables in one-third of the room, so that attendees could locate their properties, talk with engineering and/or environmental specialists, and draw alternative routes or provide other information. The orientation station provided information on the project purpose and need, potential funding, and a preliminary working draft of the project area. This station also invited attendees who were new to the North County Corridor Project to “check in here” to receive an orientation to the displays and the project. A station provided information about the Agencies involved with the project. An environmental studies station listed the environmental and engineering studies underway, described the environmental process, and listed the criteria used by the Project Development Team to identify the range of reasonable alternatives to be studied in the Draft Environmental

Document. A right-of-way station staffed by right-of-way specialists was also available with information on the right-of-way process. Another station provided an explanation in both English and Spanish of the Caltrans processes.

Project team members were available at each station to explain the displays, answer questions, and receive public input. The Spanish-language translator was also available to assist.

A brief presentation was made at 7:00 p.m. by the Authority Manager of the North County Transportation Expressway Authority and by the Caltrans Senior Environmental Planner who was present. Their presentations were followed by a question-and-answer period.

Following the presentation, attendees adjourned to the maps.

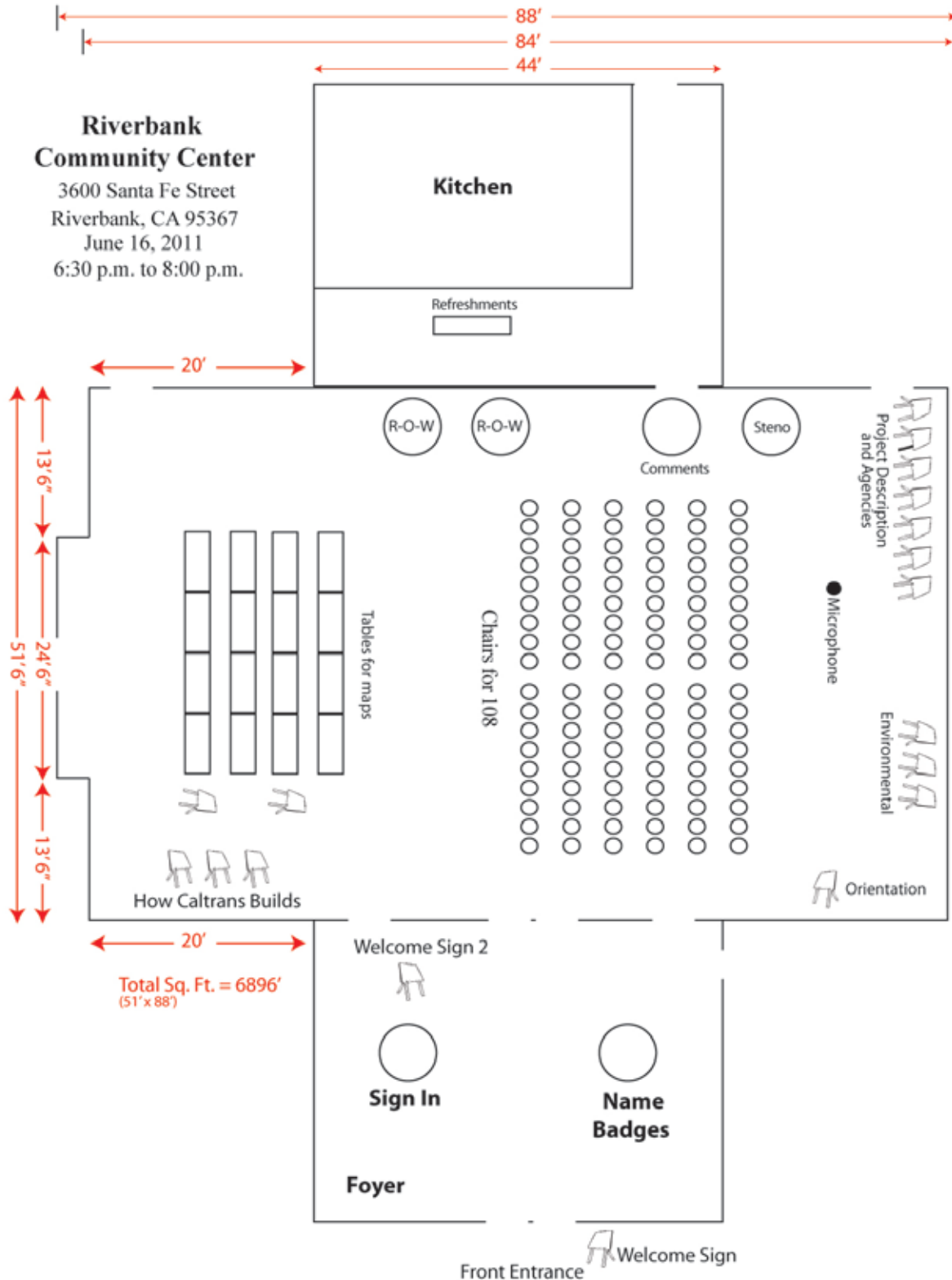
1.5: Summary of Concerns Expressed

The overall feedback from attendees about the breadth and depth of the information provided and the accessibility of project team members was positive. Approximately 24 comment sheets and/or correspondence were received at the meeting and approximately 14 people dictated comments to the public stenographer. A list of dominant concerns given at the meeting can be found in Chapter 4, “Outcome of the Public Information Meeting.”

Chapter 2: Meeting Proceedings

2.1: Welcome

The information station at the Public Information Meeting was developed according to the items shown below:



2.2: Displays and Exhibits

The informational display boards, exhibits and maps at the Public Information Meeting are explained below. (Reduced copies of the informational display boards and graphics are included in Appendix B.)

Station 1: Welcome Board and Sign-in Tables

Two welcome boards greeted attendees as they entered the lobby to the meeting room. Attendees were asked to sign in to maintain an attendance record and to ensure that all interested parties would be added to the project mailing list. [See Appendix F for attendee lists.] The Public Outreach staff gave each attendee a print program with the sponsor logos—Caltrans; Cities of Modesto, Riverbank, and Oakdale; Stanislaus County; and StanCOG. The print program welcomed attendees to the public meeting, stated the evening’s agenda, and provided the project description, purpose, and need; defined the project area; and provided information on how attendees could comment, how they could stay involved, what to expect next, and future public involvement opportunities. Officials of the North County Corridor Transportation Expressway Authority were also listed. [See Appendix A.] Comment sheets provided space for comments and/or concerns and asked attendees if they wished to be added to mailing lists for the projects. The Public Outreach staff, which included a translator in Spanish and Tagalog, explained the format of the meeting and encouraged attendees to ask questions of and make comments to the project team members who were present.

Station 2: Orientation/Project Objectives/Description

Four boards at this station invited attendees who were new to the North County Corridor Project to “check in here” to receive an orientation to the displays and the project. This station also provided general orientation information about the project purpose and need, potential funding, and a preliminary working draft of the project area.

Station 3: Agencies

These two boards provided information on (1) the agencies involved in the project and (2) the North County Corridor Transportation Expressway Authority.

Station 4: Environmental

The three boards at this station (1) listed the environmental and engineering studies underway, (2) described the environmental process, and (3) listed the criteria used by the project Development Team to identify the range of reasonable alternatives to be studied in the Draft Environmental Document.

Station 5: Maps

This station provided the exhibits of most interest to the attendees: large maps on tables so that property owners/businesses could easily locate their properties and comment to the technical staff at the maps.

Station 6: How Caltrans Builds

In both English and Spanish, boards provided by Caltrans District 10 Public and Legislative Affairs staff gave information about how Caltrans develops and builds projects.

Station 7: Comment Station

A board at the public comment station explained how attendees could continue to participate in the project process, and a second board invited attendees to dictate their comments to the public stenographer who was present. The public outreach staff also provided comment sheets for members of the public and other interested parties to submit written comments about the project. Written comments were submitted during the open house or could be mailed in later. Written comments from 25 people were received at the Public Information Meeting. [See Appendix E.]

A public stenographer was also present to take oral comments from attendees. Fourteen people dictated comments to the public stenographer.

Station 8: Right-of-Way

An exhibit board staffed by right-of-way specialists provided information on the Caltrans right-of-way process.

2.3: Personnel on Hand

The following personnel set up and conducted the meeting and were available to answer questions from the public. Working at the direction of Caltrans personnel, the persons in charge of the meetings were Kris Balaji, P.E., Project Manager, Jacobs Engineering; Theron Roschen, P.E., Deputy Project Manager, Jacobs Engineering; and Judith Buehe, M.A., Judith Buehe Communications, Public Outreach Coordinator.

2.3.1: Caltrans Staff

Andrea Alvarez, Right-of-Way
Anthony Dorn, Right-of-Way
George Fernandez, Right-of-Way
Linda Hennings, Right-of-Way
Anton Kismetian, Design Oversight
Chris Mayfield, Public and Legislative Affairs
Chantel Miller, Public and Legislative Affairs
Gail Miller, Senior Environmental Planner
Jesus Vargas, Project Manager

2.3.2: Joint Powers Authority Staff

Laurie Barton, Project Manager
Matt Machado, NCCTEA Authority Manager

2.3.3: Joint Powers Technical Advisory Committee

Jeff Barnes, Traffic Engineer, City of Modesto
J.D. Hightower, Community Services Director, City of Riverbank
Joe Leach, Public Works Director, City of Oakdale
Charles Turner, StanCOG

2.3.4: Consultants

Jacobs Engineering

Lauren Abom, Environmental Manager
Kris Balaji, Project Manager
Trin Campos, Engineering Lead
Gary Fink, Environmental Manager
Theron Roschen, Deputy Project Manager

Fehr and Peers

Eddie Barrios, Traffic Engineer

Judith Buethe Communications

Judith Buethe, Public Outreach Coordinator
Mary Ann Piana Chapman, Deputy Public Outreach Coordinator
Renee Fleming, Public Stenographer
Raquel Noriega Williams, Translator

2.3.5: Elected Officials and Other Agencies

William O'Brien, Member, Stanislaus County Board of Supervisors
Terry Withrow, Member, Stanislaus County Board of Supervisors

Chapter 3: Presentation

At 7:00 p.m., after introductions by Judith Buethe, Public Outreach Coordinator, two members of the Project Development Team gave presentations. Matt Machado, Authority Manager, North County Corridor Transportation Expressway Authority, presented information on the project's background, purpose, and need. Gail Miller, Senior Environmental Planner, Central Sierra Branch, Caltrans, provided information on the environmental process and the environmental and engineering studies that are underway.

Following is a transcript of the presentations by Matt Machado and Gail Miller and the subsequent questions and comments by members of the audience, as well as the responses by Mr. Machado and Ms. Miller.

JUDITH BUETHE: Good evening. We're without a microphone, but hopefully you can hear. First of all, I want to welcome you. We really appreciate your taking the time to come out to be here, to get involved, learn more about the project, and to give us your comments. And I want to welcome Supervisor Bill O'Brien. Thank you very much for taking the time to be here.

And, you've seen people wearing these badges tonight. If you have questions, feel free to find people wearing these badges. And if you can't find an answer to something or somebody to give a comment to, find me and I'll find the right person for you, okay?

And now, I want to ask you—this is very helpful to us when we're notifying people about the meetings—I want to ask you how you found out about the meeting. So how many people received a card in the mail? Good. How many people saw an ad in one of the newspapers? Okay. How many people saw an article in one of the newspapers? How many people heard about this from a friend or an acquaintance? Okay, good. Thank you. That's very helpful to us when we're sending out notices. And there will be future notices, so thank you for that information.

Also, I want to let you know that if anybody would prefer to speak to someone in Spanish or to have translation, that the young woman who was checking you in at the door, Raquel Noriega Williams, she can help.

Then, I want to let you know that we're going to have a 20-minute presentation. First, we're going to hear from Matt Machado. He's also the Authority Manager for the North County Corridor Transportation Expressway. Then we're going to hear from Gail Miller. And, then we're going to disperse back to the stations to get your comments. And I do want to point out, too, that you could either fill out one of the comment sheets that you received when you came in or there's a few more back there at the table. Or you can -- on this document there's contact information you can use that, say, in a couple of days something occurs to you and you say to yourself, "I want to make sure that the project knows about this." Just send your information to Gail Miller. Or, a third alternative this evening is that right here in this corner we have a stenographer and she likes to be kept busy. Her name is Renee Fleming. And so if you'd like to come and dictate your comments rather than writing them, feel free to come up here and see Renee.

So with that, I'm going to turn it over to Matt Machado who's going to give us the background and an overview on this very, very important project.

MATT MACHADO: Thank you, Judith. Good evening. And as Judith introduced me, I'm

Matt Machado. I'm happy to be here, actually, because this is a good project; and to better understand the North County Corridor Project and process, it's helpful to understand where we've been with a bit of background.

The North County Corridor Joint Power Authorities was formed in the Spring of 2008 with the goal of completing a phase of project development called Project Approval and Environmental Documentation. Environmental documentation is kind of the key tonight. And obviously, this is an east-west expressway.

We contracted with Jacobs Engineering in the summer of 2008 to complete that documentation. The overall goal was to complete a planning level EIR, which is an Environmental Impact Report document for route adoption purposes, and then a project level EIR and EIS which is a Federal Environmental Document so that we could reserve a very specific corridor and identify a building segment. This process includes a plan line on both of these, on this big environmental document, and that's for Caltrans. Caltrans is the environmental lead with the Joint Powers Authority as the agency, and a participating agency with its member agencies, and the member agencies are the City of Riverbank and the Cities of Modesto and Oakdale and Stanislaus County.

Some previous actions that we've already accomplished in this process early on: the old Oakdale Bypass, the Northern Bypass was halted; it was actually deprogrammed in the 2006 STIP. The STIP is a funding program at the state level. So the Oakdale Bypass was stopped in about 2006. StanCOG, our local Council of Governments, completed a feasibility study in January of 2008. That's what led us into the formation of the Joint Powers Authority, and like I said earlier, that authority was formed in April of 2008. Then, in May of 2010, at the completion of the route adoption process, the CTC (California Transportation Commission) approved the route adoption and the associated EIR which was a planning level, high-level environmental document. CTC also approved a resolution to secure and identify funding—funds that came from the old Oakdale Bypass to be used on the North County Corridor. So, milestones there last year.

A little bit about the existing deficiencies in our area: the area I talk about is Northern Stanislaus County, Riverbank and Modesto. We do have a very high percentage of traffic on local roads. The State Highway currently travels through the downtown areas of Riverbank and Oakdale. That's State 108. On that highway the accident rate is 35 percent higher than the statewide average.

And then we have several at-grade crossings throughout this Northern Stanislaus area which create problems. Some of the benefits of a project like this: a major transportation facility will improve circulation in general, as well as improve access to and around the cities of Modesto, Riverbank, and Oakdale, reduce traffic congestion, and improve travel times. Our region is primarily ag-based, and those commodities need to go from farm to market – we have talked about ag products but manufacturing also. Also the project would generally affect people and businesses in Northern Stanislaus County and the cities of Modesto, Riverbank, and Oakdale. Current land use plans are projecting nearly 300,000 jobs for the future.

And, then, of course, enhanced traffic safety: that's a key element of what we're trying to solve here.

Some current efforts where we are today with this process, this environmental process, involved a notice of preparation—a starting point in the environmental process—that was issued in August of 2010. Preliminary screening narrowed down 18 alternatives that were identified at a public scoping meeting, which was held in September 2010 last year. So we've developed the

two alternative alignments which we all see tonight. That's what you're looking at tonight at the back tables.

And, really, what we're looking for tonight is to get your comments on those two alternatives. As we move into the details of those two alternatives, they include variations on the east end, which we can see, clearly see on the maps.

And then, a little bit about the project delivery schedule. Our next public meeting—our next open house we'll call it—is scheduled for the spring of 2012, at which point we'll present a status report. We'll be into our detailed analysis. That's spring of 2012. That will be the next time we get together in this format.

The release of the draft environmental document is scheduled for the fall of 2012—late next year. Then at that point, we would prepare response to public comments, and we would continue with engineering details looking to select a preferred alternative by the spring of 2014. That's kind of the end of the process, 2014 in the springtime. At that point we'd be looking to certify an EIR and EIS environmental document.

By the way, that document is of the utmost importance. It is a decision document for the state. It will be document and will show us what the initial segment will include; and it will include a 30 percent design level for the remaining course of the corridor. So we're going to know a lot about this corridor by the spring of 2013—design details along with the environmental issues as well. And then at that point, we would move into completing the design and the right-of-way negotiations for that first buildable segment, which, by the way, is starting in the east and moving to the west, and which will determine how far west we can go based upon funding and traffic analysis.

Once that's wrapped up, we would then be moving into a construction phase which is out a ways. We're looking at a construction schedule somewhere in the 2018 timeframe, for Phase 1, not for the entire corridor, but for Phase 1. So that's our delivery schedule. And with that I'm going to turn the podium over to Gail Miller, who is our environmental expert with Caltrans. She'll speak to you about the environmental process. After the presentation, we'll break into stations. Then come track me down.

PUBLIC INPUT: We don't like the stations. We want to hear everybody's comments.

JUDITH BUETHE: We will take questions and comments. But I'd like to interrupt for just a second before we bring Gail Miller on, who is a really critical person in this whole process. We've also just been joined by another supervisor, Stanislaus County Supervisor Terry Withrow. We've happy to have you here. Thank you!

Gail Miller is a Senior Environmental specialist with Caltrans. She's the person whose name you see on all of these documents. And it's very, very important if you want to have your comments considered in the environmental document that they be directed to Gail. So we're going to hear from her now.

GAIL MILLER: GAIL MILLER: Thanks, Judith. Matt covered a lot of information on the process. So I want to let you know going on right now. A lot of you I have received a letter called a "Permit to Enter." We are doing surveys, and we need to get on the properties to actually prepare studies and evaluate what's out there. This board shows the EIR process, which is the Environmental Impact Report that is a part of the California Environmental Quality Act,

and EIS which is the Environmental Impact Statement that is associated with the National Environmental Policy Act. These are the highest level documents you can prepare. It covers everything.

So whether you have concerns with the human environment or the natural environment, we're going to cover it. On this board are the studies that we will do there's not much that we're missing. Included is the Community Impact Assessment. It's about your community. It's about communities and how our project would affect them. It's about farmland, economics, and if you have a business what the effects on that business will be? Climate change, air quality, energy, noise, and paleontology too.

This information helps our elected officials, the District Director make informed decisions. We look at the positive and the negative.

Currently, we are doing biological studies, which include animals, plants, water, and wetlands. We are also look at hazardous waste, and surveying for cultural resources, which looks at prehistoric, historic, and structures. There may be buildings eligible for the national register. We want to know about everything.

Allowing us on your property could work to your advantage, if there are constraints. if you have reservations about not letting us on the property, I hope this information helps.

You may have concerns if we do find something and if that devalues my property? How does that affect my property? We are not in the business of enforcement. We are doing studies so that we can make an informed decision. The more information we have the better. We do not report findings to any regulatory agency. Cultural resources sites are kept private we may discussion the findings but not the location.

The locations of eligible sites are not given. The only thing we have an obligation to report sometimes are issues with hazardous waste.

We are not able to start the noise studies yet because we don't have traffic information. But that's coming up.

So, later on as we progress, you are going to see more and more people out there. I really do encourage you to sign the PTE forms. If you have reservations please come and talk with our staff or please come and talk with me. Hopefully, I have provided you with some level of comfort..

As Matt was saying, we've come a long way. We started out with a huge 2,000' corridor that included a lot of people. We have since narrowed that corridor and a lot of those people have dropped off. I think we've done an excellent job from where we've started -- and we really listened to you regarding the widening of Claribel. A lot of people are very happy to see the results of that. Yes, we heard you loud and clear.. Matt was talking about what you're going to see in the EIR and EIS.

The EIR/EIS will authorize a plan line for planning purposes. There is no ground disturbance; there will be only a plan line for the cities, and the county, so that in the future, those who want to develop don't encroach into that right-of-way. The plan line is going to start west of McHenry. The EIR/EIS will authorize a new alignment for SR 108 on the east end, How long is it going to be before construction depends on the funding.

It's sometimes a little hard to understand what we're actually trying to accomplish. I don't know yet how much construction we're going to get on this end or when. It depends on funding and logical termini. Whatever we construct has to connect back to 108. You must have logical termini; you can't just suddenly end a State facility on to a county road. It's going to have to come back to the existing state 108.

PUBLIC INPUT: What about on the east side of Oakdale Road?

JUDITH BUETHE: What I'd like to do now is give you a couple of ground rules as we go into the question-and-answer session. But before I do that, I do have one more question of the group. How many people here tonight are new to the project, have come to the meeting for the first time? Thank you. That, again, is information that's very useful to us.

Our ground rules are going to be these. One question at a time. And after you ask a question, then before either Matt or Gail answers it, they will repeat the question. So, let's say if somebody here is asking a question, Matt or Gail will repeat the question so that everybody in the back can understand what the question was. So, one question at a time, and we would like to wrap up by 8:00 o'clock. And with that, this gentleman right here had a question. He's going to be first.

PUBLIC INPUT: Yeah. I have a question of Mr. Machado. When you stated about the early bypass north of Oakdale, what stopped that?

MR. MACHADO: His question is: what happened to the Northern Oakdale Bypass? What stopped it? Well, there was certainly some public resistance, but there was also resistance from the city side of it. Also, they felt like it was not in their best interests. It was not in the best interests of the residents of Stanislaus County. It was taking some of that life blood of theirs and putting it up into the rural ag land. There was not support; and Caltrans recognized that. They then asked the region: do you have an equivalent or alternate?

PUBLIC INPUT: So that meant being it wasn't convenient for the city, so they moved to where they want it to be and now it's inconvenient for the people -- at least the people on Claribel -- and who was pleased unless you live off Claribel?

MR. MACHADO: So the comment is: just because the city wanted it moved, that seemed to be some inconvenience to others. I think the reality is no matter where it goes, Northern Bypass, Southern Bypass, there's inconvenience to somebody, and to many people. And the other thing that we heard from the first phase, about the route especially, that it really belongs to the cities. Now, I know Claribel's not real close, but in general, it's very close to urban areas so that you don't have people driving across open farmlands for miles and miles. So it's a compromise, and that's the best.

PUBLIC INPUT: Doesn't that open it up for --

MR. MACHADO: One question.

PUBLIC INPUT: Okay. I am very active in the City of Oakdale. Anybody knows me. I hold a lot of different positions, groups, and organizations.

I do not understand why in hell this will benefit the City of Oakdale. I have talked to managers of Save Mart, K-Mart, Raley's, and the best Chinese restaurant in town. And they have all told me that they will absolutely be forced to leave. They will not have the business that

they count on now going to the snow, to the reservoir in the summertime. They'll lose all of this business. And I know driving around with my husband, if he can get from Point A to Point B. the straightest, fastest time, he's going to go that way and he's not going to go through those towns especially. The small businesses will dry up and blow away.

Right now, our budget sucks. We are losing fire, police, and education—where we can't afford to lose these businesses. Why can't the counties—they have been doing this bypass for years and years and years—why in the heck can't they work together somehow with the cities? Give the cities some of this money to save the cities right now because of the economy. How bad is this? Instead of spending all this money on these meetings and the research, spend it and help us with our fire, our police, and our education.

I don't know why the City of Oakdale isn't here fighting this. I don't see our Council members. I don't see our Mayor here. And we really need to fight this to save our city. I'm sorry. I don't have a question, I just have a statement. (Applause)

MR. MACHADO: So, I can try to repeat her comment; but in essence, isn't this project going to damage the downtown Oakdale businesses? Why can't the funds be used for other purposes in the county? And where's the City of Oakdale, I guess, is the final comment. Let me take a stab at it. Just trying to respond to the comment.

In terms of the current traffic flow through downtown Oakdale—and this is true for Riverbank also—many of those segments certain times of the day are at maximum capacity. We're already having too many accidents in those corridors. It's very possible to expand those corridors. And when we look forward 20 years, 30 years, growth projections with the cities, the traffic congestion, the accident rates, that's all going to get worse.

This is a long-range plan with not such a long-range construction schedule, hopefully. It is a long-range plan to accommodate that growth, and we think the traffic -- that the traffic will continue to cause congestion through those downtown areas and -- and the other thing I think the traffic will show is that many of the tourist folks, say, from the Bay Area, will continue coming through the downtown. And that was one of the big issues that Oakdale said to us. Then the tourist folks will go that way. Give us a southern bypass without the congestion, and still allow the tourists to come through our town and, you know, generate tax dollars.

Now, the other part of your comment was funding. This was a big push with the route adoption. In fact, that was the reason this first phase was started was that there were monies still on the Oakdale Bypass. But because of it being deprogrammed, those monies were going to go to other parts of the state, so that now we can keep those monies in our region. But they are transportation dollars and they can only be used on specific routes, state highways. They're very specific, the funds for this project. Now, that's not all the funds. There are other transportation funds and they too can only be used on transportation projects. So we don't have the choice of saying we're going to spend on education or we're going to spend on something else.

And the last part of your comment was the city. Well, the city was one of the driving forces that pulled us together to do this long-range plan, to do this study. They're a big promoter of it. As their community grows, this project will benefit the community.

So, question in the back.

PUBLIC INPUT: Yeah. I got a question and remarks to her comment, which, I agree with a hundred percent. My question is: what's this going to do to Claus Road? I had an accident in

front of my park the other night. They hit a telephone pole that was lying on the ground and moved it over a hundred feet. I mean it took a pickup to move it. They left body parts and their truck on the road in my area. They destroyed parts of antiques in front of my park. Cars speed by Claus Road every single day and night, and there's never anybody out there to do anything about it. Yet, you guys are wasting all this time, like she says, wasting all this time on the thoroughfare you want to put in. I still can't see why they can't do something better than what they're doing.

MR. MACHADO: Why are we spending time and energy on this project, to address speed, accidents, congestion? Well, the theory on this project is to create a freeway, a highway, something that's safe for the traveling public. Something that has limited access points that we can control. The theory is, create a long-range plan for a safe facility that moves vehicles safely. That's the plan here.

And now to speak to your comment about what are we doing today. We're always working to try and improve roadways and reduce collisions. But, it happens. We have congestion and we have accidents. So, I tried to respond to your comment. I understand. Yes, sir....?

PUBLIC INPUT: I'm Ken Cosner. I live in Riverbank. I have a business. And I guess my comment to the previous issues about Oakdale drying up with the bypass; I guess we might want to refer to what's happened in Sonora, or wasn't happening in Sonora. At least, you know, I don't have any statistics; but when I visit there, it is still a thriving place and even after the bypass has been extended. So I'm not sure I'm as concerned as some others may be about that issue. I know you said one question; but, one quick question is, why would you start at the far end and keep trying to rebuild back into 108 instead of starting at McHenry and going the other way where you wouldn't have to rebuild into (more urbanized areas).

My main question and point, and I don't know if anybody else shares this but, my concern is for the long-range plan. Is there any thinking toward public transit such as light rail, or even bus for that matter? It occurs to me that most of the bypasses that you go to, like the Manteca Bypass, started out as a little two-lane highway. And then they had to put a divider in. Then they had to expand it to four lanes. I don't know what it is now, but I think it's at least six. Okay. If you build it, they will come. And no matter how big you build the freeway, you can build it to six lanes one direction, like they've got in Livermore, and it still isn't enough. So, my concern is that rather than getting into that vicious cycle of "let's just build a freeway and see if it fills up. Oh, that filled up; let's build another lane." So rather than getting into that vicious cycle, could we please reserve the middle section of whatever plan you come up with for light rail. Because whether people are in favor of public transit or not, there's going to come a time when we just can't get there from here because of the congestion. And if we plan now, it's cheap. If you wait until later and you have to do this all over again to find a place to put a rail, it's super expensive. So plan now.

MR. MACHADO: Okay. Two questions. First question is, why are we starting on the far east end and building back to the west? And second question is, are we planning for transit facilities, and could transit take the place of a facility like this?

So the first question. The intent is an Oakdale Bypass. So we are continuing to develop this as an Oakdale Bypass; and the key connection point there is 120. That's a key connection. That's on the eastern end. On the western end, there are certainly needs and traffic issues. But we have quite a bit going for us there with the 219 widening and some other facilities that are being

designed. So it does make some sense to make that connection work on the far east end. The Highway 120 through the Oakdale Bypass, which is what the state funding really is gearing us towards, it's also on the practical side. It doesn't make sense to build something for the west and there's nowhere to go. You can't connect it to anything. So you almost have to make that final connection to the end and as you come back and tie into other major facilities. The links that we'll make will make sense and won't have throwaway costs like we were just talking about. So that's the first part of it.

And then the second part. Certainly this will be a multi facility that will accommodate different flows of traffic and transits. A big issue in our region, and I'll just give you some numbers. Stanislaus County operates roadways for 300,000 people a year, almost a million miles -- two million people a year. And we expand both those systems (traffic and transit) when the need is there. We try to accommodate the need. But when you look at our overall, bus is about all we can justify these days. The evolution of transit would be from buses into, something like a bus route transit, a BRT. And then if the area continues to grow, the rail system. Clearly, there's other rail systems that exist; for example, we have Amtrak. Also, ACE is looking at a commuter rail system down to us, and we're part of a regional team. So there's a lot of that going on. There's a lot of long-term planning. So I think we'll be able to accommodate that. But also keep in mind the numbers. We haven't forgotten about transit, and it expands almost daily.

PUBLIC INPUT: According to this gentleman here, talking about Sonora and Manteca Bypasses, if you remember back, I don't know how long ago, 120 Manteca, that would be just like right now running down -- it was absolutely no distance. It was all rural. What is it now? It's total development, correct? Sonora, the same way. That bypass, that's all built up. Sonora moved out that way. So wherever you build this here, you're building development long and short. So can you please keep it as close to development as you can, to slow down the development; because it's going to affect farmland either way you go. So the closer you can keep it to Oakdale and Riverbank up in there, the better it is. But if you get it out, even running out on Claribel, all that distance there, that's good farmland. It doesn't make sense.

MR. MACHADO: So his comment is, will this project bring growth to it if it's out in the middle of farmland? And we've heard this comment. You can see if you've been following the route adoption, today we continue to have an alternative that's next to the urban areas. And, the Manteca example is a fair example. The point is well taken and comment well taken. So, thank you.

PUBLIC INPUT: Once the map is determined and route is determined, what kind of notice will we get?

MR. MACHADO: The draft document will be out in the fall of 2012.

I'm sorry. Let me repeat her question. Sorry about that. She said, "How much notice will we get when there's a final document?" And how much notice will individuals get that this project is going to come by them or through them. The answer is: in the Fall of 2012 the Draft Environmental Document will be on the street for you to review. That will give all of us a good indication of what the choices are, in great detail. Then, in the Spring of 2014, one of those alternatives will be chosen and it will be certified and there will be a public hearing. This group will be notified. Everyone will be notified. You'll know when that decision is being made. At

that point, once it's (the environmental document) certified, then the design will occur and then the right-of-way will start. That will take, literally, a couple of years. There will be a lot of notice, and you'll see the draft environmental document in 2012, then in the final document in 2014, and then right-of-way after that. A number of years will be in there. We'll all know what the choice is. And then our next step. So there will be quite a bit of time in there.

PUBLIC INPUT: My name is Sheryl Con. I'd like to see, by show of hands, how many people in attendance tonight are opposed to any type of bypass.

MR. MACHADO: Okay. Her question is, she'd like to see by show of hands, how many people are opposed to any type of bypass facility. Okay. Thank you.

PUBLIC INPUT: John Blakely. I want to know if Dale is going to continue as four lanes through to McHenry. I don't mean Dale, Kiernan.

MR. MACHADO: Okay. His question is, "Will Kiernan, State Route 219, continue to McHenry?" And the answer is, yes. It's my understanding that it's going to go to bid this fall for spring construction start. Let me just add a little bit more. That's a four-lane built facility, but with right-of-way for a six-lane facility. The six lanes obviously wouldn't happen until there was a need and funding.

PUBLIC INPUT: We're comparing this bypass to Manteca. But how much irrigated land was at the place where the bypass went? If I remember, there was no irrigated land there, so it was easier to develop.

MR. MACHADO: His question is, if we're comparing to Manteca Bypass, what's the comparison of irrigated land to this project?

I'm not trying to make the comparison to Manteca Bypass. But I think to respond to your irrigated land question, that it will come up in our Environmental Document, because that will be impact to farmland and water resources. That issue will be dealt with in our process, but it won't be in comparison mode. These are the impacts. We'll understand those.

PUBLIC INPUT: I have been hearing for eight or 10 years about an expressway. Now I'm starting to hear freeways. What are we really talking about here? Are we looking at interchanges, intersection, or ?

MR. MACHADO: Okay. The question is, we talked about expressways, we talk about freeways, what are we really talking about here? The gentleman feels like there's a difference there. And what about interchanges or intersections? What are they?

The answer is that a high-level expressway does meet freeway standards. So they can be very similar or the same. What we're talking about here is a mix. On the far eastern end, the route will be more like a conventional highway. Because of traffic projections, we probably won't be able justify a full freeway with interchanges until the traffic justifies the need for the higher level freeway with interchanges. That's what we'll learn from this process. What we all suspect, or we all pretty much know, that there will be a mix of intersections, full interchanges, full freeways, conventional highways.

PUBLIC INPUT: What will you be doing at Oakdale Road?

MR. MACHADO: Oakdale Road is already very heavily traveled. I don't know for a fact, but I would think it will be a full interchange; the specialists will get into the design element. So his question is, "What do we expect at Oakdale?"

I can't say for sure but, I would suspect that because of the road, that it would be some type of interchange. Once you notice the need for some type of interchange, then you can figure out what the best option would be. So, I don't know that.

PUBLIC INPUT: The maps that you have in the back are very easy to understand compared to that. Will you have those maps on your website, and when?

MR. MACHADO: The question is, the maps in the back are good quality, easy to read, have a lot of good information. Will we post those on the website, Caltrans website?

[To Caltrans] Will we be able to post those maps on your website? Is that the plan?

GAIL MILLER: We have a colored map of that on our website already.

PUBLIC INPUT: The fellow (Matt Machado) asked me: would this help to be put on the internet? I said, yes, it would in this quality.

GAIL MILLER: I'll work with them and see what we can get. We'll do it.

MR. MACHADO: I don't know how quickly we can get it done but, we'll get on it.

You know what? It's a quarter 'til 8:00. We should save some time for mingling.

PUBLIC INPUT: I have a very specific question about the EIR. They went through this process earlier, and the document was posted on the web. And I've read through all 300 pages of it. Two questions: already Oakdale did not meet the projected population growth based on the 2010 Census. It was in that document by a significant amount. It also states a traffic count on Claribel Road and an average daily traffic of something like 700 or 900 cars a day. That's a car every minute and a half or two minutes. Down my road, there's no way you count that many. And that's not a projected number, that's supposed to have been counted. Then the other question I have is, on your air quality and energy impacts, they tried to put a peaking power plant out on (unintelligible) a few years ago. And they based it on downwind air patterns that are much different from out here. These are all...it's going to be a higher impact, especially for those of us close to that road. I want to know how they're going to decide, and when?

MATT MACHADO: So his question was, the first document, first EIR for the route adoption, he feels like a lot of the data in there was incorrect, outdated.

The answer is this: that document was a very high-level planning document. So the detailed analysis was not in there to defend the numbers. It was a planning document. This process is a project-level document that will get into that minute detail, and, in fact, examine the projections like you talked about.

One comment on the traffic projections: we actually have a traffic-forecasting memo that

we've been trying to get on the website that may give you some new information...It's posted now. And I'd like you to take a look at that because it's revised from that early planning-level document. This is more detailed. It's revised to accommodate where we are today. And I'd like you to look at that. Then I'd still want to hear from you.

PUBLIC INPUT: And that's fine. But when you say it was designed for a specific corridor, was that the 2,000-foot corridor they defined in 2008?

MATT MACHADO: Yes.

PUBLIC INPUT: They've redone this document for the new project, because it was nowhere near my property in 2008.

MATT MACHADO: I understand. His question is: what did that first document do in terms of a corridor, and why are we on a different corridor?

The answer is that there was a large corridor. It was a planning study. This document today is completely separate from that document. We're not building on that document. That document's done.

PUBLIC INPUT: So all the complaints we have to put on this one, too? They won't be in this new document?

MATT MACHADO: It does not transfer.

PUBLIC INPUT: I just want to make sure everybody is clear that if you have a complaint, you need to make sure it gets put in this document as well.

MATT MACHADO: His comment has a good point. If you had a comment on the last document, you cannot assume that that comment will carry to the new document. You must comment on the new document. It's a new project. It's a new document.

Thank you.

PUBLIC INPUT: And I would like to thank you for one thing. Tonight is the first night out of three of these meetings I've actually heard names. And that's the two supervisors. Because I have no say in the cities of Modesto, Oakdale, or Riverbank, and because I'm outside the city limits.

[End of question-and-answer period]

Chapter 4: Public Input

Public input was received in three ways: 1) written comments received at the Public Information Meeting, 2) comments dictated to a public stenographer at the Public Information Meeting, and 3) oral comments received by the project team staff members.

4.1: Written Comments Received at the Public Information Meeting

4.1.1: Listing of Comment Sheets and Correspondence Received at the Public Information Meeting

Below is a listing of the twenty-nine written comments received at the Public Information Meeting and requests for inclusion on the mailing list. (Copies of all original written comment sheets received by the Public Outreach Coordinator at the meeting are included in Appendix E.)

It should be built close to cities to avoid urban sprawl and the loss of farm land on the east side tie in to Hwy 120 should be done as close to Oakdale as possible, Stearns Rd.

My first concern is destroying all of the fertile soil between Hammett and McHenry. The storey rating is 98%. My second concern is destroying of all of the recapture land. Irrigated land that furnishes the deep well system. My third concern is the Hammett off ramp and the very close proximate location to the Kiernan off ramp and the Stanislaus River. My suggestion is using the existing Kiernan/Claribel corridor.

Please add my name to the North County Corridor mailing list.

My park is a low income MHP. Can't afford to move.

I still want Oakdale to get the traffic as it is our town's bread and butter money so to speak. The tourists bring our parks, police, and firemen income from tax revenue. SAVE the farmland; it's how we eat also. Like always I invite any of you to stay at our house. I have 4 rooms, plus room for RV's. Come see how quiet and pretty it is always welcome. Families too really come see how the other side lives. See our backyards. Save them. I would fight to save yours.

Thanks.

If I have to choose any alternative, I would choose 2 and 2A. If I had to say what the smart thing to do would be, I would say kill the whole stupid, wasteful, destructive project. Fifty percent of mortgages are underwater here, stores are shutting. There will be less tax base and fewer residents. We don't need a 6-lane expressway linking Hwy 99 and nowhere. It is all based upon old dreams of expansion and trucks whizzing to deliver goods to Knight's Ferry. Developers and their money have created a false "need" that has local elected officials excited. Look at the cost. It is all tax money whether state, federal or local. We would have to pay for a boondoggle that we have been told would speed up the trip from Oakdale to 99 by 8 minutes.

I live in the Bald Eagle Ranch house, an important part of local history. I favor Route #2 (Kiernan/Claribel) for practical, social, and historical reasons. This route seems best, and you will have more public support if it is chosen. Thanks.

Please throw out Route Option 1 and use the farmland friendlier Option 2. "Make Kiernan Work."

I have been coming to these meetings for quite a while and have always said the route needs to continue straight our Warnerville through the hills and connect with the existing 4-lane road in Tuolumne Co. Right now the corridor is dumping into the worst part of Hwy 120. Fast cars having to go slower all of a sudden would create a bottleneck and more accidents. The A exchange is closer to Oakdale and would be best for Oakdale businesses. I know my house is close to the C exchange, but the reason I am saying it is probably the worst is because is the closest to the worst part of 108/120 in this area until you get past Lover's Leap. I believe the exchange here would be the worst bottleneck as far as traffic mostly going east. If this project is what you say as a thoroughfare to get to Yosemite, then none of the exchanges are correct. It needs to go through the hills as earlier stated to connect with the 4-lane in Tuolumne.

I want to stay informed. Thanks.

I am against this to start with, but if you are going to do this, I wish you would just buy us out so we move and not have to go through this anymore. I want to help raise my grandchildren in the country, not by any bypass. We purchased this piece of property for the quiet.

The Kiernan/Claribel route is the route my husband and I choose for the future No. County Corridor expressway. This is the route approved by the voters and currently in Modesto City's plans. Farmland is precious and has always been valuable to Stanislaus County and its surrounding areas. Farming is and has always been instrumental to this county's way of life. The Kiernan/Claribel route disrupts less agricultural land and is, therefore, the most preferable one. This route is also the most economically viable. Along with the rich agricultural land that would be saved for future generations, the trees in and surrounding the orchards and farmlands of Modesto's unincorporated area serve as nesting places for many endangered and threatened bird species, such as the Peregrine Falcon and Kestrel Hawk. Across from our almond ranch at 5412 McHenry Ave. in Modesto is the former nest of a pair of Peregrine Falcons. Their young hatched and were raised there. Many other species of birds and wildlife owe their existence to the open spaces, and found here and along the nearby Stanislaus River. For all of these reasons, I believe and my husband believes that the Kiernan/Claribel route should be chosen for the NCC expressway.

Kudos to the NCC Transp. Expressway Authority, Gail Miller and Caltrans for adopting Route 2 as an alternative for the NCC. Kiernan Corridor has and always will be the most logical and cost-effective route for this expressway. Using Kiernan will help to preserve some of our best farm land, be less disruptive to homeowners and thus spend our challenged tax revenue in a more frugal fashion. I strongly support Route 2. MAKE KIERNAN WORK!!!

I acknowledge and appreciate Caltrans consideration of "Route 2" (Kiernan) as the path from 99 past Coffee Rd to the east. As a taxpayer and homeowner, I believe now and in the past that this provides less disruption to homeowners and safeguards our farm land at a reasonable cost. Make Kiernan Work!

It seems the closer to Oakdale with the road the better. It won't hurt the economy as much. People are more apt to drive .5 of a mile than 1 mile away from town. Also, it seems a waste to make another exit off of 99 businesses need the Kiernan exist and already depend on it.

I am very glad to see the Kiernan/Claribel corridor as part of the study area. This is a fiscally responsible choice. Use this urban transition land to make an east/west expressway. Yes, there will be challenges, but in the long run, not disrupting so many families' homes and our precious farmland will be so worth it. With the state of our present economy, show the taxpayers of Stanislaus County that you are wisely spending our tax dollars on the best choice of an expressway route. . . Kiernan/Claribel! Thank you.

How is this benefitting the City of Oakdale? I am very active in Oakdale and want the best for it, but I do not understand why and how it will benefit it. I have talked to the managers of Save Mart, K-Mart, Railies, and the Bamboo Gardens. They all have told me that they will all be forced to leave. They count on the traffic going to Yosemite, the snow, and reservoirs. The City of Oakdale needs these businesses. Right now we are losing fire, police, and education. I do not know why the City of Oakdale is not fighting this! Where is our Mayor? And Councilmembers. Our counties are spending tons of money on this project that has been going on for years and years and years. How about spending this money on something important like helping the cities with fire, police, and education? Why have a bypass in the north end of the county and not have it more central of the county, such as Briggsmore, Claribel, Kiernan.

- 1) *This is the 3rd one of these meetings I've attended. Every time the 2000' permit boundary has moved. Suspiciously away from large landowners and over smaller operations.*
- 2) *I moved away from the city to avoid traffic.*
- 3) *Added light pollution at all times of night.*
- 4) *Added downwind concentrations of exhaust in an area already bad in the summer.*
- 5) *Winter rains will send oil, chromium, iron, lead, and a number of other known hazardous and toxic materials into stock ponds and vernal pools.*
- 6) *Added noise pollution at all times of the day and night.*
- 7) *Increased emergency response times from emergency services.*
- 8) *Increased pest problems from disturbing and compacting the ground. I have already seen a significant increase of squirrel, rabbit, and rodent population moving because of piping to plant orchards displaced by the Manteca bypass.*
- 9) *I do not want a duplicate of the Manteca bypass!!*
- 10) *I will use this if built to drive to the next county to buy all my goods.*

Please add my name to the North County Corridor mailing list.

Alt. 2:

- *Uses area already dedicated to major traffic flow, west of McHenry.*
- *Much less disruptive to ag uses west of McHenry.*
- *Focuses traffic input to 99 as opposed to multiple multi-lane interchanges (Briggsmore, Pelandale, Kiernan and Hammett for Alt. 1.*
- *Increased maintenance and costs for two major roads (Kiernan and NCC)*

Alt 1:

- *Creates numerous parcels split by NCC which may be impractical for ag uses, west of McHenry.*
- *Noise as environmental impact will be spread out over larger area with two major thoroughfares, west of McHenry.*
- *Multiple major thoroughfares in close proximity to each other (Kiernan and NCC) maximize the disruption to biological communities by creating land islands, west of McHenry.*

I am opposed to the east-end corridor 1C and 2C for the following reasons:

- 1) *By adopting a corridor closer to town, it will have less impact o irrigated farmland.*
- 2) *The eastern alignment would reconnect to 108 very near the “deadman’s” curve on 108 and not allow drivers to adjust to the highway before a dangerous curve.*

It seems to me that considering anything other than/except the straight route along Kiernan Rd. to the Waterford Highway (and it should stop there) is total folly. Kiernan is already started to widen and is working well. Anything else makes no sense at all. The only other plan I would find sensible would be to follow 120 thru to Oakdale. But that is not even proposed here. The crazy zigzag pattern shown here makes no sense. Then, eminent domain has taken many pieces of valuable property only to change their mind and leave the property vacant to vandals. I learned of a man who has had his property taken twice only to see it go vacant. The comment that this will damage business in Oakdale and why aren't these funds helping business there is the best comment I heard all night. They could improve roads thru Oakdale.

Over the past 50 year there has been a discussion of expanding Kiernan/Claribel Road. I fail to see any advantage to building an entirely new roadway to exist onto SR99 and ruin perfectly good farmland. I am in favor of utilizing the Kiernan/Claribel Road corridor. Make Kiernan/Claribel Work!!!

No on route selection #1 from Hammett exist go ¼ mile north of Kiernan/Claribel to Oakdale Road.

- 1. Financially better to use Kiernan/219 road with proposed improvements than to build an entirely new road through farmland.*
- 2. Financially businesses have failed, developers have gone bankrupt, and unemployment is 18-19%. There will not be enough growth to merit #1 route adoption.*
- 3. Pelandale and new construction on state highway 219 plus River Road can sufficiently handle all the traffic going to highway 99. Highway 120 can handle traffic from Oakdale. Make Kiernan (219) Claribel work. Save money.*
- 4. The highway needs to be close to the City of Salida and City of Modesto to service the population areas that make Route #2 preferable than Route #1 route selection. The road needs to stay in Modesto's sphere of influence.*
- 5. Modesto needs to build upward, fill empty store buildings and repossessed houses, not develop farm land north of Kiernan.*

No, on route selection #1 from Hammett exit and going ¼ mile north of Kiernan/Claribel to Oakdale Rd.

- 1. This route goes through prime farm land making it difficult for farmers to farm/make a living.*
- 2. Road destroys watershed, ability of irrigation waters to refurbish water table. Without replenishing of water, wells will go dry and Modesto residents will have water rationing. No water, no growth.*
- 3. This #1 route selection road does not service the population areas but is in prime farmland. Stanislaus County relies on the Agriculture Industry. Without farmer/farms there will be no food, no taxable income, and no growth.*
- 4. Route Selection 2 using the existing 219 highway (Kiernan/Claribel) does not destroy farms. The route needs to use existing roadway and make plans for stoplights and future ramps, if population ever demands that improvement. Without jobs a freeway is not needed. Briggsmore, Pelandale, Standiford, Kiernan, River Road and Hwy 120 serve adequately. Make Kiernan/219/Claribel work to Oakdale Rd.*
- 5. Modesto lacks good north/south routes. Highway 99 cannot handle even today's traffic.*

No on route selection #1. Keep NCC on State Route 219. Make that route work.

- 1. The rural area does not need traffic through farmland, breaking up farms, making harvesting difficult, and adding noise and air pollution which disturbs farmers and farm animals. Pollution harms crops.*
- 2. Highway ramps and roadway disrupts communities, housing values, homes and farms that have existed for 40+ years.*
- 3. Highway north of Kiernan will encourage urban sprawl. People will leave older houses to become a ghetto to move to new home away from the city. Keep growth in the city, not*

spreading into country. Do not ruin country living for developers' profit. In this poor economy, do not take away the Agriculture Business for houses. Do not destroy quality of life, house/property values, or farmland for urban sprawl.

3.2: Comments Dictated to the Public Stenographer at the Public Information Meeting

Below is a listing of the 14 dictated comments received at the June 16 Public Information Meeting.

1.

I'm just -- well, first of all, my name is Frank Denis, D-E-N-I-S. And I live at 5307 Eleanor. And I'm wondering if there's any consideration to the land owners when these proposed bypasses will be going through your property, where part of your property is on one side of the highway and part of it is on the other side of the highway. Because in order to cross the highway, you just don't cross at any place you want to. You might have to go down the road a mile or half a mile, or you might have to go the other way a mile or half a mile to get to the other side to, whatever. Like, we farm our ground, we farm corn and oats. And it makes it awfully hard whenever you have to cross the highway from one side to the other. Because, like I said, you just don't cross it right there, you got to go either east or west.

The other thing is, I don't mind giving a part of my property for the proposed bypass as long as it's on the south end of the property, or on the north end, or the east end, or the west end, to keep from splitting the property and having property on both sides of the freeway.

And my opinion, I think the proposal going out Claribel, going east on Claribel, affects less landowners because you already have part of the highway already east on part of the highway and then when it gets way out there it goes kind of northeast. Now, when it goes northeast, that's where it's going to be crossing a lot of property owners on a 45-degree angle which is very, very detrimental to the farming operations in that area there.

The other thing, 15 years ago we built a retirement home there on Eleanor. And it's going to go right by our house and I, you know, we kind of built it there because the road has very little traffic there on Eleanor Road, and it's kind of a quiet road. And that's why we selected that for rest of the days that I have to live. So, I would like them to take the landowner consideration. If there's any other way that they could route this bypass or freeway, whatever you want to call it, and not to affect the farmer. That's all I have to say.

2.

My comment's on there. I've got 151 acres on the corner of Claribel and Roselle, which is the east corner. And I prefer, I guess, Exchange 2 so you're closer to Claribel. That way it breaks my ranch up less, you know, I guess there's two exchanges, 1 and 2. And that's what comment I have. I think, also -- I talked to one guy -- they don't have an off onto Roselle Avenue, R-O-S-E-L-L-E.

And other than that my biggest issue is, they put these right-of-ways on there. If they don't do anything with them it just sits out there. And I can't move my ranch. I don't know what's going on. It's basically like having cancer that no one treats. Because you got a five hundred foot slash right on the middle of your property. I can't do nothing. Nobody wants to buy it. Right down the middle of the ranch, that cuts my 151 acres right in half. So it's a bad cancer. They don't do anything. If they're going to do something, get it done and take my medicine and see if I can go from there. But I can't plan anything this go around. What a big mess. That's my comments.

3.

My comment is, the section of 120 between Oakdale and Nights Ferry is the most dangerous, curvy area. Why isn't this extension going to go on out and connect there instead of coming this side of it? That's all.

We drive up to Sonora all the time and we notice that there's so many cement accidents there. And I just wonder why they're not bypassing that too?

4.

And both of these routes cut my property in half, any way you look at them. The question I have, if they put this freeway in, how do you bring steady services north of the freeway that's in the general plan now? How would that affect my property? Is it now -- I'm not out -- the general plan because you can't take the services north. How does that work? Does it cut me right there? Am I no longer in the general plan of Modesto? Am I supposed to expect Riverbank to jump Claribel? The engineer cannot answer that. Freeways cut my property in half. Properties are in the General Plan -- how can you bring the city services north of the freeway? So does half of my property become worthless now? I don't know.

5.

I just need to have a copy of everything that's going on tonight. All the information sent to my e-mail address so I can e-mail it to my supervisors. My e-mail is Olivelane@sbcglobal.net. That way I can send it over to him because my owners of my park are scared they're going to take my park, too, or inhibit people from moving there. That's about it.

6.

Stoddard Road, S-T-O-D-D-A-R-D. That's Oakdale.

Looking at the plans, my preference would be for the 1A, which runs closer to Oakdale. And I feel that being closer to Oakdale instead of out in the country would encourage less sprawl out into the rural area and farming ground. And I think this would be better for a lot of the people in the rural Oakdale area. And I would like to see that plan be favored over the other options. That's my comments.

7.

I don't really know how to start this.

On these routes, No. 1 and No. 2, from the -- plan to Albers, if they take that way they'll take out 41 homes. If they go out through No. 1, they'll take less than 13. And also, if you look back to when the 120 bypass went in in Manteca, that was all rural like this is right now. They built out to it. Well, if you take No. 1 you'll damage less farmland because it will stay closer to the city. I don't know what else to say. That's pretty basic, straight up.

8.

The one thing that I see that this plan does not address is the corridor is south of the river, and all the traffic is going to be -- want to go to the intersection of the 120 bypass, I-5, and 99, to the north and there are no plans for a river crossing to carry the increased traffic in this plan.

9.

It would seem to me that there would be far less cost in land acquisition and the least cost disruption to agriculture businesses and, whatever, if they were to continue from No. 2 at Bentley and Albers Road on out Claribel Road into that open-range land, and then make the curve down and intersect 108 at 2C on the map.

10.

Our property is marked for the bypass. It has been for the last several years. Now, if we go to sell the property, we have to disclose that. It could be the bypass -- could be coming. But every time a neighbor or something -- we have a large ranch. We couldn't even subdivide or anything, because our property value is down. Because it's been marked for this bypass. Well, they're still dinking around, and it's been years and years. How long is our property going to be labeled like this until people make decisions? I mean we could have sold our property ten years ago. And it was labeled because of the northern bypass. Now it's still labeled. We don't even -- we could really sell our property without it being labeled.

11.

I want to comment on Route No. 1, how it affects my family's farming business. Route No. 1 would impact two of our properties, one on American Avenue, a hundred-acre property. And judging from the map, the proposed route would impact 35 acres on that piece of property. And then we also have property at the corner of Coffee Road and Claribel Road. And Route No. 1 would impact, possibly, as much as 100 acres on that piece of property. And both cases it would be disruptive to our farming practices, and our irrigation systems. And our objection is to have two parties, miles apart, both be impacted by the project. We are in full support of the North County Corridor Project. We support Alternative Two, where the project will stay as close as possible to the Kiernan-Claribel Corridor. We recognize that this would still impact our property at Coffee and Claribel, but we are quite agreeable to that impact if it stays close and parallel to Claribel. It seems unfair to us to have both of our properties impacted in such a significant way. As would be the case with Alternative One. So our position is in favor of Alternative Two.

I would also request that Caltrans and Jackson's Engineering contact us directly. Meet with us to discuss the project impacts and possible mid-investigation measures that could be used as the further refined design process for the project.

12.

That's in Modesto.

First comment is, if it's feasible and they consider a depressed construction, meaning underground along my property. Second comment is: the transmission line goes along my property. If it gets impacted by this freeway, I would prefer it not to be relocated closer to my house. And what's the possibility of relocating to the north side of the freeway or possibly underground? Or possibly removing?

13.

My concerns, I guess, are I'm on the west end of the project, west of McHenry. And I guess with the current maps I'm most concerned about noise impact, and in proximity to the proposed new routes. And I have not been notified about access to my property, because I'm just barely outside of the EIR boundary. But if either of those routes were chosen we'll either be in visual end or range of the new road. That's my concern.

14.

I'm well known here. I'm involved with this focus group that meets to talk about this. But my concern is that the Central Valley of California is the food source for the nation in the future. And the planning that is being done is primarily dependent on local concerns. I don't see any evidence that the overall picture of the Central Valley as the food source for the nation as a whole is being considered from the, not just regional but valley wide planning. It's the food source for the nation as a whole for many decades in the future. And it's being -- the planning does not appear to take that into account.

Chapter 5: Outcome of the Public Information Meeting

The overall feedback about the breadth, depth, and usefulness of the information provided at the Public Information Meeting was positive. Also, several positive comments about the presentation and the question-and-answer session were made as attendees were leaving the building. The dominant concerns expressed by attendees were the following:


- .. Preservation of Central Valley farming and water.
- .. Urban sprawl.
- .. Keep the alignment close to the cities.
- .. Is this an expressway or a freeway?
- .. Access points—intersections? interchanges?
- .. Impacts on businesses in Oakdale and the tax revenue they generate.
- .. Disruption to irrigation systems and other farming operations.
- .. Cost of the project.
- .. Devaluation of property.
- .. Environmental pollution, e.g., noise, light, air, biology, wildlife.
- .. Incorrect/out-of-date population projections and resulting effect on traffic projections.
- .. Need to consider light rail/other mass transit.
- .. Growth-inducing project.
- .. Reasons for earlier planned Oakdale Bypass being abandoned.
- .. Wasteful/public monies better spent on other needs.
- .. Potential negative effect on Claus Road.
- .. Will Dale continue as four lanes through to McHenry?
- .. Request to have maps on the Caltrans website/share information.
- .. Potential effect on mobile home park on Claus Road.
- .. Use Option 2.
- .. Make Kiernan Work.
- .. Need to continue straight out Warnerville Road and connect with the existing four-lane road in Tuolumne County.
- .. Buy us out now.
- .. Fear of eminent domain actions by Caltrans.
- .. Splitting properties.
- .. Access to farm fields.
- .. Section of 120 between Oakdale and Knight's Ferry is dangerous and needs to be fixed.
- .. To lessen cost of land acquisition and diminish effect on agriculture, continue from No. 2 at Bentley and Albers Road on out Claribel Road and then curve down and intersect 108 at 2C on the map.
- .. Request to move transmission line away from property.
- .. Need to consider the Central Valley as national food source.

APPENDICES

Appendix A: Handouts

Print Program

Project Map



North County Corridor Transportation Expressway Authority

Board of Directors

- James Ridenour, Mayor, City of Modesto
- Pat Paul, Mayor, City of Oakdale
- Virginia Madsen, Mayor, City of Riverbank
- Terry Withrow, Supervisor, County of Stanislaus
- William O'Brien, Supervisor, County of Stanislaus

Ex-officio Members


- Carrie Bowen, District Director, California Department of Transportation, District 10
- Vince Harris, Executive Director, Stanislaus Council of Governments (StanCOG)

Authority Manager

- Matt Machado, P.E.


Thank you for attending!

**North County Corridor
State Route 108
(SR-99 to SR-120)**



*Welcome to the
Public Information Meeting*

Thursday, June 16, 2011
6:30 p.m. – 8:00 p.m.
Riverbank Community Center
3400 Santa Fe Street, Riverbank, CA



Tonight's Agenda

6:30 p.m. – 7:00 p.m.
Open House

7:00 p.m. – 7:20 p.m.
Presentation

Project Background
Matt Machado
Authority Manager
North County Corridor Transportation Expressway Authority

Environmental Process
Gail Miller
Senior Environmental Planner
Central Sierra Environmental Analysis Branch
California Department of Transportation

7:20 p.m. – 8:00 p.m.
Open House

Project Description

The North County Corridor will ultimately be a freeway/expressway with interchanges, at-grade intersections, grade-separated railroad crossings, irrigation district crossings, frontage roads, and street realignments. It will extend approximately 25 miles from a location on State Route 99 to a location on State Route 120 east of the City of Oakdale.

Project Purpose

The purpose of the project is to relocate State Route 108 with a freeway/expressway with interchanges, at-grade intersections, grade-separated railroad crossings, irrigation district crossings, frontage roads, and street realignments. The proposed project would extend approximately 25 miles from a location on State Route 99, to a location on State Route 120 east of the City of Oakdale.

Project Need

The project will improve regional network circulation, relieve existing traffic congestion, reduce traffic delay; and accommodate future. The project is also expected to benefit commerce in Modesto, Oakdale, and Riverbank; enhance traffic safety; and facilitate interregional movement of goods and people.

What We Need from You Tonight

- Please review the project information and mapping. Talk with staff members about the project. Give your input. Share any comments you have regarding the proposed project.
- Fill out and place a comment sheet in the comment box, or dictate your comments to the public stenographer at the Comment Station.

How to Stay Involved

- Review project materials.
- Sign up at the door to ensure you are on the mailing list.
- Attend North County Corridor Technical Advisory Committee (NCCTAC) meetings and North County Corridor Transportation Expressway Authority (NCCTEA) board meetings.
- You will be invited to the public hearings to be held after release of the environmental documents and to any public meetings that may be held in the meantime.
- Visit the project Web site: www.dot.ca.gov/dist10.
- E-mail us at gail_miller@dot.ca.gov.
- Call Gail Miller, Senior Environmental Planner, at (559) 243-8274 / (209) 948-3546.
- Write to Gail Miller, Caltrans, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726-5248.

Public input is appreciated throughout the environmental review.

What's Next?

Engineering and environmental analyses are ongoing; and later this year, the environmental specialists and engineers will begin to develop any mitigation measures that are needed. In late 2012, the Draft Environmental Document is scheduled to be circulated with opportunity for public comment and a well-publicized public hearing. A final environmental document is expected to be published in Spring 2014.

Future Public Involvement Opportunities

- Stakeholder meetings
- Community Focus Group
- CEQA and NEPA comment period (Present to Fall 2012)
- Public hearing on Draft Environmental Document (Fall 2012)
- Project updates as the study progresses
- Project Web site at www.dot.ca.gov/dist10



Comments

Name (Please print): _____ Date: _____

Street address: _____

City: _____ State: _____ Zip: _____

Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) _____

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10

Appendix B: Display and Exhibit Materials



Welcome



Please sign in.

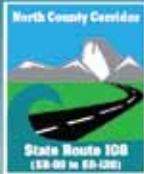



Welcome

Public Information Meeting
June 16, 2011
6:30 p.m. - 8:00 p.m.

Riverbank Community Center
3600 Santa Fe Street, Riverbank




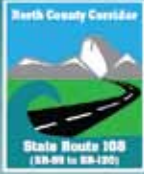


Project Purpose

The purpose of the project is to relocate State Route 108 and replace it with a new freeway/expressway and preserve an alignment for a future local road or state highway. The proposed project would extend approximately 25 miles from a location on State Route 99, to a location on State Route 120 east of the City of Oakdale.

Project Need


- Improve regional network circulation
- Relieve existing traffic congestion
- Reduce traffic delay
- Accommodate future traffic
- Benefit commerce in Modesto, Oakdale, and Riverbank
- Enhance traffic safety
- Facilitate Interregional movement of goods and people





Environmental and Engineering Studies

Caltrans is proceeding with environmental and engineering studies* that include the following:

- Architectural History
- Archaeological Resources Evaluation
- Paleontology Study
- Biological Studies
- Floodplain Study
- Stormwater Report
- Water Quality Study
- Drainage Study
- Hazardous Waste Investigation
- Visual Impact Assessment
- Relocation Impact Study
- Farmland Analysis
- Community Impact Assessment
- Environmental Justice
- Traffic Impact Study
- Noise Impact Study
- Noise Abatement Decision Report
- Air Quality and Energy
- Climate Change





Comment Station

What We Need from You Tonight

- Tell us about environmental issues and alternatives to consider. Please review the project information and mapping. Your input is important to our study process. Ask questions and share any comments you have regarding the proposed project.
- Fill out and put a comment sheet in the comment box.
- Give your comments to the public stenographer.
- Write to us about the project.

How to Stay Involved

- Sign up for the mailing list.
- You will be invited to the public hearing.
- Visit the project Web site: www.dot.ca.gov/dist10
- E-mail us at gail_miller@dot.ca.gov
- Call Gail Miller, Senior Environmental Planner, at (559) 243-8274; (209) 948-3646.
- Write to Gail Miller, Caltrans, 2015 E. Shields, Suite 100, Fresno, CA 93726-5248.

Additional opportunity for public input will be available throughout the environmental review and in the next stages of the North County Corridor Project.




Agency Involvement


California Department of Transportation is the Lead Agency for California Environmental Quality Act/National Environmental Policy Act

Gail Miller, Senior Environmental Planner
 Central Sierra Environmental Analysis Branch
 2015 E. Shields Avenue, Suite 100
 Fresno, CA 93726
 (559) 243-8274; (209) 948-3646

Jesin Vargas, Project Manager
 Caltrans District 10
 1976 E. Dr. Martin Luther King, Jr. Blvd.
 Stockton, CA 95205
 (209) 948-7765

Sponsoring Agency
 North County Corridor Transportation Expressway Authority
 Matt Machado, P.E., Authority Manager
 1716 Morgan Road
 Modesto, CA 95358

Responsible Agencies
 City of Modesto
 City of Oakdale
 City of Riverbank
 County of Stanislaus
 Stanislaus Council of Governments (StanCOG)

North County Corridor Transportation Expressway Authority

Board of Directors


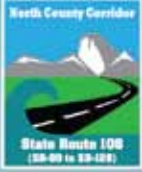
- James Ridenour, Mayor, City of Modesto
- Pat Paul, Mayor, City of Oakdale
- Virginia Madueño, Mayor, City of Riverbank
- Terry Withrow, Supervisor, County of Stanislaus
- William O'Brien, Supervisor, County of Stanislaus

Ex-officio Members

- Carrie Bowen, District Director, California Department of Transportation, District 10
- Vince Harris, Executive Director, Stanislaus Council of Governments (StanCOG)

Authority Manager

- Matt Machado, P.E.





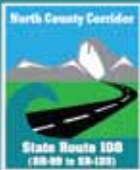
Potential Funding

Contributing Sources:

- State Transportation Improvement Program
- Local Development Impact Fees
- Oakdale Bypass Project Funds
- Other

Funding for this phase of the project is being provided by the State Transportation Improvement Program along with local development impact fees. The North County Corridor Transportation Expressway Authority is now seeking State funding that was once part of the Oakdale Bypass Project.






Caltrans Right-of-Way

We are here to provide information related to:

- Permits to Enter
- Appraisal
- Acquisitions
- Relocation Assistance
- Property Management
- Utility Relocation
- Excess Land Sales
- Clearance and Demolition




Environmental Process


- **Alternative Analysis**
 - Public Scoping Meetings (Fall 2010)
 - Identify Preliminary Alternatives
 - Screen Alternatives for Further Study (Spring 2011)
 - **We are here** - Public Information Meeting (Spring 2011)
- **Draft Environmental Document**
 - Engineering and Environmental Analysis (Ongoing)
 - Develop Mitigation Measures (Late 2012/Spring 2013)
- **Public/Agency Review and Comment**
 - Circulate Draft Environmental Document (Fall 2012)
 - Comment Period (Fall 2012/Spring 2013)
 - Public Hearing (Fall 2012)
- **Caltrans Review and Approval**
 - Formal Response to Comments (Late 2013/Spring 2014)
 - Select Preferred Alternative (Spring 2014)
 - Present Findings (Spring 2014)
 - Final Environmental Document (Spring 2014)




Alternatives Screening Criteria

The following list includes the criteria that were used by the Project Development Team to identify the range of reasonable alternatives to be studied in the Draft Environmental Document.

- Ability to meet the project's purpose and need
- Environmental effects
 - Natural environment
 - Physical environment
 - Human environment
- Financial feasibility
- Design feasibility
- Operational performance

Dictate your comments here

Public input is appreciated throughout the environmental review.





Are you new to the North County Corridor Project?



Please check in here.




Appendix C: Notices and Letters

Published in the *Modesto Bee* on June 1, 2011; *Oakdale Leader* on June 8, 2011; and *Riverbank News* on June 8, 2011.

PUBLIC NOTICE

PUBLIC INFORMATION MEETING

North County Corridor Project State Route 108 (SR-99 to SR-120)



WHEN AND WHERE?

Date: Thursday, June 16, 2011
6:30 p.m. - 8:00 p.m.

Riverbank Community Center
3600 Santa Fe Street
Riverbank, California

WHAT'S BEING PLANNED?

The California Department of Transportation (Caltrans)-as the lead agency responsible for compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA)-in cooperation with the North County Corridor Transportation Expressway Authority, is preparing an Environmental Impact Report/ Environmental Impact Statement for the North County Corridor Project (SR-99 to SR-120). The purpose of the project is to relocate State Route 108 and replace it with a new freeway/expressway and preserve an alignment for a future local road or state highway. The proposed project would extend approximately 25 miles from a location on State Route 99, to a location on State Route 120 east of the City of Oakdale. The alignment may be an entirely new roadway or may be incorporated into the existing roadway network.

WHY THIS PUBLIC NOTICE?

The Public Information Meeting on June 16, 2011, will be another of several opportunities to provide comments or concerns. Your comments will become part of the public record and will be considered in developing the environmental document.

WHAT'S AVAILABLE?

Maps, information about the project, and other displays will be available for viewing. Representatives from Caltrans and the North County Corridor Transportation Expressway Authority will be there along with other specialists in engineering, environmental studies, and right-of-way to discuss your individual concerns and answer questions. The meeting will be an open house format. You are invited to attend any time between the hours of 6:30 p.m. and 8:00 p.m.

WHERE DO YOU COME IN?


Come to the meeting. Talk with staff about the project. Give your input. If you wish to comment on the proposed project, you may make written comments at the meeting. If you cannot attend the meeting, but have comments, questions, or concerns regarding the project, please submit them in writing to Gail Miller, Senior Environmental Planner, Caltrans, Central Sierra Environmental Analysis Branch, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726 or by e-mail to Gail_Miller@dot.ca.gov.

CONTACT

For general information about the project, feel free to contact Jesus Vargas, Project Manager, Caltrans, at (209) 948-7765 or by e-mail at Jesus_Vargas@dot.ca.gov. Or, contact Matt Machado, Authority Manager, North County Corridor Transportation Expressway Authority, at (209) 525-6550 or by e-mail at machadom@co.stanislaus.ca.us. For environmental information, contact Gail Miller, Senior Environmental Planner, Caltrans, (559) 240-8274/(209) 948-3646 or e-mail Gail_Miller@dot.ca.gov. For all other State Highway matters, please contact District 10 Public Affairs at (209) 948-7977.

SPECIAL ACCOMMODATIONS

Individuals who require special accommodations (American Sign Language interpreter, accessible seating, documents in alternate formats, etc.) are asked to contact District 10 Public Affairs Office at (209) 948-7977 at least 5 days prior to the scheduled public scoping meetings. Telecommunications Device for the Deaf (TDD) users may contact the California Relay Service TDD at 1-800-735-2922.



Published in *La Vida en el Valle* on June 1, 2011.

AVISO AL PÚBLICO

REUNIÓN INFORMATIVA PÚBLICA

Corredor del Norte del Condado

Ruta Estatal 108 (SR-99 to SR-120)



North County Corridor Project Alternatives
PRELIMINARY WORKING DRAFT SUBJECT TO CHANGE

¿CUANDO Y DÓNDE?

Fecha: Jueves 16 de Junio, 2011
6:30 p.m. - 8:30 p.m.

Centro Comunitario de Riverbank
3600 Santa Fe Street
Riverbank, California

¿CUÁL ES EL PLAN?

El Departamento de Transporte de California (Caltrans)—en su calidad de principal responsable en el cumplimiento del Acta de Calidad Medioambiental de California (CEQA, por sus siglas en inglés) y el Acta Nacional de Política del Medioambiente (NEPA, por sus siglas en inglés)—en colaboración con la Jurisdicción del Corredor de Transporte Rápido del Norte del Condado— está preparando el Informe de Impacto al Medioambiente/Declaración de Impacto Medioambiental para el Proyecto Corredor del Norte del Condado, (SR-99 a SR-120). El propósito del proyecto es reubicar la ruta estatal 108 y sustituirla por una nueva autopista y preservar una alineación de un camino futuro local o estatal de carreteras. El trayecto se extendería por aproximadamente 25 millas desde algún punto de la Ruta Estatal 99 terminando en un punto en la Ruta Estatal 120 al este de la ciudad de Oakdale. La ruta puede ser una carretera totalmente nueva o puede ser incorporada a la red de caminos locales existente.

¿POR QUÉ LE HACEMOS ESTE AVISO?

La Reunión Informativa Pública del 16 de Junio, 2011 será otra de varias oportunidades para que de a conocer sus comentarios y preocupaciones. Sus comentarios pasarán a ser parte del archivo público y serán tomados en cuenta en el desarrollo del documento medioambiental.

¿QUÉ HABRÁ?

Se podrán ver mapas, información sobre el proyecto y otras muestras a disposición del público. Habrá representantes de Caltrans y de la Jurisdicción del Corredor de Transporte Rápido del Norte del Condado quienes, junto a otros especialistas de ingeniería, estudios medioambientales y de derecho-de-via, podrán abordar temas que le preocupen y contestar a sus preguntas. La reunión es un foro abierto y de libre circulación. Se le invita a venir en cualquier momento entre las 6:30 p.m. y 8:30 p.m.

¿DÓNDE PARTICIPA USTED?

Venga a la junta. Hable del proyecto con el personal. Dé su opinión. Si desea hacer algún comentario respecto del proyecto en cuestión, puede hacerlo por escrito en la reunión. Si no le es posible asistir a la junta pero quiere hacer un comentario, tiene preguntas o le preocupa algo sobre el proyecto, puede hacerlo por escrito a Gail Miller, Jefe de Planificación Medioambiental, Caltrans, Departamento de Análisis Medioambiental Sierra Central, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726 o por correo electrónico a Gail_Miller@dot.ca.gov.

COMUNIQUESE CON NOSOTROS

Para información en general sobre el proyecto, no dude en comunicarse con Jesús Vargas, gerente del proyecto, Caltrans, al (209) 948-7765, o por correo electrónico a Jesus_Vargas@dot.ca.gov. O póngase en comunicación con Matt Machado, Gerente de la Jurisdicción del Corredor de Transporte Rápido del Norte del Condado al teléfono (209) 525-6550 o por correo electrónico a machadom@co.stanislaus.ca.us. Para información medioambiental, llame a Gail Miller, Jefe de Planificación Medioambiental, Caltrans, (559) 240-8274, (209) 948-3646, o por correo electrónico a Gail_Miller@dot.ca.gov. Para cualquier otro asunto sobre carreteras estatales, sirva comunicarse a Relaciones Públicas del Distrito 10, al (209) 948-7977.

SITUACIONES ESPECIALES

A las personas que requieran asistencia especial (intérprete de Lenguaje Estadounidense por Señas, asistentes para discapacitados, documentación en formato alternativo, etc.) se les pide comunicarse con la Oficina de Relaciones Públicas del Distrito 10 al (209) 948-7977 por lo menos 5 días antes de la fecha programada para estas juntas exploratorias abiertas al público. Personas que usan dispositivo de telecomunicación para sordos (TDD, por sus siglas en inglés) pueden comunicarse con TDD del California Relay Service (Servicio de Retransmisión de California) al 1-800-735-2922.



Invitation/Announcement of Public Information Meeting



**You Are Invited to a
Public Information Meeting**

**Thursday, June 16, 2011
6:30 p.m. - 8:00 p.m.**

**Riverbank Community Center
3600 Santa Fe Street
Riverbank, CA**

North County Corridor State Route 108
(SR-99 to SR-120)
Public Information Coordinator
P.O. Box 773
Stockton, CA 95201-0773

The Public Information Meeting is being held to give you an opportunity to view maps, information about the project, and other displays about the proposed preliminary alignments. Representatives from Caltrans and the North County Corridor Transportation Expressway Authority will be there along with other specialists in engineering, environmental studies, and right-of-way to discuss your individual concerns and answer questions. The meeting will be an open house format. You are invited to attend any time between the hours of 6:30 p.m. and 8:00 p.m.

If you wish to comment on the proposed project, comment cards will be available; and a public stenographer will be there to record your comments. If you cannot attend the meeting but have comments, questions, or concerns regarding the project, please submit them in writing to Gail Miller, Senior Environmental Planner, Caltrans, Central Sierra Environmental Analysis Branch, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726 or by e-mail to Gail_Miller@dot.ca.gov. Individuals who require special accommodations (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.), please contact the Caltrans District Public Affairs Office at (209) 948-7977 at least 5 days prior to the scheduled meeting. Telecommunications Device for the Deaf (TDD) users may contact the California Relay Service TDD at 1-800-735-2922.








What's Being Planned?

The California Department of Transportation (Caltrans)—as the lead agency responsible for compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA)—in cooperation with the North County Corridor Transportation Expressway Authority, is preparing an Environmental Impact Report/Environmental Impact Statement for the North County Corridor Project (SR-99 to SR-120). The purpose of the project is to relocate State Route 108 and replace it with a new freeway/expressway and preserve an alignment for a future local road or state highway. The proposed project would extend approximately 25 miles from a location on State Route 99, to a location on State Route 120 east of the City of Oakdale. The alignment may be an entirely new roadway or may be incorporated into the existing roadway network.

Why This Public Notice?

The Public Information Meeting will be another of several opportunities to provide comments or concerns. Your comments will become part of the public record and will be considered in developing the environmental document.

Contacts

For general information about the project, feel free to contact Jesus Vargas, Project Manager, Caltrans, at (209) 948-7765 or by e-mail at Jesus_Vargas@dot.ca.gov. Or, contact Matt Machado, Authority Manager, North County Corridor Transportation Expressway Authority, at (209) 525-6550 or by e-mail at machadom@co.stanislaus.ca.us. For environmental information, contact Gail Miller, Senior Environmental Planner, Caltrans, (559) 240-8274/(209) 948-3646 or e-mail Gail_Miller@dot.ca.gov. For all other State Highway matters, please contact District 10 Public Affairs at (209) 948-7977.

Visit www.dot.ca.gov/dist10

Cuál Es El Plan?

El Departamento de Transporte de California (Caltrans)—en su calidad de principal responsable en el cumplimiento del Acta de Calidad Medioambiental de California (CEQA, por sus siglas en inglés) y el Acta Nacional de Política del Medioambiente (NEPA, por sus siglas en inglés)—en colaboración con la Jurisdicción del Corredor de Transporte Rápido del Norte del Condado— está preparando el Informe de Impacto al Medioambiente/Declaración de Impacto Medioambiental para el Proyecto Corredor del Norte del Condado (SR-99 a SR120). El propósito del proyecto es reubicar la ruta estatal 108 y sustituirla por una nueva autopista y preservar una alineación de un camino futuro local o estatal de carreteras. El trayecto se extenderá por aproximadamente 25 millas desde algún punto de la Ruta Estatal 99 terminando en un punto en la Ruta Estatal 120 al este de la ciudad de Oakdale. La ruta puede ser una carretera totalmente nueva o puede ser incorporada a la red de caminos locales existente.

Por Qué Le Hacemos Este Aviso?

La Junta de Información al Público será otra de varias oportunidades para que de a conocer sus comentarios y preocupaciones. Sus comentarios pasarán a ser parte del archivo público y serán tomados en cuenta en el desarrollo del documento medioambiental.

Comuníquese Con Nosotros

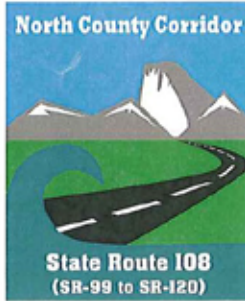
Para información en general sobre el proyecto, no dude en comunicarse con Jesús Vargas, gerente del proyecto, Caltrans, al (209) 948-7765, o por correo electrónico a Jesus_Vargas@dot.ca.gov. O póngase en comunicación con Matt Machado, Gerente de la Jurisdicción del Corredor de Transporte Rápido del Norte del Condado al teléfono (209) 525-6550 o por correo electrónico a machadom@co.stanislaus.ca.us. Para información medioambiental, llame a Gail Miller, Jefe de Planificación Medioambiental, Caltrans, (559) 240-8274, (209) 948-3646, o por correo electrónico a Gail_Miller@dot.ca.gov. Para cualquier otro asunto sobre carreteras estatales, sírvase comunicarse a Relaciones Públicas del Distrito 10, al (209) 948-7977.

Visite www.dot.ca.gov/dist10

Appendix D: Photographs at the Meeting



Appendix E: Public Comments



Comments

Name (Please print): _____ Date: 6-18-11

Street address: _____

City: _____ State: CA Zip: _____

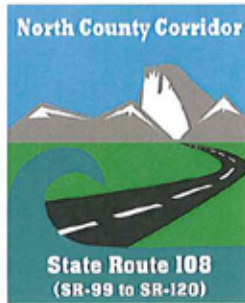
Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) _____

IT SHOULD BE BUILT CLOSE TO CITIES TO AVOID
URBAN SPRAWL AND THE LOSS OF FARM LAND
ON THE EAST SIDE TIE IN TO HWY 120 SHOULD
BE DONE AS CLOSE TO OAKDALE AS POSSIBLE,
STARRS RD.

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): _____ Date: 6-16-11

Street address: _____

City: _____ State: CA Zip: _____

Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) _____

MY FIRST CONCERN IS DESTROYING ALL OF THE FERTILE SOIL BETWEEN HAMMETT & McHENRY. THE STOREY RATING IS 98%.

MY SECOND CONCERN IS DESTROYING OF ALL OF THE RECAPTURE LAND. IRRIGATED LAND THAT FURNISHES THE DEEP WELL SYSTEM.

MY THIRD CONCERN IS THE HAMMETT OFF RAMP AND THE VERY CLOSE PROXIMATE LOCATION TO THE KIERWAN OFF RAMP OF THE STANISLAUS RIVER.

MY SUGGESTION IS USING THE EXISTING KIERWAN/CARIBEL CORRIDOR.

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): _____ Date: 6/16/11

Street address: _____

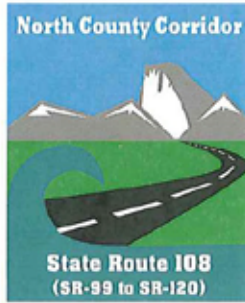
City: _____ State: CA Zip: _____

Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) _____

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): _____ Date: 6-16-11

Street address: _____

City: _____ State: CA Zip _____

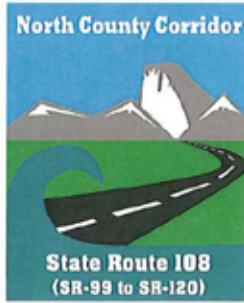
Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) _____

My Park is a low income MHP
can't afford to move

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): _____ Date: 6-16-11

Street address: _____

City: _____ State: CA Zip: _____

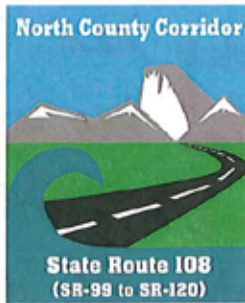
Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) I still want oakdale to get the traffic as it is our towns Bread & Butter money so to speak. The tourist bring our parks, police, and Firemen income from tax revenue. SAVE the Farm land its how we eat also. Like always I invite any of you to stay at our house. I have 4 rooms, plus room for RV's. Come see how quite and pretty it is always welcome. Families too really come see how the other side lives. See our backyards save them I would fight to save yours.

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10

Thanks
Sandi Casey
(209) 606-4311



Comments

Name (Please print): _____

Date: June 6, 2011

Street address: _____

City: _____ state: CA Zip: _____

Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.)

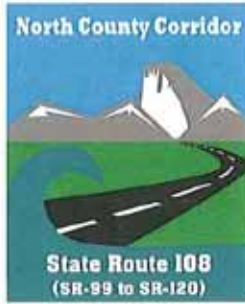
IF I have to choose any alternative, I would
choose 2 and 2A.

IF I had to say what the smart thing
to do would be, I would say Kill the
whole stupid, wasteful, destructive project.
Fifty percent of mortgages are underwater here,
Stores are shutting. There will be less tax base
& fewer residents. We don't need a 6 lane
expressway linking Hly. 99 and nowhere. It is all
based upon old dreams of expansion & Trucks whizzing
to deliver goods to Knight's Ferry. Developers →

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10

and their money have created a false "need" that has local elected officials excited. Look at the cost. It is all tax money whether state, federal or local. We would have to pay for a boondoggle that we have been told would speed up the trip from oakdale to 99 by 8 minutes.



Comments

Name (Please print): _____

Date: June 16, 2011

Street address: _____

City: _____

State: CA

Zip: _____

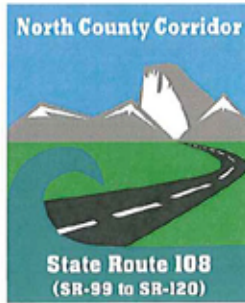
Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.)

I live in the Bald Eagle Ranch house, an important part of local history. I favor Route # 2 (Kiernan/Clairbel) for practical, social, and historical reasons. This route seems best, and you will have more public support if it is chosen. Thanks.

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): _____ Date: 6/16/2011

Street address: _____

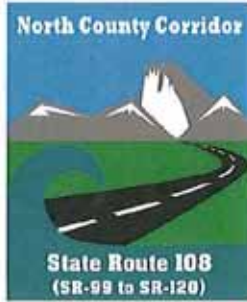
City: _____ State: CA Zip: _____

Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) _____

Please throw out Route option 1 and
use the farmland friendly option 2
"Make Kiernan work"

Please mail or e-mail to: California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): _____ Date: 6/16/11

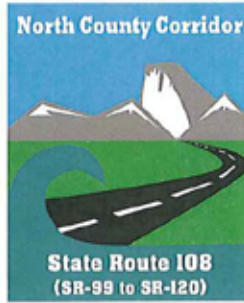
Street address: _____

City: _____ State: Ca Zip: _____

Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) I have been coming to these meetings for quite a while and have always said the route needs to continue straight out Warnerville through the hills and connect with the existing 4 lane road in Toulumne Co. Right now the Corridor is dumping into the worst part of Hwy 120. Fast cars having to go slower all of a sudden would create a bottleneck and more accidents. The A exchange is closer to Oakdale and would be better bet for Oakdale businesses. I know my house is close to the C exchange but the reason I am saying it is probably the worst is because it is the closest to the worst part of 108/120 in this area until you get past Inver's loop. I believe the exchange here would be the worst bottleneck as far as traffic mostly going east. If this project is what →

Please mail or e-mail to: California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): _____ Date: 06/16/2011

Street address: _____

City: _____ State: CA Zip: _____

Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) _____

I WANT TO STAY INFORMED.

Thanks -

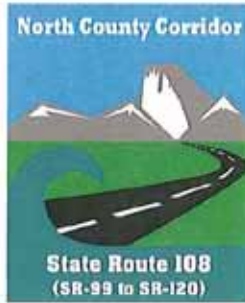
Mayra

mayraseveas@hotmail.com

ATMAPIORA@hotmail.com

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): _____ Date: 6-16-11

Street address: _____

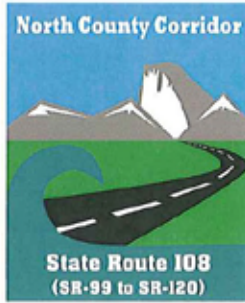
City: _____ State: CA Zip: _____

Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) The Kiernan/Claribel route is the route my husband and I choose for the future No. County Corridor expressway. This is the route approved by the voters and currently in Modesto City's plans. — Farmland is precious and has always been valuable to Stanislaus County and its surrounding areas. Farming is and has always been instrumental to this county's way of life. The Kiernan/Claribel route disrupts less agricultural land and is, therefore, the most preferable one. This route is also the most economically viable. (page 1)

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): _____ Date: 6-16-11

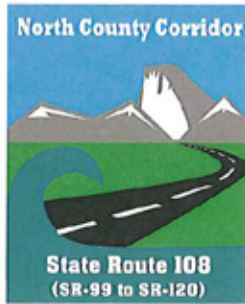
Street address: _____

City: _____ State: CA Zip: _____

Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) ^(page 2) Along with the rich agricultural land that would be saved for future generations, the trees in and surrounding the orchards and farmlands of Modesto's unincorporated area serve as nesting places for many endangered and threatened bird species, such as the Peregrine Falcon and Kestrel Hawk. Across from our almond ranch at 5412 McHenry Ave. in Modesto is the former nest of a pair of Peregrine Falcons. Their young hatched and were raised there. Many other species of birds and wildlife owe their existence to the open spaces,

Please mail or e-mail to: California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): _____ Date: 6-16-11

Street address: _____

City: _____ State: CA Zip: _____

Please add my name to the North County Corridor mailing list.

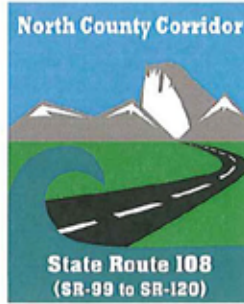
I would like the following comments filed in the record. (Please print.) (page 3) found here

and along the nearby Stanislaus River.

For all of these reasons, I believe and my husband believes that the Kiernan/Claribel route should be chosen for the NCC expressway.

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): _

Date: 6/16/11

Street address: _

City: _

State: CA Zip: _

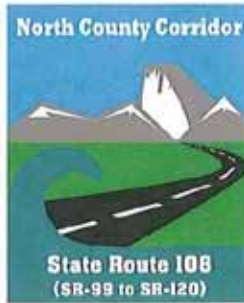
Please add my name to the North County Corridor mailing list. already on it

I would like the following comments filed in the record. (Please print.) Kudos to the NCC Transp. Expressway Authority, Gail Miller & Caltrans for adopting Route 2 as an alternative for the NCC. Kiernan Corridor has a always will be the most logical & cost effective route for this expressway. Using Kiernan will help to preserve some of our best farm land, be less disruptive to homeowners & thus spend our challenged tax revenue in a more frugal fashion. I strongly support Route 2 —

MAKE KIERNAN WORK!!!

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): _____

Date: 6/26/11

Street address: _____

City: _____

State: CA

Zip: _____

Please add my name to the North County Corridor mailing list.

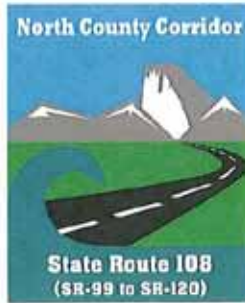
I would like the following comments filed in the record. (Please print.) I acknowledge

and appreciate CalTrans consideration of a "Route 2" (Kierman) as the path from 99 past Coffee Rd to the east. As a tax payer and home owner I believe now and in the past that this provides less disruption to home owners and safeguards our farm land at a reasonable cost — Make Kierman Work!

Rail Hys

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): _____ Date: 6-16-11

Street address: _____

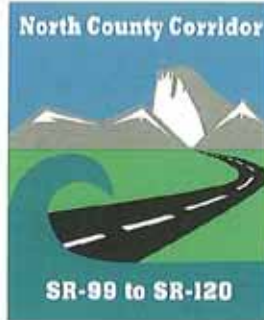
City: _____ State: CA Zip: _____

Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) I + seems the closer to Oakdale with the road the better. I + won't hurt the economy as much. People are more apt to drive .5 of a mile then 1 mile away from town. Also it seems a waste to make another exit off of 99 businesses need the Keirnan exit + already depend on it.

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): _____

Date: 6-15-11

Street address: _____

City: _____ State: Ca. Zip: _____

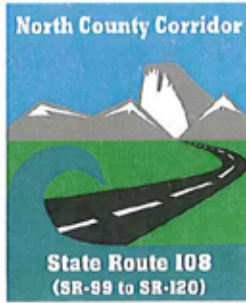
Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) I am very glad to see the Kiernan/Claribel corridor as part of the study area. This is a fiscally responsible choice. Use this urban transition land to make an east/west expressway. Yes, there will be challenges, but in the long run, not disrupting so many families homes and our precious farmland will be so worth it. With the state of our present economy, show the taxpayers of Stanislaus County that you are wisely spending our tax dollars on the best choice of an expressway route... Kiernan/Claribel!

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10

Thank you
Charise Halang



Comments

Name (Please print): _____ Date: 6/17/11

Street address: _____

City: _____ State: CA Zip: _____

Please add my name to the North County Corridor mailing list.

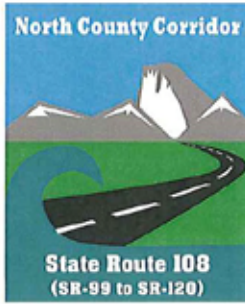
I would like the following comments filed in the record. (Please print.) *How is this benefitting the City of Oakdale? I am very active in Oakdale and want the best for it, but I do not understand why & how it will benefit it. I have talked to the managers of Save Mart, K-Mart, Railies, & the Bamboo Gardens. They all have told me that they will all be forced to leave. They count on the traffic going to Yosemite, the snow, & reservoirs. The City of Oakdale needs these business. Right now we are loosing Fire, Police, & Education. I do not know why the city of Oakdale is not fighting this! Where is our Mayor? & Council members. Our Counties are spending tons of money on this project that has been going on for years & years & years. over →*

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10

How about spending this money on something important like helping the cities with fire, police + education?

Why have a bypass in the North end of the County + not have it more central of the county, such as Briggsmore, Clairabell, Kernan,



PAGE 1

Comments

Name (Please print): _____ Date: 6-16-2011

Street address: _____

City: _____ State: CA Zip: _____

Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) _____

1) This is the 3rd one of these meetings I've attended. Every time the 2000' Permit Boundary has moved. Suspiciously away from large land owners and over smaller operations.

2) I moved away from the city to avoid traffic.

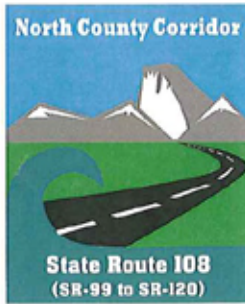
3) added light pollution at all times of night

4) added down wind concentration of exhaust in an area already had in the summer.

5) winter rains will send oil, chromium, iron, lead, and a number of other known hazardous and toxic materials into stock ponds and vernal pools.

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): _____ Date: 6-16-2011

Street address: _____

City: _____ State: CA Zip: _____

Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) _____

6) added noise pollution at all times of the day and night

7) increased emergency response times from emergency services.

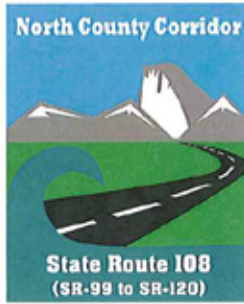
8) increased pest problems, from disturbing ~~and~~ and compacting the ground. I have already seen a significant increase of squirrel, rabbit, and rodent population moving because of pipping to plant orchards displaced by the Manteca Bypass.

9) I do NOT want a duplicate of the Manteca Bypass!!

10) I will use this if built to drive to the next County to buy all my goods.

Please mail or e-mail to:

California Department of Transportation
 Attn: Gail Miller, Senior Environmental Planner
 2015 East Shields Avenue, Suite 100, Fresno, CA 93726
 Gail_Miller@dot.ca.gov
 www.dot.ca.gov/dist10



Comments

Name (Please print): _____

Date: 6/15/11

Street address: _____

City: _____

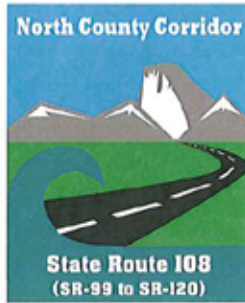
State: CA Zip: _____

Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) _____

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): _____ Date: 6/16/11

Street address: _____

City: _____ State: CA Zip: _____

Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) _____

Alt 2 - Uses ~~area~~ ^{west} already dedicated to major traffic flow, ~~rest~~ ^{west} of McHenry

- Much less disruptive to ag uses west of McHenry

- Focuses traffic input to 99 as opposed to multiple multi lane interchanges (Briggsmore, Blandak, Kiernan or Hammett for Alt 1.)

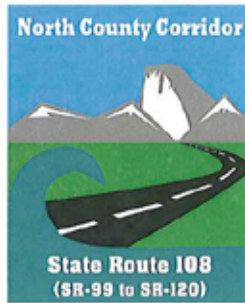
- Increased maintenance costs for two major roads (Kiernan & NCC)

Alt 1 - Creates numerous parcels split by NCC which may be impractical for ag uses, west of McHenry

- Noise as environmental impact will be spread out over larger area with two major thorough fares, west of McHenry.

- Multiple major thorough fares in close proximity to each other (Kiernan & NCC) maximizes the disruption to biological communities by creating land islands, west of McHenry.

Please mail or e-mail to: California Department of Transportation
 Attn: Gail Miller, Senior Environmental Planner
 2015 East Shields Avenue, Suite 100, Fresno, CA 93726
 Gail_Miller@dot.ca.gov
 www.dot.ca.gov/dist10



Comments

Name (Please print): _____ Date: 6/17/2011

Street address: _____

City: _____ State: CA Zip: _____

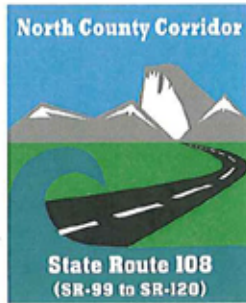
Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) _____

I AM OPPOSED TO THE EAST-END CORRIDOR 1C AND 2C FOR THE FOLLOWING REASONS:
1) BY ADOPTING A CORRIDOR CLOSER TO TOWN, IT WILL HAVE LESS IMPACT ON IRRIGATED FARMLAND
2) THE EASTERN ALIGNMENT WOULD RECONNECT TO 108 VERY NEAR THE "DEAD-MANS" CURVE ON 108 AND NOT ALLOW DRIVERS TO ADJUST TO THE HIGHWAY BEFORE A DANGEROUS CURVE.

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): _____ Date: 6-17-11

Street address: _____

City: _____ State: CA Zip: _____

Please add my name to the North County Corridor mailing list.

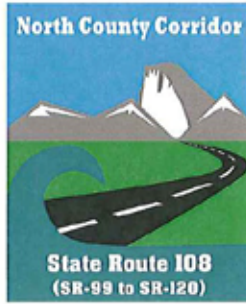
I would like the following comments filed in the record. (Please print.) _____

IT seems to me that considering anything except ^{other than} the straight route along Kiernan Rd to the Waterford Highway is total folly, and it should stop there. Kiernan is already started to widen and is working well. Anything else makes no sense at all. The only other plan I would find sensible would be to follow 120 thru to Oakdale. But that is NOT even proposed here. The crazy zig zag pattern shown here makes no sense. This- eminent domain has taken many pieces of valuable property only to change their mind and leave the property vacant to vandals. I learned of a man who has had his property taken twice only to see it go vacant.

The comment that this will damage business in Oakdale and why aren't those funds helping business there is the best comment I heard all night. They could improve roads thru oakdale

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): _____

Date: 6/16/11

Street address: _____

City: _____

State: CA

Zip: _____

Please add my name to the North County Corridor mailing list.

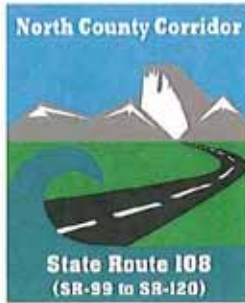
I would like the following comments filed in the record. (Please print.)

OVER THE PAST 50 YEARS THERE HAS BEEN A
DISCUSSION OF EXPANDING KIERNAN/CLARIBEL ROAD.
I FAIL TO SEE ANY ADVANTAGE TO BUILDING AN
ENTIRELY NEW ROADWAY TO EXIT ON TO SR 99 AND
RUIIN PERFECTLY GOOD FARMLAND.
I AM IN FAVOR OF UTILIZING THE KIERNAN/CLARIBEL
ROAD CORRIDOR

MAKE KIERNAN/CLARIBEL WORK!!!

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): _____

Date: 16 June 2011

Street address: _____

City: _____

State: CA

Zip: _____

Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) _____

No on route selection ~~at~~ #1 From Hammett exit go 1/4 mile north of Kierman/Claribel to Catalina Road.

1. Financially better to use Kierman/219 road with proposed improvements than to build an entirely new road through farmland

2. Financially businesses have failed, developers have gone bankrupt, and unemployment is 18-19%. There will not be enough growth to merit #1 route adoption.

3. Retain and new construction on State

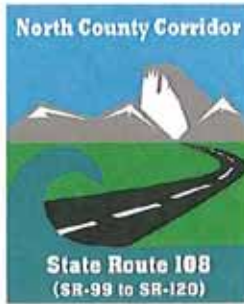
Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10

Over

~~highway~~ highway 219 plus River Road can sufficiently handle all the traffic going to highway 99. Highway 120 can handle traffic from Oakdale. Make Kieruan (219) Claribell work. Same money.

4. The Highway needs to be close to the city of Salida and city of Modesto to service the population areas that make Route #2 preferable than Route #1 route selection. The road needs to stay in Modesto's sphere of influence.
5. Modesto needs to build upward, fill empty store buildings and repared houses not develop farm land North of Kieruan



Comments

Name (Please print): _____

Date: 16 June 2011

Street address: _____

City: _____

State: CA Zip: _____

Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) _____

No, on route selection #1 from Hemlock exit and going 1/4 mile north of Kierulff/Claribel to Oakdale Rd.

1. This route goes through prime farm land making it difficult for farmers to farm/make a living

2. Road destroys water shed, ability of irrigation waters to refurbish water table. Without replenishing of water, wells will go dry and Modesto

Residents will have water rationing.

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10

No water, no growth.

3. Highway ~~is~~ north of Kieruvon will encourage urban ~~spread~~ ^{sprawl}. People will leave older houses to become a ghetto to move to new home away from the city. Keep growth in the city not spreading into country. Do not ruin country living for developer's profit. In this poor economy, do not take away the Agriculture Business for houses. Do not destroy quality of life, Home/property values, or farm land for urban sprawl.

