NORTH COUNTY CORRIDOR
TRANSPORTATION EXPRESSWAY AUTHORITY
TECHNICAL ADVISORY COMMITTEE

ITEM: 4a

SUBJECT:

Project Updates

STAFF RECOMMENDATIONS:

Discussion Only

Note: The discussion and exhibits presented in this staff report is information for the local agencies and the public and not considered a part of the environmental review and public input process. Caltrans requests that any comments regarding the environmental document must be submitted to:

Gail Miller
Caltrans District 6 Senior Environmental Planner
2015 E. Shields Avenue, Suite 100
Fresno, CA 93726
(559) 243-8274
gail_miller@dot.ca.gov

FISCAL IMPACT:

Not determined

DISCUSSION:

Jacob's staff provides the following updates:

Public Outreach Update –

Numerous articles have appeared in the Modesto Bee regarding the project alternative screening process. The next Community Focus Group meeting is being scheduled for early June 2011.

Traffic Update –

The Existing Conditions Report, Transportation Planning Report, and Travel Demand Forecasting (TDF) Model Calibration/Validation Reports were submitted to Caltrans on March 23, 2011 for review and comment. The process of developing traffic forecasts will begin once the final alternatives are defined by the Project Development Team (PDT). Land use projection assumptions have been established in consultation with the Planning staff from the Cities of Modesto, Riverbank and Oakdale, and Stanislaus County.

Environmental Update –

The Final Draft Reports of the Agency 6002 Coordination Plan, Purpose and Need Methodology and the Alternatives Screening have been submitted to Caltrans and the PDT. (Please see attached.)

A second level of screening has been conducted and meetings have been held with the PDT and Caltrans staff to identify and discuss the alternatives that will be addressed in the environmental document. On March 16, 2011, the PDT acted on the final alternatives that will be added for detailed environmental technical studies leading to the evaluation in the Draft Environmental Document. (Please see attached.) In addition, the prior alternatives identified through the public scoping process and are now moving forward for further study. The alternatives have been renamed and their information sheets are attached. These will be posted on the Caltrans website after the upcoming PDT meeting.

Fieldwork for the spring biological surveys continues, primarily along the western end of the alignments, and will continue over the next few months. We will also be coordinating with Caltrans to identify the area of potential effect for cultural resources. Other studies are presently underway that will be used for the environmental document.

Approximately 75 percent of the “Permission to Enter” (PTE) letters that were prepared to obtain access to private property for environmental study in the areas that have been defined for springtime surveys have been received from residents/property owners. Follow up letters were sent via certified mail to the remaining residents/property owners and to those in new alternative alignments. We are following up with those residents who have not responded, with door-to-door and phone contact to receive as many signed permissions as possible. At present there are parcels that need PTEs. It should be noted that several of the residents/property owners have refused to sign the PTE.

Design Update –

Access points to the proposed facility by either interchange or at-grade intersections have been demarcated and shown on the attached exhibit. These have been determined through collaboration with the PDT, and to address the local transportation network and state standards. The Preliminary Environmental Study Limit (ESL) maps are being prepared that are based on the potential footprint of the roadway along each alternative alignment.

Schedule Update –

Please see attached.

Project Management Update –

With the close of the selection process for the final set of alternatives to be studied in detail in the environmental document, the team is evaluating the changes that occurred to the originally assumed scope, and is in the process of evaluating the impacts of those changes to the budget and/or schedule. The Risk Plan (see attached) identified these potential impacts to scope and/or schedule and was incorporated in the original contract.

The following issues have been identified and are shown below. The related risk plan items are 5, 7, 10, 11, 20, 22, 24, 28, and 29.

- Through the scoping process, the public identified 18 alternatives and those alternatives were put through the initial round of screening. Preliminary alternatives screening was anticipated in the Jacobs scope, to be completed in December 2010 with the PDT determining up to three build alternatives to move forward into the draft environmental document.

- In order not to miss the season for the spring surveys for biological specifies, the PDT directed Jacobs to proceed at risk and issue permit to enter (PTE) letters for a broader area of the project rather than on the specific alignments in the scope. This has resulted in an unprecedented number of PTE letters being sent out and in multiple mailings. Caltrans Environmental staff has confirmed that technical studies that identify limitations due to denials of PTE will not be accepted. As such, the project team is contacting non-responsive owners via a door-to-door approach and phone calls.

- There were several alternatives that were requested by the local agencies to study, as a result of our meetings with City of Oakdale, ConAgra, and City of Modesto. These alignment changes resulted in reworking the identification of the PTE parcels to determine the owners to be notified. Since the alternative alignments were adjusted many different times, this resulted in Jacobs' staff reworking the alignments.

- The current scope for traffic analysis is to evaluate a No Project and three Project Alternatives. Based on the most recent alternatives identified, there are 12 "traffic corridors" that could need to be evaluated.

- Some of the new alternatives fall outside the aerial and topographic mapping limits that were originally flown and had been processed. Therefore, there will be additional cost associated with the collection of this mapping on new alignments that is essential for engineering and environmental analysis.

The team will work to find solutions to mitigate the aforementioned issues to the extent possible and minimize the extension to time and budget. This report will be presented at the next JPA Board Meeting.

SAFETEA-LU 6002 COORDINATION PLAN

North County Corridor State Route 99 to State Route 120

Stanislaus County, California

Environmental Impact Statement and Environmental Impact Report

December 2010
Revised March 2011

Contents

Section 1. Introduction

1.1 Purpose of the Coordination Plan

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU 6002) requires the lead agencies to establish a plan for coordinating public and agency involvement during environmental review process.

This Coordination Plan is intended to define the process by which the Californian Department of Transportation (Caltrans) will communicate information about the North County Corridor Environmental Impact Statement (EIS) to the participating and cooperating agencies and the public. The plan also identifies how input from agencies and the public will be solicited and considered.

The purpose of the SAFETEA-LU 6002 coordination plan is to facilitate and document the lead agencies' structured interaction with the public and other agencies and to inform the public and other agencies of how the coordination plan will be accomplished. The coordination plan is meant to promote and efficient and streamlined process and good project management through coordination, scheduling, and early resolution of issues.

This coordination plan will:

- Indentify the early coordination efforts;
- Indentify participating and cooperating agencies to be involved in agency coordination;
- Establish the timing and form agency involvement in defining the project's purpose and need and study area, the range of alternatives to be investigated, and methods and data reports, as well as reviewing the draft EIS and the selection of the preferred alternative and mitigation strategies.
- Establish the timing and form for public opportunities to be involved in defining the project's purpose and need and study area and the range of alternatives to be investigated, providing input on issues of concern and environmental features, and commenting on the findings presented in the draft EIS.
- Describe the communication methods that will be implemented to inform the community about the project.

1.2 Project Background and Description

The California Department of Transportation (Caltrans), in cooperation with the North County Corridor (NCC) Transportation Expressway Authority (Authority), proposes to select and preserve a transportation corridor in which a future multi-lane freeway/ expressway facility would be constructed to eventually replace existing State Route 108. The NCC is in northern Stanislaus County, and would begin at State Route 99 adjacent to the community

of Salida on the west and would extend to State Route 108/120 east of the City of Oakdale (see Figure 1 - Vicinity Map). In 2010, the California Transportation Commission (CTC) approved the route adoption for a new SR 108 between McHenry Avenue and SR 108/120 east of the City of Oakdale. The route adoption included CTC consideration of a program-level EIR that established a preferred corridor for a future SR 108.

The environmental document for this project will serve two purposes; one is to gain approval for a build segment somewhere between McHenry and SR 108/120 (the limits have yet to be determined), the second is to establish a plan-line for preservation of a new alignment from McHenry to State Route 99. If this segment ends up being a State Route then the environmental document will also need to serve as approval for a Route Adoption for the relocation of State Route 108 within this segment. The information presented and discussed within the environmental document will be at the project level.

There will only be one Record of Decision, and one CEQA certification (Statement of Overriding Considerations) for the entire document, which will authorize two actions:

1. A build segment with associated mitigation
2. Preservation of a new alignment for either a local road or new state route (no mitigation associated with this action)

Future build projects with require either re-evaluation or an amendment to the original EIR/EIS amendment and issuance of a new ROD and CEQA certification.

The **design level** for the build segment will be at 60%, with the remainder of the project at 30%

As part of the study, a Purpose and Need Statement is being developed and refined based on input from agencies and the public during the initial coordination/scoping period. The purpose of the project, as currently defined, is proposed to relocate State Route 108 with a freeway/expressway and is considered necessary to accommodate anticipated traffic growth in northern Stanislaus County, alleviate traffic on parallel roadways, accommodate multi-modal travel, provide interregional connectivity, and to provide for economic growth.

In addition to an EIS, Caltrans anticipates that the following federal approvals and permits will be required for the project: a Biological Opinion from the United States Fish and Wildlife Service; approval of a PM_{10} - $PM_{2.5}$ Hot Spot Analysis by the Inter-Agency Consultation Committee; an Air Quality Conformity determination from the Federal Highway Administration; Section 401, 402, and 404 permits under the Clean Water Act; and a Farmland Conversion Impact Rating for Corridor Type Projects from the United States Natural Resource Conservation Service.

Insert Figure 1 - Project Vicinity Map

To Be Provided

Section 2. Lead/Cooperating/Participating Agencies

2.1 List of Agencies, Roles, and Responsibilities

The agencies below (except for the lead agency) have been invited by letter to participate in the North County Corridor project in the roles identified below. All participating and cooperating agencies will be responsible for the following.

Agency Name	Role	Responsibilities
Federal and State Agencies		
Caltrans	Lead Agency	Manage the environmental review process; provide oversight of the NEPA process; provide oversight of the public & participating/ cooperating agency involvement; arbitrate and resolve issues
U.S. Army Corps of Engineers (Sacramento)	Participating Agency Cooperating Agency (Accepted)	As a Participating : Provide comments on: • Purpose and Need • Range of Alternatives • Methodologies • Level of detail for analysis of alternatives • Identification of issues that could substantially delay or prevent granting of permit/approval • Opportunities of collaboration • Mitigation measures • Adopt EIS As a Cooperating Agency : • permitting authority for Section 404 permit
U.S. Environmental Protection Agency (Region 9)	Participating Agency Cooperating Agency (Accepted)	As a Participating and Cooperating Agency: Provide comments on: • Purpose and Need • Range of Alternatives • Methodologies • Level of detail for analysis of alternatives • Identification of issues that could substantially delay or prevent granting of permit/approval • Opportunities of collaboration • Mitigation measures • Adopt EIS • Responsible for compliance with the Clean Air Act
U.S. Fish & Wildlife Service (Region 8)	Participating Agency Cooperating Agency (Accepted)	As a Participating Agency: Provide comments on: • Purpose and Need • Range of Alternatives • Methodologies

Agency Name	Role	Responsibilities
		• Level of detail for analysis of alternatives • Identification of issues that could substantially delay or prevent granting of permit/approval • Opportunities of collaboration • Mitigation measures • Adopt EIS As a Cooperating Agency: • Issuance of Biological Opinion
Federal Emergency Management Agency	Participating Agency (Accepted)	As a Participating Agency: Provide comments on: • Purpose and Need • Range of Alternatives • Methodologies • Level of detail for analysis of alternatives • Identification of issues that could substantially delay or prevent granting of permit/approval • Opportunities of collaboration • Mitigation measures • Adopt EIS
San Francisco Public Utilities Commission	Participating Agency (Accepted)	As a Participating Agency: Provide comments on: • Purpose and Need • Range of Alternatives • Methodologies • Level of detail for analysis of alternatives • Identification of issues that could substantially delay or prevent granting of permit/approval • Opportunities of collaboration • Mitigation measures • Adopt EIS As a Cooperating Agency: Permitting Authority for Grade crossings, grade separations, systems safety
California Department of Fish & Game	Participating Agency (Accepted)	As a Participating Agency: Provide comments on: • Purpose and Need • Range of Alternatives • Methodologies • Level of detail for analysis of alternatives • Identification of issues that could substantially delay or prevent granting of permit/approval • Opportunities of collaboration • Mitigation measures • Adopt EIS As a Cooperating Agency:

Agency Name	Role	Responsibilities
		Permitting Authority Streambed Alteration Agreement; California Endangered Species Act compliance
Natural Resources Conservation Service	Participating Agency (Accepted)	As a Participating Agency: Provide comments on: • Purpose and Need • Range of Alternatives • Methodologies • Level of detail for analysis of alternatives • Identification of issues that could substantially delay or prevent granting of permit/approval • Opportunities of collaboration • Mitigation measures • Adopt EIS
Regional Agencies		
San Joaquin Valley Air Quality Management District	Participating Agency (Accepted)	As a Participating Agency: Provide comments on: • Purpose and Need • Range of Alternatives • Methodologies • Level of detail for analysis of alternatives • Identification of issues that could substantially delay or prevent granting of permit/approval • Opportunities of collaboration • Mitigation measures • Adopt EIS
Central Valley Regional Water Quality Control Board	Participating Agency (Declined)	As a Participating Agency: Provide comments on: • Purpose and Need • Range of Alternatives • Methodologies • Level of detail for analysis of alternatives • Identification of issues that could substantially delay or prevent granting of permit/approval • Opportunities of collaboration • Mitigation measures • Adopt EIS As a Cooperating Agency: Section 401 Water Quality Certification or waiver; Storm Water Pollution Prevention Plan; NPDES permits; waste discharge permits
Stanislaus Council of Governments	Participating Agency (Accepted)	As a Participating Agency: Provide comments on: • Purpose and Need • Range of Alternatives

Agency Name	Role	Responsibilities
		• Methodologies • Level of detail for analysis of alternatives • Identification of issues that could substantially delay or prevent granting of permit/approval • Opportunities of collaboration • Mitigation measures • Adopt EIS
North County Transportation Expressway Authority (NCTEA)	Participating Agency (Accepted)	As a Participating Agency: Provide comments on: • Purpose and Need • Range of Alternatives • Methodologies • Level of detail for analysis of alternatives • Identification of issues that could substantially delay or prevent granting of permit/approval • Opportunities of collaboration • Mitigation measures • Adopt EIS
Local Agencies		
Modesto Irrigation District	Participating Agency (Accepted)	As a Participating Agency: Provide comments on: • Purpose and Need • Range of Alternatives • Methodologies • Level of detail for analysis of alternatives • Identification of issues that could substantially delay or prevent granting of permit/approval • Opportunities of collaboration • Mitigation measures • Adopt EIS
City of Modesto	Participating Agency (Accepted)	As a Participating Agency: Provide comments on: • Purpose and Need • Range of Alternatives • Methodologies • Level of detail for analysis of alternatives • Identification of issues that could substantially delay or prevent granting of permit/approval • Opportunities of collaboration • Mitigation measures • Adopt EIS

Agency Name	Role	Responsibilities
City of Riverbank	Participating Agency (Accepted)	As a Participating Agency: Provide comments on: • Purpose and Need • Range of Alternatives • Methodologies • Level of detail for analysis of alternatives • Identification of issues that could substantially delay or prevent granting of permit/approval • Opportunities of collaboration • Mitigation measures • Adopt EIS
City of Oakdale	Participating Agency (Accepted)	As a Participating Agency: Provide comments on: • Purpose and Need • Range of Alternatives • Methodologies • Level of detail for analysis of alternatives • Identification of issues that could substantially delay or prevent granting of permit/approval • Opportunities of collaboration • Mitigation measures • Adopt EIS
Stanislaus County	Participating Agency (Accepted)	As a Participating Agency: Provide comments on: • Purpose and Need • Range of Alternatives • Methodologies • Level of detail for analysis of alternatives • Identification of issues that could substantially delay or prevent granting of permit/approval • Opportunities of collaboration • Mitigation measures • Adopt EIS

2.2 Agency Contact Information

Agency contact information for each agency is provided below:

Agency	Contact Person/Title/Address
Caltrans	Gail Miller, Sr. Environmental Planner Department Of Transportation District 6 2015 East Shields Avenue, Suite A-100 Fresno, CA 93726-5428 Tel: 559-243-8274 gail_miller@dot.ca.gov Jesus Vargas, Project Manager 1976 E. Charter Way/Dr. Martin Luther King Jr. Blvd. P.O. Box 2048 Stockton, CA 95205 Tel: 209-948-7765 jesus_vargas@dot.ca.gov
Natural Resources Conservation Service	Diane Holcomb State Conservationist Natural Resources Conservation Service 430 G. Street #4164 Davis, CA 95616
U.S. Army Corps of Engineers	Leah Fisher U.S. Army Corp of Engineers Regulatory Division 1325 J Street Sacramento, California 95814 Tel: 916-557-5100 Leah.m.fisher@usace.army.mil
U.S. Fish and Wildlife Service	Jen Schofield Wildlife Biologist, Caltrans Liaison US Fish & Wildlife Service Endangered Species Program San Joaquin Valley Branch 2800 Cottage Way, RM W-2605 Sacramento, CA 95825 Tel: 916-414-6604 Jen_Schofield@fws.gov
U.S. Environmental Protection Agency	Clifton Meek U.S. Environmental Protection Agency REGION 9 75 Hawthorne Street Mail Code: CED-2 San Francisco, CA 94105 Tel: 415-972-3370 Meek.Clifton@epamail.epa.gov

Agency	Contact Person/Title/Address
California Department of Fish and Game	Laura Peterson Diaz Environmental Scientist California Department of Fish and Game/Central Region 1234 E. Shaw Avenue Fresno, CA 93710 Tel: 559-243-4017, Ext. 225 lpdiaz@dfg.ca.gov
San Joaquin Valley Air Quality Management District	Katy Linebach 1990 E. Gettysburg Avenue Fresno, CA 93726-0244 Tel: 559-230-6000 FAX: 559-230-6061
Modesto Irrigation District (MID)	Allen Short, General Manager Modesto Irrigation District (MID) Street Address: 1231 11th Street Mailing Address: P.O. Box 4060 Modesto, CA 95352-4060 Contact: Celia Aceves Tel: 209-526-7433
San Francisco Public Utilities Commission	Margaret Hannaford, General Manager San Francisco Public Utilities Commission P.O. Box 160 Moccasin, CA 95347 Tel: 209-989-2000
Stanislaus Council of Governments	Carlos Yamzon STANCOG 1111 I Street, Suite 308 Modesto, CA 95354
NCCTEA	Laurie Barton Deputy Director – Engineering and Operations North County Corridor Transportation Expressway Authority 1716 Morgan Road Modesto, CA 95358
City of Modesto	Jeff Barnes Community and Economic Development Department City of Modesto 1010 Tenth Street, Suite 3300 P.O. Box 642 Modesto, CA 95353
City of Riverbank	J.D. Hightower Riverbank Community Development Department 6707 3rd Street Riverbank, CA 95367

Agency	Contact Person/Title/Address
City of Oakdale	David Myers City of Oakdale 455 S. Fifth Avenue Oakdale, CA 95361
Stanislaus County	Matt Machado Stanislaus Co. Public Works 1010 Tenth Street #3500 Modesto, CA 95354

Section 3. Coordination Points and Responsibilities

3.1 Coordination Points, Information Requirements and Responsibilities

Key coordination points, including which agency is responsible for activities during that coordination point, are identified below, as well as the information required at each coordination point and who is responsible for transmitting that information.

Communication between the agencies and Caltrans will be by means of electronic mail (e-mail). Hard copies and electronic versions of all meeting agendas and backup material will be provided to the agencies at least one week prior to the meeting when practicable. For materials where Caltrans requires agency comment, electronic versions will be provided through the e-mail process. Informal comments on first draft documents will be due two weeks from date of Caltrans submittal to the agencies. Formal comments on all other draft documents will be due 30 days from date of Caltrans submittal to agencies.

In addition, an FTP site will be established that will include oversize documents needed for agency review and other information related to the North County Corridor project. Access to the FTP site will be made available to all agency members.

Coordination Point	Information "In"	Agency Responsible	Information "Out"	Agency Responsible
Notice of Intent EIS/EIR	Send participating agencies a copy of the NOI; publish notice in newspaper; invite agencies and public to public scoping meetings	Caltrans	Comments on NOI	All agencies
Purpose and Need (30 day comment period for participating and cooperating agencies and public)	Provide participating agencies and public with draft purpose and need statement via letters; solicit comments; hold scoping meeting	Caltrans	Comments on Purpose and Need and issues of concern	All participating and cooperating agencies and the public
Range of Alternatives (30 day comment period for participating and cooperating agencies and public)	Provide participating agencies and public with information regarding alternatives being considered via letters; solicit comments; hold scoping meeting	Caltrans	Comments on Alternatives and issues of concern	All participating and cooperating agencies and the public
Impact assessment methodologies/level of detail required for analysis of alternatives (30 day comment period	Provide participating and cooperating agencies opportunity to collaborate the development and	Caltrans	Comments on impact analysis methodologies	All participating and cooperating agencies

Coordination Point	Information "In"	Agency Responsible	Information "Out"	Agency Responsible
for participating and cooperating agencies)	review of the methodologies and level of detail required for the analysis of alter			
Socioeconomic and environmental impacts	Identification of resources located within project area & general location of alternatives	Caltrans	Identification of any issues that could substantially delay permit approval	All agencies
Circulation of DEIS/DEIR (60 day comment period for participating and cooperating agencies)	Provide participating agencies and public with opportunity to comment on DEIS/DEIR during public review period	Caltrans	Comment on DEIS/DEIR	All agencies
I.D. Preferred Alternative	Identify preferred alternative based on several factors	Caltrans	Comment on preferred alternative	All agencies
Circulation of FEIS/FEIR	Provide participating agencies and the public with copy of the FEIS/FEIR	Caltrans	Comment on FEIS/FEIR	All agencies
Issue ROD	Defines the project scope and impacts mitigation program	Caltrans/ FHWA	ROD issued by FHWA; EIS/EIR certified by local lead agency	Caltrans; FHWA; NCCTEA

Section 4. Project Schedule

The Project Schedule includes the following key milestones and decision-making deadlines for each agency approval:

Coordination Point	Anticipated Date of Information "In"	Agency Responsible	Anticipated Date of Information "Out"	Agency Responsible
Notice of Intent EIS	August 2010	Caltrans	September 2010 (30 days after transmittal)	All agencies
Purpose and Need	October 2010-March 2011	Caltrans	July 2011	All agencies
Range of Alternatives	November 2010-July 2011	Caltrans	August 2011	All agencies
Collaboration on impact assessment methodologies	July 2011-March 2012	Caltrans	March 2012	All agencies
Socioeconomic and environmental impacts	July 2011-March 2012	Caltrans	March 2012	All agencies
Circulation of DEIS	October 2012-December 2012	Caltrans	December 2012	All agencies
I.D. Preferred Alternative	December 2012	Caltrans	December 2012	All agencies
Circulation of FEIS	November 2013	Caltrans	November 2013	All agencies
Issue ROD	April 2014	Caltrans	April 2014	Caltrans; FHWA; NCCTEA
Issue Section 404 Permit	August 2014	Caltrans	August 2014	USFWS

Section 5. Revision History

Identify changes to the Coordination Plan. Note: If a schedule was included in the original coordination plan and it is the item that requires modification, concurrence on the schedule change is required only if the schedule is being shortened and then only from cooperating agencies, not all participating agencies.

Version	Date	Name	Description
1	November 15, 2010	North County Corridor 6002 Coordination Plan	Provides information about the agencies involved in the 6002 coordination plan process.
2	December 1, 2010	North County Corridor 6002 Coordination Plan	Provides updated contact information under Section 1.2, Agency Contact Information
3	December 20, 2010	North County Corridor 6002 Coordination Plan	Provides updated information about agency roles and responsibilities
4	March 15, 2011	North County Corridor 6002 Coordination Plan	Clarifies due dates for submittals of various documents to agency 6002 members

Section 6. Other Information

NORTH COUNTY CORRIDOR ALTERNATIVES SCREENING METHODOLOGY REPORT

INTRODUCTION

The North County Corridor (NCC) Environmental Impact Statement (EIS) / Environmental Impact Report (EIR) involve establishing a draft Purpose and Need Statement along with alternative development and initial screening. Once a clear Purpose and Need Statement is developed and possible actions to address need are established, then the process of developing and refining potential transportation system alternatives that meet travel needs, of assessing potential impacts and mitigation, of delivering a complete environmental process, and of concluding the transportation decision-making process can be achieved.

The purpose of this report is to outline the methodological approach to be undertaken in identifying alternatives for additional study in the NCC EIS/EIR. The primary intent of the report is to introduce the screening process and criteria utilized in identifying and evaluating potential alternatives. The process involves a first screening that determines if a given alternative will meet the year 2030 traffic demands on State Route 108 in northern Stanislaus County, California. The screening process also includes evaluation of any major engineering considerations (if applicable) that could affect the safety or function of the facility. The second screening includes a quantitative assessment of how well an alternative addresses the Purpose and Need Statement along with a comparison of the operational function and impacts of each alternative evaluated, along with a more detailed assessment of potential environmental impacts.

The approach has been developed to satisfy the intent of the National Environmental Policy Act of 1969 (NEPA). The California Department of Transportation (Caltrans), acting as the delegated NEPA agency pursuant to 23 U.S.C. 327 and in cooperation with the North County Corridor Transportation Expressway Authority (NCCTEA), will comply with the Federal Highway Administration (FHWA) guidelines for implementing NEPA, with related environmental policies and regulations, and with the Caltrans Standard Environmental Reference (SER).

The following report is organized around and consists of the regulatory guidance overseeing the process, the screening process participants, a preliminary definition of Purpose and Need, and the various screening steps and criteria that will be utilized to evaluate and screen alternatives.

REGULATORY GUIDANCE

The identification of alternatives to be studied in detail within the EIS/EIR is an important step in preparing a NEPA EIS. Specifically, 40 CFR 1502.14 requires project proponents to:

- Rigorously explore and objectively evaluate all reasonable alternatives; for alternatives which were eliminated from detailed study, briefly discuss the reasons for having been eliminated;
- Devote substantial treatment to each alternative considered in detail including the proposed action so that reviewers may evaluate their comparative merits;
- Include reasonable alternatives not within the jurisdiction of the lead agency;
- Include the alternative of No Action;
- Identify the agency's preferred alternative or alternatives, if one or more exists; identify such alternative in the draft and final statement unless another law prohibits the expression of such a preference; and
- Include appropriate mitigation measures not already included in the proposed action or alternatives.

When screening alternatives, it is important to include sufficient information when developing, evaluating, and eliminating alternatives. The screening process should include clear reasons as to why the range of alternatives was developed, as well as note what process and the type of public and agency input that was used. Equally important is why alternatives were eliminated from consideration. This entails documenting the type of criteria used, the point at which the alternative was eliminated in the process, and the parties involved in deciding the criteria for assessing alternatives and measuring an altenative's effectiveness.

The No Action Alternative will be included in the range of alternatives. This alternative may include short-term activities such as upgrades to existing systems and maintenance activities. This alternative serves as a baseline to which all other alternatives can be compared. The No Action Alternative includes projects listed in the adopted Stanislaus County *Regional Transportation Plan 2011* (RTP). The report utilizes all current, 2030 demographic data available, and will be updated as new versions of the model and transportation plan become available.

SCREENING PROCESS PARTICIPANTS

Through the screening process, the Project Development Team (PDT), composed of representatives from Caltrans; NCCTEA; the cities of Modesto, Riverbank, and Oakdale; the County of Stanislaus; and the Stanislaus Council of Governments (StanCOG), will be engaged. The PDT will be responsible for conducting a quality control review, testing the methodologies and assumptions inherent in each step, and applying the methodologies and assumptions. The Consultant Team will meet with the PDT (defined below) to discuss the alternatives methodology as well as the first and second screening processes. Additional meetings with specific technical team members may be required to discuss the results of technical analysis prior to meeting with the full PDT. The PDT will ultimately verify and agree on the screening results.

The PDT represents a multi- and interdisciplinary group of experts that can offer insight into Project factors. The PDT consists of traffic analysts, engineers, and environmental staff, including the following team members:

- Caltrans Project Managers: James Hammer, Gail Miller, David Sangha, Vu H. Nguyen
- NCCTEA Joint Powers Authority/County of Stanislaus: Matt Machado, Laurie Barton
- City of Modesto: Jeff Barnes
- StanCOG: Carlos Yamzon
- City of Riverbank: J.D. Hightower
- City of Oakdale: David Myers
- Consultant Project Managers: Kris Balaji, Theron Roschen
- Consultant Environmental Managers: Jack Allen, Lauren Abom, Gary Fink
- Consultant Engineering Manager: Trin Campos
- Consultant Traffic Engineer: Eddie Barrios
- Consultant Public Outreach Coordinator: Judith Buethe

Note: Changes may occur in assigned team members as the process progresses.

PURPOSE AND NEED

As a vital element in the screening process, the Purpose and Need Statement defines the transportation "problem," which the proposed action is attempting to address. As such, a viable alternative should reasonably achieve the needs that the proposed action is intending to address. The Purpose and Need for the NCC Project was developed considering input from the public scoping meetings in September 2010 and through a series of meetings with the PDT between September and November 2010. The Purpose and Need Statement developed for this Project is defined in the attached Purpose and Need Development Memo.

SCREENING PROCESS

Step 1: Identify Alternatives

Identification of alternatives for the NCC EIS/EIR has been an open process accessible to stakeholders. Alternative identification began during the Project scoping phase. Agencies and public participants suggested several system/modal alternatives during the scoping phase. These concepts were incorporated

into the list of alternative concepts noted below. Additional alternative concepts have been suggested through review of previous studies. Overall, the process intended to capture all possible alternatives that might be suggested through the course of preparing the EIS/EIR. Identifying and considering a wide range of alternative concepts at an early stage in the process minimizes the potential for new alternatives to surface later.

Two public scoping meetings were held on September 8, 2010, and September 13, 2010, in the communities of Oakdale and Salida. Each meeting was designed to solicit public input into the environmental compliance and alternatives screening processes. Participants were invited to draw alternative concepts on study area maps and aerial photos as well as provide written comments. Through the process, system/modal or alignment alternative concepts were identified, though it should be noted that components of one or more concept may still need to be combined to create a complete alternative. Each independent concept is distinguished by a number in parentheses. Sub-headings are provided for organization but are not included as alternative concepts.

No Action (No Build) concepts include:

(1) Land Use (Adopted Existing General Plans of Affected Cities/County)

Transit concepts include:

(2) Use Existing/Improved Public Transit System

Transportation Systems Management (TSM)/Transportation Demand Management (TDM) concepts include:

(3) Intersection and Signal Improvements

(4) Improve Existing Roadway System

(5) Use of Carpools, Vanpools, Train, Bus, Bicycle, Walking

(6) Compressed Work Hours/Telecommuting

(7) Increased Park and Ride Use

Build concepts outside of study area include:

(8) Highway 120 Bypass (Public Comment)

Build concepts include:

(9) Existing State Route 108 from State Route 99 to State Route 120

(9A) F Street 3 to 5 Lanes one-way and G Street one-way (Public Comment)

(9B) Extend eastern Project boundary farther east to eliminate hills and curves east of Oakdale (Public Comment)

(9C) Ladd/Patterson/State Route 99

(10) State Route 99 to Langworth

(10A) Begins at Langworth

(10B) Begins at Langworth

(10C) Begins at Langworth

(10C-1) Stearns Road to State Route 120 (Public Comment)

(10C-2) Alternative 10C with Lexington Avenue (Public Comment)

(10C-3) Hammett/Lad to Alternative 10C

(11) Kiernan/Claribel Corridor

(11A) Alignment C to Claus Road, then Alignment 10A, 10B , or 10C to Oakdale (Public Comment)

(11B) Kiernan to Wamble Road (Public Comment)

(12) Patterson Road to 300' east of Albers Road to Langworth Road (Public Comment)

(13) Widen 219 to eight lanes to McHenry Avenue to SR 108 (Public Comment)

(14) Kiernan/Claus/SR 108 Option (Public Comment)

Once cohesive alternatives have been developed based on the concepts listed above, each alternative will be evaluated to assure an accurate assessment of operational and physical impacts. Alternatives will be conceptual during the first screening level, and alternatives with obvious "fatal flaws" will be removed. From there, a more defined second screening will occur once all the appropriate data has been produced.

Note: Alternatives will be designed to comply with Caltrans design standards. Design exceptions will not be considered during the first screening process.

Step 2: First Screening

Initial Screening Process

Each of the alternatives will be screened through a preliminary screening process that focuses on determining if a specific alternative will meet the 2030 traffic needs and if any major engineering considerations would affect the safety or function of the facility. Guidance provided in Chapter 10 of the Caltrans Project Development Procedures Manual (PDPM) will be used, with a focus on six criteria identified in the PDPM that will allow for a preliminary evaluation of alternatives. Preliminary screening

(i.e., the initial screening process) is generally a qualitative step using readily available data and professional judgment.

During this step, the PDT will apply the preliminary screening criteria identified in the PDPM. Once done, the PDT will document the justification for eliminating or moving ahead with alternatives in an alternatives screening matrix. These criteria include the following:

- Would the alternative meet the Purpose and Need for the project as defined at this stage in the planning process;
- Would there be excessive construction costs associated with the alternative;
- Would the alternative result in severe operations or safety problems;
- Would there be unacceptable adverse social, economic, or environmental impacts;
- Would there be a combination of reasons that taken individually may not be significant but would be cumulatively; and
- Was the alternative previously rejected at an earlier stage, such as a regional planning process and as documented in an environmental process.

The Consultant Team will conduct the initial screening exercise for this step. Upon completion, the Consultant Team will present its findings/recommendations to the PDT. At this presentation, the PDT will review the findings/recommendations and assess the validity of the findings.

Initial Screening Criteria

Below are the Purpose and Need, engineering, and environmental criteria that will be considered in the first screening process. The process also assesses feasibility of implementation.

Purpose and Need

This criterion includes preliminary screening measures to determine if the alternative would conceptually result in conditions that would support the stated Purpose and Need of the proposed action as defined at this stage in the planning process. If an alternative does not meet the Purpose and Need of the Project, it will be eliminated from consideration. The following questions will be applied when evaluating each alternative:

- Will the alternative reduce congestion on existing State Route 108? (An answer of "yes" is required to proceed)
- Will the alternative reduce congestion on roadways parallel to State Route 108? (An answer of "yes" is required to proceed)

Engineering Considerations

This criterion includes consideration of both the safety and function of the proposed transportation system. Preliminary screening measures were developed based on known engineering issues. To date, minimal design has been completed on each of the alternatives, and the qualitative analysis focuses on engineering "fatal flaws" that would preclude implementation of the facility. If an alternative does not pass the engineering screening, it will be eliminated from consideration. The following questions will be applied when evaluating each alternative:

- Would the alternative meet existing State interregional system connectivity?
- Would the alternative meet alignment geometric standards for a freeway/ expressway facility?
- Would the alternative not significantly impact existing key public infrastructure facilities, i.e., the Hetch Hetchy water system, railroad, irrigation canals, and major power distribution lines?

Environmental Considerations

This criterion includes consideration of the potential for unacceptable and adverse social, economic, and environmental impacts. Referencing the public scoping comments, the PDT will consider these potential impacts in order to determine if there would be a substantial performance difference among alternatives. The following question will be applied when evaluating each alternative:

- Would the alternative result in substantial impacts to social, economic, and environmental issues as identified through use of the Caltrans PDPM?

Feasibility of Implementation

This criterion includes consideration of costs, political acceptance, consistency with adopted plans, and general environmental impacts.

Step 3: Alternatives Comparison Screening

Screening Process

Following the initial screening, the remaining alternatives will be compared in order to identify the benefits and impacts associated with each alternative. This screening step will quantify, if possible, how well the alternative meets the 2030 traffic needs and how well the facility operates. The step will also assess any potential critical community or environmental impacts along with feasibility of implementation. Alternatives will not be eliminated based on any single operational, environmental, or feasibility issue. Rather, the performance of an alternative will be determined and ranked based on the sum of its benefits and impacts. The results of the screening will be documented in the alternatives screening matrix.

During this time, a PDT meeting will be conducted to accomplish two goals:

- Evaluate and rate the relative importance of the various screening considerations; and
- Apply this consideration to each alternative, which is based on judgments about the data provided and will result in ranking alternatives according to operational and environmental impacts as well as implementation feasibility.

These rankings will form the basis for the final ranking of the alternatives. The PDT will decide, based on these rankings, which alternatives are recommended for additional study in the EIS/EIR. The alternative comparison will be documented in the alternatives screening matrix.

Alternatives Comparison Screening Criteria

Below are the Purpose and Need, engineering, and environmental criteria that will be considered in the second screening process. The process also assesses feasibility of implementation.

Purpose and Need

This criterion includes screening measures to determine if the alternative would result in operational traffic conditions that would support the stated Purpose and Need of the proposed action. If sufficient information is available, traffic modeling for each alternative would provide the data to complete the analysis. Elements to consider related to mobility include:

- Travel time,
- Travel speed,
- Corridor Level of Service (LOS),
- Primary Intersection LOS, and
- Screenline Volume Reduction.

Engineering Considerations

This criterion includes consideration of both the safety and function of the proposed transportation system. Conceptual designs will be used to evaluate alternative issues that may impede the performance of the proposed facility or reduce conflicts between modes of transportation and/or turning movements evaluated on a qualitative basis.

- **Operation of State Route 108:** Would the alternative alleviate operational conflicts on State Route 108?
- **Connectivity:** Would the alternative provide improved transportation network connectivity?

- **Convenience/Accessibility:** Would the alternative provide additional transportation options for the traveling public?
- **Driver Expectancy:** Would navigation of the alternative be understood and provide expected movements?
- **Safety:** Would the alternative reduce the number of movements with the potential conflict with one another?

Environmental Considerations

This criterion includes consideration of both impacts to the community and the natural environment. The Project Team will consider all environmental elements and environmental considerations identified below. The criterion was developed based on major and known environmental issues that could be differentiated between alternatives as well as on public comments indicating valuable community resources.

Note: resource surveys (e.g., cultural resources and wetlands delineations) are not available at this time, and that additional consideration of environmental resources would be included and evaluated in the EIS/EIR. To assess potential impacts to environmental resources the Project Team will rely on publicly available information on the following topics that will be addressed in the EIS/EIR:

- **Agricultural Impacts:** Which alternatives would affect farmlands under the Williamson Act contract or on prime agricultural soils?
- **Air Quality Impacts:** What air quality impacts would result under each alternative?
- **Biological Impacts:** Would the alternative affect rare, endangered, or threatened species, and if so, to what extent? Would wetland resources be affected? What plant and animal species would be affected?
- **Cultural Resources/Historic Resources Impacts**: Would archaeological resources be affected by the alternative? How many structures more than 45 years of age would be affected by each alternative? (based on year built data)
- **Community Cohesion/Land Use/Growth Impacts:** Would each alternative divide an established community, and if so, how?
- **Emergency Services Impacts**: Which alternatives would negatively increase anticipated emergency response times?

- **Geology/Soils/Seismicity Impacts**: Would an alternative result in impacts to the area's underlying geological conditions, soils, or seismicity?
- **Hydrology/Water Quality Impacts**: Which alternatives may result in impacts to local and regional hydrology and water quality?
- **Noise Impacts:** Which alternatives may result in noise impacts to surrounding land uses?
- **Right-of-way Impacts:** Would the alternative result in acquisitions? (number of partial and full acquisitions, number of commercial and residential acquisitions). This includes analysis of the impacts of affected agricultural lands and urban lands that would be taken.
- **Visual impacts:** Would the alternative create substantial visual impacts?

Feasibility of Implementation

- Would the alternative be consistent with adopted transportation and land use plans?
- Is there support by the local municipalities for the alternative?

Step 4: Final Alternatives Comparison Screening

Final Screening Process

Following the alternatives comparison screening, the remaining alternatives will be compared in order to identify the benefits and impacts associated with each alternative. These are the alternatives that will be the focus of the subsequent traffic, engineering, and environmental studies. Traffic modeling for each alternative would provide the data to complete the analysis and provide for a comparison of the selected alternatives. Engineering issues includes consideration of both safety and function of the proposed transportation system. Conceptual designs will be used to evaluate alternatives to identify those that may impede the performance of the proposed facility and reduce conflicts between modes of transportation and/or turning movements evaluated on a qualitative basis. Environmental considerations will be addressed in detail in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) to be prepared for the project and alternatives will be compared on an issue-by-issue basis to determine the potential for environmental impacts as a result of implementation of each alternative.

Conclusion

The goal of the alternatives screening process is to complete an initial screening of all alternatives. Additional screening and analysis will need to be completed as the Project proceeds. Elements that may need to be considered but are not addressed in this screening include a more detailed assessment of environmental resources and consideration of design refinements to reduce impacts.

Purpose and Need Development Memo

To: North County Corridor Transportation Expressway Authority

From: Jack Allen, Gary Fink, and Lauren Abom, Jacobs Engineering

Project: North County Corridor Improvement Project Environmental Impact Statement/ Environmental Impact Report, Stanislaus County, California

Date: October 21, 2010, updated March 1, 2011

Subject: Purpose and Need Methodologies Memo

Regulatory Guidance

The purpose and need for the North County Corridor (NCC) Improvement Project Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) will be prepared in accordance with the California Department of Transportation (Caltrans) Standard Environmental Reference (SER) and 14 CCR 15124(b) of the California Environmental Quality Act (CEQA), which is consistent with Federal Highway Administration (FHWA) Technical Advisory T6640.8A and 40 CFR 1502.13 as well as the FHWA/Federal Transportation Authority (FTA) Joint Guidance (July 23, 2003) and Executive Order 13274 (March 15, 2005).

FHWA Technical Advisory T6640.8A and 40 CFR 1502.13 state that a department of transportation (DOT) "identify and describe the proposed action and the transportation problem(s) or other needs which it is intended to address." The FHWA Technical Advisory lists nine factors that may be helpful in establishing the need for a proposed action. These factors include: system linkage, capacity, transportation demand, legislation, social demands or economic development, modal interrelationships, safety, roadway deficiencies, and project status.

Furthermore, the Council on Environmental Quality's (CEQ) regulations for implementing the National Environmental Policy Act (NEPA) mandates that Chapter 1 of an EIS or Environmental Assessment (EA) discuss "the purpose of and need for action"(CEQ Regulations, Section 1502.13). CEQA requires a "statement of objectives sought by the proposed project," including the underlying purpose of the project (CEQA Guidelines, Section 15124(b)).

Effective July 1, 2007, FHWA assigned and Caltrans assumed all the United States Department of Transportation (USDOT) Secretary's responsibilities under NEPA pursuant to Section 6005 of Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), codified at 23 U.S.C. 327(a)(2)(A). Caltrans assumed all FHWA responsibilities under NEPA for projects on California's State Highway System (SHS) and for federal-aid local streets and roads projects under FHWA's Surface Transportation Project Delivery Pilot Program (Pilot Program), pursuant to 23 CFR 773. Caltrans also assumed all FHWA's responsibilities for environmental coordination and consultation under other federal environmental laws pertaining to the review or approval of projects under the Pilot Program. For purposes of carrying out the responsibilities assumed under the Pilot Program, Caltrans is deemed to be acting as FHWA with respect to the environmental review, consultation, and other actions required under those responsibilities

Methodology

The purpose and need will be developed in accordance with the regulatory guidance described herein. The proposed methodology to be used for the traffic analysis will guide the development of the purpose and need statement through the detailed traffic analysis that will be conducted. The traffic modeling approach and project specific traffic evaluation methodologies to be used for the traffic study is presented below.

Traffic Modeling Approach

The traffic analysis to be conducted for this project contains two unique work efforts:

1. Program Level Analysis - This task is similar to the work prepared for the NCC State Route 108 East Route Adoption Project that was conducted at a program level (Jacobs Engineering 2009). This task will have project limits identified as SR 99 to State Route 120/108.

2. Project Level Analysis - This task will be to complete the traffic analysis for the first constructible phase of the project, identified as the roadway segment between McHenry Avenue and State Route 120/108 east of the City of Oakdale. The analysis for the first constructible phase includes peak hour roadway segment analysis and peak hour intersection level of service (LOS) analysis for the proposed alternatives.

In regard to intersection analysis, the Jacobs team (Project Team, including subconsultants) will collect existing a.m. (7 to 9 a.m.) and p.m. (4 to 6 p.m.) peak period intersection traffic counts at up to 17 intersections. The Jacobs team will perform peak period field surveys to identify existing geometric features, lane configurations, and traffic control devices at the intersections and roadway locations using the approved Synchro7 model. We will also identify existing queuing issues at each of the study intersections. In regard to roadway segments, the Jacobs team proposes to evaluate up to 33 roadway segments. Information regarding the proposed intersection analyses and the roadway segments to be analyzed is included in the project's Scope of Work (July 27, 2010).

The methodology to be used for each approach is explained in more detail below.

Program Level Analysis –
Methodology for the NCC State Route 108 East Project (SR 99 to SR 120/108)

Traffic modeling for the State Route 108 East Project (State Route 99 to State Route 120/108) will be based on the 2010 travel demand model developed for the most recent RTP update in Stanislaus County. .A focused daily model validation/calibration exercise will be undertaken in the study area.

The Stanislaus Council of Governments (StanCOG) recently updated their Regional Transportation Plan (RTP). As a result, the future roadway network and land use assumptions will change from the previous assumptions used for the NCC State Route 108 East Route Adoption Project. Prior to developing traffic forecasts, the Project Team will identify the appropriate roadway network and land use assumptions to use in the analysis. A technical memorandum will be prepared that summarizes all of the assumptions for review and approval by the Project Development Team (PDT).

Opening year and design year traffic daily forecasts will be developed for up to four alternatives, including a No Build Alternative. The opening year of the project will be selected by the PDT based on funding assumptions and when the project is expected to be open to traffic. The design year will be 20 years after opening year.

A detailed analysis (PA/ED) for the section of the corridor between McHenry Avenue and State Route 120/108 east of Oakdale is being performed under a separate work scope. For this reason, this effort will not focus on sizing the corridor between McHenry Avenue and State Route120/108 but will focus on identifying an appropriate planning level footprint for the intersections and interchanges along the corridor between State Route 99 and McHenry Avenue. Design hour turning movement forecasts will be determined for each intersection and/or interchange along the corridor between State Route 99 and McHenry Avenue. The Jacobs team will submit a technical memorandum summarizing the traffic forecasts for review and approval by the PDT. Once approved, the Project Team will proceed with the technical evaluation of the alternatives.

Daily traffic counts will be used to determine existing level of service (LOS) for the same roadway locations identified in the Scope of Work. The final daily LOS thresholds and volume to capacity ratios used for the current NCC State Route 108 East Project will be used for this study.

Changes in Average Daily Traffic (ADT) and LOS as a result of the Project will be determined. In addition, the number of lanes on the North County Corridor to provide acceptable service levels will also be determined.

Project Level Analysis –
Methodology for the McHenry Ave to SR120/108 Project (first constructible phase)

Traffic modeling for the project level analysis will use the 2010 travel demand model developed for the recent RTP update to determine opening year and design year intersection and roadway segment peak hour traffic volumes. In addition, any new information generated as a result of the current update of the StanCOG RTP will also be addressed. A focused peak hour model validation exercise will be undertaken in the study area, followed by the use of the model to predict changes in travel patterns in the opening and design year time period. A calibration/validation memorandum will be developed that presents initial model validation procedures and results, all of which will be reviewed with Caltrans. If the model does not meet the specified Caltrans targets, the will work to improve the validation results by adjusting link characteristics and conducting select link analyses to ensure reasonable movements through the project area. The Project Team will review the results with Caltrans, and if the revised model meets the specified validation target, will proceed with the future year forecasting. However, if the revised model still does not fully meet all of the targets, the Project Team will review the progress made with Caltrans and request approval to proceed with forecasting.

Opening year and design year traffic forecasts (intersection and roadway) will be developed for up to four alternatives including No Build conditions. The Project Team will submit a technical memorandum summarizing the traffic forecasts for review and approval by the PDT. Once approved, the Project Team will proceed with the technical evaluation of the alternatives.

Intersection traffic counts, lane configurations, signal timings, and other information collected will be used to develop existing a.m. and p.m. peak hour models. This model will provide results consistent with the Transportation Research Board's 2000 Highway Capacity Manual (HCM) methodology per the Synchro 7 model as shown in the approved traffic scope of work. Existing intersection delay and LOS will also be determined.

The roadway segments identified in the Scope of Work (July 27, 2010) will be evaluated under existing conditions. The Project Team will submit a technical memorandum summarizing the existing traffic conditions for review and comment by the PDT. Traffic forecasts will be used to develop models (a.m. and p.m. peak hour) for up to three alternatives including No Build conditions. The models will include the same intersections evaluated under existing conditions plus the new intersections created by the project. Up to 20 new intersections could be studied as part of the first phase of the project. Peak hour analysis will be performed for the opening year and design year under each project alternative. Results will include average delay, LOS, and estimated queue lengths for each intersection.

While the design of the facility has not yet been established, the facility could potentially be a two-lane highway, a multi-lane highway, or expressway with grade separated interchanges. Depending on the final design of the project, the Jacobs team may perform one of the following:

- A.m. and p.m. peak hour two-lane highway analysis or
- A.m. and p.m. peak hour multi-lane highway analysis

The mainline analysis will be consistent with the methodologies presented in the 2000 HCM. Weaving analysis and will be based on use of the HCS 2000 software as shown in the approved traffic scope of work and will be consistent with the methodologies presented in Chapter 500 (Leisch Method) of the Caltrans Highway Design Manual (HDM).

In addition to peak hour level of service analysis, the Jacobs team will utilize the modified StanCOG RTP Model to project peak hour volume changes on project area roadways as a result of the project.

The purpose and need for the project will be based on the methods outlined herein. A previous 2009 traffic study demonstrated that future 2030 daily traffic volumes are projected to increase along major roadways in the area. In addition, existing arterials within the traffic study area will see substantial increases in traffic volumes. For example, traffic volumes on Claribel Road east of Roselle Avenue will increase from 14,600 ADT (existing) to 48,500 ADT (2030 no-build), inferring an increased demand for traffic capacity on east-west routes. The current traffic study to be conducted for the present project will supplement this information and will assist in the evaluation of the purpose and need for this present project.

Based on the regional countywide traffic model, regional ADT volumes are projected to increase through 2030. Accordingly, additional capacity beyond that provided by the existing and future planned regional transportation network will be needed to effectively improve east-west interregional mobility.

Data from traffic modeling results will be used to supplement the traffic methodologies outlined above to determine if a definable transportation problem(s) has occurred in the past, is currently occurring, or will occur in the foreseeable future (2030). This need for the project includes accommodation of existing and future population growth in Stanislaus County and its adjoining cities; the lack of an adequate east-west connector road in the region to allow for interregional connectivity; projected increase in traffic growth through the year 2030; projected increases in vehicle miles traveled through the year 2030; and allowing regional access for better mobility for commercial vehicles used in the agricultural business sector that dominates in the region.

Assumptions

The approach described above would apply acceptable assumptions to the modeling efforts.

- Traffic modeling for the State Route 108 East Project (State Route 99 to State Route 120/108) will be based on the 2010 travel demand model developed for the most recent RTP update in Stanislaus County. .A focused daily model validation/calibration exercise will be undertaken in the study area.

- Traffic modeling for the project level analysis will use the 2010 travel demand model developed for the recent RTP update to determine opening year and design year intersection and roadway segment peak hour traffic volumes. In addition, any new information generated as a result of the current update of the StanCOG RTP will also be addressed.

- Opening year and design year traffic daily forecasts will be developed for up to three alternatives including No Build conditions.

- For the buildable segment analysis, the number of existing study intersections is 17 and the number of new intersections created by the project is less than 20, the number of existing roadway segments is 33, and the number of alternatives studied is 3.

- For the future buildable segment analysis, the number of study roadway segments is 107 and the number of alternatives studied is 3.

Validation of Purpose and Need Approach

The data input, modeling techniques, assumptions, and outputs described above are appropriate in helping to define the transportation problem. The models to be used have been accepted as state-of-the-practice techniques. Outputs associated with LOS, traffic volumes, and travel times will be used in determining operation performance of the existing and future no-build conditions in the study area.

Preliminary Purpose and Need

In accordance with adopted guidance, through previous Caltrans-approved studies, and by following the methodology described above, the Project Team anticipates the project's purpose and need may likely include the elements described below. This is intended to be a working document during the development of the proposed project. When traffic analyses are complete, data and conclusions herein will be revisited to review

and confirm that data and modeling results concur with the below stated preliminary purpose and need statement.

Background

Continued growth in Stanislaus County, its communities, and its surroundings, coupled with increasing travel needs for improved access to and around the growing urbanized cities of Modesto, Riverbank, and Oakdale, has resulted in the need for a future unencumbered east-west roadway from west of the city of Riverbank to east of the city of Oakdale.

Traffic analyses conducted as a part of the Stanislaus Council of Governments' (StanCOG) updated Regional Transportation Plan (RTP 2011) will be used as the main traffic evaluation tool. The NCC was recognized in the RTP as a project considered significant to support interregional traffic. Traffic is projected to grow in the study area, and transportation deficiencies are projected to occur without a regional east-west roadway to accommodate this traffic. A new traffic analysis will be conducted for the present project.

As a result of the projected growth, Caltrans, in cooperation with the North County Corridor Transportation Expressway Authority (Authority or NCCTEA), adopted in 2010 a corridor for a future roadway alignment for a new State Route 108 to replace the existing State Route 108. The route adoption was the first step in selecting a preferred corridor. The route adoption process included the certification of a Final Environmental Impact Report (Final EIR) under the California Environmental Quality Act (CEQA).

Since the California Transportation Commission (CTC) approved and certified the Final EIR for the Route Adoption project, the next step in the process is for Caltrans to conduct project-level environmental studies to identify a roadway alignment within the selected corridor in order to begin the project implementation process. This analysis would be presented in an EIS/EIR describing why the alignment is being proposed; what alternatives are being considered; how the existing environment could be affected; what are the potential impacts from each alternative analyzed; and what are (if any) the proposed avoidance, minimization, and/or mitigation measures to significantly reduce or lessen any potential impacts. Methodologies to be used in the traffic analysis for the present project are outlined above.

A joint EIS/EIR will be prepared for the NCC State Route 108 East Project (SR 99 to SR 120/108) in Stanislaus County, California. The NCC project begins from State Route 99 in the vicinity of Kiernan Avenue and the Salida community, and would extend east approximately 25 miles to State Route 108/120 east of the city of Oakdale. The NCC project proposes to relocate State Route 108 with a freeway/expressway. As a result, Caltrans is planning a phased approach as additional funds become available for the construction of the future 25 mile freeway/expressway facility with interchanges, grade-separated railroad crossings, at-grade intersections, frontage roads, and street alignments.

Preliminary Need

The need for the NCC project has been identified as necessary to reduce congestion in northern Stanislaus County, alleviate traffic on parallel roadways, provide interregional connectivity, support efficient movement of goods and services, and enhance traffic safety as follows:

- Improve traffic safety along existing SR 108 by reducing traffic volumes along existing SR 108.
- Provide improved east-west travel time reliability for the residents and businesses of Modesto, Riverbank, and Oakdale by providing an east-west facility that would provide acceptable service levels, be readily accessible, and not require substantial out of direction travel.
- Reduce existing and future traffic congestion on existing SR 219 between SR 99 and McHenry Avenue and on SR 108 through the cities of Riverbank and Oakdale by providing additional east-west roadway capacity.

The methodology to be used to identify the need for the current program and project level process will include an assessment of these statements as well as other facts, including additional traffic analyses that support the purpose and need for the project. Planned improvements identified within the RTP are not expected to improve the worsening traffic conditions to satisfactory performance levels with the forecast horizon in the project area. The poor traffic conditions for existing conditions and the future scenario are evident from:

- High traffic volumes along existing State Route 108 and parallel roadways that leads to poor operational performance and traffic congestion.

- Decreased interregional connectivity through the existing constrained roadway network in an east-west direction to alleviate conditions on the existing road system.

- Decreased traffic flow and operational conflicts between trucks and passenger vehicles are key issues to maintain efficient goods movement for economic growth and traffic safety conditions.

Purpose

The purpose of the proposed project is to improve the regional network circulation, relieve existing traffic congestion, reduce traffic delay, accommodate future traffic, increase interregional connectivity, support efficient movement of goods and services, and enhance traffic safety.

- Reduce traffic congestion on existing SR 219 between SR 99 and McHenry Avenue and on SR 108 through the cities of Modesto, Riverbank, Oakdale and Stanislaus County.

- Improve traffic safety along existing SR 108 through the communities of northern Stanislaus County.

- Provide improved east-west travel time reliability for the residents and businesses of Modesto, Riverbank, Oakdale and Stanislaus County.

General Chapter Outline

The following reflects a draft of major headings for the purpose and need chapter of the EIS/EIR that is being prepared:

- Proposed Action
- Project Status (background and planning history)
    - Location and Description
    - Context of the Proposed Action in the Context of Regional Transportation Planning
    - Existing and Future Traffic and Roadway Conditions
- Need (as defined as transportation problems that would persist into the foreseeable future)
    - Accommodate anticipated traffic growth
    - Alleviate traffic on parallel roadways
    - Provide interregional connectivity
    - Provide for economic growth
    - Enhance traffic safety
- Purpose
- Conclusions

North County Corridor, Stanislaus County, California
Alternatives Screening Process
Build Alternatives

	Alt 10A New to North of SR 219/ North of Paterson/ SR 120 - Build Alternative 1/1C	Alt 10B New to SR 219/to South of Claribel/ SR 120 – Build Alternative 1/1C	Alt 10C New to SR 219/to North of Lexington/ SR 120 – Build Alternative 1/1C	Alt 10C-1 Alt 10 Stearns to SR 120 – Build Alternative 1/1A	Alt 11 SR 219/ Kiernan/ Claribel Corridor – Build Alternative 2/2C	Alt 11A: SR 219 to Claus – Build Alternative 2/2C	Alt 11B: Alt 11 to Wamble – Build Alternative 2/2B	Alt12 Patterson to Albers – Build Alternativen 1/1C
ENVIRONMENTAL ISSUES:								
Does the Alternative Affect Environmental Issues?								
Farmlands under the Williamson Act (acres)	**Y (503)**	**Y (524)**	**Y (506)**	**Y (313)**	**Y (394)**	**Y (433)**	**Y (399)**	**Y (477)**
Prime Farmland (acres)	**Y (265)**	**Y (251)**	**Y (255)**	**Y (332)**	**Y (218)**	**Y (180)**	**Y (239)**	**Y (255)**
Local or Regional Air Quality or Increase Noise Levels?	**U**	**U**	**U**	**U**	**U**	**U**	**U**	**U**
Wetlands (acres) / Hydric Soils (acres)	**Y (6.2) (274)**	**Y (4.56) (250)**	**Y (4.02) (318)**	**Y (9.17) (254)**	**Y (0.82) (377)**	**Y (2.4) (267)**	**Y (4.29) (306)**	**Y (4.85) (274)**
Rare Threatened, or Endangered Plant or Animal Species (number of occurrences within 10 mile radius – plant=p; animal=a)	**Y (17)p (26)a**	**Y (17)p (26)a**	**Y (17)p (26)a**	**Y (17)p (26)a**	**Y (17)p (26)a**	**Y (17)p (26)a**	**Y (17)p (26)a**	**Y (17)p (26)a**
Impact Archaeological, Historical, or Paleontological Sites?	**U**	**U**	**U**	**U**	**U**	**U**	**U**	**U**
Impact Canal, Railroad, or Utility Crossings? (number of; c=canal; rr=railroad; ut=utility crossings)	**Y (4)c (3)rr (8)ut**	**Y (4)c (3)rr (8)ut**	**Y (4)c (3)rr (8)ut**	**Y (4)c (3)rr (8)ut**	**Y (2)c (3)rr (9)ut**	**Y (2)c (3)rr (9)ut**	**Y (2)c (3)rr (6)ut**	**Y (4)c (3)rr (5)ut**
Emergency Response Times?	**U**	**U**	**U**	**U**	**U**	**U**	**U**	**U**
Geology, Soils, Seismicity?	**U**	**U**	**U**	**U**	**U**	**U**	**U**	**U**
Flood Hazard Zones or Floodplains? (number)	**N - 0**	**N -0**	**N -0**	**N-0**	**N-0**	**N-0**	**N-0**	**N-0**
Parcels/Buildings Affected/ Relocations? (number of parcels = p; buildings = b; urban acres = u; rural acres = r)	**Y (193)p (124)b (209)u (679)r**	**Y (218)p (153)b (276)u (630)r**	**Y (184)p (115)b (194)u (663)r**	**Y (316)p (172)b (213)u (629)r**	**Y (315)p (258)b (280)u (629)r**	**Y (262)p (169)b (226)u (569)r**	**Y (307)p (226)b (283)u (583)r**	**Y (209)p (128)b (210)u (684)r**
Social or Economic Impacts?	**U**	**U**	**U**	**U**	**U**	**U**	**U**	**U**
Visual Impacts?	**U**	**U**	**U**	**U**	**U**	**U**	**U**	**U**
Conflicts with Transportation or Land Use Plans?	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Local Government Support for a New Route?	**Y**	**Y**	**Y**	**Y**	**Y**	**Y**	**Y**	**Y**

Notes:

With the exception of the last criteria, a "Yes" answer means that the alternative would result in negative impacts. A "No" answer means that no negative impacts would occur. A letter "U" means that the answer is currently unknown. A "Yes" answer under the last criteria would be a positive impact.

Alternatives 1 through 7 are the No Action/No Build Alternatives and include the following: **Alternative 1:** Land Use (Existing General Plans of Cities and County); **Alternative 2:** Use Existing or Improved Transit System; **Alternative 3:** Intersection and Signal Improvements; **Alternative 4:** Improve Existing Roadway System; **Alternative 5:** Use of Carpools, Vanpools, Train, Bus, Bicycle, and Walking; **Alternative 6:** Compressed Work Hours/Telecommuting; and **Alternative 7:** Increased Park and Ride Use. **Build Alternatives** are identified above.
Column Color Coding: Column colors coordinate with NCC Alternative Screening Map

Explanation of Responses:

Alternative 10A: New to North of SR 219/North of Patterson/SR 120 – This alternative would affect 70 parcels and 503 acres that fall under the Williamson Land Act, with 265 acres of prime farmland. There would be 4.45 acres of freshwater emergent wetland, 1.40 acres of freshwater pond and 0.35 acre of other wetland types located within the alignment and there would be 274.19 acres of hydric soils affected. A total of seventeen special-status plant occurrences are within 10 miles; 26 special-status wildlife occurrences are within 10 miles, including one federally listed species and one state listed species. This alternative would involve 4 crossings of the Hetch Hetchy canal, 3 railroad crossings, and 8 major canal crossings. This alternative does not encroach in the flood hazard zones or floodplains. This alternative would have moderate construction costs and there would be a low number of commercial and residential properties that would be taken. Estimated cost for this alternative is $746 million dollars; it would affect 193 parcels, 124 buildings, which include no commercial buildings, 209 urban acres, and 679 rural acres. Total length of this alternative would be 24.8 miles.

Alternative 10B: New to SR 219/to South of Claribel/SR 120 – This alternative would affect 70 parcels and 524 acres that fall under the Williamson Land Act, with 251 acres of prime farmland. There would be 3.43 acres of freshwater emergent wetland, 0.78 acre of freshwater pond and 0.35 acre of other wetland types located within the alignment and there would be 250.03 acres of hydric soils affected. A total of seventeen special-status plant occurrences are within 10 miles; 26 special-status wildlife occurrences are within 10 miles, including one federally listed species and one state listed species. This alternative would involve 4 crossings of the Hetch Hetchy canal, 3 railroad crossings, and 8 major canal crossings. This alternative does not encroach in the flood hazard zones or floodplains. This alternative would have moderate construction costs and there would be a low number of commercial and residential properties that would be taken. Estimated cost for this alternative is $818 million dollars, with 218 parcels affected, 153 buildings which include 20 commercial buildings 276 urban acres, and 630 rural acres that would be lost. Total length of this alternative would be 24.8 miles.

.**Alternative 10C: New to SR 219/to North of Lexington/SR 120 –** This alternative would affect 69 parcels and 506 acres that fall under the Williamson Land Act, with 255 acres of prime farmland. There would be 3.52 acres of freshwater emergent wetland, 0.08 acre of freshwater pond and 0.42 acre of other wetland types located within the alignment. This alternative is located on 318.39 acres of hydric soil. Seventeen special-status plant occurrences within 10 miles; 26 special-status wildlife occurrences within 10 miles including one federally listed species and one state listed species. This alternative would involve 4 crossings of the Hetch Hetchy canal, 3 railroad crossings, and 8 major canal crossings. This alternative does not encroach in the flood hazard zones or floodplains. This alternative would have moderate construction costs and there would be a low number of commercial and residential properties that would be taken. Estimated cost for this alternative is $719 million dollars; the project would affect 184 parcels, 115 buildings, 194 urban acres, and 663 rural acres. Total length of this alternative would be 23.9 miles. Please note that former alternative **10C-2** has been **combined with Alternative 10C** due to similarity of alignment.

Alternative 10C-1: Alternative 10A to Stearns/SR 120 – This alternative would affect 72 parcels and 313 acres that fall under the Williamson Land Act, with 332 acres of prime farmland. There would be 8.51 acres of freshwater emergent wetland and 0.66 acre of freshwater pond located within the alignment. This alternative is located on 254.31 acres of hydric soil. Seventeen special-status plant occurrences are within 10 miles; 26 special-status wildlife occurrences are within 10 miles including one federally listed species and one state listed species on alignment, and one species of special concern very near alignment. This alternative would involve 4 crossings of the Hetch Hetchy canal, 3 railroad crossings, and 8 major canal crossings. This alternative does not encroach in the flood hazard zones or floodplains. This alternative would have moderate construction costs and there would be a low number of commercial and residential properties that would be taken. . Estimated cost for this alternative is $711 million dollars and it would affect 316 parcels, 172 buildings, 213 urban acres and 629 rural acres. This alternative could result in operational or safety problems due to conflict with airspace at the adjacent airport. Total length of this alternative would be 23.5 miles.

Alternative 11: SR 219/Kiernan/Claribel Corridor – This alternative would affect 79 parcels and 394 acres that fall under the Williamson Land Act and 218 acres of prime farmland. There would be 0.30 acre of freshwater emergent wetland, 0.08 acre of freshwater pond, and 0.42 acre of other wetland types located within the alignment. This alternative is located on 377.46 acres of hydric soil. Seventeen special-status plant occurrences are within 10 miles; 26 special-status wildlife occurrences are within 10 miles; an occurrence of big tarplant reported at west end of alignment. This alternative would involve 2 crossings of the Hetch Hetchy canal, 3 railroad crossings, and 9 major canal crossings. This alternative does not encroach in the flood hazard zones or floodplains. This alternative would have moderate construction costs and there would be a low number of commercial and residential properties that would be taken. Estimated cost for this alternative is $915 million; this alternative would affect 315 parcels, 258 buildings which include 20 commercial buildings, 280 urban acres, and 629 rural acres. Total length of this alternative would be 22.6 miles.

Alternative 11A: SR 219 to Claus – This alternative would affect 74 parcels and 433 acres that fall under the Williamson Land Act and 180 acres of prime farmland. There would be 1.32 acres of freshwater emergent wetland, 0.66 acre freshwater pond and 0.42 acre of other wetland types located within the alignment. This alternative is located on 267.39 acres of hydric soil. Seventeen special-status plant occurrences are within 10 miles; 26 special-status wildlife occurrences are within 10 miles. This alternative would involve 2 crossings of the Hetch Hetchy canal, 3 railroad crossings, and 9 major canal crossings. This alternative does not encroach in the flood hazard zones or floodplains. This alternative would have moderate construction costs and there would be a low number of commercial and residential properties that would be taken. Estimated cost for this alternative is $869 million dollars; this alternative would affect 262 parcels, 169 buildings which include 20 commercial buildings, 226 urban acres, and 569 rural acres. Total length of this alternative would be 21.8 miles.

Alternative11B: Alternative 11 to Wamble Road – This alternative would affect 86 parcels and 399 acres that fall under the Williamson Land Act and 239 acres of prime farmland. There would be 0.03 acres of freshwater emergent wetland and 4.26 acres of freshwater pond located within the alignment. This alternative is located on 306.30 acres of hydric soil. An occurrence of beaked clarkia is reported within ~0.25 miles of alignment. Seventeen special-status plant occurrences are within 10 miles; 26 special-status wildlife occurrences are within 10 miles. This alternative would involve 2 crossings of the Hetch Hetchy canal, 3 railroad crossings, and 6 major canal crossings. This alternative does not encroach in the flood hazard zones or floodplains. This alternative would have moderate construction costs and there would be a moderate number of commercial and residential properties that would be taken. Estimated cost for this alternative is $881 million dollars; this alternative would affect 307 parcels, 226 buildings which include 20 commercial buildings, 283 urban acres, and 583 rural acres. Total length of this alternative would be 21.5 miles.

Alternative 12: Patterson Road to Albers Road – This alternative would affect 76 parcels and 477 acres that fall under the Williamson Land Act and 255 acres of prime farmland. There would be 3.67 acres of freshwater emergent wetland, 0.83 acre of freshwater pond and 0.35 acre of other wetland types located within the alignment. This alternative is located on 274.82 acres of hydric soil. Seventeen special-status plant occurrences are within 10 miles; 26 special-status wildlife occurrences are within 10 miles including one federally listed species and one state listed species on alignment. This alternative would involve 4 crossings of the Hetch Hetchy canal, 3 railroad crossings, and 5 major canal crossings. This alternative does not encroach in the flood hazard zones or floodplains. This alternative would have low construction costs and there would be a low number of commercial and residential properties that would be taken. Estimated cost for this alternative is $749 million dollars, with 209 parcels, 128 buildings, no commercial buildings, 210 urban acres and 684 rural acres affected. Total length of this alternative would be 24.9 miles.

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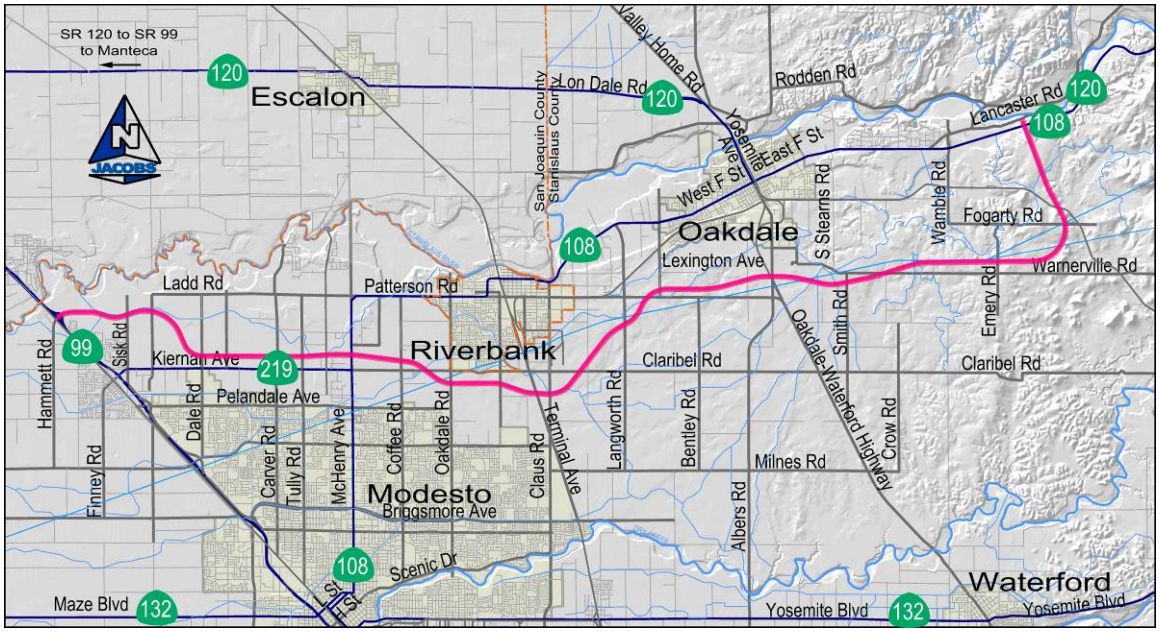
NORTH COUNTY CORRIDOR PROJECT, STANISLAUS COUNTY, CALIFORNIA

ALTERNATIVE INFORMATION SHEET



ALTERNATIVE 10A – NEW TO NORTH OF STATE ROUTE 219/NORTH OF PATTERSON/STATE ROUTE 120

REVISED – NOW BUILD ALTERNATIVE 1/1C

Length: 24.8 miles

Cost: $746 million

Purpose and Need: This alternative meets project Purpose and Need.

Relocations/Acreage: 193 parcels, 124 building structures, which include no commercial buildings, 209 urban acres, and 679 rural acres, would be affected.

Excessive Construction Cost: This alternative would not result in excessive construction cost because the total construction cost would be $684 million, which is less than $1.2 billion identified in the 2011 RTP.

Severe Operational or Safety Problems: The existing density of adjacent development along the western end of the project could result in operational and safety problems.

Unacceptable Adverse Social, Economic, or Environmental Impacts: This alternative would have high impacts to rural land as a result of property acquisition, as well as economic impacts to farmlands from the loss of rural land.

Combination of Reasons which taken individually May not be Significant but Would be Significant Cumulatively: Cumulative impacts could result due to operational and safety problems, loss of rural land, and economic impacts to farmlands from the loss of land.

Previously Rejected at an Earlier Stage in the Planning Process: No

Williamson Act Lands/Prime Farmlands: This alternative would affect 503 acres of Williamson Act lands which includes 265 acres of Prime Farmland.

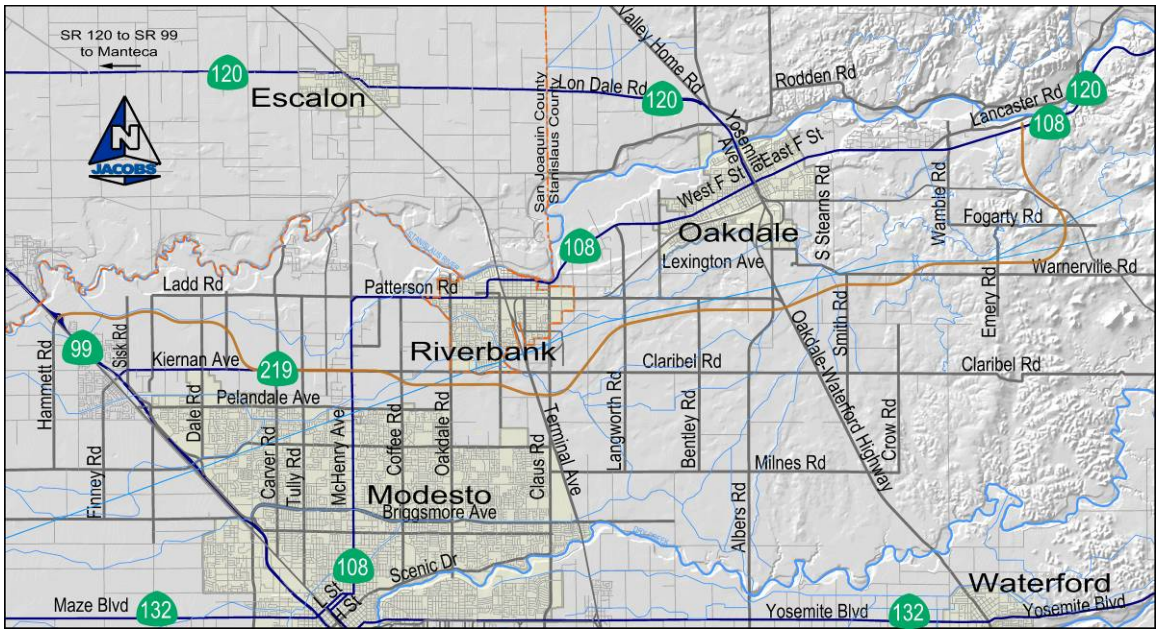
Wetlands or Rare Threatened or Endangered Species: This alternative would affect 4.45 acres of freshwater emergent wetland, 1.4 acres of freshwater pond, and 0.35 acres of other wetland types, as well as 274.19 acres of hydric soils. It could also affect 17 special-status plant species and 26 special-status wildlife species that occur within a ten-mile radius.

Canal, Railroad, or Utility Crossings: This alternative would involve 4 crossings of the Hetch Hetchy canal, 3 railroad crossings, and 8 major canal crossings.

Recommendation: This alternative is recommended for future consideration. This alternative does not result in a large number of parcel acquisitions, the removal of a large number of structures, and it is within the cost parameters identified in the RTP. This alternative would result in high impacts to Williamson Act land and Prime Farmland.

NORTH COUNTY CORRIDOR PROJECT, STANISLAUS COUNTY, CALIFORNIA

ALTERNATIVE INFORMATION SHEET



ALTERNATIVE 10B – NEW TO STATE ROUTE 219/SOUTH OF CLARIBEL/STATE ROUTE 120

REVISED – NOW BUILD ALTERNATIVE 1/1C

Length: 24.8 miles

Cost: $818 million

Purpose and Need: This alternative meets project Purpose and Need.

Relocations/Acreage: 218 parcels, 153 building structures, which include 20 commercial buildings, 276 urban acres, and 630 rural acres, would be affected.

Excessive Construction Cost: This alternative would not result in excessive construction cost because the total construction cost would be $745 million, which is less than $1.2 billion identified in the 2011 RTP.

Severe Operational or Safety Problems: The existing density of adjacent development along the western end of the project could result in operational and safety problems.

Unacceptable Adverse Social, Economic, or Environmental Impacts: This alternative would have high impacts to rural land as a result of property acquisition, as well as economic impacts to farmlands from the loss of rural land.

Combination of Reasons which taken individually May not be Significant but Would be Significant Cumulatively: Cumulative impacts could result due to operational and safety problems, loss of rural land, and economic impacts to farmlands from the loss of land.

Previously Rejected at an Earlier Stage in the Planning Process: No

Williamson Act Lands/Prime Farmlands: This alternative would affect 524 acres of Williamson Act lands which includes 251 acres of Prime Farmland.

Wetlands or Rare Threatened or Endangered Species: This alternative would affect 3.43 acres of freshwater emergent wetland, 0.78 acres of freshwater pond, and 0.35 acres of other

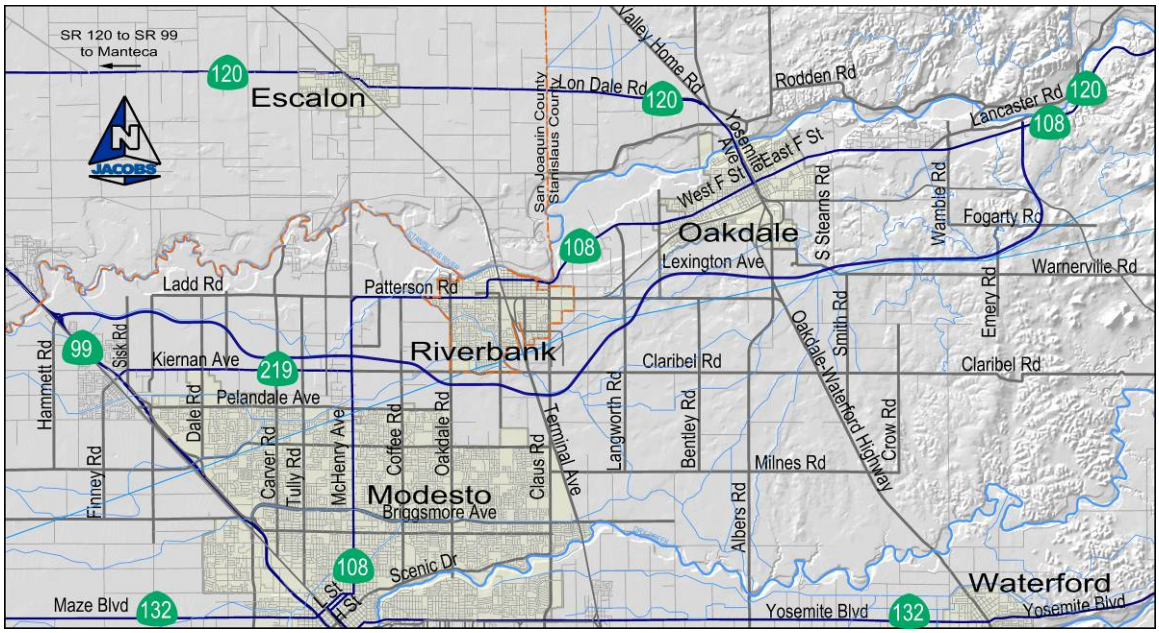
wetland types, as well as 250.03 acres of hydric soils. It could also affect 17 special-status plant species and 26 special-status wildlife species that occur within a ten-mile radius.

Canal, Railroad, or Utility Crossings: This alternative would involve 4 crossings of the Hetch Hetchy canal, 3 railroad crossings, and 8 major canal crossings.

Recommendation: This alternative is recommended for future consideration. This alternative does not result in the removal of a large amount number of parcel acquisitions, or the removal of a large number of structures, and it is within the cost parameters identified in the RTP. This alternative does result in high impacts to Williamson Act land and Prime farmlands.

NORTH COUNTY CORRIDOR PROJECT, STANISLAUS COUNTY, CALIFORNIA

ALTERNATIVE INFORMATION SHEET



ALTERNATIVE 10C – NEW TO STATE ROUTE 219/NORTH OF LEXINGTON/STATE ROUTE 120

REVISED – NOW BUILD ALTERNATIVE 1/1C

Length: 23.9 miles

Cost: $719M million

Purpose and Need: This alternative meets project Purpose and Need.

Relocations/Acreage: 184 parcels, 115 building structures, which include no commercial buildings, 194 urban acres, and 663 rural acres, would be affected.

Excessive Construction Cost: This alternative would not result in excessive construction cost because the total construction cost would be $660 million, which is less than $1.2 billion identified in the 2011 RTP.

Severe Operational or Safety Problems: The existing density of adjacent development along the western end of the project could result in operational and safety problems.

Unacceptable Adverse Social, Economic, or Environmental Impacts: This alternative would have high impacts to rural land as a result of property acquisition, as well as economic impacts to farmlands from the loss of rural land.

Combination of Reasons which taken individually May not be Significant but Would be Significant Cumulatively: Cumulative impacts could result due to operational and safety problems, loss of rural land, and economic impacts to farmlands from the loss of land.

Previously Rejected at an Earlier Stage in the Planning Process: No

Williamson Act Lands/Prime Farmlands: This alternative would affect 506 acres of Williamson Act lands which includes 255 acres of Prime Farmland.

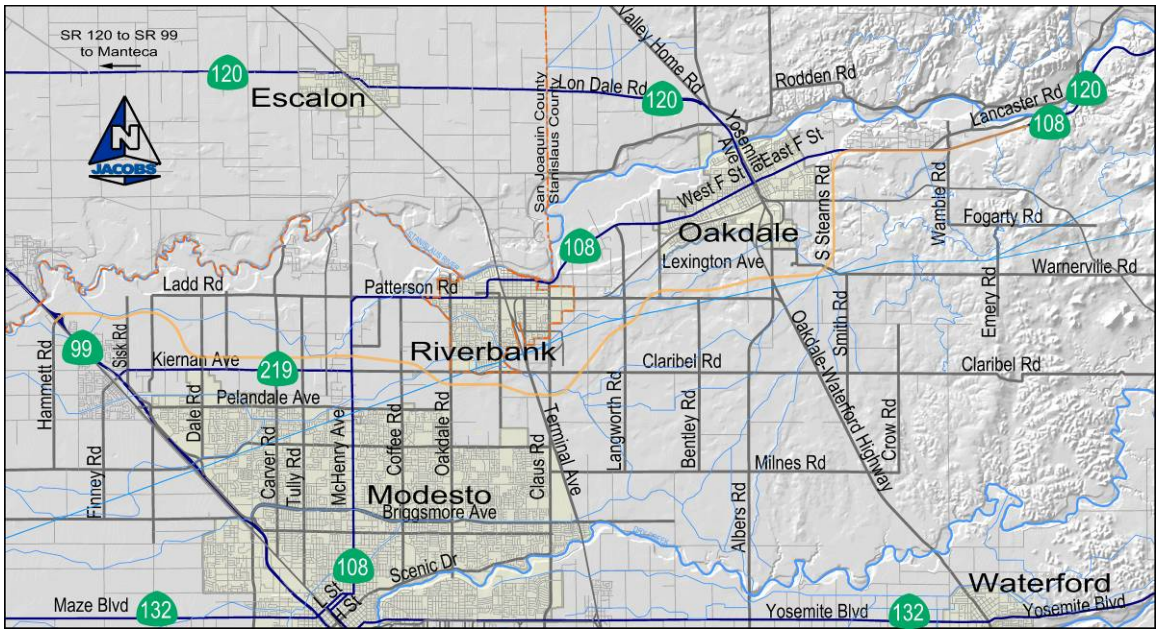
Wetlands or Rare Threatened or Endangered Species: This alternative would affect 3.52 acres of freshwater emergent wetland, 0.08 acres of freshwater pond, and 0.42 acres of other wetland types, as well as 318.39 acres of hydric soils. It could also affect 17 special-status plant species and 26 special-status wildlife species that occur within a ten-mile radius.

Canal, Railroad, or Utility Crossings: This alternative would involve 4 crossings of the Hetch Hetchy canal, 3 railroad crossings, and 8 major canal crossings.

Recommendation: This alternative is recommended for future consideration. This alternative does not result in a large number of parcel acquisitions, the removal of a large number of structures, and it is within the cost parameters identified in the RTP. However, this alternative would result in high impacts to Williamson Act land and Prime farmlands.

NORTH COUNTY CORRIDOR PROJECT, STANISLAUS COUNTY, CALIFORNIA

ALTERNATIVE INFORMATION SHEET



ALTERNATIVE 10C-1 – ALTERNATIVE 10A/STEARNS/STATE ROUTE 120

REVISED – NOW BUILD ALTERNATIVE 1/1A

Length: 23.5 miles

Cost: $711 million

Purpose and Need: This alternative meets project Purpose and Need.

Relocations/Acreage: 316 parcels, 172 building structures, which include no commercial buildings, 213 urban acres, and 629 rural acres, would be affected.

Excessive Construction Cost: This alternative would not result in excessive construction cost because total construction cost would be $649 million, which is less than $1.2 billion identified in the 2011 RTP.

Severe Operational or Safety Problems: The existing density of adjacent development along the western end of the project could result in operational and safety problems.

Unacceptable Adverse Social, Economic, or Environmental Impacts: This alternative would have high impacts to rural land as a result of property acquisition, as well as economic impacts to farmlands from the loss of rural land.

Combination of Reasons which taken individually May not be Significant but Would be Significant Cumulatively: Cumulative impacts could result due to operational and safety problems, loss of rural land, and economic impacts to farmlands from the loss of land.

Previously Rejected at an Earlier Stage in the Planning Process: No

Williamson Act Lands/Prime Farmlands: This alternative would affect 313 acres of Williamson Act lands which includes 332 acres of Prime Farmland.

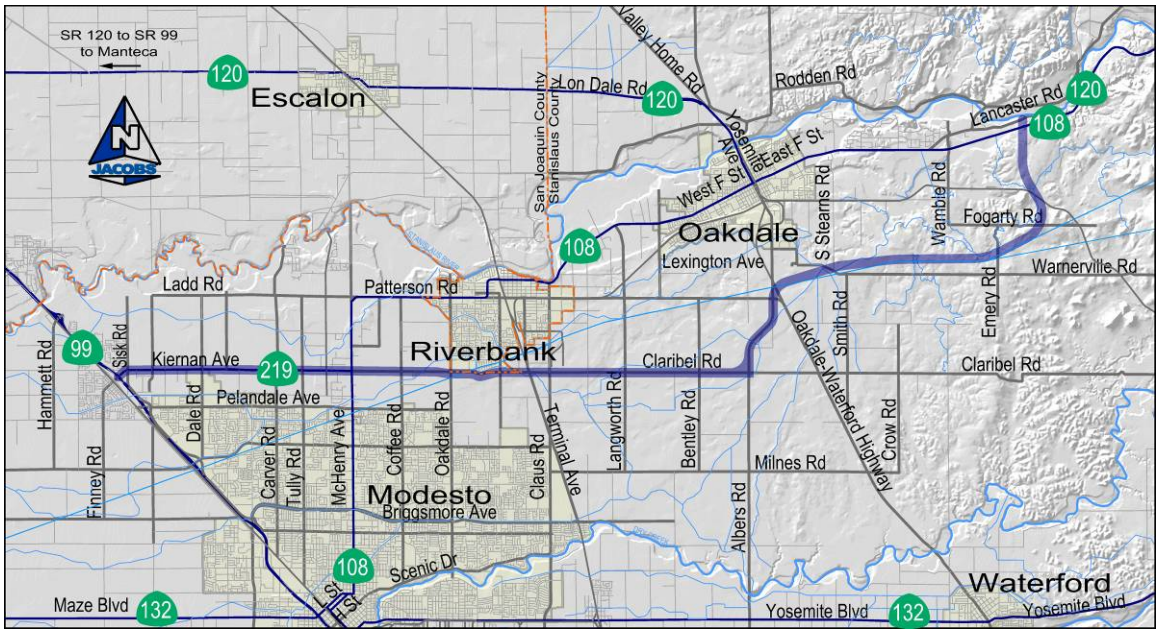
Wetlands or Rare Threatened or Endangered Species: This alternative would affect 8.51 acres of freshwater emergent wetland and 0.66 acres of freshwater pond, as well as 254.31 acres of hydric soils. It could also affect 17 special-status plant species and 26 special-status wildlife species that occur within a ten-mile radius.

Canal, Railroad, or Utility Crossings: This alternative would involve 4 crossings of the Hetch Hetchy canal, 3 railroad crossings, and 8 major canal crossings.

Recommendation: This alternative is recommended for future consideration. This alternative does not result in a large number of parcel acquisitions, the removal of a large number of structures, and it is within the cost parameters identified in the RTP. However, this alternative would result in high impacts to Williamson Act land and Prime farmlands.

NORTH COUNTY CORRIDOR PROJECT, STANISLAUS COUNTY, CALIFORNIA

ALTERNATIVE INFORMATION SHEET



ALTERNATIVE 11 – STATE ROUTE 219/KIERNAN/CLARIBEL CORRIDOR

REVISED - NOW BUILD ALTERNATIVE 2/2C

Length: 22.6 miles

Cost: $915 million

Purpose and Need: This alternative meets project Purpose and Need.

Relocations/Acreage: 315 parcels, 258 building structures, which include 20 commercial buildings, 280 urban acres, and 629 rural acres, would be affected.

Excessive Construction Cost: This alternative would not result in excessive construction cost because the total construction cost would be $828 million, which is less than $1.2 billion identified in the 2011 RTP

Severe Operational or Safety Problems: The existing density of adjacent development along the western end of the project area could result in operational and safety problems.

Unacceptable Adverse Social, Economic, or Environmental Impacts: This alternative would have high impacts to rural land as a result of property acquisition, as well as economic impacts to farmlands from the loss of rural land.

Combination of Reasons which taken individually May not be Significant but Would be Significant Cumulatively: Cumulative impacts could result due to operational and safety problems, loss of rural land, and economic impacts to farmlands from the loss of land.

Previously Rejected at an Earlier Stage in the Planning Process: No

Williamson Act Lands/Prime Farmlands: This alternative would affect 394 acres of Williamson Act lands which includes 218 acres of Prime Farmland.

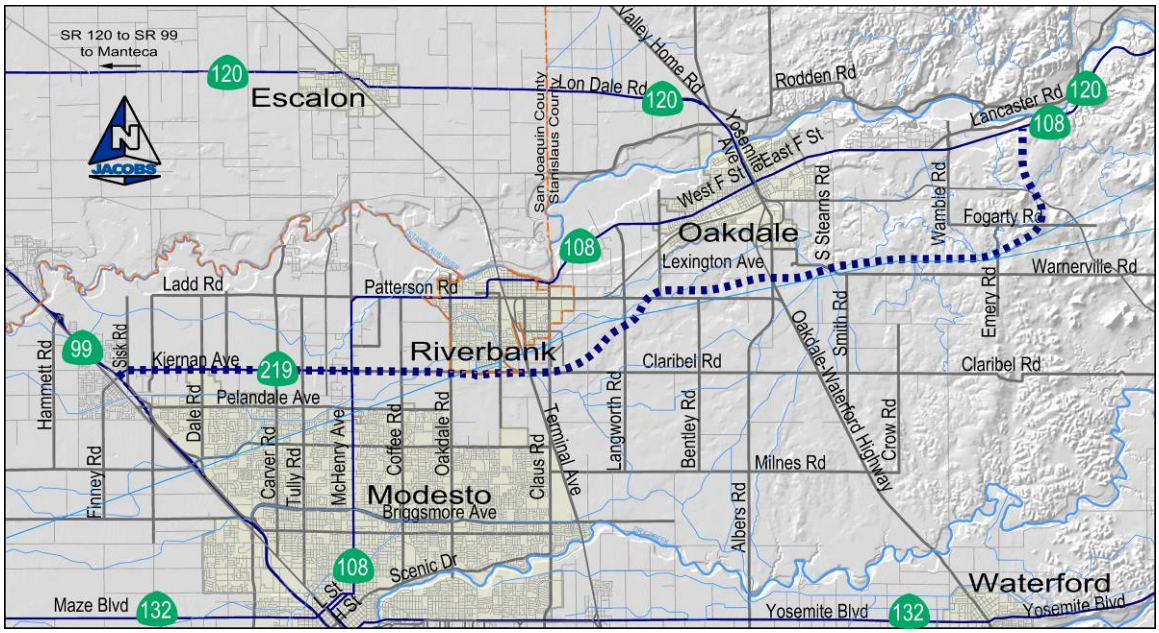
Wetlands or Rare Threatened or Endangered Species: This alternative would affect 0.30 acres of freshwater emergent wetland and 0.08 acres of freshwater pond, AND 0.02 acres of other wetlands, as well as 377.46 acres of hydric soils. It could also affect 17 special-status plant species and 26 special-status wildlife species that occur within a ten-mile radius.

Canal, Railroad, or Utility Crossings: This alternative would involve 2 crossings of the Hetch Hetchy canal, 3 railroad crossings, and 9 major canal crossings.

Recommendation: This alternative is recommended for future consideration. This alternative does not result in a large number of parcel acquisitions, the removal of a large number of structures, and it is within the cost parameters identified in the RTP. However, this alternative would result in high impacts to Williamson Act land and Prime farmlands.

NORTH COUNTY CORRIDOR PROJECT, STANISLAUS COUNTY, CALIFORNIA

ALTERNATIVE INFORMATION SHEET



ALTERNATIVE 11A – STATE ROUTE 219/CLAUS

REVISED - NOW BUILD ALTERNATIVE 2/2C

Length: 21.8 miles

Cost: $869 million

Purpose and Need: This alternative meets project Purpose and Need.

Relocations/Acreage: 262 parcels, 169 building structures, which include 20 commercial buildings, 226 urban acres, and 569 rural acres, would be affected.

Excessive Construction Cost: This alternative would not result in excessive construction cost because the total construction cost would be $806 million, which is less than $1.2 billion identified in the 2011 RTP.

Severe Operational or Safety Problems: The existing density of adjacent development along the western end of the project area could result in operational and safety problems

Unacceptable Adverse Social, Economic, or Environmental Impacts: This alternative would have high impacts to rural land as a result of property acquisition, as well as economic impacts to farmlands from the loss of rural land.

Combination of Reasons which taken individually May not be Significant but Would be Significant Cumulatively: Cumulative impacts could result due to operational and safety problems, loss of rural land, and economic impacts to farmlands from the loss of land.

Previously Rejected at an Earlier Stage in the Planning Process: No

Williamson Act Lands/Prime Farmlands: This alternative would affect 433 acres of Williamson Act lands which includes 180 acres of Prime Farmland.

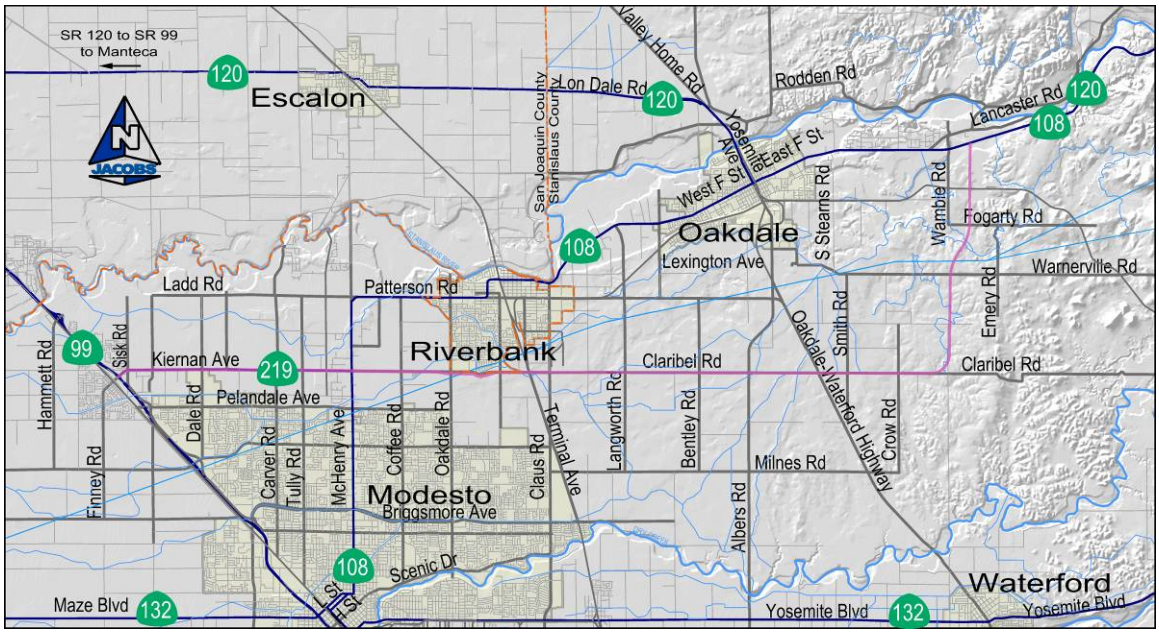
Wetlands or Rare Threatened or Endangered Species: This alternative would affect 1.32 acres of freshwater emergent wetland and 0.66 acres of freshwater pond, and 0.42 acres of other wetlands, as well as 267.39 acres of hydric soils. It could also affect 17 special-status plant species and 26 special-status wildlife species that occur within a ten-mile radius.

Canal, Railroad, or Utility Crossings: This alternative would involve 2 crossings of the Hetch Hetchy canal, 3 railroad crossings, and 9 major canal crossings.

Recommendation: This alternative is recommended for future consideration. This alternative does not result in a large number of parcel acquisitions, the removal of a large number of structures, and it is within the cost parameters identified in the RTP. However, this alternative would result in high impacts to Williamson Act land and Prime farmlands.

NORTH COUNTY CORRIDOR PROJECT, STANISLAUS COUNTY, CALIFORNIA

ALTERNATIVE INFORMATION SHEET



ALTERNATIVE 11B – ALTERNATIVE 11 TO WAMBLE

REVISED – NEW BUILD ALTERNATIVE 2/2B

Length: 21.5 miles

Cost: $881 million

Purpose and Need: This alternative meets project Purpose and Need.

Relocations/Acreage: 307 parcels, 226 building structures, which include 20 commercial buildings, 283 urban acres, and 583 rural acres, would be affected.

Excessive Construction Cost: This alternative would not result in excessive construction cost because the total construction cost would be $797 million, which is less than $1.2 billion identified in the 2011 RTP.

Severe Operational or Safety Problems: The existing density of adjacent development along the western end of the project area could result in operational and safety problems.

Unacceptable Adverse Social, Economic, or Environmental Impacts: This alternative would have high impacts to rural land as a result of property acquisition, as well as economic impacts to farmlands from the loss of rural land.

Combination of Reasons which taken individually May not be Significant but Would be Significant Cumulatively: Cumulative impacts could result due to operational and safety problems, loss of rural land, and economic impacts to farmlands from the loss of land.

Previously Rejected at an Earlier Stage in the Planning Process: No

Williamson Act Lands/Prime Farmlands: This alternative would affect 399 acres of Williamson Act lands which includes 239 acres of Prime Farmland.

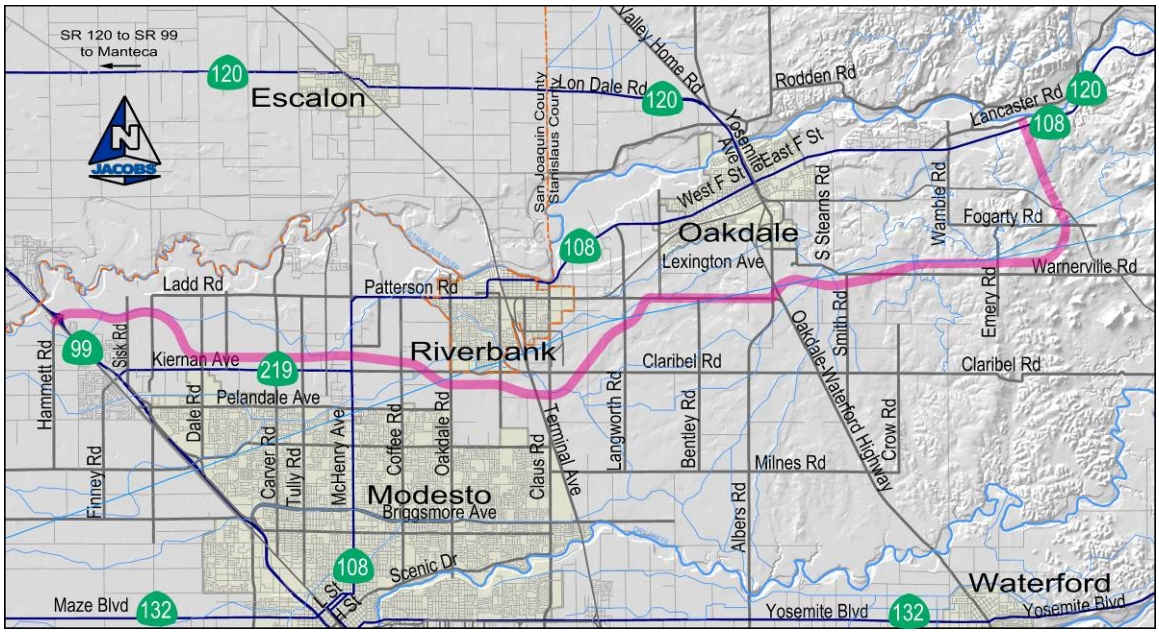
Wetlands or Rare Threatened or Endangered Species: This alternative would affect 0.03 acres of freshwater emergent wetland and 4.26 acres of freshwater pond, as well as 274.82 acres of hydric soils. It could also affect 17 special-status plant species and 26 special-status wildlife species that occur within a ten-mile radius.

Canal, Railroad, or Utility Crossings: This alternative would involve 2 crossings of the Hetch Hetchy canal, 3 railroad crossings, and 6 major canal crossings

Recommendation: This alternative is recommended for future consideration. This alternative does not result in a large number of parcel acquisitions, the removal of a large number of structures, and it is within the cost parameters identified in the RTP. However, this alternative would result in high impacts to Williamson Act land and Prime farmlands.

NORTH COUNTY CORRIDOR PROJECT, STANISLAUS COUNTY, CALIFORNIA

ALTERNATIVE INFORMATION SHEET



ALTERNATIVE 12 – PATTERSON TO ALBERS

REVISED - NOW BUILD ALTERNATIVE 1/1C

Length: 24.9 miles

Cost: $749 million

Purpose and Need: This alternative meets project Purpose and Need.

Relocations/Acreage: 209 parcels, 128 building structures, which include no commercial buildings, 210 urban acres, and 583 rural acres, would be affected.

Excessive Construction Cost: This alternative would not result in excessive construction cost because the total construction cost would be $687 million, which is less than $1.2 billion identified in the 2011 RTP.

Severe Operational or Safety Problems: The existing density of adjacent development along the western end of the project could result in operational and safety problems.

Unacceptable Adverse Social, Economic, or Environmental Impacts: This alternative would have high impacts to rural land as a result of property acquisition, as well as economic impacts to farmlands from the loss of rural land.

Combination of Reasons which taken individually May not be Significant but Would be Significant Cumulatively: Cumulative impacts could result due to operational and safety problems, loss of rural land, and economic impacts to farmlands from the loss of land.

Previously Rejected at an Earlier Stage in the Planning Process: No

Williamson Act Lands/Prime Farmlands: This alternative would affect 477 acres of Williamson Act lands which includes 255 acres of Prime Farmland.

Wetlands or Rare Threatened or Endangered Species: This alternative would affect 3.76 acres of freshwater emergent wetland, 0.83 acres of freshwater pond, and 0.35 acres of other wetland types, as well as 274.82 acres of hydric soils. It could also affect 17 special-status plant species and 26 special-status wildlife species that occur within a ten-mile radius.

Canal, Railroad, or Utility Crossings: This alternative would involve 4 crossings of the Hetch Hetchy canal, 3 railroad crossings, and 5 major canal crossings.

Recommendation: This alternative is recommended for future consideration. This alternative does not result in a large number of parcel acquisitions, the removal of a large number of structures, and it is within the cost parameters identified in the RTP. This alternative does result in high impacts to Williamson Act land and Prime Farmland.

Date updated **11/15/2010**
Dist - E.A Sta-108/120 PM
Co-Rte-PM XX to XX
Proj Mgr Kris Balaji
Dy Proj Mgr Roschen

Project Description

North County Corridor Project (PA&ED) - On New Alignment between State Route 99/ Hammett Road IC to 7.7 miles east of State Route 120/108 junction in Stanislaus County

LEGEND

Probability

Very Low **Low**	**0% to 5%** **6% to 35%**
Moderate	**36% to 65%**
High **Very High**	**66% to 95%** **96% to 100%**

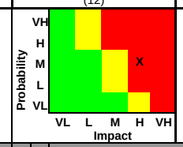
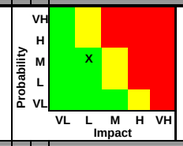
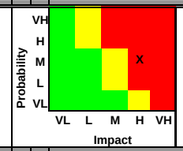
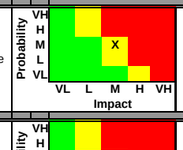
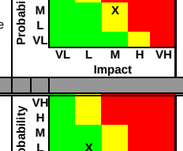
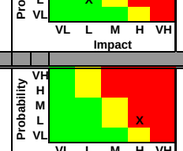
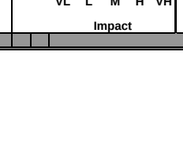
Impact	Schedule	Cost
Low	Activity not in a critical path or currently not a controlling Operation. Impacts will not cause it to become critical path or a controlling operation	Cost of the particular activity will go up to a maximum of $25k
Moderate	Activity not on critical path or currently not a controlling Operation. Impacts WILL put the item on critical path or cause it to become controlling operation	Cost of the particular activity will go up between $25k to $50k
High	Impacts to activity that is currently a Controlling Operation or on a critical path	Cost of the particular activity will go up above $50k

%

Definition of Response Strategy

Mitigation: Reducing the probability and/or the impact of an adverse risk. This is primarily used for those risks that are to be managed by the project team.
Acceptance: To acknowledge the risk's existence, but to take no preemptive action to resolve it, except for the possible development of contingency plans should the risk event come to pass.
Avoidance: To eliminate the conditions that allow the risk to be present at all, most frequently by eliminating the cause of the risk such as revising the scope to exclude that part involving the risk

PROJECT RISK MANAGEMENT PLAN

	Identification								Qualitative Analysis				Response Strategy		Monitoring and Control	
Priority	Status	ID #	Date Identified Project Phase	WBS Codes	Functional Assignment	Threat/Opportunity Event	SMART Column	Risk Trigger	Type	Probability	Impact	Risk Matrix	Strategy	Response Actions including advantages and disadvantages	Primary & Secondary Responsibility Task Manager)	Date, Status and Review Comments
(1)	(2)	(3)	(4)		(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(16)	(17)	(19)	(21)
	Active	1	7/15/2010	100.10.99	Environmental	HQ legal review	Caltrans legal will be involved during the 6002 - Agency Coordination process and the review of the Draft and Final Environmental Document. HQ Legal's work load priorities or risk averseness may cause schedule delays on the project of 6 - 12 months.	HQ Legal asking for more time than allotted in the agreed upon project schedule, or HQ Legal asking for unreasonable amount of information or extra work than usually required for legal review	**Schedule**	Moderate	High		Acceptance	Continuous communications with Headquarters legal. Include as part of 6002 Coordination Plan. Pro: HQ Legal well informed of the project Con: HQ Legal may micro manage the proj	Kris Balaji	
	Active	2	7/15/2010	100.10.10	Project Team	Change in Caltrans Personnel	During the Route Adoption Phase, Caltrans environmental Manager was reassigned to a different duty, and the DED was prepared under the guidance of the Acting Manager. Just when the DED was about to be released to the public, the original manager returned and the manager did not agree with a lot of decisions made by the previous staff, resulting in excessive rework and schedule delay. It is possible that the change in personnel during this phase of work may result in similar situation	Change in Management level Caltrans staff for Environmental, Design or Project Management discipline	**Schedule**	Moderate	Low		Mitigation	Written documentation of all key decisions and posting them on the File Collaboration Server. Pro: Proof of all decisions Con: Qualifying what constitute key decision may become subjective. Conservative actions may lead to unmanageable number of documents being saved making it difficult to retrieve	Kris Balaji	
	Active	3	7/15/2010	100.10.99	Environmental	Potential for increase in alternatives resulting from 6002 Coordination	The NEPA 6002 Agency Coordination regulations require the lead agencies to involve and consult with regulatory agencies early in the environmental process. While this is a potentially positive action, there is a risk that the regulatory agencies may start "running the project", for example, asking for more detailed studies, more minor analyses, more alternatives than what we think is reasonable and feasible, etc	Substantial scope variation(s) or more and more requests starting to accumulate as a result of consultations with the regulatory agencies.	**Schedule**	Moderate	High		Acceptance	Regular coordination with regulatory agency staff. Pros: Positive relationship with agency staff resulting in favorable understanding Con: None	Jack Allen	
	Active	4	7/15/2010	100.10.15	Design	Schedule delays due to untimely Coordination requirement with Hammett and Kiernan Projects	Currently, the Stanislaus County has embarked on the environmental study for interchange improvements at Kiernan Ave/SR99 and Hammet Avenue/SR99. The design alternatives for NCC may connect to either or both interchanges. As such, each NCC alternative needs to be coordinated with the Kiernan and Hammet alternatives, even after the PA&ED is completed for those projects and alternatives are chosen. This may result in some rework on the NCC Project.	Rework of alternatives that are already designed and approved on NCC	**Schedule**	Moderate	Moderate		Mitigation	Send Design Manager to critical PDT meetings of these other projects Pro: More knowledge of other projects' design strategies Con: Additional cost for NCC	Trin Campos	
	Active	5	7/15/2010	100.10.15	Design	Conflicts with other local jurisdictions should there be potential conflicts of NCC alignment with their existing local road circulation.	Should one or more of the proposed NCC alignment alternatives conflict with the local circulation of the JPA jurisdictions, there exists potential for negotiation or strained relationship.	Request from JPA jurisdictions to completely avoid conflicts to existing circulation	**Cost**	Moderate	Moderate		Mitigation	Close coordination with TAC members during alternative alignment development	Trin Campos	
	Active	6	7/15/2010	165.50.20 165.50.40	Environmental	Coordination with National Marine Fisheries Service (NOAA Fisheries) is not needed (no anadromous fish present)	Consultation with NMFS may be required if perennial drainages, which support anadromous fish will be impacted. Scope presumes that perennial drainages supporting anadromous fish will be avoided/no consultation with NMFS anticipated. If consultation is required schedule for completing Natural Env. Study Report and obtaining Biological Opinion could be delayed by 2 - 4 months.	NMFS requests inclusion through scoping process or bio field surveys determine that the alternatives will impact fish habitat.	**Schedule**	Low	Low		Avoidance	Confirm and verify early on that no T &E anadromous fish species are present; monitoring listings during project life	Jack Allen	
	Active	7	7/15/2010	165.00.00	Environmental	A delay in obtaining Notice to Enter (NTEs) leads to delay in schedule.	The efficiency and timeliness of environmental surveys are dependent upon the availability of access to the study area; Lead agency or the project proponent would be responsible for obtaining access to meet the proposed schedule.	Delay in obtaining NTEs due to project changes in description and/or schedule	**Schedule**	Low	High		Acceptance	Jacobs to ensure access is obtained early on in advance of survey windows; immediately following scoping; schedule adherence	Jack Allen	

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PROJECT RISK MANAGEMENT PLAN

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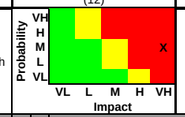
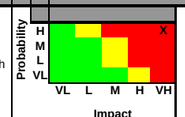
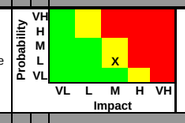
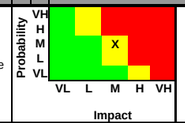
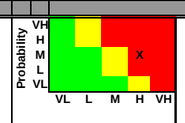
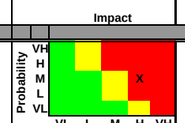
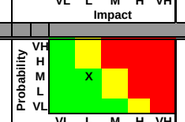
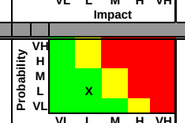
Priority	**Status**	**ID #**	**Date Identified Project Phase**	**WBS Codes**	**Functional Assignment**	**Threat/Opportunity Event**	**SMART Column**	**Risk Trigger**	**Type**	**Probability**	**Impact**	**Risk Matrix**	**Strategy**	**Response Actions including advantages and disadvantages**	**Primary & Secondary Responsibility Task Manager)**	**Date, Status and Review Comments**
(1)	(2)	(3)	(4)		(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(16)	(17)	(19)	(21)
	Active	8	7/15/2010	165.50.40	Environmental	Additional USFWS-required field studies increase magnitude of effort and expand scope of work	Additional USFWS-required field studies to support analysis of potential growth-inducing effects on listed species; additional surveys are season sensitive. If triggered, this could lead to additional field surveys in an area larger than the project footprint study area (habitat level, not protocol), the timing of which could cause at least 12 month delay (as well as an increase in cost).	USFWS does not concur with Jacobs team survey plan and/or does not concur with findings of BA.	**Schedule**	Moderate	Very High		Acceptance	Through 6002 strategies and agency scoping, verify with USFWS that additional surveys not needed; monitor strategy during project life.	Jack Allen	
	Active	9	7/15/2010	165.50.40	Environmental	Limited protocol-level surveys in scope of work not adequate to address USFWS desired survey level will expand scope and delay schedule	Limited protocol-level surveys are included in this scope of work. If USFWS does not concur with Jacobs protocol survey plan, additional surveys may lead to additional seasonal surveys and delay the schedule by 16 - 24 months	USFWS does not concur with Jacobs team survey plan and/or does not concur with findings of BA.	**Cost**	High	Very High		Acceptance	After initial surveys are conducted and consultation with USFWS has occurred, USFWS will determine if protocol-level surveys are required. If protocol-level surveys for plants or wildlife are determined to be necessary, they may be conducted during the appropriate time of year under an amended scope of work	Jack Allen	
	Active	10	7/15/2010	165.00.00	Environmental	More than four versions of the APE map lead to rework	The APE map must stay set during technical studies; changes in the project during that time may change the APE and require additional lead agency approvals and in turn, lead to schedule delays of likely 3 months	Project description changes	**Cost**	Low	Moderate		Acceptance	Avoid preparing APE until PD is complete. If changes in the PD require additional versions of the APE, notify JACOBs of costs.	Eng	
	Active	11	7/15/2010	165.00.00	Environmental	More than three alternative alignments, each 26 miles long and 400-feet wide, are required as part of pedestrian surveys leading to a magnitude in work effort	Cultural resources pedestrian field survey effort assumes that no more than three alternative alignments, each 26 miles long and 400-feet wide. Added alternatives would increase magnitude of work effort and impact the schedule by up to 3 months	Project description changes or an alternative is added	**Schedule**	Moderate	Moderate		Acceptance	Do not survey corridors until alignments are verified and PD is complete. Monitor corridor width of each alignment to ensure that 400-foor-wide surveys still valid.	Jack Allen	
	Active	12	7/15/2010	165.00.00	Environmental	More than 10 acres of survey for ancillary project features such as staging areas, utility relocations, and access/haul roads change the project description and lead to rework	No more than 10 acres of survey for ancillary project features such as staging areas, utility relocations, and access/haul roads is anticipated in the scope. If the project description changes and leads to an increase in acreage will cause technical study rework if impact analyses are underway. Impact to schedule could be up to 6 months.	Field investigation encounters additional sites, project description changes or an alternative is added	**Cost**	Moderate	High		Avoidance	Establish potential locations for staging areas to designate and include in APE. Avoid surveying until PD complete.	Jack Allen	
	Active	13	7/15/2010	165.20.20 165.20.25.15	Environmental	Of the 10 pre-historic sites, more than five sites will consist of compact lithic scatters leading to additional work and schedule delay	Of the 10 pre-historic sites assumed, it is scoped that five sites will consist of compact lithic scatters and not require subsurface investigations to determine their extent in order to avoid them. If additional sites require subsurface investigations, increase in scope and schedule delay will occur	Field investigation encounters additional sites, project description changes or an alternative is added	**Schedule**	Moderate	High		Acceptance	Monitor number of sites identified.	Mgmt	
	Active	14	7/15/2010	165.20.20 165.20.25.15	Environmental	More than 5 sites require XPI subsurface investigations and lead to increases scope and delay schedule	No more than 5 sites requiring XPI subsurface investigations are scoped. Added sites requiring these investigations will lead to added scope and schedule delay of up to 3 months	Field investigation encounters additional sites, project description changes or an alternative is added	**Cost**	Moderate	Low		Acceptance	Verify sites requiring XPI with Caltrans PQS and notify JACOBs if number exceeds 5.	Jack Alleny	
	Active	15	7/15/2010	165.20.10	Environmental	A backhoe/auger and operator will be needed for more than 10 days for Extended Phase I excavation and would cause schedule delay	A backhoe/auger and operator, needed for more than 10 days for Extended Phase I excavation, would result in schedule delays of up to 1 month	More than the scoped number of extended phase I excavations are required; inclement weather leads to work stoppage	**Cost**	Low	Low		Avoidance	Avoid efforts during rainy season to avoid rain delays; coordinate effort in advance to ensure access/permits are in place.	Jack Allen	

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	Active	16	7/15/2010	165.20.25 165.25.10	Environmental	More than 130 potentially historical architectural/built environment resources (i.e. buildings or structures) are identified leading to a change in magnitude of effort.	More than 130 architectural/built environment resources (i.e. buildings or structures) are 45 years or older and potentially eligible for the Register which will result in an increase in level of effort for Cultural Resources and Section 4(f) Evaluation	Field survey results	**Cost**	Low	Moderate	Probability VH H M L VL; Impact VL L M H VH; X	Acceptance	Monitor number of resources and notify lead agency and project proponent in the event the scoped number of sites is exceeded.	Jack Allen	
	Active	17	7/15/2010	165.20.25 165.25.10	Environmental	More than 2 buildings and/or structures and more than 0 subsurface archaeological features located in the APE meet the criteria for listing in the National Register of Historic Places and need to be included in a Finding of Effect document, increasing the magnitude of effort	More than 2 buildings and/or structures and more than 0 subsurface archaeological features will meet the criteria for listing in the National Register of Historic Places (NRHP) and will need to be included in a Finding of Effect (FOE). This will result in an increase in level of effort for Cultural Resources and Section 4(f) Evaluation	During data collection surveys and evaluation, more than 2 buildings and/or structures or any subsurface archaeological features discovered potentially eligible for NRHP	**Scope**	Moderate	Moderate	Probability VH H M L VL; Impact VL L M H VH; X	Acceptance	Monitor number and location of resources, attempt to fully avoid buildings/structures/sites by project design and notify lead agency and project proponent in the event the scoped number of resources needing to be included in a FOE document is exceeded.	Jack Allen	
	Active	18	7/15/2010	165.20.25.25	Environmental	Subsurface archaeological sites will be impacted by the project and a data recovery plan or archaeological discovery plan is required	It is assumed that the subsurface sites identified during the Extended Phase I effort can be completely avoided by the project and that a data recovery plan or archaeological discovery plan is not needed. If the sites cannot be avoided, a data recovery plan or archaeological discovery plan will be required	Subsurface archaeological sites cannot be fully avoided by project design	**Schedule**	Low	Moderate	Probability VH H M L VL; Impact VL L M H VH; X	Acceptance	Design project so that subsurface archaeological sites can be fully avoided. Notify client immediately if it is determined by Caltrans or appears that a data recovery plan or discovery plan is required.	Jack Allen	
	Active	19a	7/15/2010	165.20.25.25	Environmental	Caltrans requires additional air quality studies.	Changing requirements for air quality studies resulting from recent court cases and legislative actions (e.g., HRA and AB 32) are not completely defined but will likely require additional analyses by CT staff.	Change in legislation, court case reviews, or change in project description could lead to additional work	**Scope**	Low	Moderate	Probability VH H M L VL; Impact VL L M H VH; X	Acceptance	Meet with CT staff in advance to determine new requirements and methods of study; coordinate with CT staff during tech study prep to ensure expectations are met prior to review of report.	Jack Allen	
	Active	19b	7/27/2010	165.10.40	Environmental	CEQA Guidelines changed to require quantitative energy analysis	Caltrans doesn't currently have guidance (SER) re:analyzing energy impacts. Energy analysis included as an optional task in scope.	CEQA guidelines amended to require quantitative analysis of energy impacts	**Scope**	Moderate	Low	Probability VH H M L VL; Impact VL L M H VH; X	Acceptance	Meet with CT AQ and energy staff regularly to ensure expectations are met prior to review of DED	Jack Allen	
	Active	20	7/15/2010	160.100.00	Design	Increase in the number of formal alternatives or significant changes in alternative alignments late in PA&ED.	Would require re-work of preliminary engineering and may require additional surveys if outside current mapping.		**Cost**	Moderate	High	Probability VH H M L VL; Impact VL L M H VH; X				

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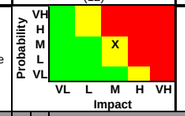
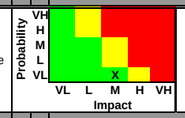
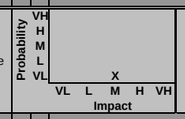
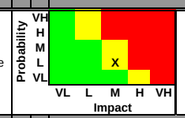
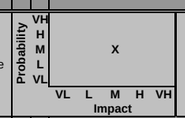
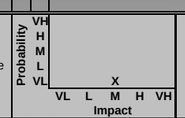
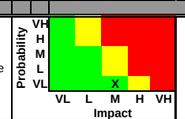
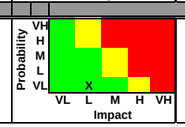
	Active	21	7/15/2010	160.10.85	Design	Need for additional structures APS and geotechnical work.	Scope includes up to 7 APS and limited Geotechnical work. Will need concurrence from CT Stuc		**Cost**	Moderate	Moderate					
	Active	22	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Proj Specific Analysis)	Increase in the number of study intersections	Number of existing study Intersections is 17 and number of new intersections created by project is less than 20. Increasing the number of study intersections would increase cost and schedule due to the need to collect new data and perform additional analyses.	Caltrans and/or JPA modifies the study intersections	**Cost**	Very Low	Moderate		Avoidance	Have traffic work scope approved by Caltrans	Eddie Barrios	Traffic work scope under current Caltrans review
	Retired	23	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Proj Specific Analysis)	Increase to the number of existing roadway segments to be studied	Number of existing study roadway segments is 33. Increasing the number of study roadway segments would increase cost and schedule due to the need to collect new data and perform additional analyses	Caltrans and/or JPA modifies the study roadway segments	**Cost**	Very Low	Moderate		Avoidance	Have traffic work scope approved by Caltrans	Eddie Barrios	Traffic work scope under current Caltrans review
	Active	24	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Proj Specific Analysis)	Increase in the number of alternatives to be studied.	For estimating purposes, we assumed the number of alternatives studied equals 3. Increasing number of alternatives would impact cost and schedule	Caltrans and/or JPA modifies the number of alternatives	**Cost**	Low	Moderate		Avoidance	Have traffic work scope approved by Caltrans and number of alternatives properly identified at project initiation	Kris Balaji	
	Retired	25	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Proj Specific Analysis)	Changing the traffic model used for the current phase from the one used for the Route Adoption phase	It is assumed that the Traffic Model to be used is same model as NCC SR 108 East Route Adoption. Changing traffic models would result in redoing a lot of modeling effort spent on the Route Adoption	Caltrans and/or JPA indicates to use a different model	**Cost**	Moderate	Moderate		Avoidance	Have traffic work scope approved by Caltrans and JPA	Eddie Barrios	Need to coordinate with StanCOG to receive the okay to use same model
	Retired	26	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Proj Specific Analysis)	Request to evaluate additional peak hours other than the weekday AM and PM peak hour	Analysis hours are weekday AM and PM peak hour. Evaluating additional peak hours such as weekend peak hour would require additional data collection and analysis	Caltrans and/or JPA indicates to evaluate additional peak hours	**Cost**	Very Low	Moderate		Avoidance	Have traffic work scope approved by Caltrans and JPA	Eddie Barrios	Traffic work scope under current Caltrans review
	Active	27	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Proj Specific Analysis)	Requiring more than three analysis year scenarios	Three analysis year scenarios: existing, opening year, and design year. Evaluating additional scenarios would require additional analysis	Caltrans and/or JPA indicates to evaluate additional scenarios	**Cost**	Very Low	Moderate		Avoidance	Have traffic work scope approved by Caltrans and JPA	Eddie Barrios	Traffic work scope under current Caltrans review
	Active	28	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Program-level Analysis)	Increase to the number of new roadway segments	It is assumed that the number of new study roadway segments is 107 and are the same as the NCC East Route Adoption. Increasing the number of study segments would increase cost and schedule due to the need to collect new data and perform additional analyses	Caltrans and/or JPA modifies the study segments	**Cost**	Very Low	Low		Avoidance	Have traffic work scope approved by Caltrans	Eddie Barrios	Traffic work scope under current Caltrans review

Date updated	**11/15/2010**
Dist - E.A	Sta-108/120 PM
Co-Rte-PM	XX to XX
Proj Mgr	Kris Balaji
Dy Proj Mgr	Roschen

Project Description

North County Corridor Project (PA&ED) - On New Alignment between State Route 99/ Hammett Road IC to 7.7 miles east of State Route 120/108 junction in Stanislaus County

LEGEND

Probability

Very Low **Low**	**0% to 5%** **6% to 35%**
Moderate	**36% to 65%**
High **Very High**	**66% to 95%** **96% to 100%**

Impact	Schedule	Cost
Low	Activity not in a critical path or currently not a controlling Operation. Impacts will not cause it to become critical path or a controlling operation	Cost of the particular activity will go up to a maximum of $25k
Moderate	Activity not on critical path or currently not a controlling Operation. Impacts WILL put the item on critical path or cause it to become controlling operation	Cost of the particular activity will go up between $25k to $50k
High	Impacts to activity that is currently a Controlling Operation or on a critical path	Cost of the particular activity will go up above $50k

%

Definition of Response Strategy

Mitigation: Reducing the probability and/or the impact of an adverse risk. This is primarily used for those risks that are to be managed by the project team.
Acceptance: To acknowledge the risk's existence, but to take no preemptive action to resolve it, except for the possible development of contingency plans should the risk event come to pass.
Avoidance: To eliminate the conditions that allow the risk to be present at all, most frequently by eliminating the cause of the risk such as revising the scope to exclude that part involving the risk

PROJECT RISK MANAGEMENT PLAN

	Identification								Qualitative Analysis				Response Strategy		Monitoring and Control	
Priority	Status	ID #	Date Identified Project Phase	WBS Codes	Functional Assignment	Threat/Opportunity Event	SMART Column	Risk Trigger	Type	Probability	Impact	Risk Matrix	Strategy	Response Actions including advantages and disadvantages	Primary & Secondary Responsibility Task Manager)	Date, Status and Review Comments
(1)	(2)	(3)	(4)		(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(16)	(17)	(19)	(21)
	Active	29	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Program-level Analysis)	Increase in number of alternatives	Number of alternatives studied equals 3. Increasing number of alternatives would impact cost and schedule	Caltrans and/or JPA modifies the number of alternatives	**Cost**	Low	Low	Probability VH H M L VL; X; VL L M H VH; Impact	Avoidance	Have traffic work scope approved by Caltrans and number of alternatives properly identified at project initiation	Kris Balaji	
	Retired	30	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Program-level Analysis)	Changing the traffic model used for the current phase from the one used for the Route Adoption phase	It is assumed that the Traffic Model to be used is same model as NCC SR 108 East Route Adoption. Changing traffic models would result in redoing a lot of modeling effort spent on the Route Adoption	Caltrans and/or JPA indicates to use a different model	**Cost**	Moderate	Moderate	Probability VH H M L VL; X; VL L M H VH; Impact	Avoidance	Have traffic work scope approved by Caltrans and JPA	Eddie Barrios	Need to coordinate with StanCOG to receive the okay to use same model
	Active	31	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Program-level Analysis)	Changing the analysis period from "weekday, daily"	It is assumed that we will analyze for weekday daily conditions. Evaluating additional analysis periods such as weekend daily would require additional data collection and analysis	Caltrans and/or JPA indicates to evaluate additional periods	**Cost**	Very Low	Low	Probability VH H M L VL; X; VL L M H VH; Impact	Avoidance	Have traffic work scope approved by Caltrans and JPA	Eddie Barrios	Traffic work scope under current Caltrans review
	Active	32	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Program-level Analysis)	Requiring more than three analysis year scenarios	Three analysis year scenarios: existing, opening year, and design year. Evaluating additional scenarios would require additional analysis	Caltrans and/or JPA indicates to evaluate additional scenarios	**Cost**	Very Low	Low	Probability VH H M L VL; X; VL L M H VH; Impact	Avoidance	Have traffic work scope approved by Caltrans and JPA	Eddie Barrios	Traffic work scope under current Caltrans review
	Active	33	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Program-level Analysis)	Requiring that traffic report be submitted separately for the CEQA/NEPA and Project Specific analysis	The assumption is that a single traffic report can be submitted that covers the CEQA/NEPA and Project Specific analysis. If Caltrans requests that two separate traffic reports be prepared then this will have an impact on schedule.	Caltrans requests two separate reports.	**Schedule**	Moderate	Moderate	Probability VH H M L VL; X; VL L M H VH; Impact	Acceptance	Work with Caltrans to see if a single report can be provided.	Eddie Barrios	
	Active	34	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Program-level Analysis)	Requiring more than one round of review period for traffic items	For each deliverable there is a single JPA and Caltrans review period. If the JPA or Caltrans requests more than one review period for each deliverable then this will have an impact on schedule.	JPA and/or Caltrans requests more than one review period for each deliverable.	**Schedule**	Low	Moderate	Probability VH H M L VL; X; VL L M H VH; Impact	Acceptance	Work with team to ensure that a single review period is all that is necessary. Incorporate this decision in the Project Charter	Eddie Barrios	

Delivery Schedule

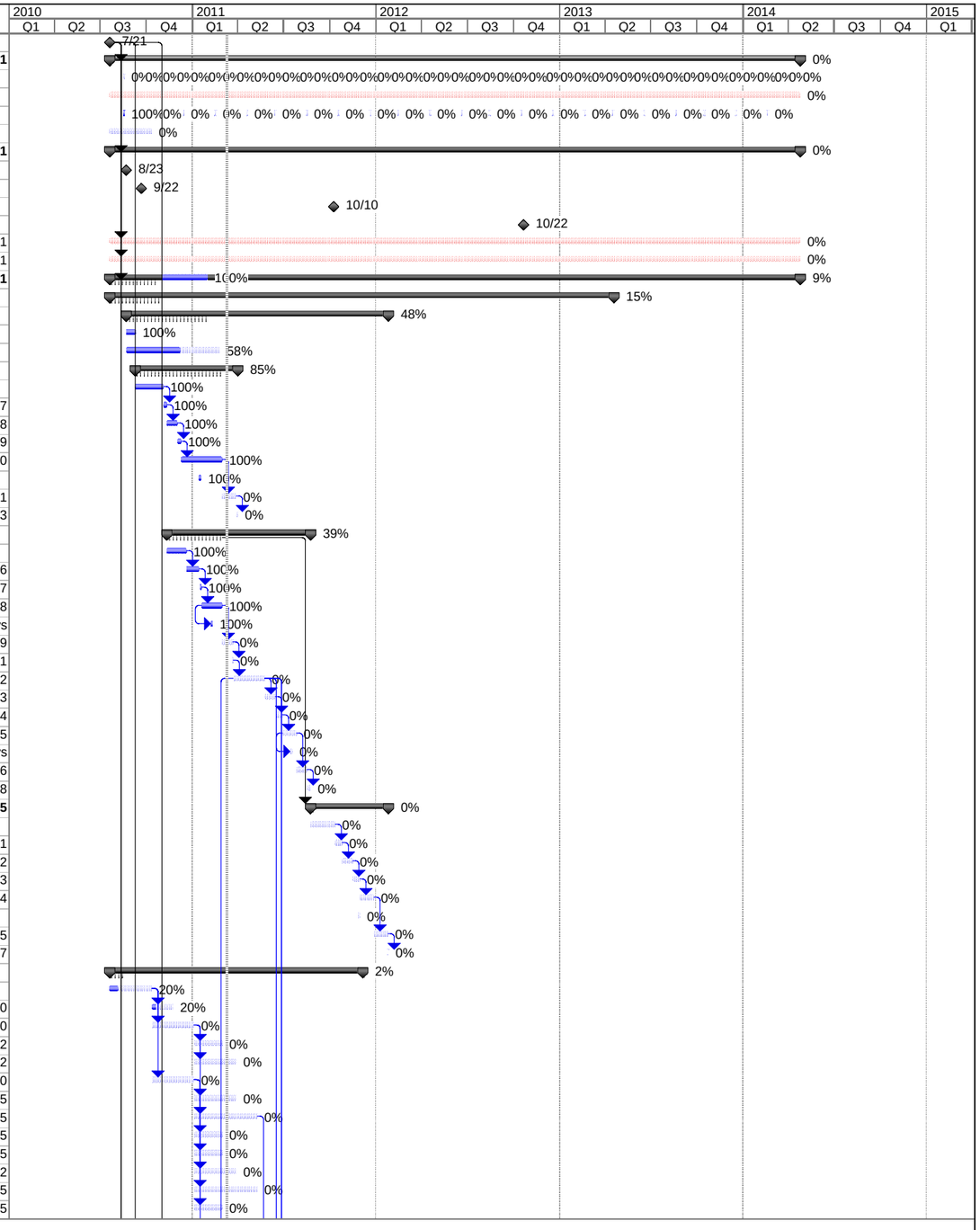
PROPOSED DRAFT
NCC SR 108 East

Date Prepared:
3/11/2011

Process	No.	Task	Start	Weekday	Finish	Weekday	Notes for Schedule	Current Status
Design	D01	Preliminary Geometric Maps for Alternative Alignments (Assume 3 Atl)	7/21/2010	Wednesday	3/21/2011	Tuesday	Waiting for Screening	In Process
Design	D02	Environmental Study Area Maps	10/13/2010	Thursday	4/22/2011	Tuesday	Waiting for Screening	In Process
Design	D03	Conceptual Hydraulics/Hydrology Studies	3/22/2011	Thursday	6/13/2011	Tuesday	Waiting for Screening	On Hold
Design	D04	Review Geometric Plans and Project Alternatives	8/23/2010	Monday	6/1/2011	Wednesday	Waiting for Screening	
Environmental	E01	Prepare Project Description	10/18/2010	Monday	5/9/2011	Monday	Previous Item	In Process
Environmental	E02	Mail out PTE letters/track responses	12/9/2010	Thursday	4/8/2011	Friday	First Round complete, new mailing sent	In Process
Environmental	E03	Prepare Purpose and Need Statement	10/8/2010	Friday	11/1/2011	Tuesday		
Environmental	E04	General Environmental Studies - Admin Draft Reports	9/1/2010	Wednesday	6/7/2011	Tuesday		
TRAFFIC	T01	Review Geometric Plans and Project Alternatives	8/23/2010	Monday	6/1/2011	Wednesday	Waiting for Screening	On Hold
TRAFFIC	T02	Existing Conditions Report - Response to Comments from Caltrans	9/10/2010	Friday	3/29/2011	Tuesday		In Process
TRAFFIC	T03	Traffic Forecasting Report	11/19/2010	Friday	8/26/2011	Friday		In Process
TRAFFIC		Respond to Comments on Draft Traffic Forecasting Model Cal/Val from Caltrans	3/2/2011	Wednesday	3/22/2011	Tuesday		
TRAFFIC		Submit Final Traffic Forecasting Model Calibration/Validation Report	3/23/2011	Wednesday	3/23/2011	Wednesday		
TRAFFIC		Draft Traffic Forecasts Report to JPA	3/24/2011	Thursday	5/25/2011	Wednesday		
TRAFFIC		JPA Review and Discussions	5/26/2011	Thursday	6/15/2011	Wednesday		
OUTREACH	O1	Community Workshop: Draft plan for June community workshop	6/2/2011	Monday	6/13/2011	Friday		
Proj. Mngmnt.	P01	JPA Board Meeting			3/16/2011	Wednesday		
Proj. Mngmnt.	P02	NCC Mangement Briefing			TBD			
Proj. Mngmnt.	P03	PDT Meeting			3/16/2011	Wednesday		

Legend
E=Environmental
D=Design
O = Outreach
P = Project Management
T = Traffic

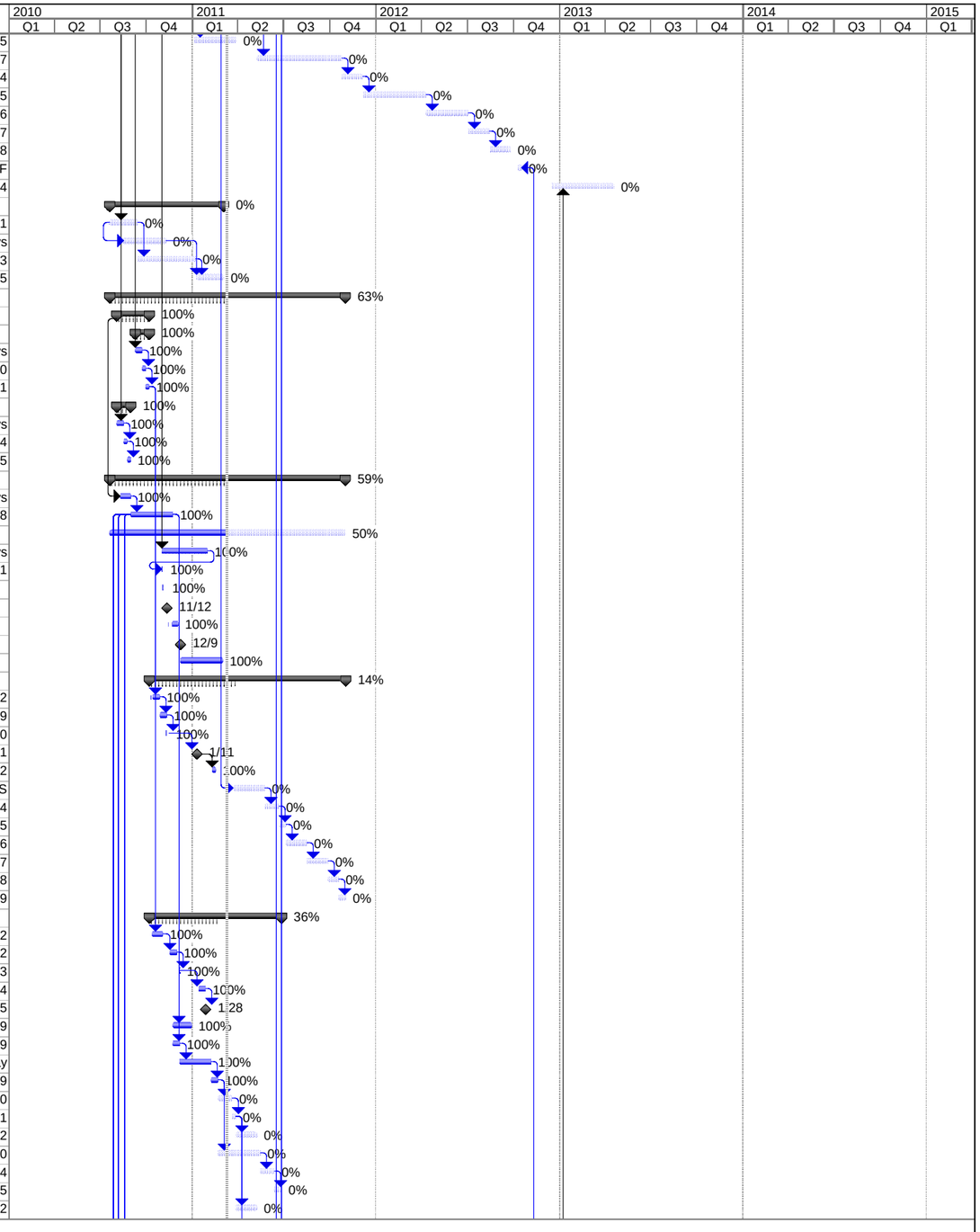
ID	Task Name	Duration	Start	Finish	% Complete	Predecessors
1	Notice to Proceed	0 days	Wed 7/21/10	Wed 7/21/10	100%	
2	**Task 1 - Project Management (WBS 100.10)**	**983 days**	**Wed 7/21/10**	**Fri 4/25/14**	**0%**	**1**
3	**Monthly PDT Meetings**	**956 days**	**Wed 8/18/10**	**Wed 4/16/14**	**0%**	
49	Agency Coordintation	983 days	Wed 7/21/10	Fri 4/25/14	0%	
50	**TAC Meetings**	**916 days**	**Wed 8/18/10**	**Wed 2/19/14**	**5%**	
73	General Plan Update	60 days	Wed 7/21/10	Tue 10/12/10	0%	
74	**Task 2 - Consensus Building and Outreach (WBS 100.10.99)**	**983 days**	**Wed 7/21/10**	**Fri 4/25/14**	**0%**	**1**
75	Mail Newsletters	1 day	Mon 8/23/10	Mon 8/23/10	100%	
76	Scoping Meeting	1 day	Wed 9/22/10	Wed 9/22/10	100%	
77	Project Status Workshop 1	1 day	Mon 10/10/11	Mon 10/10/11	100%	
78	Project Status Workshop 2	1 day	Mon 10/22/12	Mon 10/22/12	100%	
79	Website & Media Coordination	983 days	Wed 7/21/10	Fri 4/25/14	0%	1
80	Stakeholder Meetings	983 days	Wed 7/21/10	Fri 4/25/14	0%	1
81	**NCC EIS/EIR**	**983 days**	**Wed 7/21/10**	**Fri 4/25/14**	**9%**	**1**
82	**Task 3 - Preliminary Engineering and Technical Studies (WBS 160)**	**718 days**	**Wed 7/21/10**	**Fri 4/19/13**	**15%**	
83	**3.1 - Traffic Studies**	**374 days**	**Mon 8/23/10**	**Thu 1/26/12**	**48%**	
84	Collect Traffic Data	15 days	Mon 8/23/10	Fri 9/10/10	100%	
85	Review Geometric Plans and Project Alternatives	134 days	Mon 8/23/10	Thu 2/24/11	58%	
86	**Existing Conditions Report**	**146 days**	**Fri 9/10/10**	**Fri 4/1/11**	**85%**	
87	Existing Conditions Traffic Analysis	40 days	Fri 9/10/10	Thu 11/4/10	100%	
88	Draft Existing Conditions Report to JPA	5 days	Fri 11/5/10	Thu 11/11/10	100%	87
89	JPA Review and Discussions	15 days	Fri 11/12/10	Thu 12/2/10	100%	88
90	Draft Existing Conditions Report to Caltrans	5 days	Fri 12/3/10	Thu 12/9/10	100%	89
91	Caltrans Review Period	58 days	Fri 12/10/10	Tue 3/1/11	100%	90
92	Focused Meeting with Caltrans to Discuss Report	3 days	Fri 1/14/11	Tue 1/18/11	100%	
93	Response to Comments on Draft Existing Report from Caltrans	20 days	Wed 3/2/11	Tue 3/29/11	0%	91
94	Submit Final Existing Conditions Report to Caltrans for Approval	3 days	Wed 3/30/11	Fri 4/1/11	0%	93
95	**Traffic Forecasting Report**	**204 days**	**Fri 11/12/10**	**Wed 8/24/11**	**39%**	
96	Draft Traffic Forecasting Model Cal/Val Report to JPA	27 days	Fri 11/12/10	Mon 12/20/10	100%	
97	JPA Review and Discussions	19 days	Tue 12/21/10	Fri 1/14/11	100%	96
98	Draft Traffic Forecasting Model Calibration/Validation Report to Caltrans	3 days	Mon 1/17/11	Wed 1/19/11	100%	97
99	Caltrans Review Period	29 days	Thu 1/20/11	Tue 3/1/11	100%	98
100	Focus Meeting with Caltrans to Discuss Report	4 days	Mon 2/7/11	Thu 2/10/11	100%	99SS+12 days
101	Respond to Comments on Draft Traffic Forecasting Model Cal/Val from Caltrans	15 days	Wed 3/2/11	Tue 3/22/11	0%	99
102	Submit Final Traffic Forecasting Model Calibration/Validation Report	1 day	Wed 3/23/11	Wed 3/23/11	0%	101
103	Draft Traffic Forecasts Report to JPA	45 days	Thu 3/24/11	Wed 5/25/11	0%	102
104	JPA Review and Discussions	15 days	Thu 5/26/11	Wed 6/15/11	0%	103
105	Draft Traffic Forecast Report to Caltrans	10 days	Thu 6/16/11	Wed 6/29/11	0%	104
106	Caltrans Review Period	20 days	Thu 6/30/11	Wed 7/27/11	0%	105
107	Focused Meeting with Caltrans to Discuss Draft Traffic Forecasts Report	3 days	Fri 7/15/11	Tue 7/19/11	0%	106SS+11 days
108	Respond to Caltrans Comments	15 days	Thu 7/28/11	Wed 8/17/11	0%	106
109	Final Traffic Forecasts Report for Caltrans Approval	5 days	Thu 8/18/11	Wed 8/24/11	0%	108
110	**Traffic System Analysis Report**	**111 days**	**Thu 8/25/11**	**Thu 1/26/12**	**0%**	**95**
111	Future Year Traffic Operations Analysis	35 days	Thu 8/25/11	Wed 10/12/11	0%	
112	Draft Traffic Operations Report to JPA	10 days	Thu 10/13/11	Wed 10/26/11	0%	111
113	JPA Review and Discussions	15 days	Thu 10/27/11	Wed 11/16/11	0%	112
114	Draft Traffic System Analysis Report to Caltrans	10 days	Thu 11/17/11	Wed 11/30/11	0%	113
115	Caltrans Review Period	20 days	Thu 12/1/11	Wed 12/28/11	0%	114
116	Focused Meeting with Caltrans to Discuss Draft Ops Report	3 days	Mon 11/28/11	Wed 11/30/11	0%	
117	Response to Comments on Draft Traffic System Analysis Report from Caltrans	20 days	Thu 12/29/11	Wed 1/25/12	0%	115
118	Final Traffic System Analysis Report to Caltrans for Approval	1 day	Thu 1/26/12	Thu 1/26/12	0%	117
119	**3.2 - Preliminary Engineering & Technical Studies**	**360 days**	**Wed 7/21/10**	**Tue 12/6/11**	**2%**	
120	Preliminary Geometric Maps for Alternative Alignments (Assume 3 Atl)	60 days	Wed 7/21/10	Tue 10/12/10	20%	
121	Environmental Study Area Maps	30 days	Wed 10/13/10	Tue 11/23/10	20%	120
122	Conceptual Hydraulics/Hydrology Studies	60 days	Wed 10/13/10	Tue 1/4/11	0%	120
123	Drainage Concept Plans	40 days	Wed 1/5/11	Tue 3/1/11	0%	122
124	Storm Water Data Report	60 days	Wed 1/5/11	Tue 3/29/11	0%	122
125	Right of Way Requirements	60 days	Wed 10/13/10	Tue 1/4/11	0%	120
126	Utility Location Requirements	60 days	Wed 1/5/11	Tue 3/29/11	0%	125
127	Right of Way Data Sheets	90 days	Wed 1/5/11	Tue 5/10/11	0%	125
128	Railroad Study	40 days	Wed 1/5/11	Tue 3/1/11	0%	125
129	Park and Ride Study	40 days	Wed 1/5/11	Tue 3/1/11	0%	125
130	Geotechnical Information	60 days	Wed 1/5/11	Tue 3/29/11	0%	122
131	Structure Advanced Planning Study	90 days	Wed 1/5/11	Tue 5/10/11	0%	125
132	Preliminary Transportation Management Plan	40 days	Wed 1/5/11	Tue 3/1/11	0%	125



Project: 7SAC038 Project Schedule 20
Date: Thu 3/10/11

Critical
Critical Split
Critical Progress
Task
Split
Task Progress
Baseline
Baseline Split
Baseline Milestone
Milestone
Summary Progress
Summary
Project Summary
Critical Split
Critical Progress
Task
Split
Task Progress
Baseline
Baseline Split
Baseline Milestone
Milestone
Summary Progress
Summary

ID	Task Name	Duration	Start	Finish	% Complete	Predecessors
133	Fact Sheets for Exceptions to Design Standards	60 days	Wed 1/5/11	Tue 3/29/11	0%	125
134	PSR-PDS (Draft, CT Reviews, Final)	120 days	Wed 5/11/11	Tue 10/25/11	0%	127
135	VA Study	30 days	Wed 10/26/11	Tue 12/6/11	0%	134
136	Draft Project Report	90 days	Wed 12/7/11	Tue 4/10/12	0%	135
137	Caltrans Review of Draft PR	60 days	Wed 4/11/12	Tue 7/3/12	0%	136
138	Jacobs Revise Draft PR	30 days	Wed 7/4/12	Tue 8/14/12	0%	137
139	Caltrans Review and Approve Draft Project Report	30 days	Wed 8/15/12	Tue 9/25/12	0%	138
140	Caltrans Signs Draft Project Report	5 days	Thu 10/11/12	Wed 10/17/12	0%	350FF
141	Prepare 60% Plans for Phase 1 Construction Segment	90 days	Mon 12/17/12	Fri 4/19/13	0%	354
142	**Engineering and Land Net Surveys**	**163 days**	**Wed 7/21/10**	**Fri 3/4/11**	**0%**	
143	Survey Control	40 days	Wed 7/21/10	Tue 9/14/10	0%	1
144	Aerial Topographic Mapping	60 days	Wed 8/18/10	Tue 11/9/10	0%	143SS+20 days
145	Field Design Surveys	83 days	Wed 9/15/10	Fri 1/7/11	0%	143
146	Base Map	40 days	Mon 1/10/11	Fri 3/4/11	0%	144,145
147	**Task 4 - Environmental Scoping of Alternatives Identified for Studies**	**335 days**	**Wed 7/21/10**	**Tue 11/1/11**	**63%**	
148	**Coordination and Public Involvement Plans**	**47 days**	**Wed 8/4/10**	**Thu 10/7/10**	**100%**	
149	**6002 Coordination Plan**	**20 days**	**Fri 9/10/10**	**Thu 10/7/10**	**100%**	
150	Draft 6002 Coordination Plan/Letter to Agencies	10 days	Fri 9/10/10	Thu 9/23/10	100%	1FS+10 days
151	Caltrans Review	5 days	Fri 9/24/10	Thu 9/30/10	100%	150
152	Finalize Plan	5 days	Fri 10/1/10	Thu 10/7/10	100%	151
153	**Prepare PI Plan**	**20 days**	**Wed 8/4/10**	**Tue 8/31/10**	**100%**	
154	Draft PI Plan	10 days	Wed 8/4/10	Tue 8/17/10	100%	1FS+10 days
155	Caltrans Review	5 days	Wed 8/18/10	Tue 8/24/10	100%	154
156	Finalize Plan	5 days	Wed 8/25/10	Tue 8/31/10	100%	155
157	**Public Agency Scoping Process**	**335 days**	**Wed 7/21/10**	**Tue 11/1/11**	**59%**	
158	Notice Of Preparation/Notice of Intent	15 days	Wed 8/11/10	Tue 8/31/10	100%	148SS+5 days
159	Public and Agency Scoping	60 days	Wed 9/1/10	Tue 11/23/10	100%	158
160	6002 Agency Review and Coordination Process	335 days	Wed 7/21/10	Tue 11/1/11	50%	
161	Obtain PTEs	65 days	Tue 11/2/10	Mon 1/31/11	100%	1FS+20 days
162	Map Area for PTEs along Corridor B	2 days	Tue 11/2/10	Thu 11/4/10	100%	161
163	Notify subconsultant of hot spot mapping	3 days	Thu 11/4/10	Mon 11/8/10	100%	
164	Submit map to county for APN	0 days	Fri 11/12/10	Fri 11/12/10	100%	
165	Prepare draft PTE letters & coordinate with Caltrans	9 days	Mon 11/15/10	Fri 12/3/10	100%	
166	Draft PTE letters sent out	0 days	Thu 12/9/10	Thu 12/9/10	100%	
167	Receive PTE letters	60 days	Thu 12/9/10	Wed 3/2/11	100%	
168	**Prepare Purpose and Need Statement**	**279 days**	**Fri 10/8/10**	**Wed 11/2/11**	**14%**	
169	Prepare purpose and need methodolgies memo for agency 6002 review	10 days	Fri 10/8/10	Thu 10/28/10	100%	152
170	Caltrans & JPA review	10 days	Fri 10/29/10	Thu 11/11/10	100%	169
171	Revise methodologies Memo	2 days	Thu 11/11/10	Tue 11/16/10	100%	170
172	Distribute memorandum to 6002 participants	0 days	Tue 1/11/11	Tue 2/8/11	100%	171
173	Revise methodologies memo	5 days	Thu 2/10/11	Wed 2/16/11	100%	172
174	Prepare draft project description/purpose and need chapter	45 days	Thu 3/24/11	Wed 5/25/11	0%	103SS
175	Caltrans Central Region Review	20 days	Thu 5/26/11	Wed 6/22/11	0%	174
176	Revise draft chapter	10 days	Thu 6/23/11	Wed 7/6/11	0%	175
177	Distribute draft purpose and need for 6002 review	30 days	Thu 7/7/11	Wed 8/17/11	0%	176
178	Hold purpose and need agency workshop	30 days	Thu 8/18/11	Wed 9/28/11	0%	177
179	Revise methods report and chapter	15 days	Thu 9/29/11	Wed 10/19/11	0%	178
180	Caltrans review	10 days	Thu 10/20/11	Wed 11/2/11	0%	179
181	**Alternatives Development and Screening**	**187 days**	**Fri 10/8/10**	**Mon 6/27/11**	**36%**	
182	Prepare alternatives screening methodology report	15 days	Fri 10/8/10	Wed 11/3/10	100%	152
183	Caltrans & JPA review	10 days	Thu 11/18/10	Wed 12/1/10	100%	182
184	Revise methodologies memo	3 days	Wed 12/1/10	Tue 12/7/10	100%	183
185	Distribute report to 6002 agency participants	10 days	Tue 1/11/11	Thu 1/27/11	100%	184
186	Revise screening report	0 days	Fri 1/28/11	Wed 2/2/11	100%	185
187	Identify alternatives to be considered	27 days	Wed 11/24/10	Thu 12/30/10	100%	159
188	Develop screening critieria	10 days	Wed 11/24/10	Tue 12/7/10	100%	159
189	Conduct Screening	45 days	Tue 12/7/10	Mon 2/7/11	100%	188FS-1 day
190	Confirm Alternatives to be studied in detail	10 days	Tue 2/8/11	Mon 2/21/11	100%	189
191	Prepare alternatives screening and selection report	20 days	Tue 2/22/11	Mon 3/21/11	0%	190
192	Caltrans Central Region Review	5 days	Tue 3/22/11	Mon 3/28/11	0%	191
193	Prepare project description level design concepts	30 days	Tue 3/29/11	Mon 5/9/11	0%	192
194	Draft alternatives chapter	60 days	Tue 2/22/11	Mon 5/16/11	0%	190
195	Caltrans Central Region Review	20 days	Tue 5/17/11	Mon 6/13/11	0%	194
196	Revise Chapter	10 days	Tue 6/14/11	Mon 6/27/11	0%	195
197	Distribute alternatives development, screening, selection report for 6002 agency review	30 days	Tue 3/29/11	Mon 5/9/11	0%	192



Project: 7SAC038 Project Schedule 20
Date: Thu 3/10/11

Critical
Critical Split
Critical Progress
Task
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Task Progress
Baseline
Baseline Split
Baseline Milestone
Milestone
Summary Progress
Summary
Project Summary
Critical Split
Critical Progress
Task
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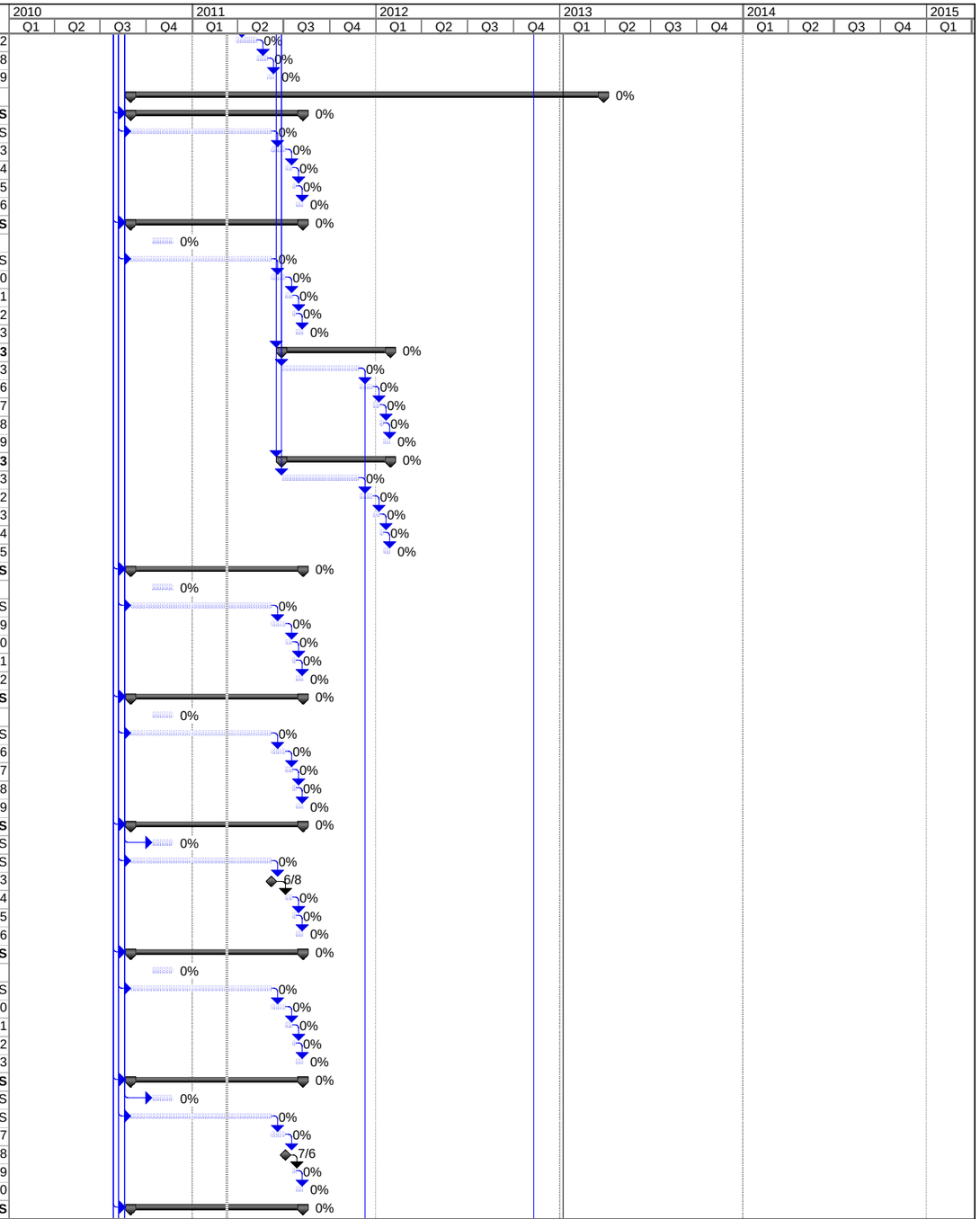
Task Progress
Baseline
Baseline Split
Baseline Milestone
Milestone
Summary Progress
Summary

ID	Task Name	Duration	Start	Finish	% Complete	Predecessors
198	Hold alternatives agency workshop	30 days	Tue 3/29/11	Mon 5/9/11	0%	192
199	Revise screening report and draft chapter per agency input	15 days	Tue 5/10/11	Mon 5/30/11	0%	198
200	Caltrans review	10 days	Tue 5/31/11	Mon 6/13/11	0%	199
201	**Task 5 - General Environmental Studies**	**673 days**	**Wed 9/1/10**	**Fri 3/29/13**	**0%**	
202	**Community Impact Analysis, Land Use and Growth Studies**	**245 days**	**Wed 9/1/10**	**Tue 8/9/11**	**0%**	**159SS**
203	Admin Draft Report	200 days	Wed 9/1/10	Tue 6/7/11	0%	159SS
204	Caltrans Specialist Review	20 days	Wed 6/8/11	Tue 7/5/11	0%	203
205	Revise Draft Report	10 days	Wed 7/6/11	Tue 7/19/11	0%	204
206	Caltrans review of final report	5 days	Wed 7/20/11	Tue 7/26/11	0%	205
207	Finalize Report	10 days	Wed 7/27/11	Tue 8/9/11	0%	206
208	**Visual Impact Assessment and Scenic Resources Evaluation**	**245 days**	**Wed 9/1/10**	**Tue 8/9/11**	**0%**	**159SS**
209	Environmental Study Area Maps	30 days	Wed 10/13/10	Tue 11/23/10	0%	
210	Admin Draft Report	200 days	Wed 9/1/10	Tue 6/7/11	0%	159SS
211	Caltrans Specialist Review	20 days	Wed 6/8/11	Tue 7/5/11	0%	210
212	Revise Draft Report	10 days	Wed 7/6/11	Tue 7/19/11	0%	211
213	Caltrans review of final report	5 days	Wed 7/20/11	Tue 7/26/11	0%	212
214	Finalize Report	10 days	Wed 7/27/11	Tue 8/9/11	0%	213
215	**Noise Study**	**155 days**	**Tue 6/28/11**	**Mon 1/30/12**	**0%**	**103**
216	Admin Draft Report	110 days	Tue 6/28/11	Mon 11/28/11	0%	103
217	Caltrans Specialist Review	20 days	Tue 11/29/11	Mon 12/26/11	0%	216
218	Revised Draft Report	10 days	Tue 12/27/11	Mon 1/9/12	0%	217
219	Caltrans review of final report	5 days	Tue 1/10/12	Mon 1/16/12	0%	218
220	Finalize Report	10 days	Tue 1/17/12	Mon 1/30/12	0%	219
221	**Air Quality and Energy Study**	**155 days**	**Tue 6/28/11**	**Mon 1/30/12**	**0%**	**103**
222	Admin Draft Report	110 days	Tue 6/28/11	Mon 11/28/11	0%	103
223	Caltrans Specialist Review	20 days	Tue 11/29/11	Mon 12/26/11	0%	222
224	Revise Draft Report	10 days	Tue 12/27/11	Mon 1/9/12	0%	223
225	Caltrans Review of final report	5 days	Tue 1/10/12	Mon 1/16/12	0%	224
226	Finalize Report	10 days	Tue 1/17/12	Mon 1/30/12	0%	225
227	**Water Quality and Hydrology Study**	**245 days**	**Wed 9/1/10**	**Tue 8/9/11**	**0%**	**159SS**
228	Environmental Study Area Maps	30 days	Wed 10/13/10	Tue 11/23/10	0%	
229	Admin Draft Report	200 days	Wed 9/1/10	Tue 6/7/11	0%	159SS
230	Caltrans Specialist Review	20 days	Wed 6/8/11	Tue 7/5/11	0%	229
231	Revise Draft Report	10 days	Wed 7/6/11	Tue 7/19/11	0%	230
232	Caltrans Review of final report	5 days	Wed 7/20/11	Tue 7/26/11	0%	231
233	Finalize Report	10 days	Wed 7/27/11	Tue 8/9/11	0%	232
234	**Geotechnical and Geology Study**	**245 days**	**Wed 9/1/10**	**Tue 8/9/11**	**0%**	**159SS**
235	Environmental Study Area Maps	30 days	Wed 10/13/10	Tue 11/23/10	0%	
236	Admin Draft Report	200 days	Wed 9/1/10	Tue 6/7/11	0%	159SS
237	Caltrans Specialist Review	20 days	Wed 6/8/11	Tue 7/5/11	0%	236
238	Revise Draft Report	10 days	Wed 7/6/11	Tue 7/19/11	0%	237
239	Caltrans Review of Final Report	5 days	Wed 7/20/11	Tue 7/26/11	0%	238
240	Finalize Report	10 days	Wed 7/27/11	Tue 8/9/11	0%	239
241	**Hazardous Waste Preliminary Site Investigations**	**245 days**	**Wed 9/1/10**	**Tue 8/9/11**	**0%**	**159SS**
242	Environmental Study Area Maps	30 days	Wed 10/13/10	Tue 11/23/10	0%	159SS
243	Admin Draft Report	200 days	Wed 9/1/10	Tue 6/7/11	0%	159SS
244	Caltrans Specialist Review	20 days	Wed 6/8/11	Tue 7/5/11	0%	243
245	Revise Draft Report	10 days	Wed 7/6/11	Tue 7/19/11	0%	244
246	Caltrans Review of Final Report	5 days	Wed 7/20/11	Tue 7/26/11	0%	245
247	Finalize Report	10 days	Wed 7/27/11	Tue 8/9/11	0%	246
248	**Indirect & Cumulative Impact Study**	**245 days**	**Wed 9/1/10**	**Tue 8/9/11**	**0%**	**159SS**
249	Environmental Study Area Maps	30 days	Wed 10/13/10	Tue 11/23/10	0%	
250	Admin Draft Report	200 days	Wed 9/1/10	Tue 6/7/11	0%	159SS
251	Caltrans Specialist Review	20 days	Wed 6/8/11	Tue 7/5/11	0%	250
252	Revise Draft Report	10 days	Wed 7/6/11	Tue 7/19/11	0%	251
253	Caltrans Review of Final Report	5 days	Wed 7/20/11	Tue 7/26/11	0%	252
254	Finalize Report	10 days	Wed 7/27/11	Tue 8/9/11	0%	253
255	**Floodplain Study**	**245 days**	**Wed 9/1/10**	**Tue 8/9/11**	**0%**	**159SS**
256	Environmental Study Area Maps	30 days	Wed 10/13/10	Tue 11/23/10	0%	159SS
257	Admin Draft Report	200 days	Wed 9/1/10	Tue 6/7/11	0%	159SS
258	Caltrans Specialist Review	20 days	Wed 6/8/11	Tue 7/5/11	0%	257
259	Revise Draft Report	10 days	Wed 7/6/11	Tue 7/19/11	0%	258
260	Caltrans Review of Final Report	5 days	Wed 7/20/11	Tue 7/26/11	0%	259
261	Finalize Report	10 days	Wed 7/27/11	Tue 8/9/11	0%	260
262	**Paleontology Study**	**245 days**	**Wed 9/1/10**	**Tue 8/9/11**	**0%**	**159SS**



Project: 7SAC038 Project Schedule 20
Date: Thu 3/10/11

Critical
Critical Split
Critical Progress
Task
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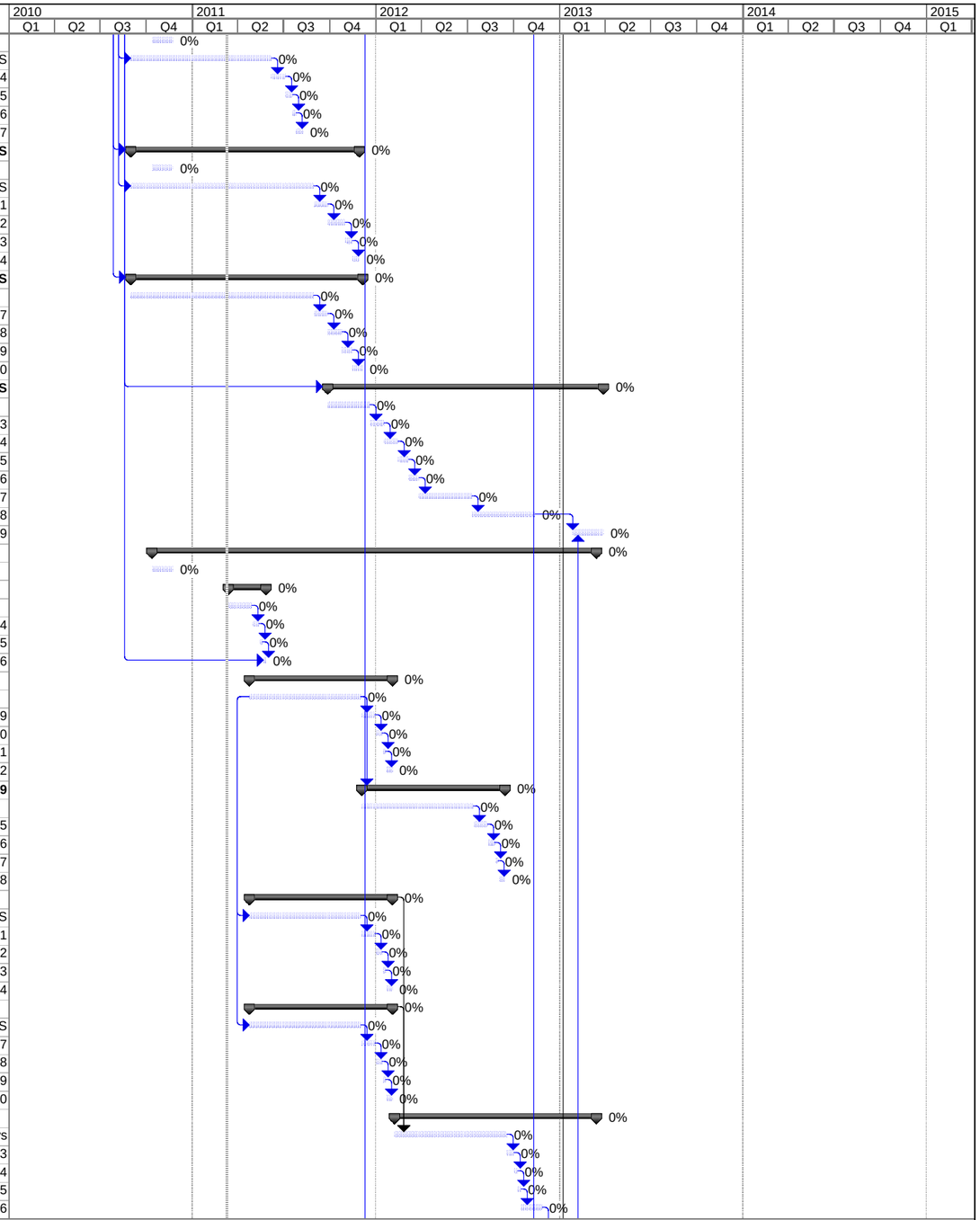
Task Progress
Baseline
Baseline Split
Baseline Milestone
Milestone
Summary Progress
Summary
Project Summary
Critical Split
Critical Progress
Task
Split
Task Progress
Baseline
Baseline Split
Baseline Milestone
Milestone
Summary Progress
Summary

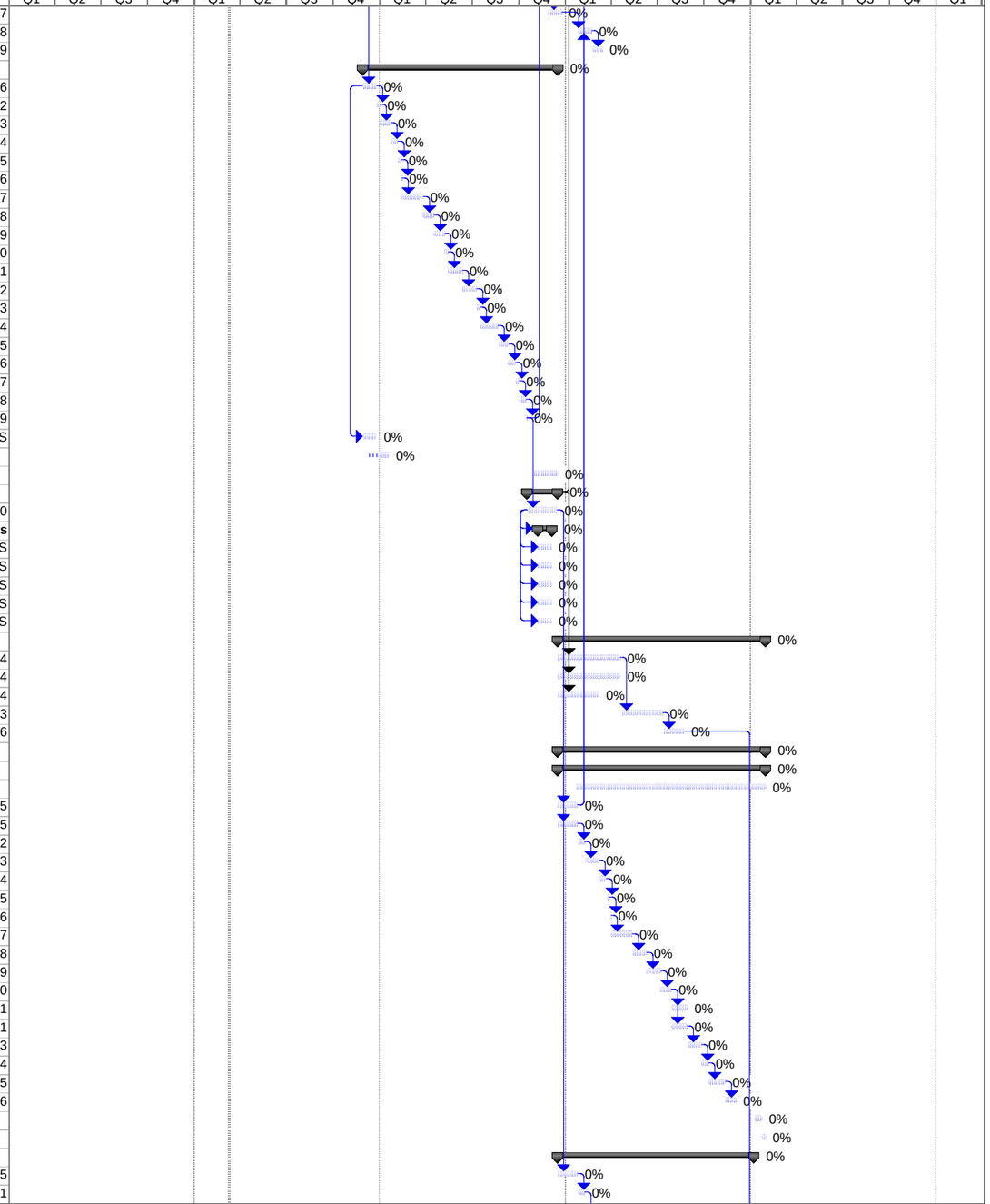
ID	Task Name	Duration	Start	Finish	% Complete	Predecessors
263	Environmental Study Area Maps	30 days	Wed 10/13/10	Tue 11/23/10	0%	
264	Admin Draft Report	200 days	Wed 9/1/10	Tue 6/7/11	0%	159SS
265	Caltrans Specialist Review	20 days	Wed 6/8/11	Tue 7/5/11	0%	264
266	Revise Draft Report	10 days	Wed 7/6/11	Tue 7/19/11	0%	265
267	Caltrans Review of Final Report	5 days	Wed 7/20/11	Tue 7/26/11	0%	266
268	Finalize Report	10 days	Wed 7/27/11	Tue 8/9/11	0%	267
269	**Biological Studies**	**325 days**	**Wed 9/1/10**	**Tue 11/29/11**	**0%**	**159SS**
270	Environmental Study Area Maps	30 days	Wed 10/13/10	Tue 11/23/10	0%	
271	Prepare NES	260 days	Wed 9/1/10	Tue 8/30/11	0%	159SS
272	Caltrans Specialist Review	20 days	Wed 8/31/11	Tue 9/27/11	0%	271
273	Revise Draft Report	25 days	Wed 9/28/11	Tue 11/1/11	0%	272
274	Caltrans Review of Final Report	10 days	Wed 11/2/11	Tue 11/15/11	0%	273
275	Finalize Report	10 days	Wed 11/16/11	Tue 11/29/11	0%	274
276	**Wetland Delineation and Report**	**330 days**	**Wed 9/1/10**	**Tue 12/6/11**	**0%**	**159SS**
277	Admin Draft Report	260 days	Wed 9/1/10	Tue 8/30/11	0%	
278	Caltrans Specialist Review	20 days	Wed 8/31/11	Tue 9/27/11	0%	277
279	Revise Draft Report	20 days	Wed 9/28/11	Tue 10/25/11	0%	278
280	Caltrans Review of Final Report	15 days	Wed 10/26/11	Tue 11/15/11	0%	279
281	Finalize Report	15 days	Wed 11/16/11	Tue 12/6/11	0%	280
282	**Prepare BA**	**393 days**	**Wed 9/28/11**	**Fri 3/29/13**	**0%**	**159SS**
283	Admin Draft Report	60 days	Wed 9/28/11	Tue 12/20/11	0%	
284	Caltrans Specialist Review	20 days	Wed 12/21/11	Tue 1/17/12	0%	283
285	Revise Draft Report	20 days	Wed 1/18/12	Tue 2/14/12	0%	284
286	Caltrans Review of Final Report	15 days	Wed 2/15/12	Tue 3/6/12	0%	285
287	Finalize Report	15 days	Wed 3/7/12	Tue 3/27/12	0%	286
288	USFWS Review of BA	75 days	Wed 3/28/12	Tue 7/10/12	0%	287
289	BA Consultation Process	90 days	Wed 7/11/12	Tue 11/13/12	0%	288
290	45 Day Biological Opinion	45 days	Mon 1/28/13	Fri 3/29/13	0%	371,289
291	**Cultural Resources Studies**	**633 days**	**Wed 10/13/10**	**Fri 3/15/13**	**0%**	
292	Environmental Study Area Maps	30 days	Wed 10/13/10	Tue 11/23/10	0%	
293	**Define Area of Potential Effects (APE)**	**55 days**	**Mon 3/14/11**	**Fri 5/27/11**	**0%**	
294	Define Area of Potential Effects	35 days	Mon 3/14/11	Fri 4/29/11	0%	
295	Caltrans Specialist Review	10 days	Mon 5/2/11	Fri 5/13/11	0%	294
296	Revise APE	5 days	Mon 5/16/11	Fri 5/20/11	0%	295
297	Caltrans Review of Final APE	5 days	Mon 5/23/11	Fri 5/27/11	0%	159SS,296
298	**Archaeological Survey Report (ASR)**	**205 days**	**Mon 4/25/11**	**Fri 2/3/12**	**0%**	
299	Admin Draft Report	160 days	Mon 4/25/11	Fri 12/2/11	0%	
300	Caltrans Specialist Review	20 days	Mon 12/5/11	Fri 12/30/11	0%	299
301	Revise Draft Report	10 days	Mon 1/2/12	Fri 1/13/12	0%	300
302	Caltrans Review of Final Report	5 days	Mon 1/16/12	Fri 1/20/12	0%	301
303	Finalize Report	10 days	Mon 1/23/12	Fri 2/3/12	0%	302
304	**Extended Phase 1 Survey Plan (if needed)**	**205 days**	**Mon 12/5/11**	**Fri 9/14/12**	**0%**	**299**
305	Admin Draft Report	160 days	Mon 12/5/11	Fri 7/13/12	0%	
306	Caltrans Specialist Review	20 days	Mon 7/16/12	Fri 8/10/12	0%	305
307	Revise Draft Report	10 days	Mon 8/13/12	Fri 8/24/12	0%	306
308	Caltrans review of final report	5 days	Mon 8/27/12	Fri 8/31/12	0%	307
309	Finalize Report	10 days	Mon 9/3/12	Fri 9/14/12	0%	308
310	**Historic Resources Evaluation Report (HRER)**	**205 days**	**Mon 4/25/11**	**Fri 2/3/12**	**0%**	
311	Admin Draft Report	160 days	Mon 4/25/11	Fri 12/2/11	0%	299SS
312	Caltrans Specialist Review	20 days	Mon 12/5/11	Fri 12/30/11	0%	311
313	Revise Draft Report	10 days	Mon 1/2/12	Fri 1/13/12	0%	312
314	Caltrans review of final report	5 days	Mon 1/16/12	Fri 1/20/12	0%	313
315	Finalize Report	10 days	Mon 1/23/12	Fri 2/3/12	0%	314
316	**Historic Properties Survey Report (HPSR)**	**205 days**	**Mon 4/25/11**	**Fri 2/3/12**	**0%**	
317	Admin Draft Report	160 days	Mon 4/25/11	Fri 12/2/11	0%	299SS
318	Caltrans Specialist Review	20 days	Mon 12/5/11	Fri 12/30/11	0%	317
319	Revise Draft Report	10 days	Mon 1/2/12	Fri 1/13/12	0%	318
320	Caltrans review of final report	5 days	Mon 1/16/12	Fri 1/20/12	0%	319
321	Finalize Report	10 days	Mon 1/23/12	Fri 2/3/12	0%	320
322	**Prepare Findings of Effect (FOE)**	**288 days**	**Wed 2/8/12**	**Fri 3/15/13**	**0%**	
323	Admin Draft Report	160 days	Wed 2/8/12	Tue 9/18/12	0%	days,316FS+2 days
324	Caltrans Specialist Review	10 days	Wed 9/19/12	Tue 10/2/12	0%	323
325	Revise Draft Report	5 days	Wed 10/3/12	Tue 10/9/12	0%	324
326	Caltrans review of final report	5 days	Wed 10/10/12	Tue 10/16/12	0%	325
327	SHPO Review of final report	30 days	Wed 10/17/12	Tue 11/27/12	0%	326



Project: 7SAC038 Project Schedule 20
Date: Thu 3/10/11

Critical	Split	Baseline Milestone	Project Summary	Split	Baseline Milestone
Critical Split	Task Progress	Milestone	Critical Split	Task Progress	Milestone
Critical Progress	Baseline	Summary Progress	Critical Progress	Baseline	Summary Progress
Task	Baseline Split	Summary	Task	Baseline Split	Summary

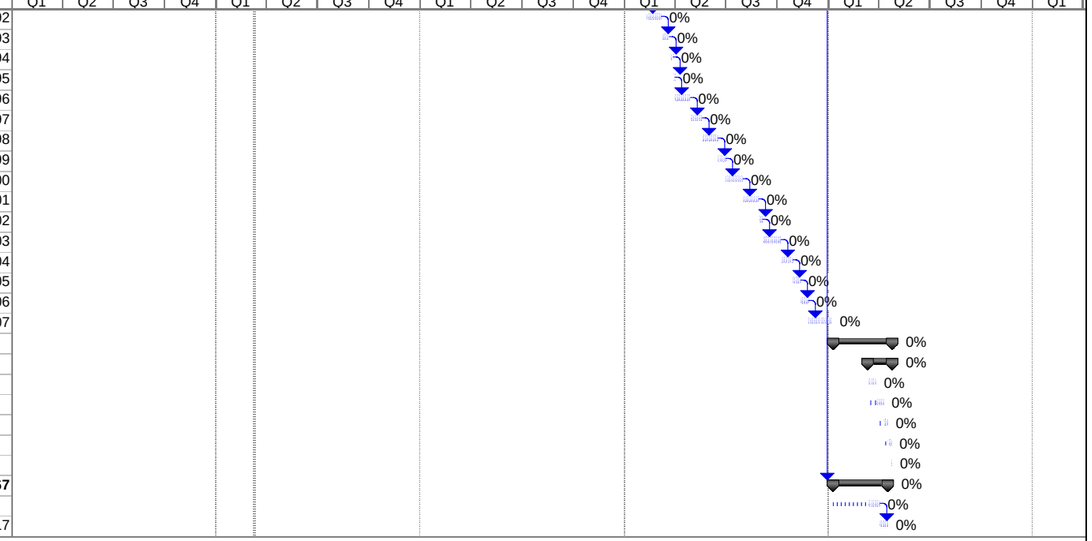
ID	Task Name	Duration	Start	Finish	% Complete	Predecessors
328	Revise final report	20 days	Wed 11/28/12	Tue 12/25/12	0%	327
329	Caltrans Review of Final Report	20 days	Mon 1/28/13	Fri 2/22/13	0%	371,328
330	Finalize Report	15 days	Mon 2/25/13	Fri 3/15/13	0%	329
331	**Task 6 - Draft Environmental Document**	**275 days**	**Tue 11/29/11**	**Mon 12/17/12**	**0%**	
332	Prepare Admin DEIS/DEIR	20 days	Tue 11/29/11	Mon 12/26/11	0%	216
333	PEER Review (Jacobs)	5 days	Tue 12/27/11	Mon 1/2/12	0%	332
334	Technical Editing (Jacobs)	15 days	Tue 1/3/12	Mon 1/23/12	0%	333
335	Senior Review (Jacobs)	10 days	Tue 1/24/12	Mon 2/6/12	0%	334
336	Final proof and production (Jacobs)	5 days	Tue 2/7/12	Mon 2/13/12	0%	335
337	Submit to Caltrans	1 day	Tue 2/14/12	Tue 2/14/12	0%	336
338	Caltrans Central Region and Authority review	30 days	Wed 2/15/12	Tue 3/27/12	0%	337
339	Revisions (Jacobs)	15 days	Wed 3/28/12	Tue 4/17/12	0%	338
340	Caltrans Central Region and Authority Review	15 days	Wed 4/18/12	Tue 5/8/12	0%	339
341	Final proof and production (Jacobs)	5 days	Wed 5/9/12	Tue 5/15/12	0%	340
342	Caltrans QC Review	20 days	Wed 5/16/12	Tue 6/12/12	0%	341
343	Comment Resolution and Revision	20 days	Wed 6/13/12	Tue 7/10/12	0%	342
344	Caltrans Central Region Review	5 days	Wed 7/11/12	Tue 7/17/12	0%	343
345	Caltrans Legal Review	25 days	Wed 7/18/12	Tue 8/21/12	0%	344
346	Comment Resolution and Revision	15 days	Wed 8/22/12	Tue 9/11/12	0%	345
347	Caltrans Legal and Central Region Review	10 days	Wed 9/12/12	Tue 9/25/12	0%	346
348	Document Signature	5 days	Wed 9/26/12	Tue 10/2/12	0%	347
349	Production	10 days	Wed 10/3/12	Tue 10/16/12	0%	348
350	Caltrans approval to Circulate DED	1 day	Wed 10/17/12	Wed 10/17/12	0%	349
351	JPA select LPA	20 days	Tue 11/29/11	Mon 12/26/11	0%	332SS
352	Final Right-of-Way Relocation Document	15 days	Thu 12/8/11	Thu 1/19/12	0%	
353	Updated Environmental Commitment Record	34 days	Wed 10/31/12	Mon 12/17/12	0%	
354	**Task 7 - Circulate Draft Env Doc and Select Preferred Project Alternative**	**42 days**	**Thu 10/18/12**	**Sun 12/16/12**	**0%**	
355	DED Circulation	60 days	Thu 10/18/12	Sun 12/16/12	0%	350
356	**Public Hearings**	**20 days**	**Thu 11/8/12**	**Wed 12/5/12**	**0%**	**355SS+15 days**
357	StanCOG	20 days	Thu 11/8/12	Wed 12/5/12	0%	355SS
358	City of Riverbank	20 days	Thu 11/8/12	Wed 12/5/12	0%	355SS
359	City of Modesto	20 days	Thu 11/8/12	Wed 12/5/12	0%	355SS
360	City of Oakdale	20 days	Thu 11/8/12	Wed 12/5/12	0%	355SS
361	Stanislaus County	20 days	Thu 11/8/12	Wed 12/5/12	0%	355SS
362	**Task 8 - Prepare and Approve Project Report and Final EIR/EIS**	**294 days**	**Mon 12/17/12**	**Thu 1/30/14**	**0%**	
363	Prepare draft Final Project Report	90 days	Mon 12/17/12	Fri 4/19/13	0%	354
364	Geometric Approval Drawings for Selected Alternative	90 days	Mon 12/17/12	Fri 4/19/13	0%	354
365	Update Storm Water Data Report	60 days	Mon 12/17/12	Fri 3/8/13	0%	354
366	Caltrans Review draft Final Project Report	60 days	Mon 4/22/13	Fri 7/12/13	0%	363
367	Jacobs updates Final Project Report	30 days	Mon 7/15/13	Fri 8/23/13	0%	366
368	**Draft Final EIR/EIS**	**294 days**	**Mon 12/17/12**	**Thu 1/30/14**	**0%**	
369	**Caltrans Signs Final Project Report**	**294 days**	**Mon 12/17/12**	**Thu 1/30/14**	**0%**	
370	Draft Final EIR/EIS	267 days	Wed 1/23/13	Thu 1/30/14	0%	
371	Caltrans identifies Preferred Alternative	30 days	Mon 12/17/12	Fri 1/25/13	0%	355
372	Prepare Draft Final EIS/EIR	30 days	Mon 12/17/12	Fri 1/25/13	0%	355
373	PEER Review	10 days	Mon 1/28/13	Fri 2/8/13	0%	372
374	Technical Editing (Jacobs)	20 days	Mon 2/11/13	Fri 3/8/13	0%	373
375	Senior Review (Jacobs)	10 days	Mon 3/11/13	Fri 3/22/13	0%	374
376	Final proof and production (Jacobs)	5 days	Mon 3/25/13	Fri 3/29/13	0%	375
377	Submit to Caltrans	1 day	Mon 4/1/13	Mon 4/1/13	0%	376
378	Caltrans Central Region and Authority review	30 days	Tue 4/2/13	Mon 5/13/13	0%	377
379	Revisions (Jacobs)	20 days	Tue 5/14/13	Mon 6/10/13	0%	378
380	Caltrans Central Region and Authority Review and Approval of DED	20 days	Tue 6/11/13	Mon 7/8/13	0%	379
381	Final proof and production (Jacobs)	15 days	Tue 7/9/13	Mon 7/29/13	0%	380
382	Caltrans QC Review	23 days	Tue 7/30/13	Thu 8/29/13	0%	381
383	Cooperating and Participating Agency 6002 Review	23 days	Tue 7/30/13	Thu 8/29/13	0%	381
384	Comment Resolution and Revision	20 days	Fri 8/30/13	Thu 9/26/13	0%	383
385	Caltrans Central Region Review	10 days	Fri 9/27/13	Thu 10/10/13	0%	384
386	Caltrans Legal Review	23 days	Fri 10/11/13	Tue 11/12/13	0%	385
387	Comment Resolution and Revision	15 days	Wed 11/13/13	Tue 12/3/13	0%	386
388	Caltrans Legal and Central Region Review	10 days	Fri 1/10/14	Thu 1/23/14	0%	
389	Document Signature	5 days	Fri 1/24/14	Thu 1/30/14	0%	
390	**Response to Comments**	**277 days**	**Mon 12/17/12**	**Tue 1/7/14**	**0%**	
391	Prepare Response to Comments (Jacobs)	30 days	Mon 12/17/12	Fri 1/25/13	0%	355
392	PEER Review	10 days	Mon 1/28/13	Fri 2/8/13	0%	391



Project: 7SAC038 Project Schedule 20
Date: Thu 3/10/11

Critical
Critical Split
Critical Progress
Task
Split
Task Progress
Baseline
Baseline Split
Baseline Milestone
Milestone
Summary Progress
Summary
Project Summary
Critical Split
Critical Progress
Task
Split
Task Progress
Baseline
Baseline Split
Baseline Milestone
Milestone
Summary Progress
Summary

ID	Task Name	Duration	Start	Finish	% Complete	Predecessors
393	Technical Editing (Jacobs)	20 days	Mon 2/11/13	Fri 3/8/13	0%	392
394	Senior Review (Jacobs)	10 days	Mon 3/11/13	Fri 3/22/13	0%	393
395	Final proof and production (Jacobs)	5 days	Mon 3/25/13	Fri 3/29/13	0%	394
396	Submit to Caltrans	1 day	Mon 4/1/13	Mon 4/1/13	0%	395
397	Caltrans Central Region and Authority review	20 days	Tue 4/2/13	Mon 4/29/13	0%	396
398	Revisions (Jacobs)	15 days	Tue 4/30/13	Mon 5/20/13	0%	397
399	Caltrans Central Region and Authority Review and Approval of DED	20 days	Tue 5/21/13	Mon 6/17/13	0%	398
400	Final proof and production (Jacobs)	10 days	Tue 6/18/13	Mon 7/1/13	0%	399
401	Caltrans QC Review	23 days	Tue 7/2/13	Thu 8/1/13	0%	400
402	Comment Resolution and Revision	20 days	Fri 8/2/13	Thu 8/29/13	0%	401
403	Caltrans Central Region Review	5 days	Fri 8/30/13	Thu 9/5/13	0%	402
404	Caltrans Legal Review	23 days	Fri 9/6/13	Tue 10/8/13	0%	403
405	Comment Resolution and Revision	15 days	Wed 10/9/13	Tue 10/29/13	0%	404
406	Caltrans Legal and Central Region Review	10 days	Wed 10/30/13	Tue 11/12/13	0%	405
407	Final Production (Jacobs)	10 days	Wed 11/13/13	Tue 11/26/13	0%	406
408	Final EIS/EIR Circulation	30 days	Wed 11/27/13	Tue 1/7/14	0%	407
409	**Task 9 - Certification and Record of Decision**	**76 days**	**Fri 1/10/14**	**Fri 4/25/14**	**0%**	
410	**Prepare ROD**	**32 days**	**Thu 3/13/14**	**Fri 4/25/14**	**0%**	
411	Prepare Draft Record of Decision	10 days	Fri 3/14/14	Thu 3/27/14	0%	
412	Caltrans Central Region Review	10 days	Thu 3/13/14	Thu 4/10/14	0%	
413	Revise ROD	5 days	Thu 4/3/14	Thu 4/17/14	0%	
414	Caltrans Central Region Review	5 days	Thu 4/10/14	Thu 4/24/14	0%	
415	ROD Signature	1 day	Fri 4/25/14	Fri 4/25/14	0%	
416	**EIR Certification**	**70 days**	**Fri 1/10/14**	**Thu 4/17/14**	**0%**	**367**
417	EIR Certification	15 days	Fri 1/10/14	Thu 4/3/14	0%	
418	CTC Action	10 days	Fri 4/4/14	Thu 4/17/14	0%	417



Project: 7SAC038 Project Schedule 20
Date: Thu 3/10/11

Critical	Split	Baseline Milestone	Project Summary	Split	Baseline Milestone
Critical Split	Task Progress	Milestone	Critical Split	Task Progress	Milestone
Critical Progress	Baseline	Summary Progress	Critical Progress	Baseline	Summary Progress
Task	Baseline Split	Summary	Task	Baseline Split	Summary

SR 120 to SR 99
to Manteca

JACOBS

1 Mile 2 Miles

Escalon

San Joaquin County
Stanislaus County

Lon Dale Rd

Valley Home Rd

26 Mile Rd

28 Mile Rd

Rodden Rd

River Rd

N Yosemite Ave

East F St

West F St

Oakdale

S Yosemite Ave

Crane Rd

Lexington Ave

Patterson Rd

S Stearns Rd

AIRPORT

Orange Blossom Rd

Lancaster Rd

Wamble Rd

Fogarty Rd

Warnerville Rd

Emery Rd

1 and 2

3

4

Riverbank

Ladd Rd

American Ave

Tully Rd

Carver Rd

McHenry Ave

Skiolne Rd

Coffee Rd

Morrill Rd

Oakdale Rd

Crawford Rd

Terminal Ave

Claus Rd

Eleanor Ave

Thieman Rd

Claribel Rd

Hammett Rd

Sisk Rd

Stoddard Rd

Dale Rd

Kiernan Ave

Pelandale Ave

Claratina Ave

Roselle Ave

Langworth Rd

Bentley Rd

Albers Rd

Oakdale-Waterford Highway

Smith Rd

Crow Rd

Claribel Rd

Ellenwood Rd

Modesto

Finney Rd

Beckwith Rd

Dakota Ave

Standiford Ave

Shoemake Ave

Orangeburg Ave

N Carpenter Rd

Kansas Ave

Needham St

L St

H St

Scenic Dr

Briggsmore Ave

Milnes Rd

Parker Rd

Maze Blvd

Yosemite Blvd

Waterford

99

120

108

132

219

1

2

LEGEND:

- Alternative 1
- Alternative 1 Options
- Alternative 2
- Alternative 2 Options
- Alternative 3
- Alternative 4

City Limits

Sphere of Influence (SOI)

Modesto

Oakdale

Salida Community Plan

Riverbank General Plan Study Area

DRAFT

April 2011

North County Corridor
Initial Alternative Screenings

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LEGEND:

- Alternative 1
- Alternative 1 (Design Options to be Considered)
- Alternative 2
- Alternative A
- Alternative B
- Alternative C
- Proposed Interchange
- Proposed Intersection

Oakdale
Riverbank
Modesto
San Joaquin County
Stanislaus County
AIRPORT
99
108
120
219

DRAFT
April 2011

North County Corridor
Project Alternatives

0 2000' 4000'