North County Corridor
New State Route 108 Project and Route Adoption

STANISLAUS COUNTY, CALIFORNIA
DISTRICT 10 – STA – 108
(SR-108 [PM 27.5/44.5], SR-219 [PM 3.7/4.8], SR-120 [PM 6.9-11.6])
EA: 10-0S8000 & Project ID: 1000000263

Draft Environmental Impact Report/ Environmental Impact Statement and Section 4(f) De Minimis Finding

Volume I of II

Volume I includes Chapter 1 through Chapter 7

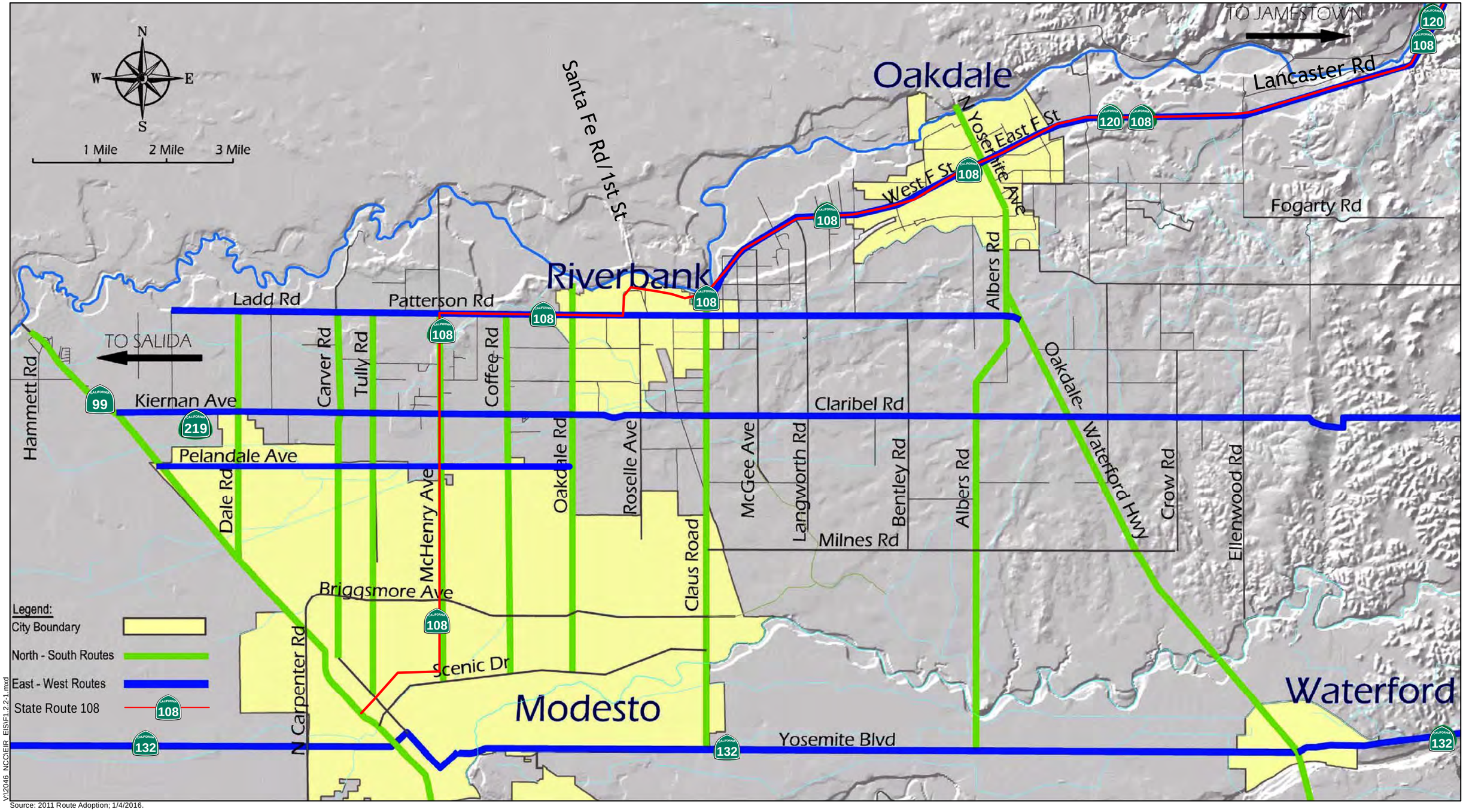
Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

Caltrans

August 2017

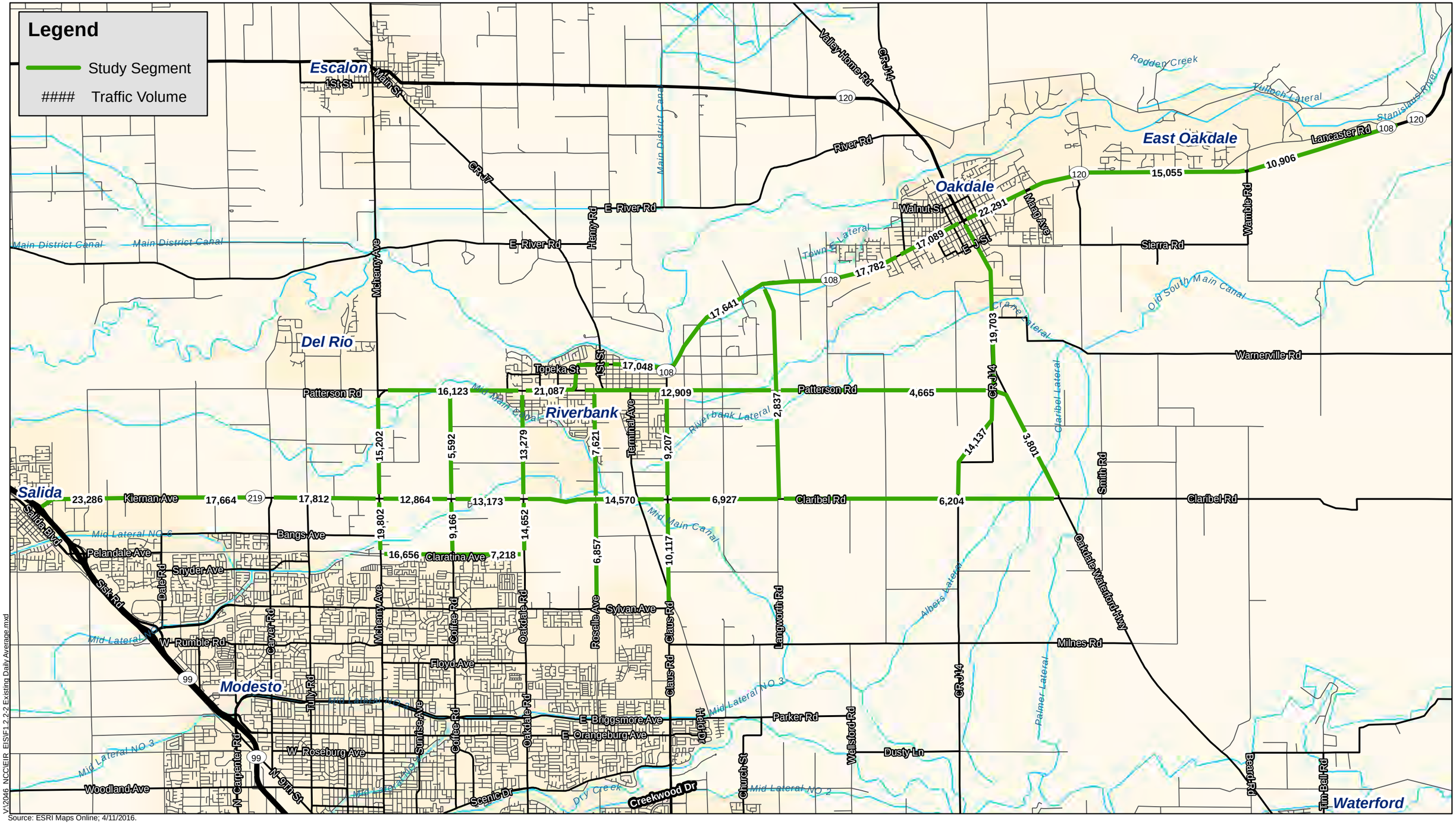
Appendix A Exhibits



Source: 2011 Route Adoption; 1/4/2016.

Not to Scale

FIGURE 1.2.2-1
Regional Transportation Network in Project Vicinity
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

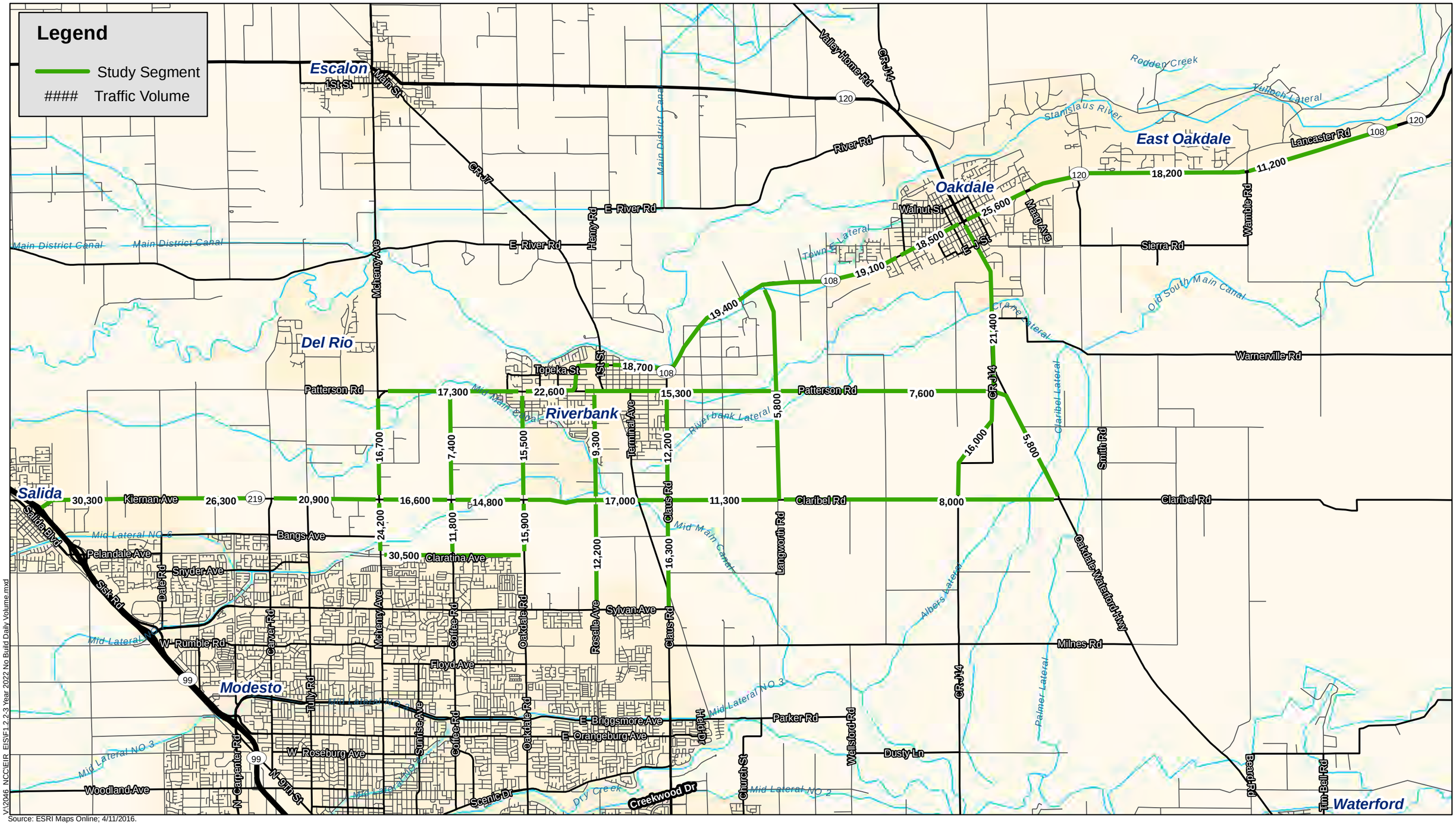


Source: ESRI Maps Online; 4/11/2016.

V:\2046_NCCIEIR_EIS\F1.2.2-2 Existing Daily Average.mxd

0 1 2 3 4 5 Miles

FIGURE 1.2.2-2
Existing (2014) Average Daily Traffic Volume
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

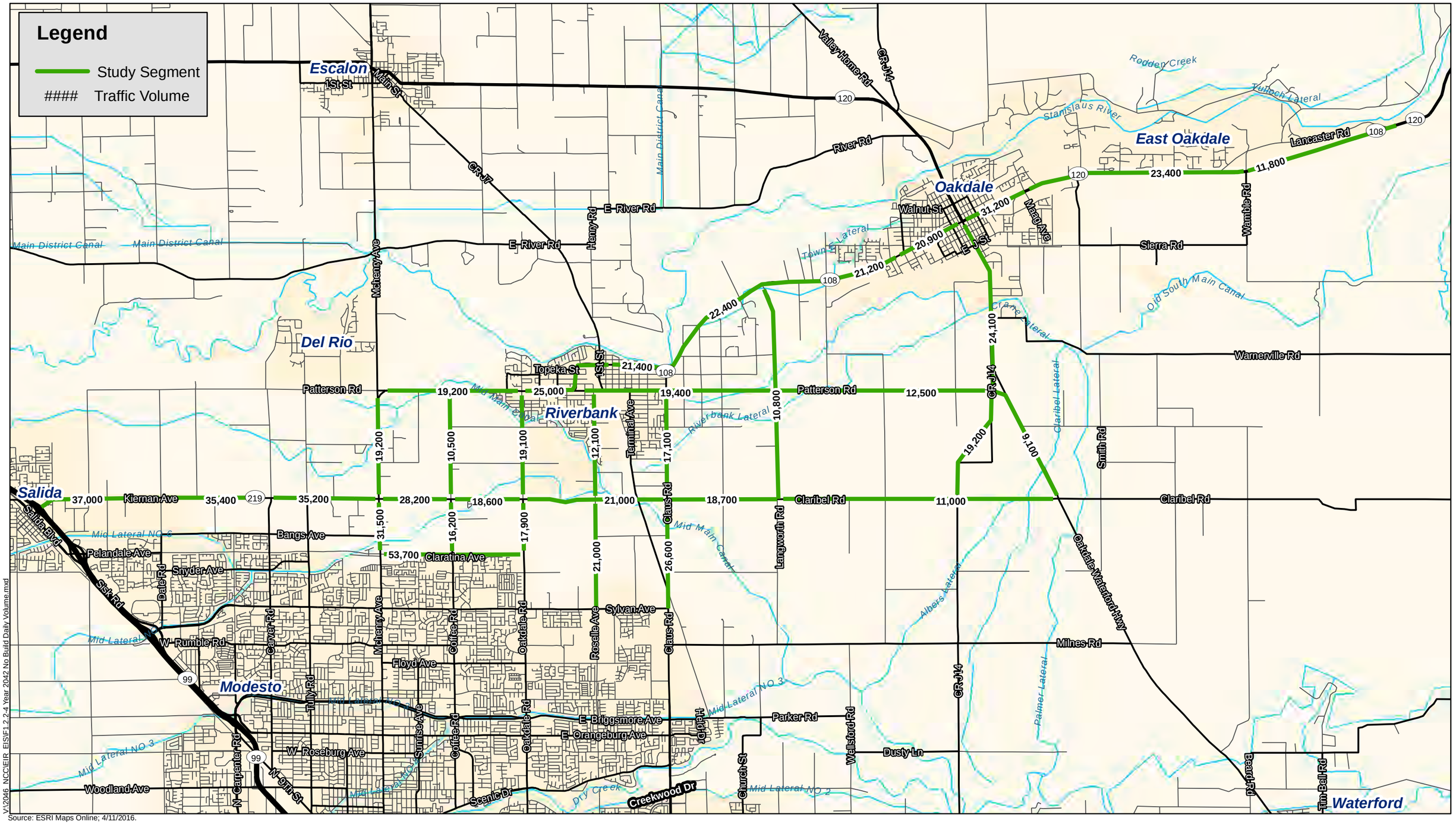


V:\2046_NCCIEIR_EIS\F1.2.2-3 Year 2022 No Build Daily Volume.mxd

Source: ESRI Maps Online; 4/11/2016.

0 1 2 3 4 5 Miles

FIGURE 1.2.2-3
Year 2022 No-Build Daily Traffic Volume
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

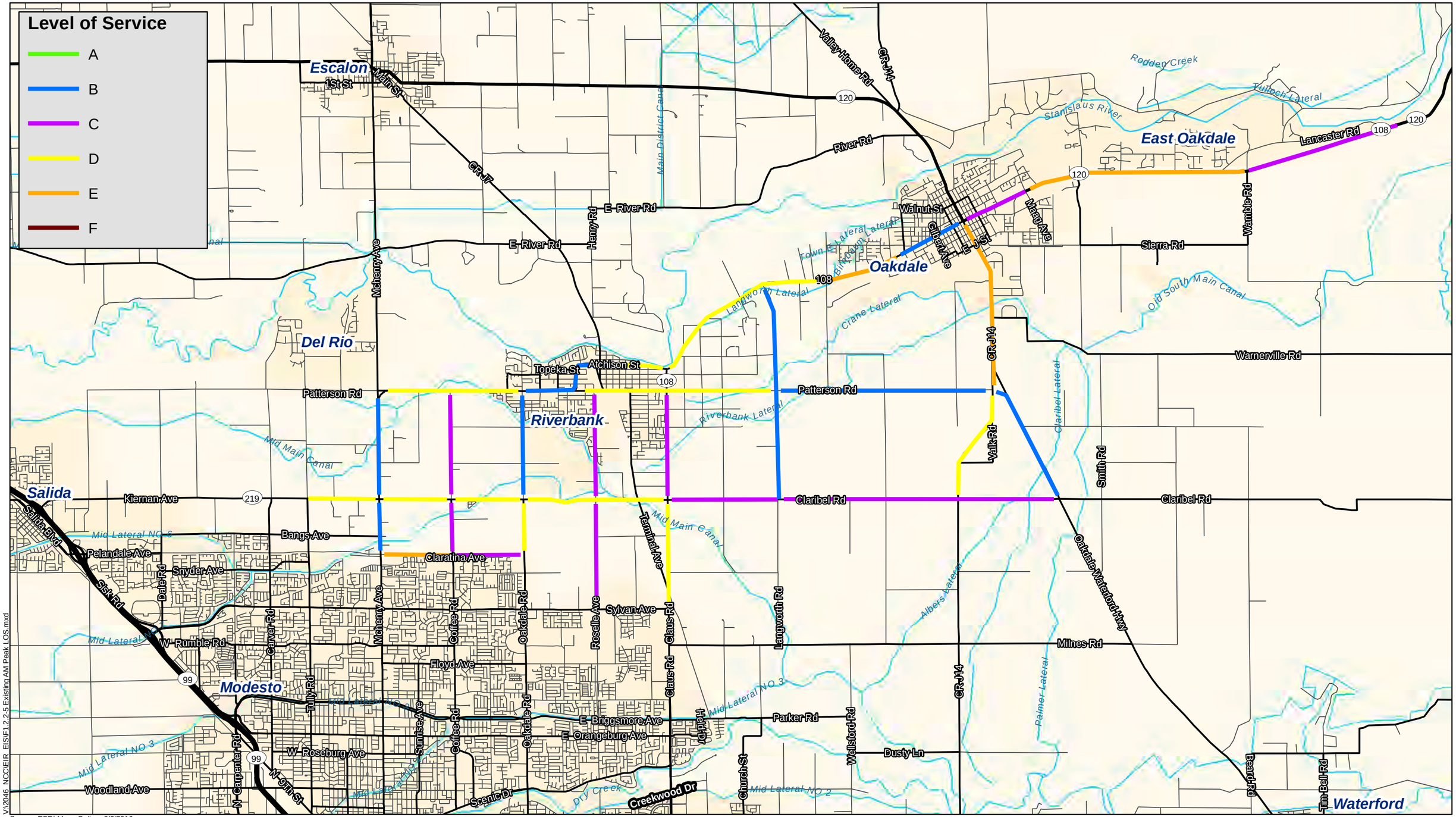


V:\2046_NCCIEIR_EIS\F1.2.2-4 Year 2042 No Build Daily Volume.mxd

Source: ESRI Maps Online; 4/11/2016.

0 1 2 3 4 5 Miles

FIGURE 1.2.2-4
Year 2042 No-Build Daily Traffic Volume
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

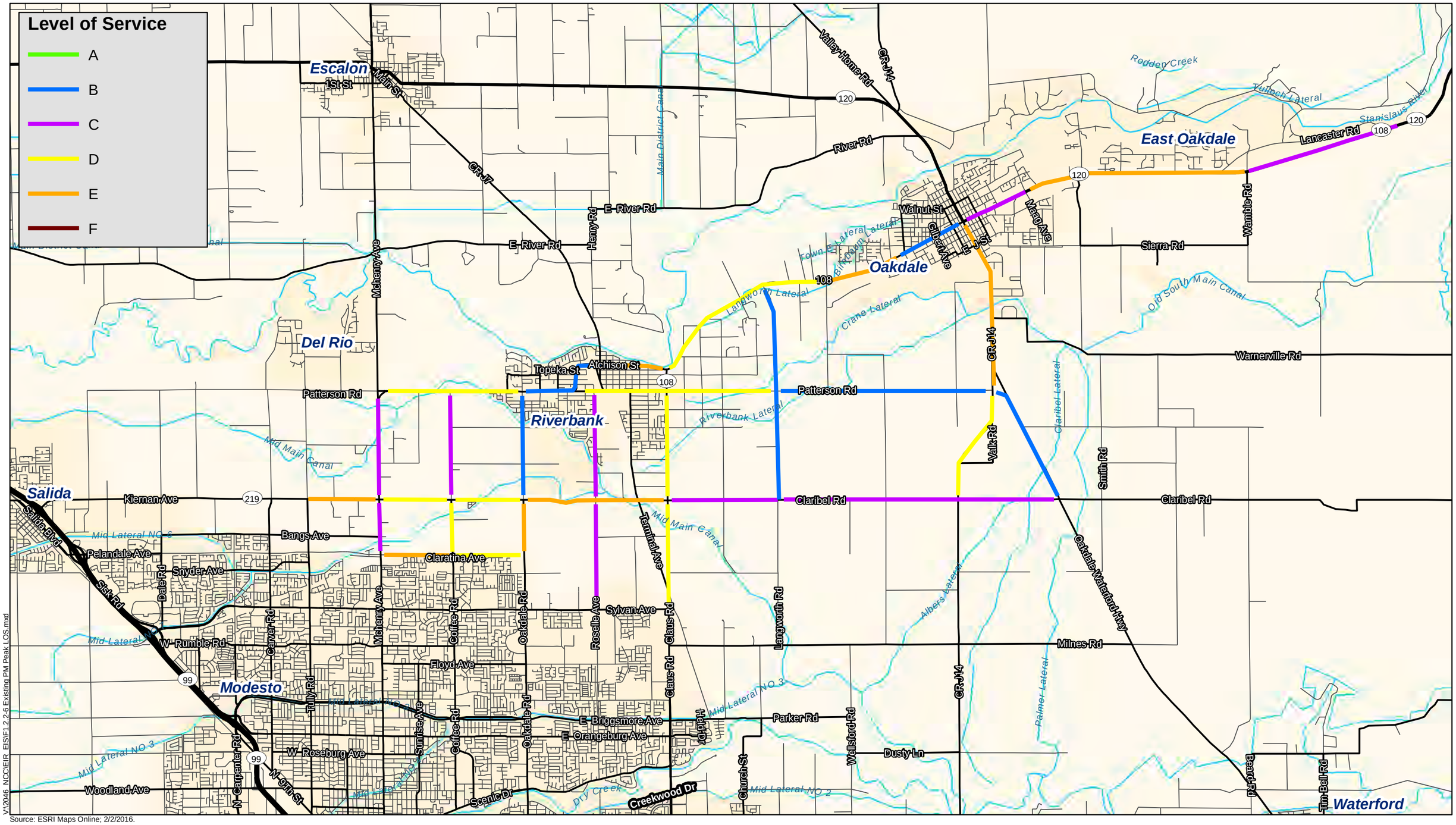


V:\2046_NCCIEIR_EIS\F1.2.2-5 Existing AM Peak LOS.mxd

Source: ESRI Maps Online; 2/2/2016.

0 1 2 3 4 5 Miles

FIGURE 1.2.2-5
Existing (2014) Morning Peak Hour Roadway LOS
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

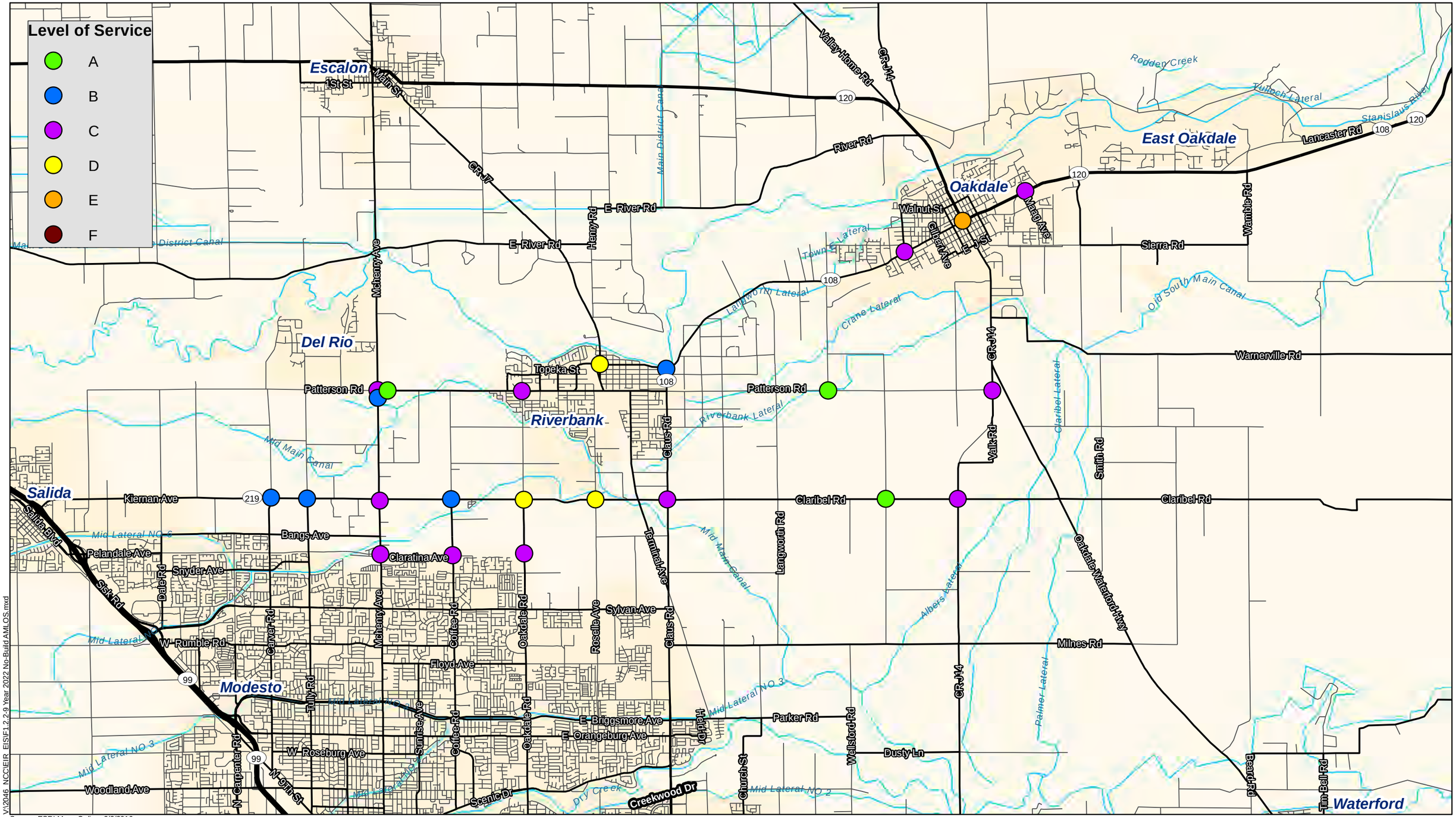


Source: ESRI Maps Online; 2/2/2016.

0 1 2 3 4 5 Miles

V:\2046_NCCIEIR_EIS\F1.2.2-6 Existing PM Peak LOS.mxd

FIGURE 1.2.2-6
Existing (2014) Evening Peak Hour Roadway LOS
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

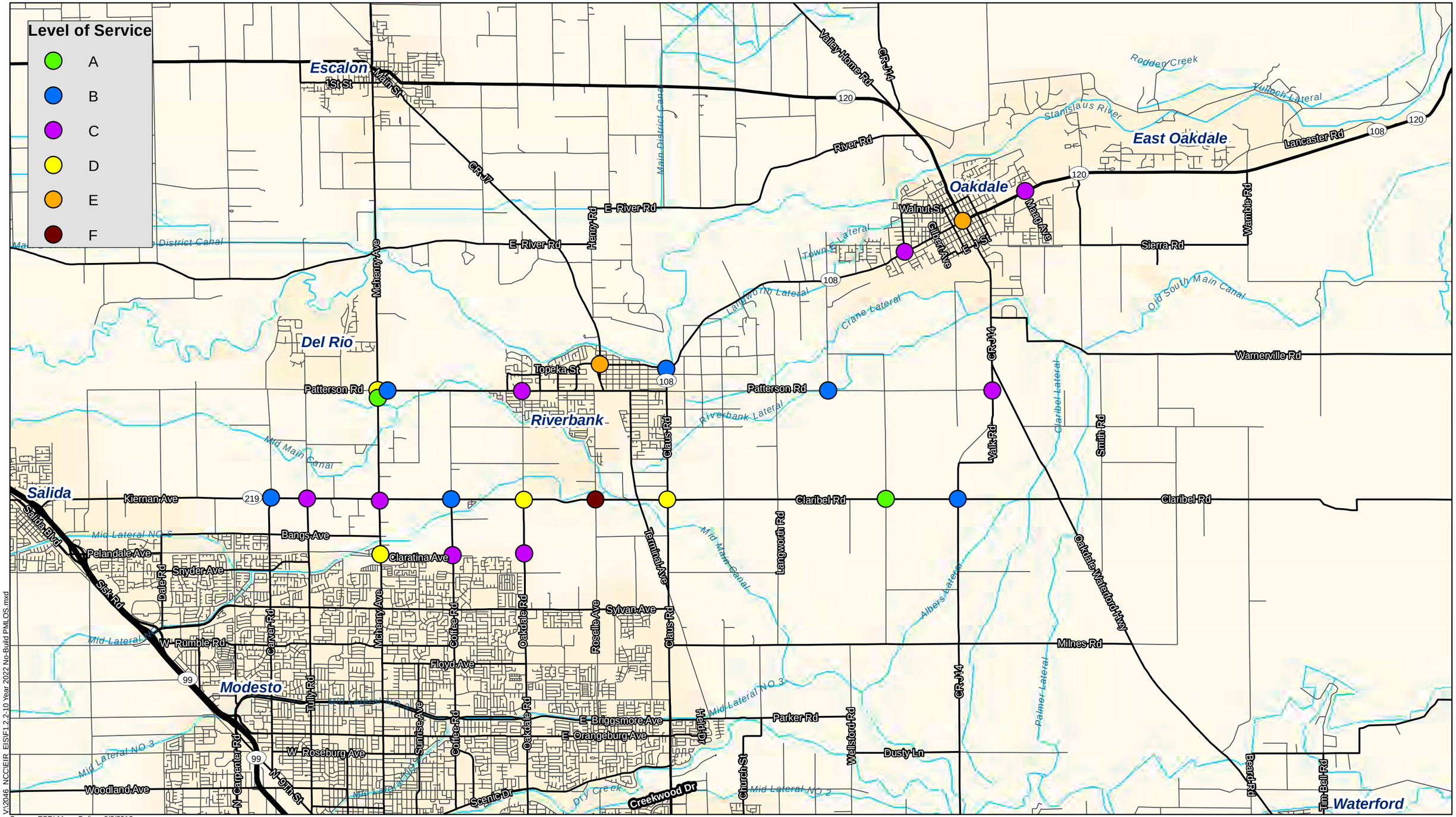


Source: ESRI Maps Online; 2/2/2016.

V:\2046_NCCIEIR_EISF1.2.2-9 Year 2022 No-Build AMLOS.mxd

0 1 2 3 4 5 Miles

FIGURE 1.2.2-9
Year 2022 No-Build Morning Peak Hour Intersection Level of Service
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

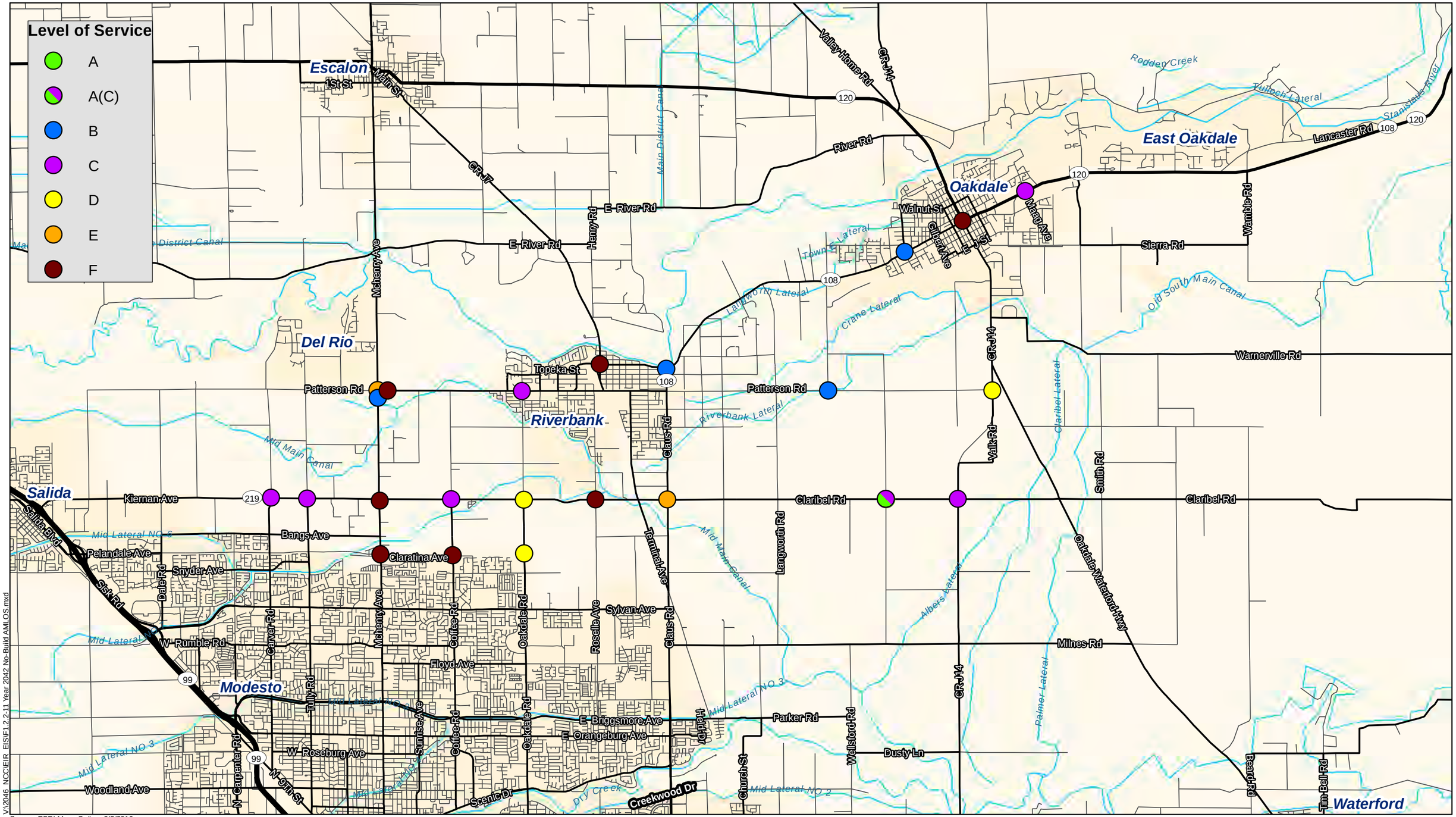


Source: ESRI Maps Online; 2/2/2016.

V:\2046_NCCIEIR_EISF1.2.2-10 Year 2022 No-Build PMLOS.mxd

0 1 2 3 4 5 Miles

FIGURE 1.2.2-10
Year 2022 No-Build Evening Peak Hour Intersection Level of Service
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

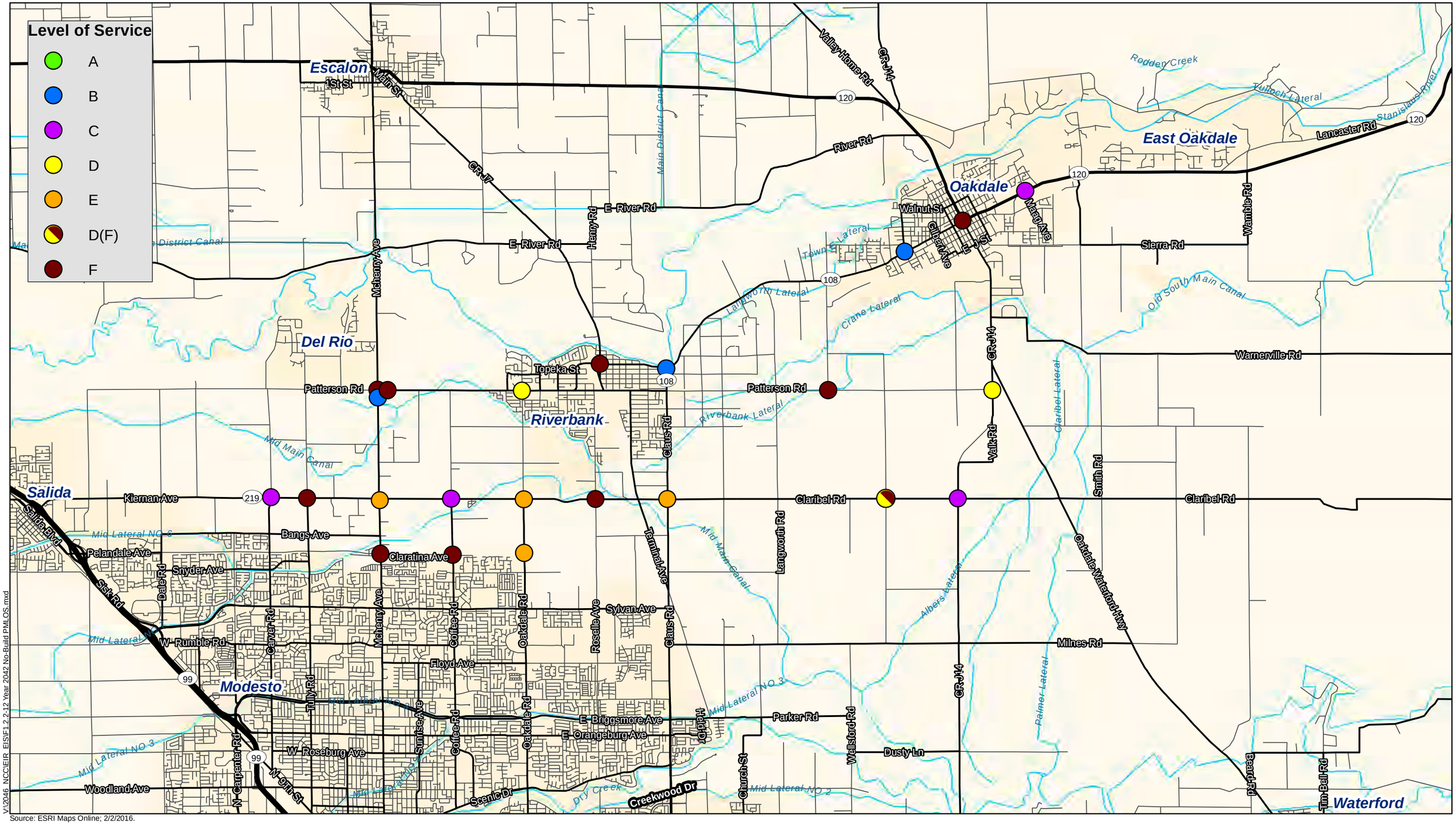


V:\2046_NCCIEIR_EISF\1.2.2-11 Year 2042 No-Build AMLOS.mxd

Source: ESRI Maps Online; 2/2/2016.

0 1 2 3 4 5 Miles

FIGURE 1.2.2-11
Year 2042 No-Build Morning Peak Hour Intersection Level of Service
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

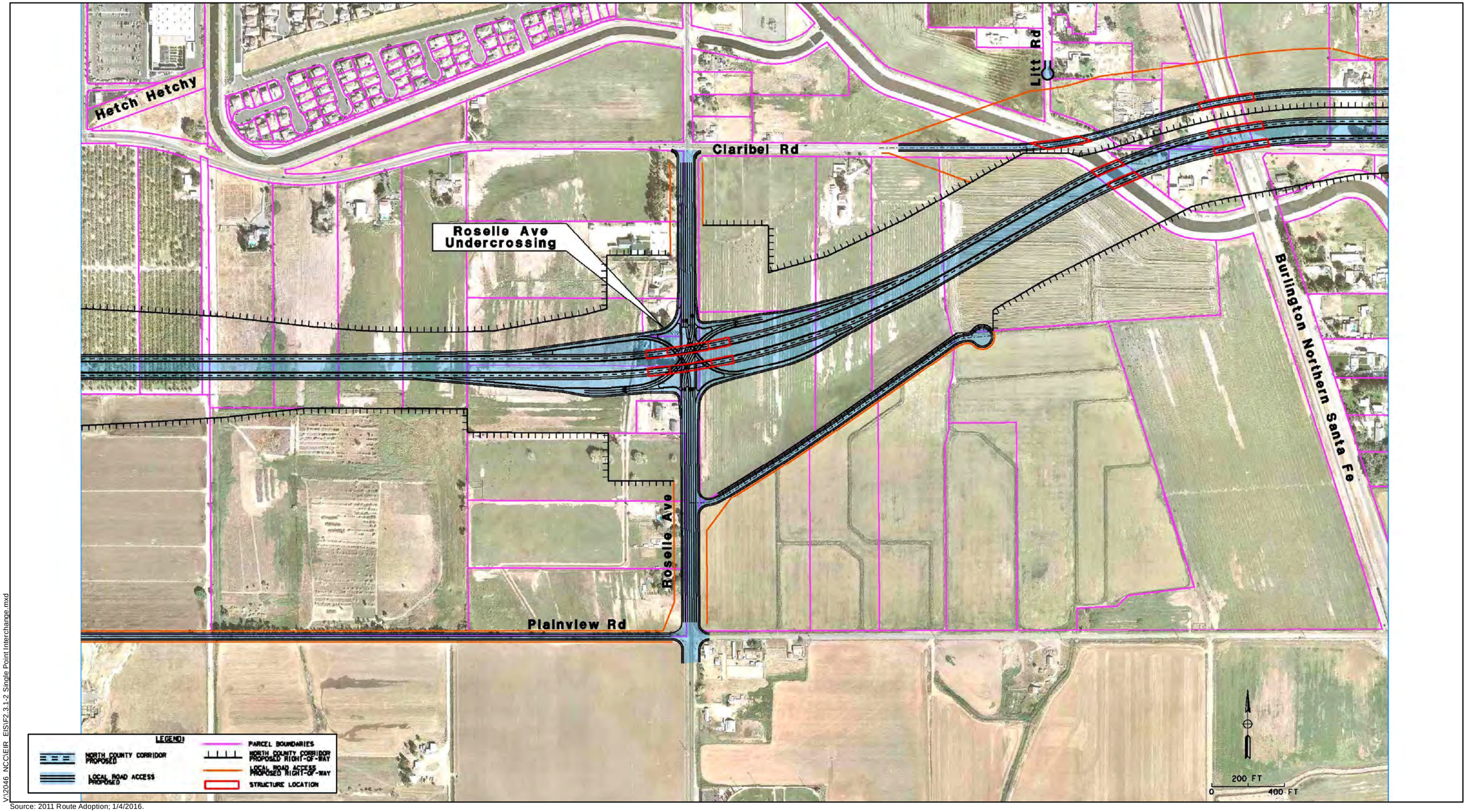


V:\2046_NCCIEIR_EIS\F1.2.2-12 Year 2042 No-Build PMLOS.mxd

Source: ESRI Maps Online; 2/2/2016.

0 1 2 3 4 5 Miles

FIGURE 1.2.2-12
Year 2042 No-Build Evening Peak Hour Intersection Level of Service
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

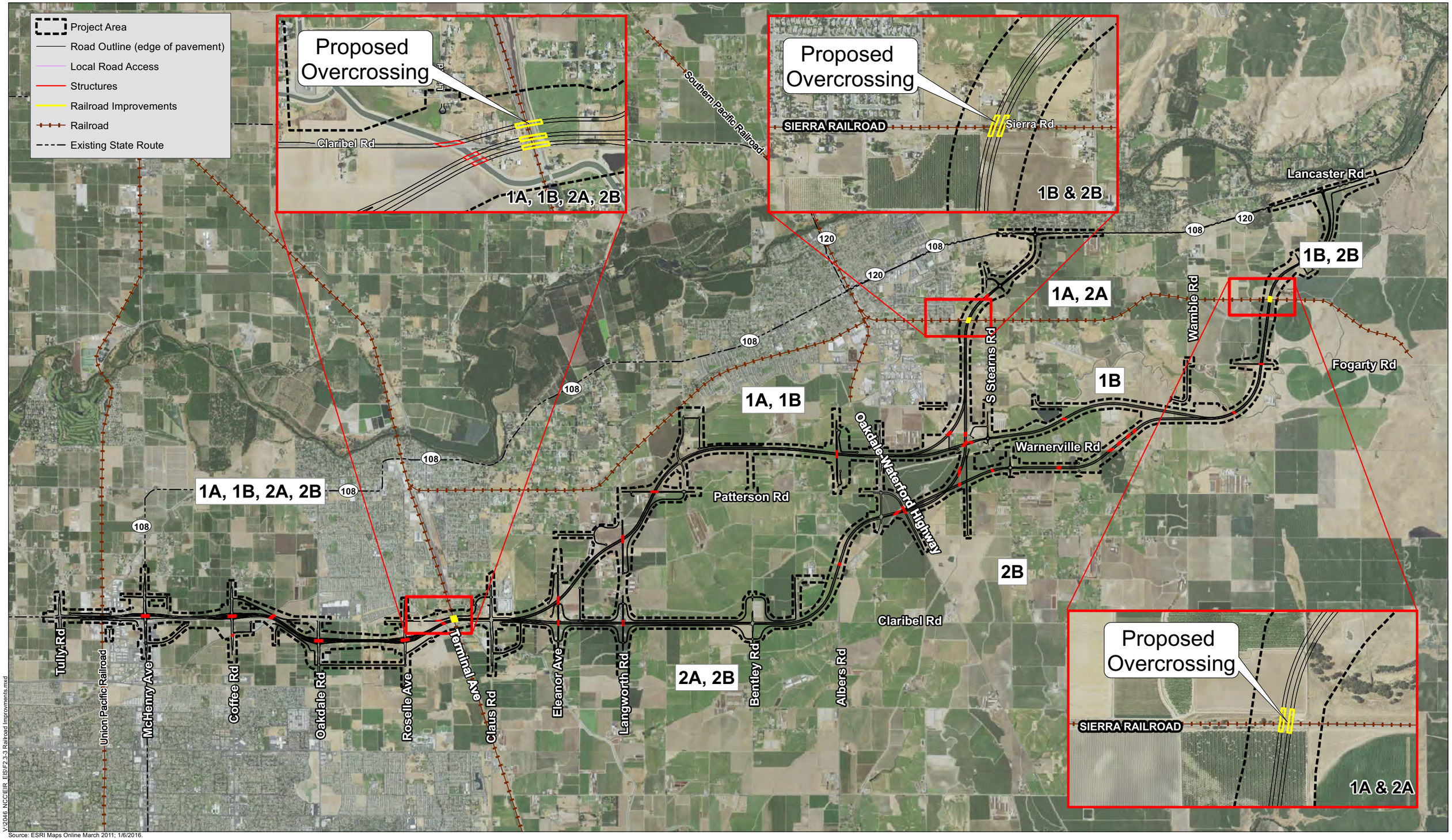


V:\2046_NCC\EIR_EIS\F2.3.1-2 Single Point Interchange.mxd

Source: 2011 Route Adoption; 1/4/2016.

Not to Scale

FIGURE 2.3.1-2
Example Single-Point Interchange
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



V:\2046 NCC\EIR_EIS\F2.3-3 Railroad Improvments.mxd

Source: ESRI Maps Online March 2011; 1/6/2016.

0 0.5 1 1.5 2 Miles

FIGURE 2.3.1-3
Railroad Improvements and Change
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

Oakdale
Riverbank
Modesto

Southern Pacific Railroad
Sierra Railroad
Burlington Northern Santa Fe Railroad
Union Pacific Railroad

Page 14
Page 9
Page 11
Page 13
Page 12
Page 10
Page 8
Page 7
Page 6
Page 2
Page 3
Page 4
Page 5

1A, 2A
1B, 2B
1A, 1B
1B
2B
2A, 2B
1A, 1B, 2A, 2B

Lancaster Rd
Wamble Rd
Fogarty Rd
S Stearns Rd
Emery Rd
Warnerville Rd
Oakdale Waterford Highway
Patterson Rd
Claribel Rd
Tully Rd
McHenry Ave
Coffee Rd
Oakdale Rd
Roselle Ave
Terminal Ave
Claus Rd
Eleanor Ave
Langworth Rd
Bentley Rd
Albers Rd

120
108

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Source: ESRI Maps Online March 2011; 3/29/2016.

0 0.5 1 1.5 2 Miles

Segment 1 Segment 2 Segment 3

FIGURE 2.3-1
Build Alternatives
Page 1 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

MID MAIN

1A, 1B, 2A, 2B

UNION PACIFIC RAILROAD

MID LATERAL NO 6

Jerusalem Ct
Charity Way
Bitritto Way
McHenry Ave
Coffee Rd
Tuson Rd
Pentecost Dr
Truly Rd
Kiernan Ave
Stratos Way
Claribel Rd
E Galaxy Way
Vella Way
108
219

Match Line - See Page 3

V:\2046 NCCIEIR_EIS\F2.3.1 Build Alternatives\F2.3-1Page2Build Alternatives.mxd

Source: ESRI Maps Online March 2011; 1/6/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 2.3-1
Build Alternatives
Page 2 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

MID LATERAL NO 6

MID LATERAL NO 6

MID MAIN

BURLINGTON NORTHERN SANTA FE

1A, 1B, 2A, 2B

Oakdale Rd

Squire Wells Way

Roselle Ave

Lift Rd

Claribel Rd

Claribel Rd

Claribel Rd

Vella Way

Oakdale Rd

Roselle Ave

Plainview Rd

Claratina Ave

Match Line - See Page 2

Match Line - See Page 4

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Source: ESRI Maps Online March 2011; 1/5/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 2.3-1
Build Alternatives
Page 3 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Match Line - See Page 10

Match Line - See Page 3

Match Line - See Page 5

Project Area
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

RIVERBANK LATERAL

1A & 1B

1A, 1B, 2A, 2B

2A & 2B

MOOTZ LATERAL

MID MAIN

BURLINGTON NORTHERN SANTA FE

BRICHETTO LATERAL

Minniear Ave
Davis Ave
Claus Rd
Claribel Rd
Terminal Ave
Plainview Rd
Eleanor Ave
McGee Ave
Langworth Rd

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Source: ESRI Maps Online March 2011; 1/6/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 2.3-1
Build Alternatives
Page 4 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

Match Line - See Page 4

Match Line - See Page 6

MOOTZ LATERAL

2A & 2B

BRICHETTO LATERAL

Claribel Rd

Bentley Rd

Albers Rd

Valk Rd

V:\2046_NCCtEIR_EIS\F2.3.1 Build Alternatives\F2_3-1Page5Build_Alternatives.mxd

Source: ESRI Maps Online March 2011; 1/6/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 2.3-1
Build Alternatives
Page 5 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Match Line - See Page 12 and 13

Match Line - See Page 5

Match Line - See Page 7

1A

1A & 1B

1B

2A

2B

2A & 2B

CRANE LATERAL

OID SOUTH MAIN

BRICHETTO LATERAL

CLARIBEL LATERAL

SOUTH LATERAL

SOUTH LATERAL

Yosemite Ave

Patterson Rd

Albers Rd

Oakdale-Waterford Hwy

Albers

Valk Rd

Alvarado Rd

Bendler Rd

Warnerville Rd

Smith Rd

Project Area
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

V:\2046 NCCIEIR_EIS\F2.3.1 Build Alternatives\F2.3-1Page6Build Alternatives.mxd

Source: ESRI Maps Online March 2011; 1/4/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 2.3-1
Build Alternatives
Page 6 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

OID SOUTH MAIN

Wamble Rd

Fogarty Rd

Match Line - See Page 8

OID SOUTH MAIN

1B

Match Line - See Page 6

KEARNEY LATERAL

2B

KEARNEY LATERAL

KEARNEY PIPELINE

Warnerville Rd

Warnerville Rd

Warnerville Rd

Emery Rd

Stoddard Rd

V:\2046_NCCEIR_EIS\F2.3.1 Build Alternatives\F2.3-1Page7Build_Alternatives.mxd

Source: ESRI Maps Online March 2011; 1/6/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 2.3-1
Build Alternatives
Page 7 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Match Line - See Page 9

SIERRA RAILROAD

GRAY LATERAL

1B & 2B

OID SOUTH MAIN

Fogarty Rd

Emery Rd

Match Line - See Page 7

Project Area
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

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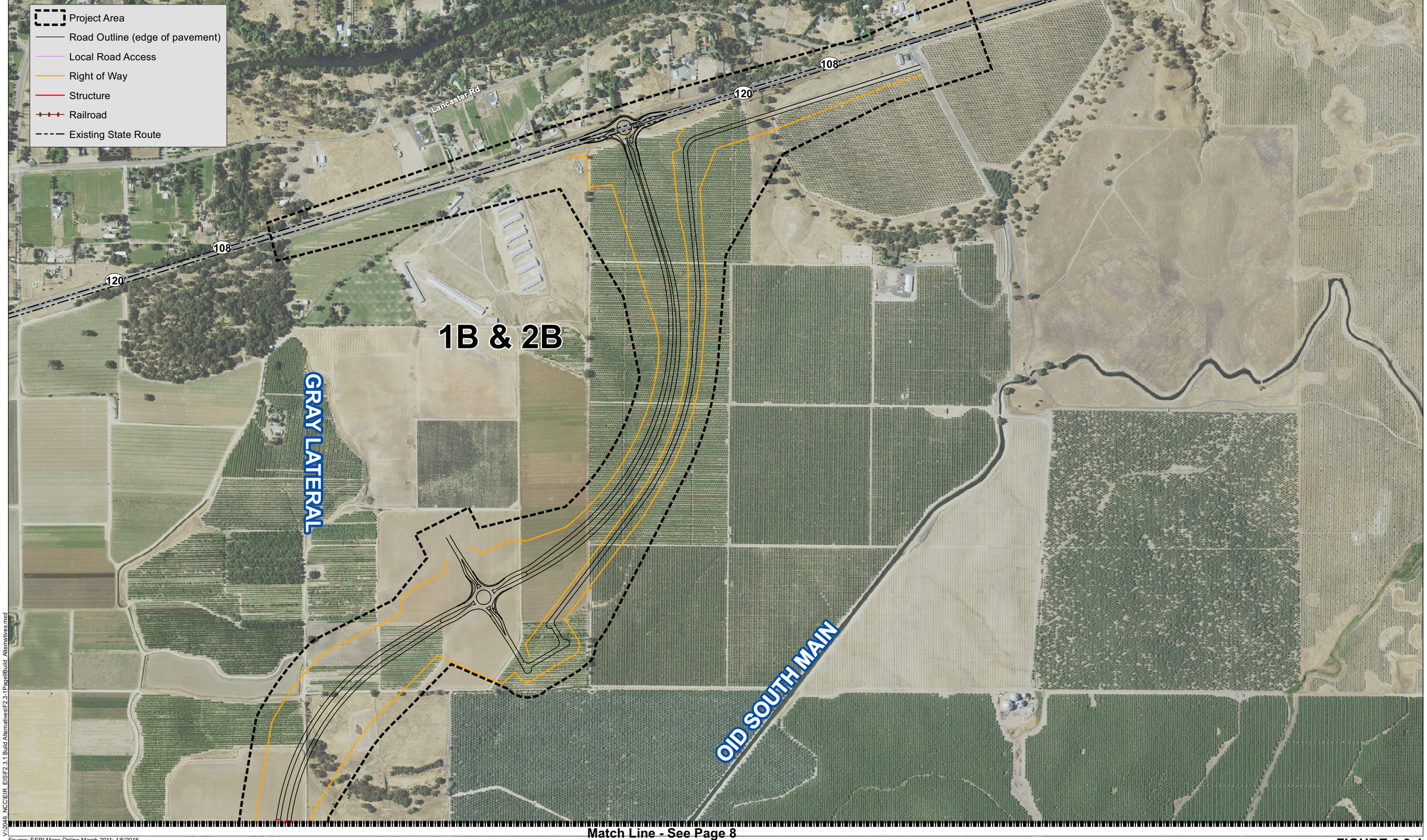
Source: ESRI Maps Online March 2011; 1/6/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 2.3-1
Build Alternatives
Page 8 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



V:\2046_NCCEIR_EIS\F2.3.1 Build Alternatives\F2.3-1Page9Build_Alternatives.mxd

Source: ESRI Maps Online March 2011; 1/6/2016.

Match Line - See Page 8

0 500 1,000 1,500 2,000 Feet

FIGURE 2.3-1
Build Alternatives
Page 9 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Match Line - See Page 11

Project Area
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

BURLINGTON NORTHERN SANTA FE
CRANE LATERAL
RIVERBANK LATERAL
1A & 1B
1A & 1B

Crane Rd
Lexington Ave
Langworth Rd
Crane Rd
Bentley Rd
Patterson Rd
Patterson Rd
Patterson Rd
Bentley Rd
Eleanor Ave
Kentucky Ave
Langworth Rd

Match Line - See Page 12

Match Line - See Page 4

V:\2046 NCC\EIR EIS\F2.3.1 Build Alternatives\F2.3-1Page10Build Alternatives.mxd

Source: ESRI Maps Online March 2011; 1/4/2016.

0 500 1,000 1,500 2,000 Feet

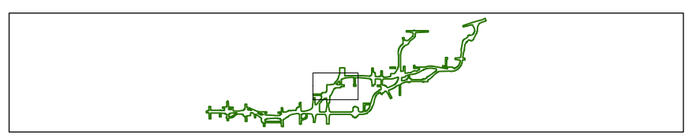


FIGURE 2.3-1
Build Alternatives
Page 10 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

BURLINGTON NORTHERN SANTA FE

GRANE LATERAL

Crane Rd

Crane Rd

Greger St

Crane Rd

1A & 1B

Match Line - See Page 10

V:\2046 NCC\EIR_EIS\F2.3-1 Build Alternatives\F2.3-1Page11Build Alternatives.mxd

Source: ESRI Maps Online March 2011; 1/6/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 2.3-1
Build Alternatives
Page 11 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

CRANE LATERAL
SOUTHERN PACIFIC RAILROAD
RIVERBANK LATERAL
Kaufman Rd
Yosemite Ave.
Warnerville Rd
Warnerville Rd
Warnerville Rd
Kaufman Rd
Patterson Rd

1A
1A & 1B

Match Line - See Page 10

Match Line - See Page 13

Match Line - See Page 6

V:\2046_NCCEIR_EIS\F2.3.1 Build Alternatives\F2.3-1Page12Build_Alternatives.mxd

Source: ESRI Maps Online March 2011; 1/6/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 2.3-1
Build Alternatives
Page 12 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Match Line - See Page 14

Match Line - See Page 12

Match Line - See Page 6

Match Line - See Page 7

V:\2046_NCC\EIR_EIS\F2.3.1 Build Alternatives\F2.3-1Page13Build_Alternatives.mxd

Source: ESRI Maps Online March 2011; 1/6/2016.

0 500 1,000 1,500 2,000 Feet

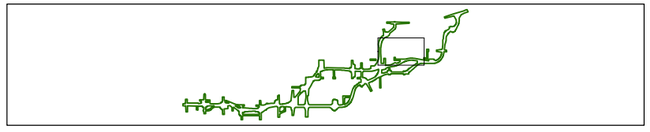
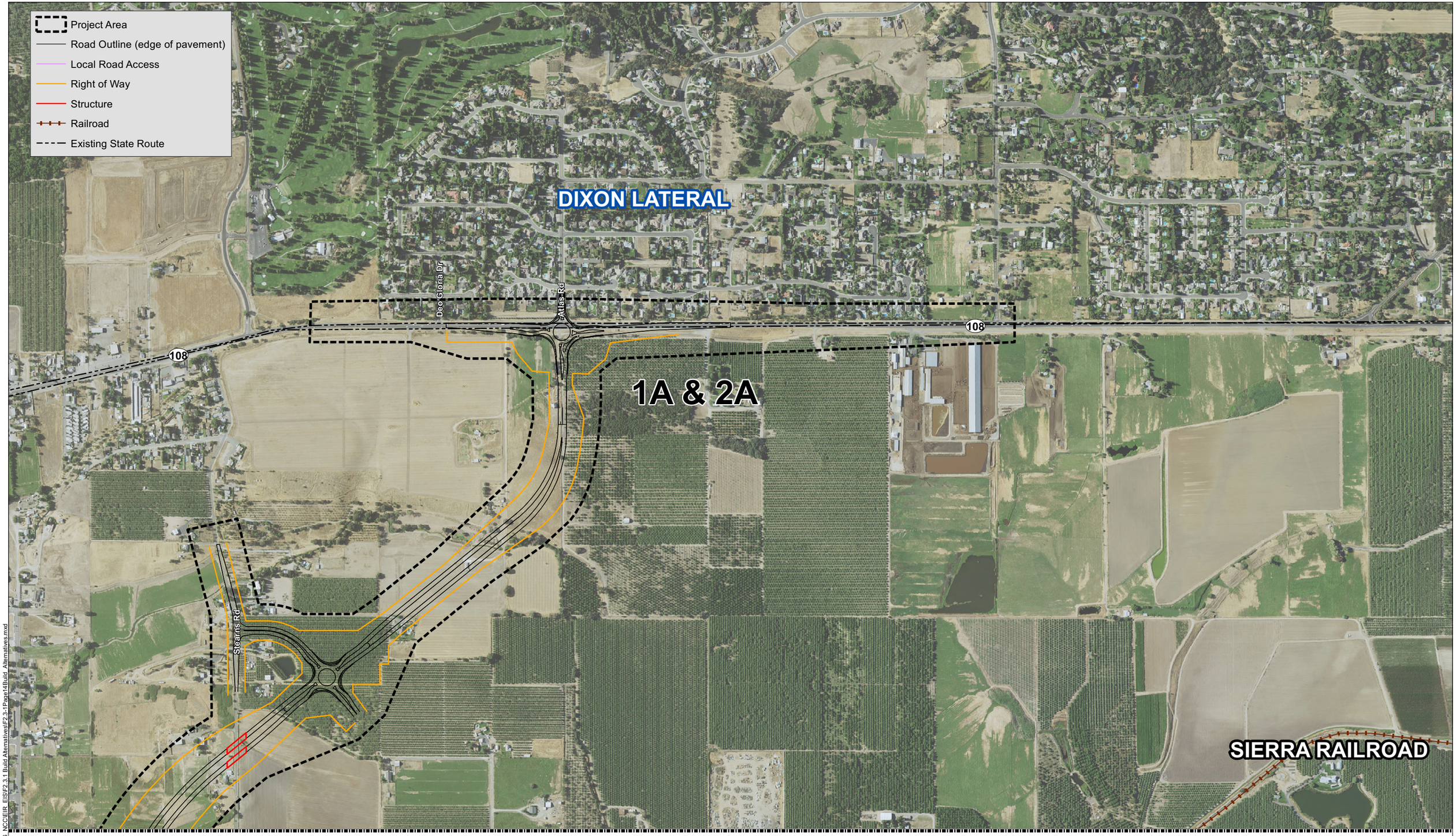


FIGURE 2.3-1
Build Alternatives
Page 13 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



Match Line - See Page 13

Source: ESRI Maps Online March 2011; 1/6/2016.

0 500 1,000 1,500 2,000 Feet

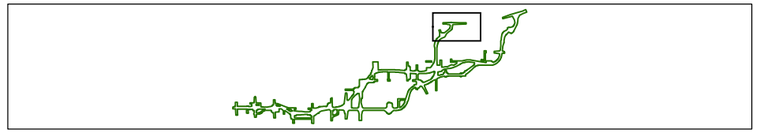


FIGURE 2.3-1
Build Alternatives
Page 14 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

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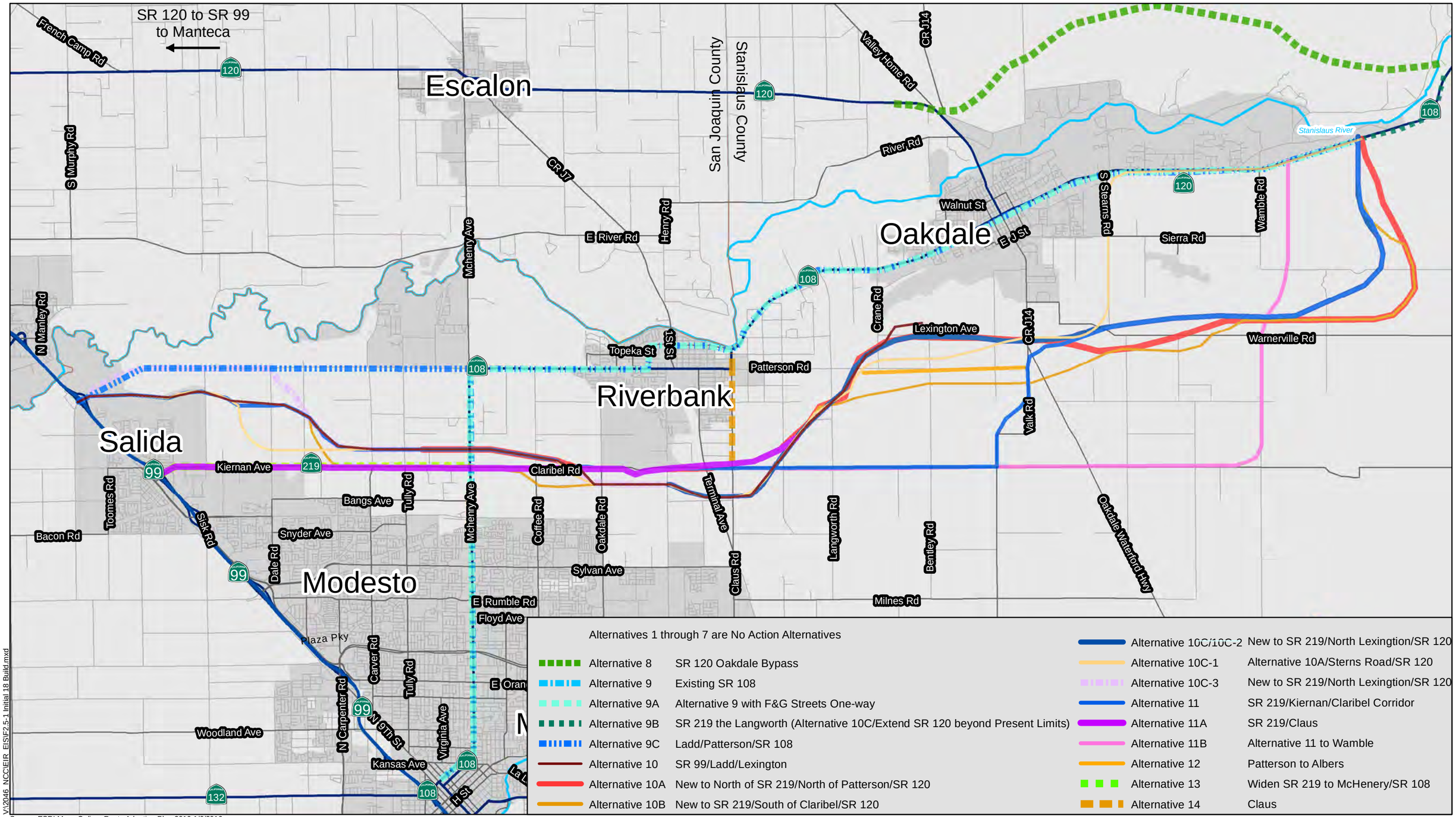
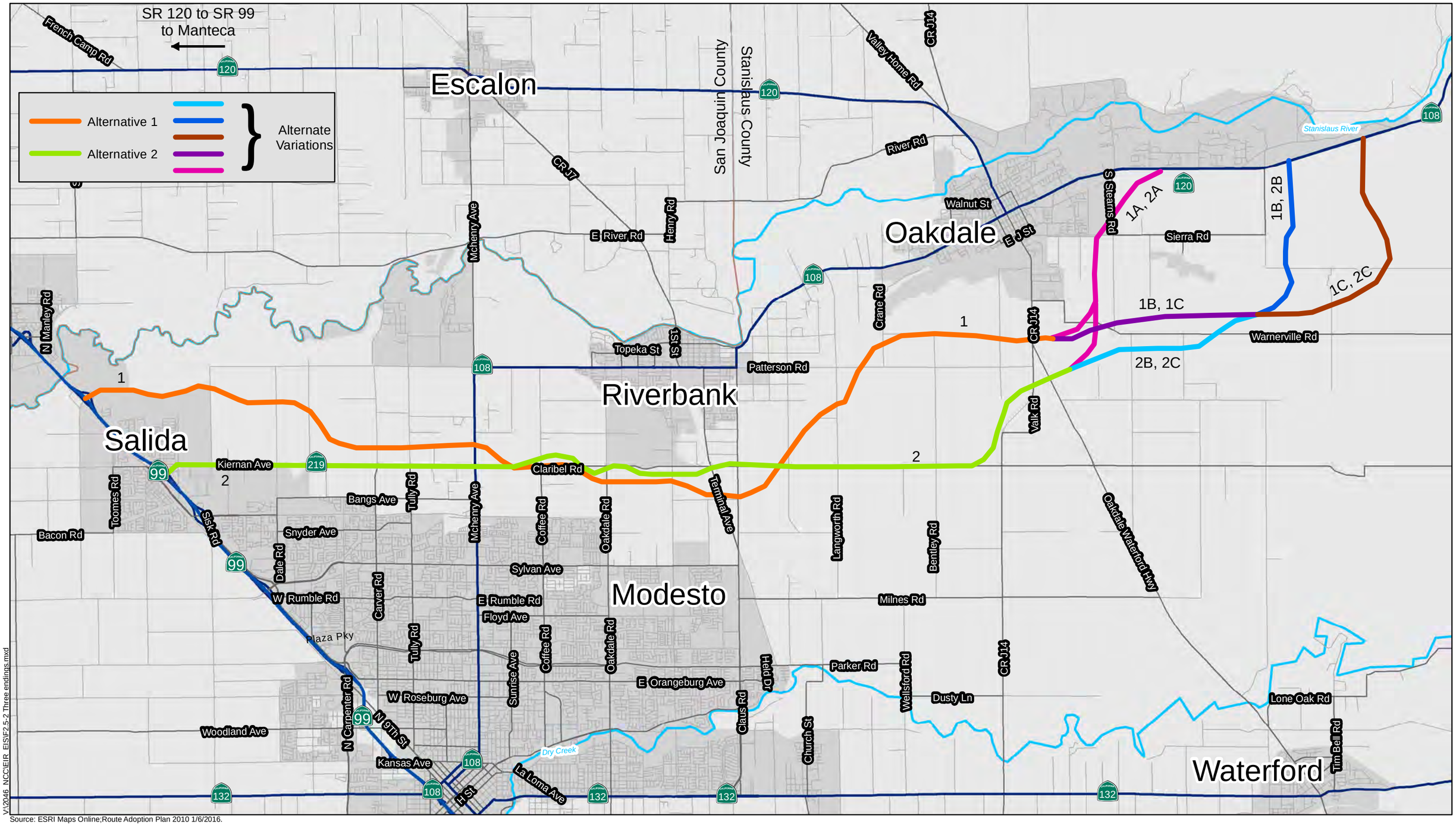


V:\2046 NCCIEIR EISF2.5-1 Initial 18 Build.mxd

Source: ESRI Maps Online; Route Adoption Plan 2010 1/6/2016.

FIGURE 2.5-1
Initial 18 Build Alternatives
EA: 10-0S8000, Project ID # 1000000263
North County Corridor State Route 108 Project
Stanislaus County, California

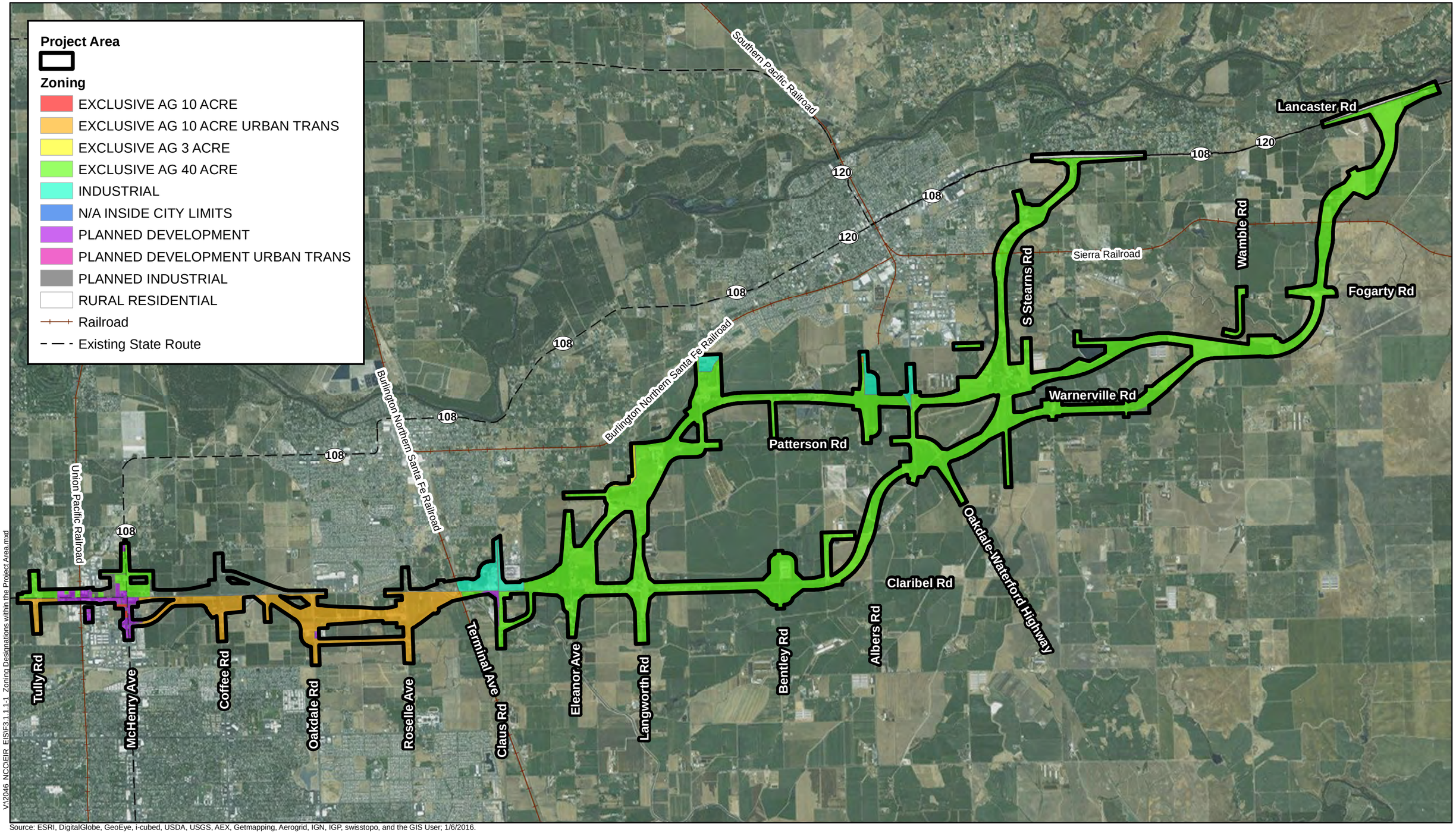


V:\2046_NCCIEIR_EIS\F2.5-2 Three endings.mxd

Source: ESRI Maps Online;Route Adoption Plan 2010 1/6/2016.

0 1 2 3 4 5 Miles

FIGURE 2.5-2
Initial Three Ending Alignments
EA: 10-0S8000, Project ID # 1000000263
North County Corridor State Route 108 Project
Stanislaus County, California

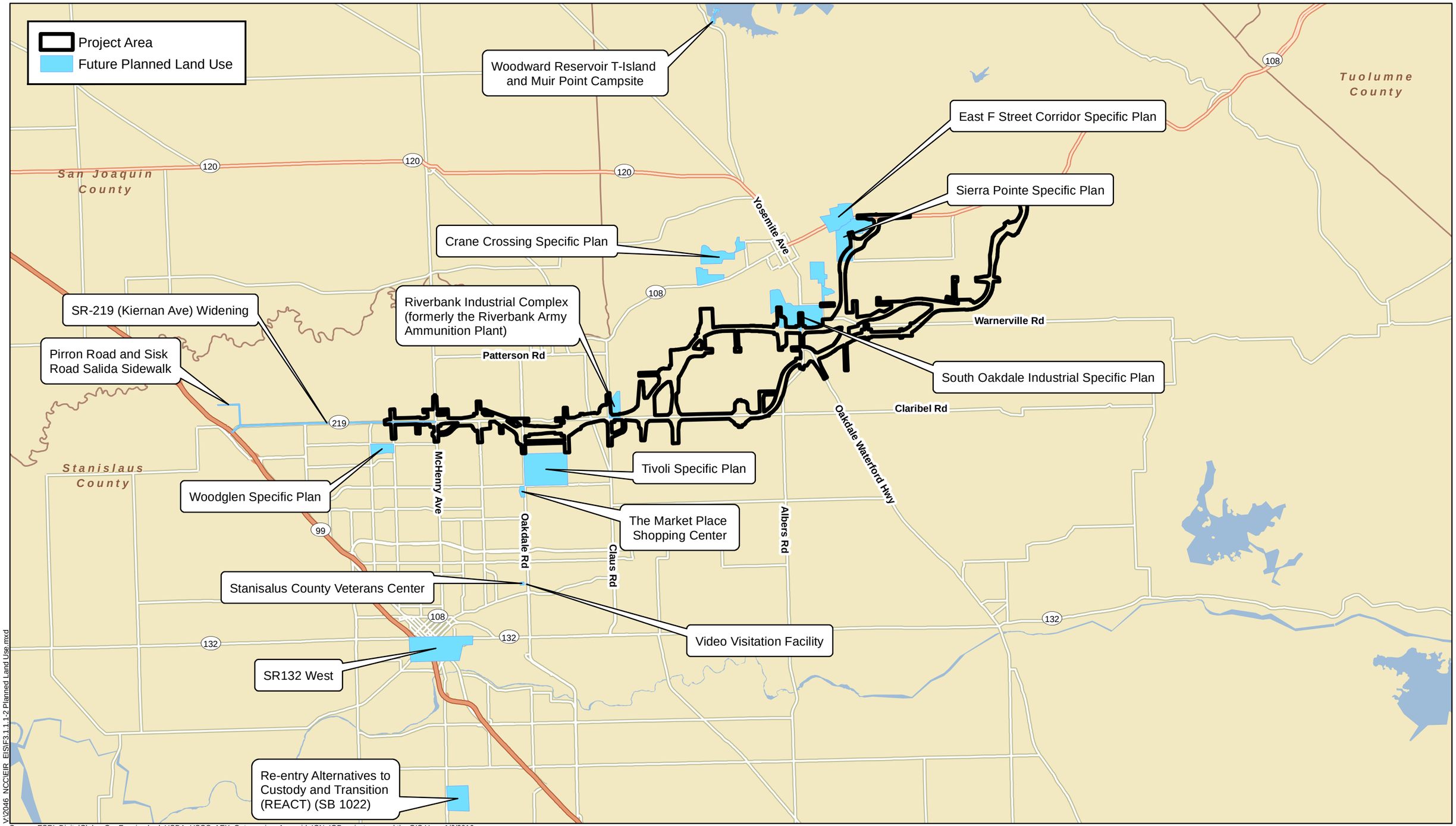


V:\2046 NCCIEIR EIS\F3.1.1.1-1 Zoning Designations within the Project Area.mxd

Source: ESRI, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User; 1/6/2016.

0 1 2 3 4 5 Miles

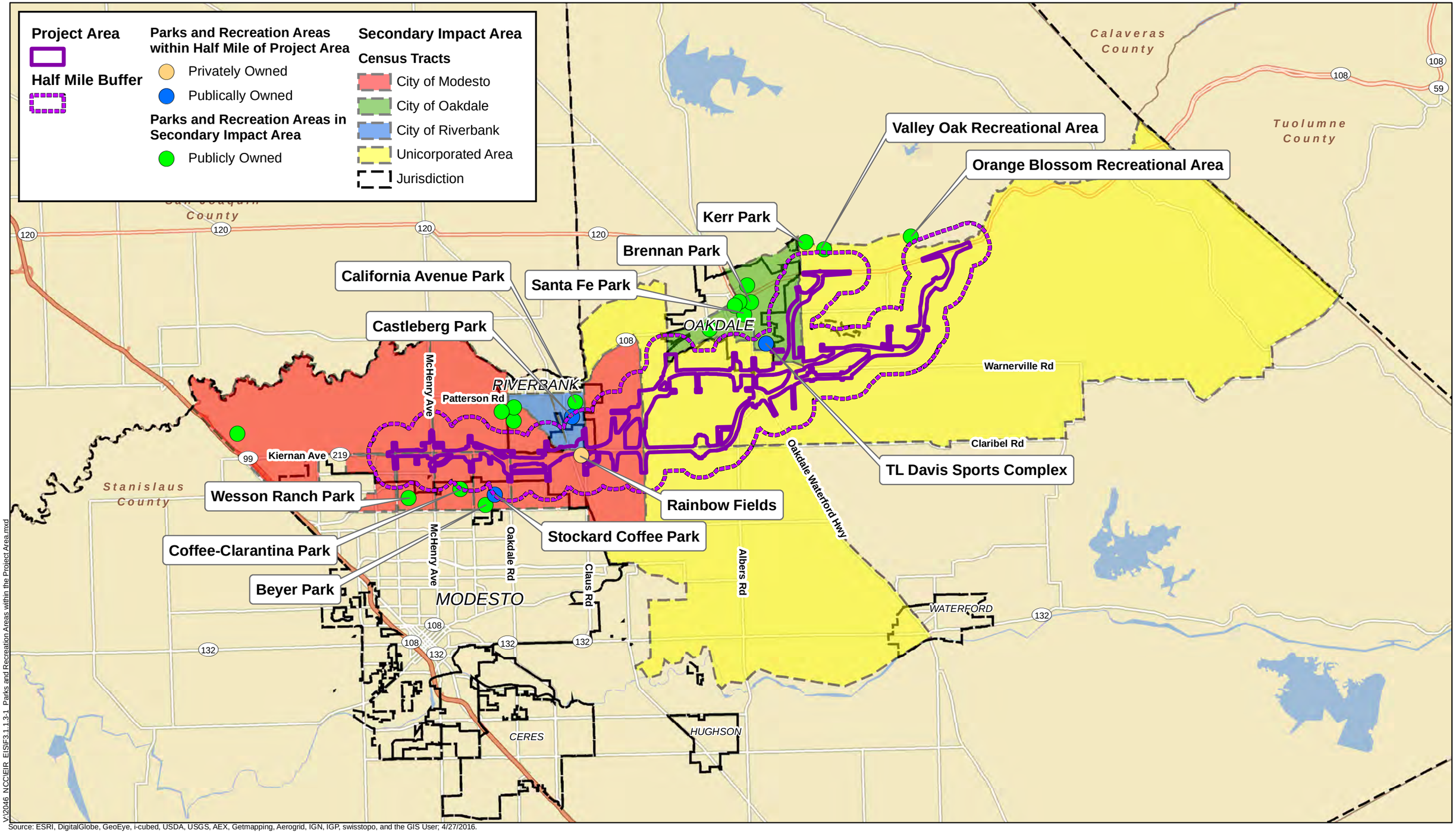
FIGURE 3.1.1.1-1
Zoning Designations within the Project Area
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



Source: ESRI, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User; 1/6/2016.

0 2 4 6 8 10 Miles

FIGURE 3.1.1.1-2
Planned Land Use within the Project Vicinity
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

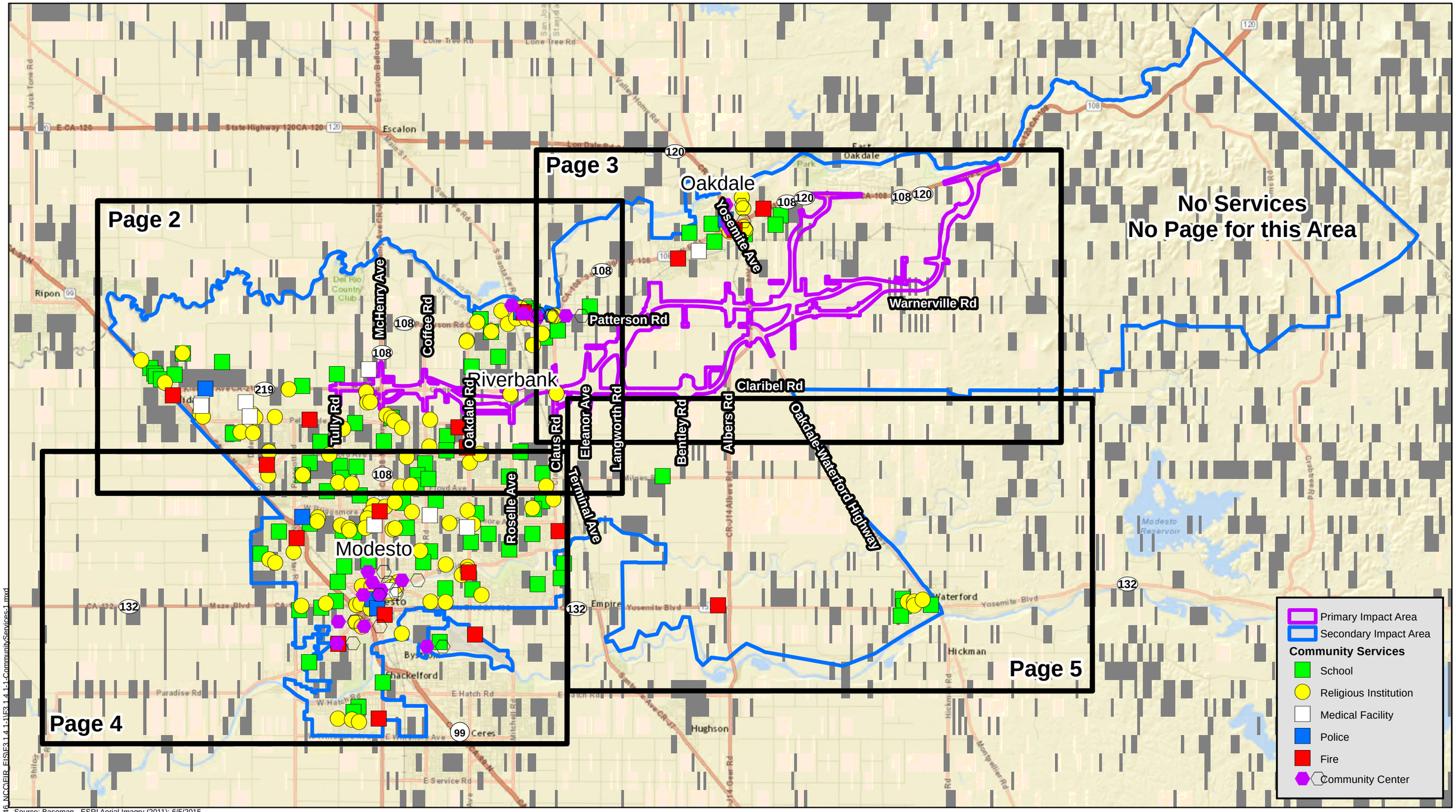


V:\2046 NCC\EIR_EIS\F3.1.1.3-1 Parks and Recreation Areas within the Project Area.mxd

Source: ESRI, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User; 4/27/2016.

0 2 4 6 8 10 Miles

FIGURE 3.1.1.3-1
Parks and Open Spaces within the Vicinity of the Project Area
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



V:\2046_NCCIEIR_FIS\E3.1.4.1-1\E3.1.4.1-1-CommunityServices-1.mxd

Source: Basemap - ESRI Aerial Imagry (2011); 6/5/2015

0 1 2 3 4 Miles

FIGURE 3.1.4.1-1
Page 1 of 5
Community Facilities and Emergency Service Stations in Study Area
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Type	#	Name
School	1	San Joaquin Valley College
School	2	Heald College Modesto
School	3	Brandman University
School	4	Modesto Christian School/High School
School	5	Kaplan College - Modesto
School	6	Sisk Elementary School
School	7	Joseph A. Gregori High School
School	8	Mildred Perkins Elementary School
School	9	Stanislaus Elementary School
School	10	Sierra View Christian
School	11	Agnes Baptist Elementary School
School	12	George Eisenhut Elementary School
School	13	Big Valley Christian High School
School	14	Prescott Senior Elementary
School	15	Josephine Chrysler Elmentary School
School	16	Riverbank Language Academy
School	17	Rio Altura Elementary School
School	18	Great Valley Academy
School	19	Parkwood Christian Pre School
School	21	Apostolic Assembly-The Faith
School	23	Catherine Everett Elementary School
School	24	Grace M Davis High School
School	25	Woodrow Elementary School
School	26	Community Business College
School	27	Barber College
School	28	KinderCare of Riverbank
School	29	Cardozo Middle School
School	31	Cardozo Elementary School
School	32	Crossroads Elementary School
School	34	California Avenue Elementary School
School	36	Riverbank Highschool
School	37	Riverbank Head Start
School	38	Stockard Coffee Elementary School
School	39	Mesa Verde Elementary School
School	40	University Charter School
School	43	Sherwood Elementary
School	44	Fred C Beyer High School
School	45	Somerset Middle School
School	47	Sylvan Elementary School
School	60	James C. Enochs High School
School	64	Elizabeth Ustach Middle School
School	68	Mary Ann Sanders Elementary School
Religious Institution	89	Apostolic Temple
Religious Institution	90	Neighborhood Church
Religious Institution	91	Valley Family Church
Religious Institution	92	Soul Harvest Worship Center
Religious Institution	93	Beacon-Office
Religious Institution	94	The Church of Jesus Christ of Latter-day Saints
Religious Institution	95	Holy Family Church
Religious Institution	96	Abundant Life Christian Center
Religious Institution	97	Unitarian Universalist Fellowship of Stanislaus County
Religious Institution	98	Church of the Cross
Religious Institution	99	Calvary Chapel Modesto
Religious Institution	100	Unity Church of Modesto
Religious Institution	101	Old German Baptist Brethren Church
Religious Institution	102	Seed of Jo Church
Religious Institution	103	Victory Faith Center
Religious Institution	104	Northside Baptist Church
Religious Institution	105	Big Valley Grace Community Church
Religious Institution	106	Family Christian Center
Religious Institution	107	Prescott Evangelical Free Church
Religious Institution	108	Grace Orthodox Prespyterian
Religious Institution	109	Christ the King Community Episcopal Church
Religious Institution	110	Mill Creek Church
Religious Institution	111	Dry Creek Community Church
Religious Institution	112	The Journey Riverbank
Religious Institution	113	St Frances of Rome Church
Religious Institution	114	Seventh-Day Adventist Church
Religious Institution	115	Liberty Missionary Baptist Church
Religious Institution	116	Apostolic Assembly By-Faith
Religious Institution	117	First United Methodist Church
Religious Institution	118	Community of Christ
Religious Institution	119	Church of God of Prophecy
Religious Institution	120	Riverbank Assembly of God
Religious Institution	121	Word of Faith
Religious Institution	123	Modesto Christian Reformed Church
Religious Institution	124	New Life Church
Religious Institution	128	First Missionary Bapitist Church
Religious Institution	129	Shelter Cove Community Church
Religious Institution	131	Oasis of Hope Ministries Inc
Religious Institution	132	The Church of Jesus Christ of Latter-day Saints
Religious Institution	133	Iglesia Ni Cristo
Religious Institution	135	Church Living Grace
Religious Institution	136	Grace Worship Center
Religious Institution	141	Casa De Oracion Modesto
Religious Institution	145	Modesto Coventant Church
Religious Institution	147	Living Faith Community Church
Religious Institution	153	Jesus Our Saviour Anglican Church
Religious Institution	154	Peoples Church of Modesto
Religious Institution	158	Kingdom Hall of Jehovah's
Religious Institution	179	The Church of Jesus Christ of Latter-day Saints
Police	196	California Highway Patrol
Police	198	County Sheriff's Department/Riverbank Police Department
Police	199	Stanislaus County 911 office
Police	200	Modesto Police Department
Medical Facility	204	American Medical Response
Medical Facility	205	Kaiser Permanente Health Care
Medical Facility	206	Kaiser Permanente Medical Center
Medical Facility	207	Sunshine Women's Medical Center- Hoang U Le, MD
Medical Facility	208	Comprehensive Surgical Service Inc.
Fire	214	Salida Fire Protection District
Fire	215	Modesto Regional Fire Station 11
Fire	216	Modesto Fire Station 6
Fire	217	Stanislaus Consolidated Fire District
Fire	219	Modesto Regional Fire Station 7
Fire	221	Modesto Regional Fire Authority
Community Center	233	Scout Hall
Community Center	234	Riverbank Community Pool
Community Center	235	Riverbank Community Gymnasium, Riverbank
Community Center	236	Riverbank Teen Center
Community Center	237	Riverbank Community Center
Community Center	238	Plaza Del Rio

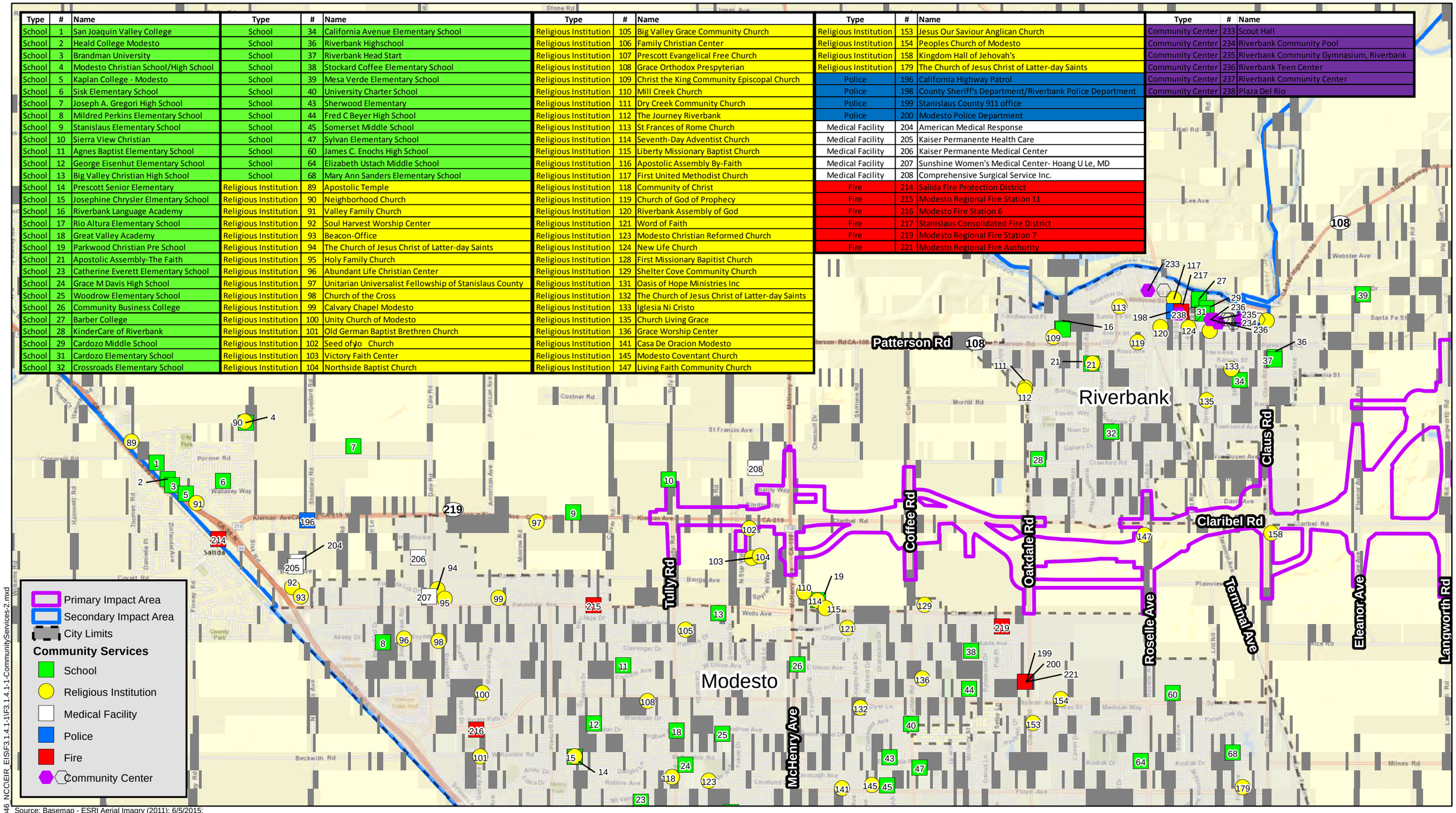
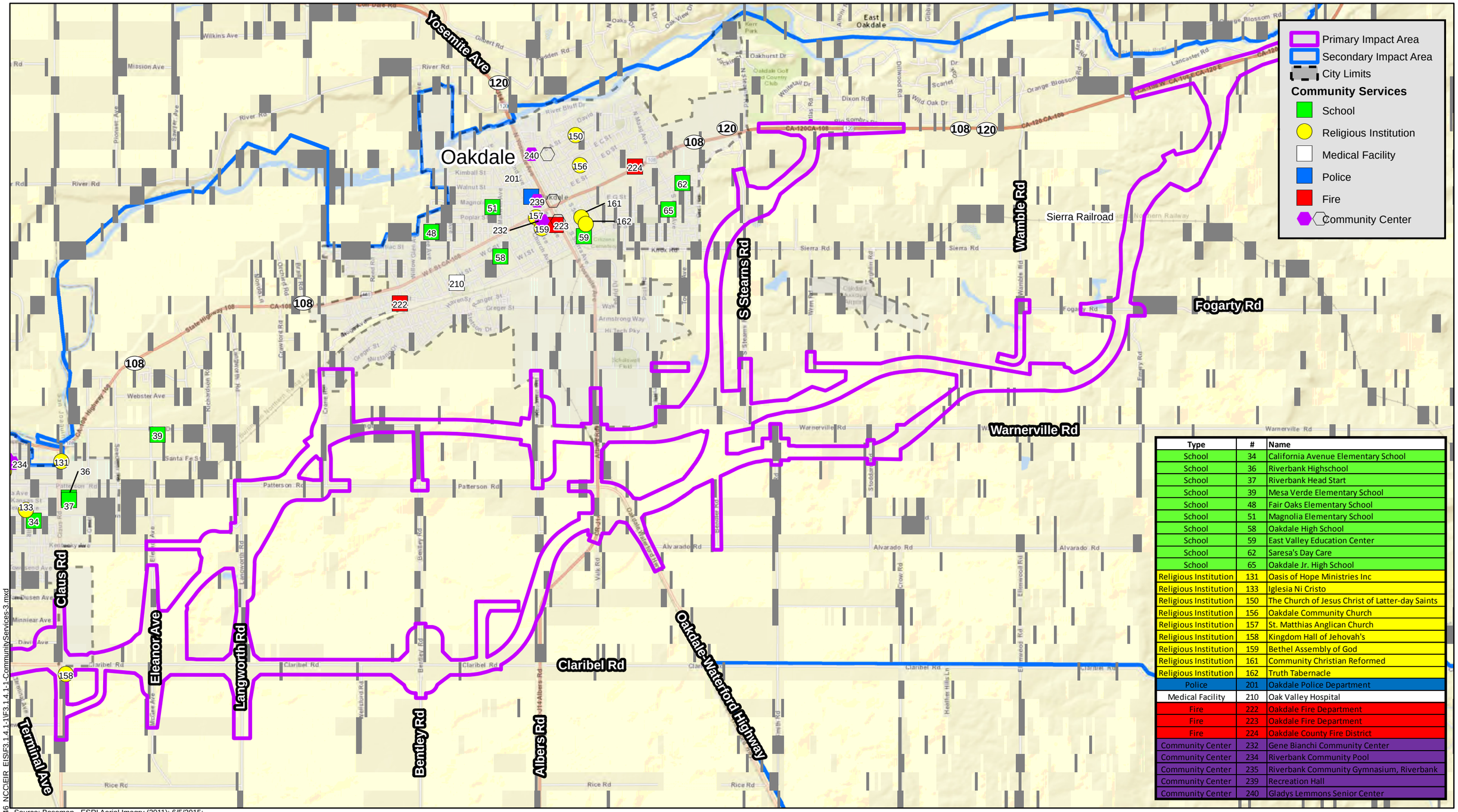


FIGURE 3.1.4.1-1
Page 2 of 5
Community Facilities and Emergency Service Stations in Study Area
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



Type	#	Name
School	34	California Avenue Elementary School
School	36	Riverbank Highschool
School	37	Riverbank Head Start
School	39	Mesa Verde Elementary School
School	48	Fair Oaks Elementary School
School	51	Magnolia Elementary School
School	58	Oakdale High School
School	59	East Valley Education Center
School	62	Saresa's Day Care
School	65	Oakdale Jr. High School
Religious Institution	131	Oasis of Hope Ministries Inc
Religious Institution	133	Iglesia Ni Cristo
Religious Institution	150	The Church of Jesus Christ of Latter-day Saints
Religious Institution	156	Oakdale Community Church
Religious Institution	157	St. Matthias Anglican Church
Religious Institution	158	Kingdom Hall of Jehovah's
Religious Institution	159	Bethel Assembly of God
Religious Institution	161	Community Christian Reformed
Religious Institution	162	Truth Tabernacle
Police	201	Oakdale Police Department
Medical Facility	210	Oak Valley Hospital
Fire	222	Oakdale Fire Department
Fire	223	Oakdale Fire Department
Fire	224	Oakdale County Fire District
Community Center	232	Gene Bianchi Community Center
Community Center	234	Riverbank Community Pool
Community Center	235	Riverbank Community Gymnasium, Riverbank
Community Center	239	Recreation Hall
Community Center	240	Gladys Lemmons Senior Center

V:\2046_NCC\EIR_EIS\F3.1.4.1-1\F3.1.4.1-1-CommunityServices-3.mxd

Source: Basemap - ESRI Aerial Imagry (2011); 6/5/2015;

0 0.25 0.5 0.75 1 Miles

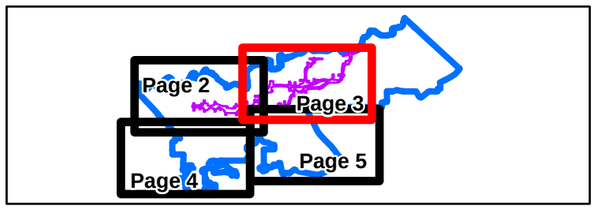


FIGURE 3.1.4.1-1
Page 3 of 5
Community Facilities and Emergency Service Stations in Study Area
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Type	#	Name
School	12	George Eisenhut Elementary School
School	14	Prescott Senior Elementary
School	15	Josephine Chrysler Elmentary School
School	18	Great Valley Academy
School	20	Modesto Junior College
School	22	Alberta Martone Elementary School
School	23	Catherine Everett Elementary School
School	24	Grace M Davis High School
School	25	Woodrow Elementary School
School	26	Community Business College
School	30	William Garrison Elementary School
School	33	Beard Elementary School
School	35	John C Fremont Elementary School
School	40	University Charter School
School	41	Roosevelt Junior High School
School	42	Our Lady of Fatima School
School	43	Sherwood Elementary
School	44	Fred H
School	45	Somerset Middle School
School	46	Standiford Elementary School
School	47	Sylvan Elementary School
School	49	Modesto Junior College
School	50	Central Catholic High School
School	52	Valley Charter High School
School	53	Enslen Elementary School
School	54	Franklin Elementary School
School	55	Robert T. Elliott Alternative Education Center
School	56	Coleman F. Brown Elementary School
School	57	Ethel Pearson Elementary School
School	60	James C. Enochs High School
School	61	Burbank Elementary School
School	63	Thomas Downey High School
School	64	Elizabeth Ustach Middle School
School	66	John Muir Elementary School
School	67	Orchard Elementary School
School	68	Mary Ann Sanders Elementary School
School	69	Rose Avenue Elementary School
School	70	Sonoma Elementary School
School	71	La Loma Junior High School
School	72	Freedom Elementary School
School	73	Savage Middle School
School	74	Lakewood Elementary School
School	75	El Vista Elementary School
School	76	Christine Sipherd Elementary School
School	77	Shackelford Elementary School
School	78	Evelyn Hanshaw Middle School
School	79	Bret Harte Elementary School
School	80	Orville Wright Elementary School
School	81	Bernard L Hughes Elementary School
School	82	Alice Stroud Elementary School
School	84	Peter Johansen High School
Religious Institution	100	Unity Church of Modesto
Religious Institution	101	Old German Baptist Brethren Church
Religious Institution	106	Family Christian Center
Religious Institution	107	Prescott Evangelical Free Church
Religious Institution	108	Grace Orthodox Prespyterian
Religious Institution	118	Community of Christ
Religious Institution	122	Modesto Church of the Brethren
Religious Institution	123	Modesto Christian Reformed Church
Religious Institution	125	Trinity United Presbyterian
Religious Institution	126	Mountain View Baptist Church
Religious Institution	127	Victory Life Center
Religious Institution	130	Islamic Center Of Modesto
Religious Institution	132	The Church of Jesus Christ of Latter-day Saints
Religious Institution	134	Community Assembly of God
Religious Institution	136	Grace Worship Center
Religious Institution	137	The Church of Jesus Christ of Latter-day Saints
Religious Institution	138	North Modesto Church of God
Religious Institution	139	College Avenue Congregational Church
Religious Institution	140	Congregation Beth Shalom
Religious Institution	141	Casa De Oracion Modesto
Religious Institution	142	Our Lady of Fatima Church
Religious Institution	143	Centenary United Methodist Church
Religious Institution	144	Grace Lutheran Church
Religious Institution	145	Modesto Coventant Church
Religious Institution	146	Annunciation Greek Orthodox Church
Religious Institution	148	St. Stanislaus Chatholic Chruch
Religious Institution	149	Free Will Baptist Church
Religious Institution	151	Central Congregation-Jehovah's
Religious Institution	152	Orangeburg Avenue Baptist Church
Religious Institution	153	Jesus Our Saviour Anglican Church
Religious Institution	154	Peoples Church of Modesto
Religious Institution	155	St. James Orthodox Church
Religious Institution	160	CrossPoint Chinese Christain Church
Religious Institution	163	Christ Unity Baptist Church
Religious Institution	164	United Pentecostal Church
Religious Institution	165	St. Stanislaus Chatholic Chruch
Religious Institution	166	Free Methodist Church
Religious Institution	167	Trinity Reformed Church
Religious Institution	168	St. Joseph's Catholic Church
Religious Institution	169	First Methodist Church
Religious Institution	170	Church of the Nazarene
Religious Institution	171	New Beginnings
Religious Institution	172	Christian Love Baptist Church
Religious Institution	173	Wellspring Anglican Church
Religious Institution	174	Four Square Gospel Church
Religious Institution	175	Seventh-Day Adventist Church
Religious Institution	176	Universal Life Church
Religious Institution	177	St. Paul's Episcopal Church
Religious Institution	178	Calvary Lutheran Church - LCMC
Religious Institution	179	The Church of Jesus Christ of Latter-day Saints
Religious Institution	180	La Loma Grace Brethren Church
Religious Institution	181	One Church (Bethel Campus)
Religious Institution	182	Amistad Cristian Church
Religious Institution	183	St. Peter Lutheran Church
Religious Institution	184	The Church of Jesus Christ of Latter-day Saints
Religious Institution	185	New Bethany Missionary Baptist
Religious Institution	186	Drunkard Brethren Church
Religious Institution	187	Calvary Baptist Church
Religious Institution	188	St. John Bosco Catholic Church
Religious Institution	189	New Hope Christian Fellowship
Religious Institution	190	Emmanuel Baptist Church
Religious Institution	191	Apostolic Jubilee Center
Police	197	Modesto Police Department
Police	199	Stanislaus County 911 office
Police	200	Modesto Police Department
Police	202	Stanislaus County Sheriff-Civil
Police	203	Modesto Police Department
Medical Facility	209	Doctors Medical Center
Medical Facility	211	Memorial Medical Center
Medical Facility	212	Kindred Hostpital Modesto
Medical Facility	213	Stanislaus Surgical Hospital
Fire	216	Modesto Fire Station 6
Fire	218	Modesto Fire Department Station 4
Fire	220	Modesto Regional Fire Station 5
Fire	221	Modesto Regional Fire Authority
Fire	225	Modesto Regional Fire Station 2
Fire	226	Modesto Fire Department
Fire	227	Modesto Fire Department Station 3
Fire	228	Modesto Regional Fire Station 9
Fire	229	Modesto Regional Fire Station 10
Fire	230	Modesto Regional Fire Station 8

Type	#	Name
Community Center	241	American Legion Hall
Community Center	242	Boy Scout Club House
Community Center	243	King-Kennedy Memorial Center
Community Center	244	Mancini Bowl (Amphitheatre)
Community Center	245	McHenry Mansion & McClatchy Square
Community Center	246	McHenry Museum
Community Center	247	Modesto Centre Plaza
Community Center	248	Senior Citizens Center
Community Center	249	Maddux Youth Center
Community Center	250	Neighborhood Center at Marshall Park

Primary Impact Area
Secondary Impact Area
City Limits

Community Services
- School
- Religious Institution
- Medical Facility
- Police
- Fire
- Community Center

Source: Basemap - ESRI Aerial Imagry (2011); 6/5/2015;

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0 0.25 0.5 0.75 1 Miles

Page 2
Page 3
Page 4
Page 5

FIGURE 3.1.4.1-1
Page 4 of 5
Community Facilities and Emergency Service Stations in Study Area
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Type	#	Name
School	83	Milnes Elementary School
School	85	Moon School
School	86	Lucille Whitehead Intermediate School
School	87	Waterford High School
School	88	Connecting Waters Charter School
Religious Institution	192	Landmark Ministry Babtist Church
Religious Institution	193	Church of Christ
Religious Institution	194	Assembly of God
Religious Institution	195	Waterford Church of the Brethren
Fire	231	Stanislaus Consolidated Fire

Primary Impact Area
Secondary Impact Area
City Limits

Community Services

School
Religious Institution
Medical Facility
Police
Fire
Community Center

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Source: Basemap - ESRI Aerial Imagry (2011);6/5/2015;

0 0.25 0.5 0.75 1 Miles

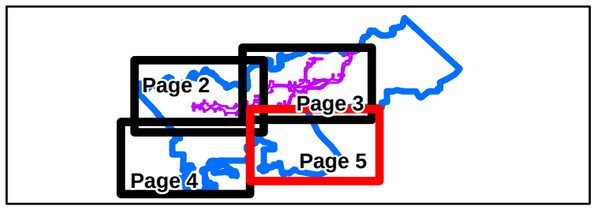
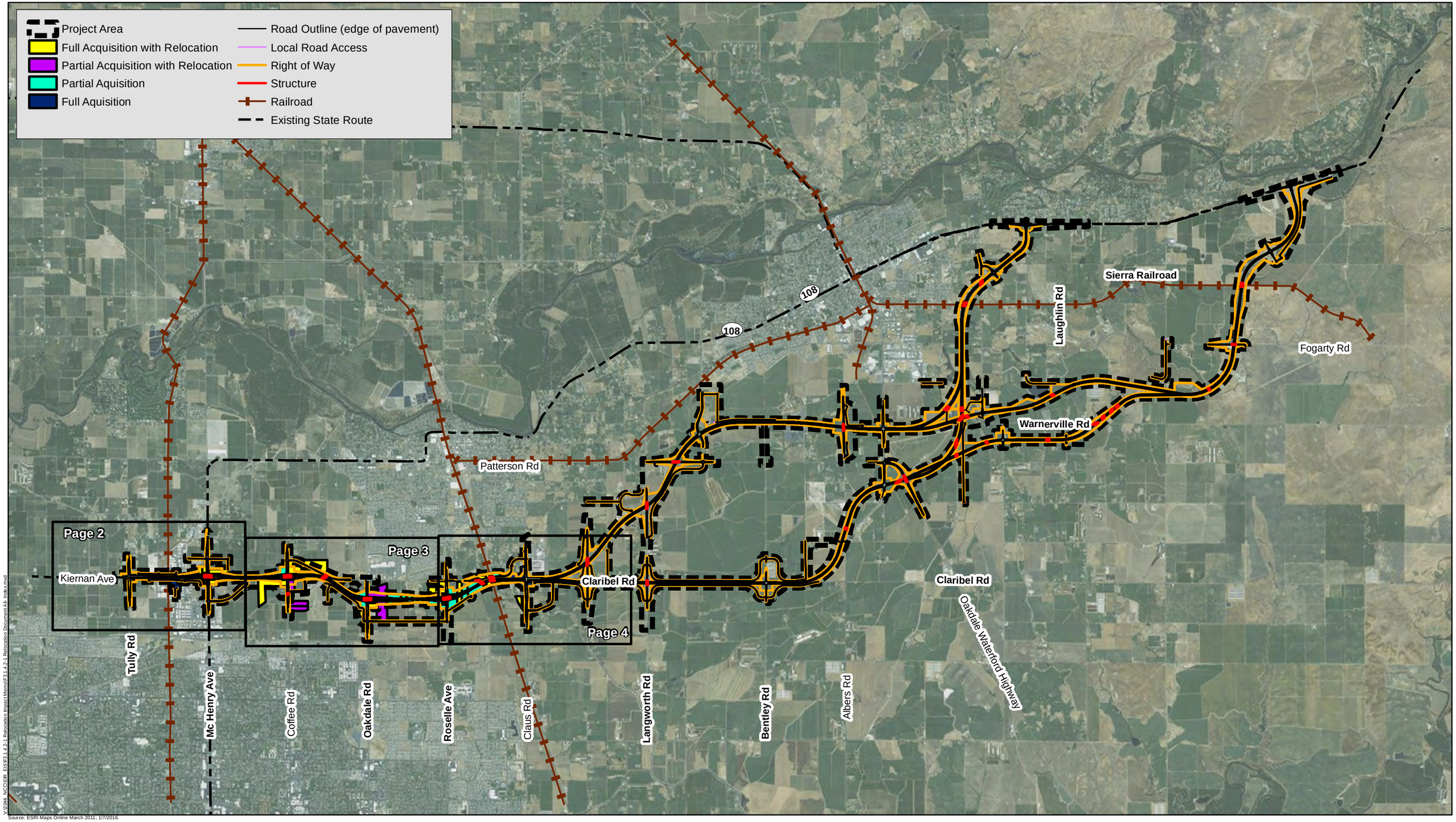


FIGURE 3.1.4.1-1
Page 5 of 5
Community Facilities and Emergency Service Stations in Study Area
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



V:\2066 KIGER\ FIS\F3.1.4.2-1 Relocation Impacts\Memo\F3.1.4.2-1 Relocation Document\Alt. Index.mxd

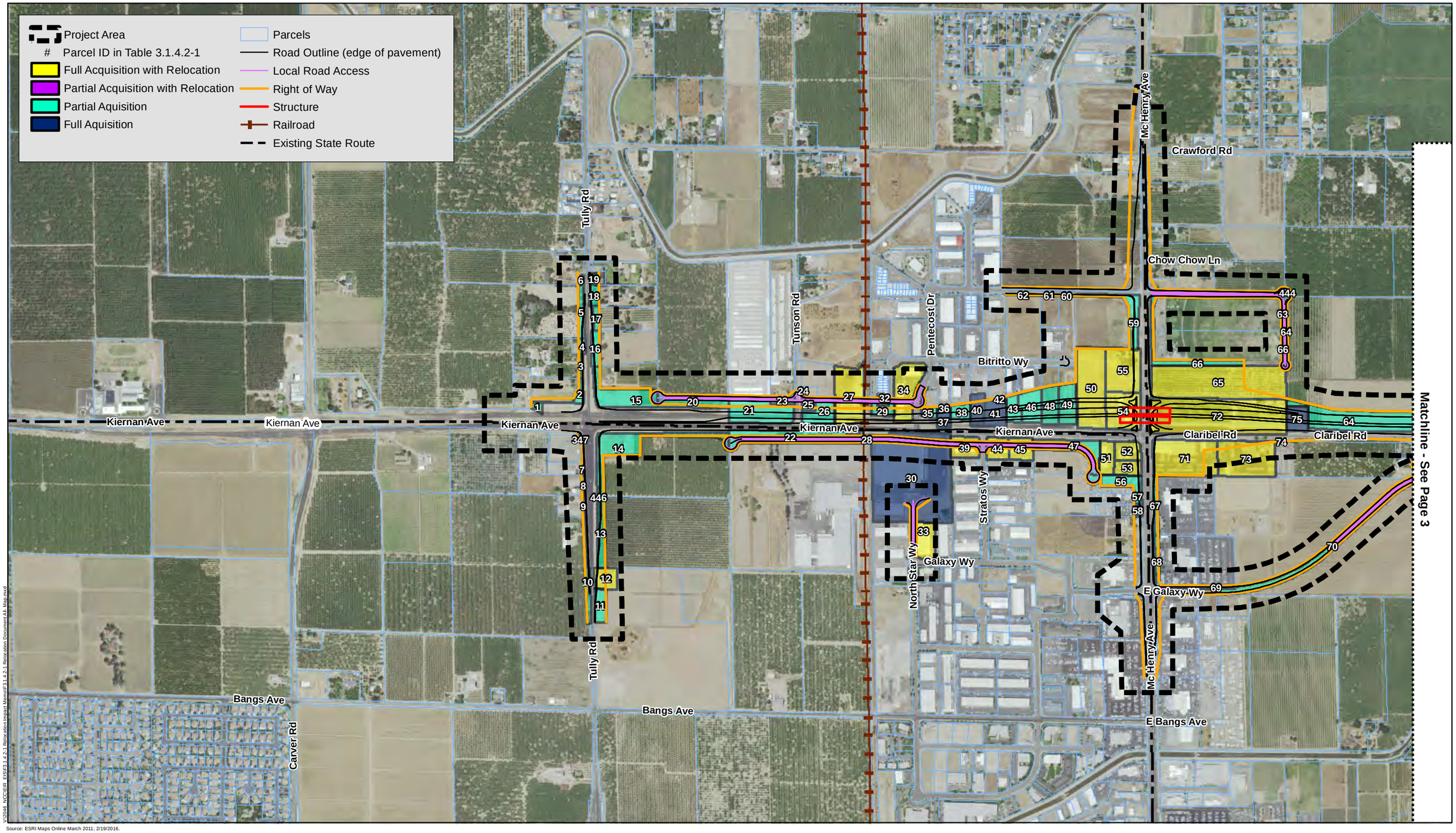
Source: ESRI Maps Online March 2011; 1/7/2016.

1 inch = 6,000 feet

0 0.5 1 1.5 2 Miles

FIGURE 3.1.4.2-1
Common Potential Acquisition/Relocation for All Four Build Alternatives
Page 1 of 4

EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



Source: ESRI Maps Online March 2011; 2/19/2016.

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0 500 1,000 1,500 2,000 Feet

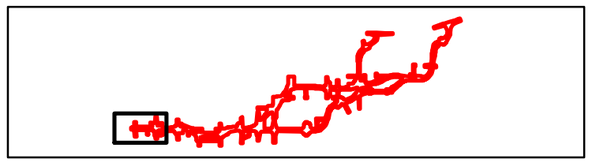

FIGURE 3.1.4.2-1
Common Potential Acquisition/Relocation for All Four Build Alternatives
Page 2 of 4
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Matchline - See Page 2

Matchline - See Page 4

Crawford Rd
Coffee Rd
Oakdale Rd
Claribel Rd
Cabo Dr
Vella Wy
Claratina Ave
Loretelli Dr
Inspiration Dr
Dynasty Ln
Lifescapes Dr
Reunion Ct
Riggins Ct

Project Area
Parcel ID in Table 3.1.4.2-1
Full Acquisition with Relocation
Partial Acquisition with Relocation
Partial Aquisition
Full Aquisition
Parcels
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

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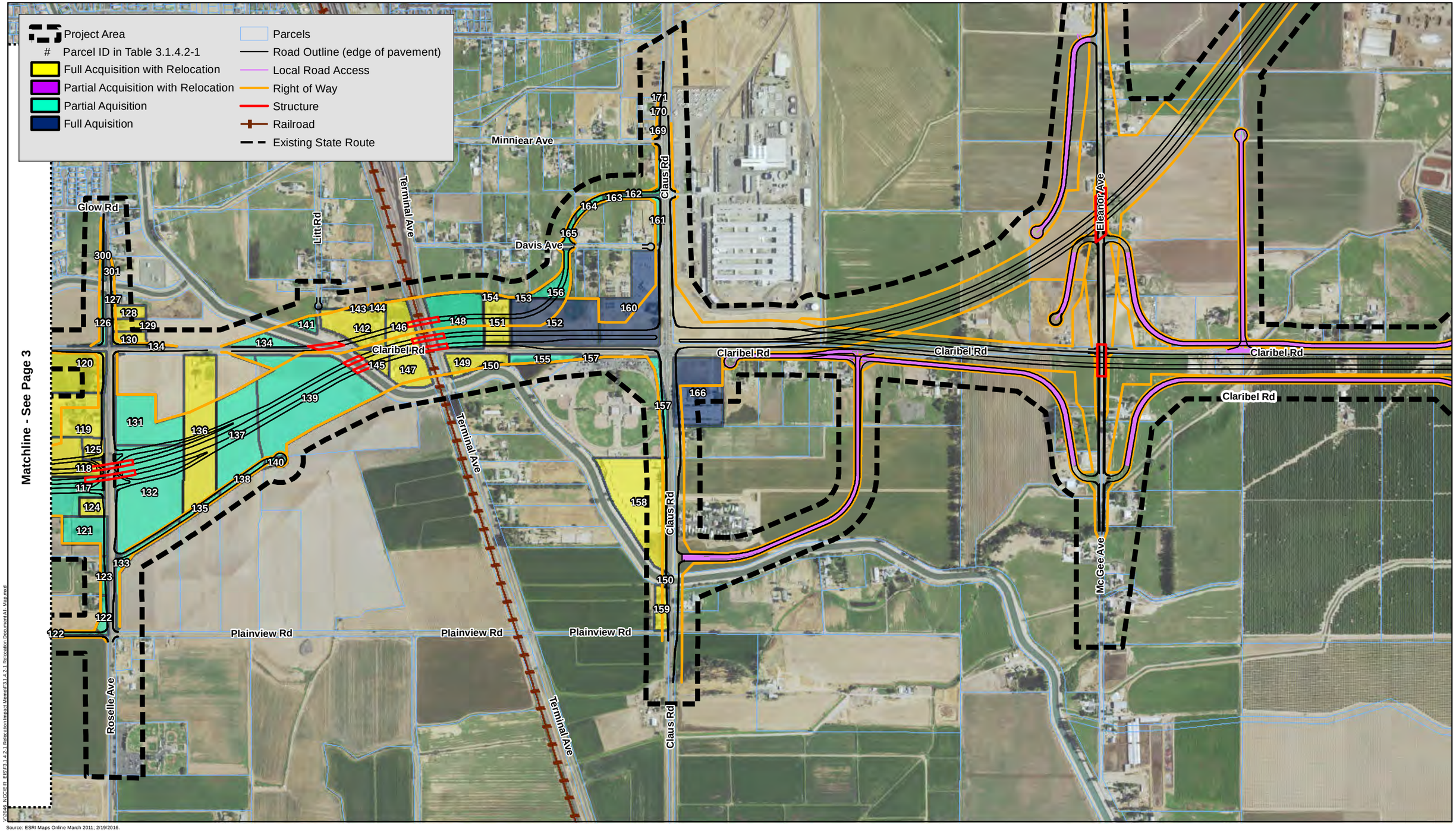
FIGURE 3.1.4.2-1
Common Potential Acquisition/Relocation for All Four Build Alternatives
Page 3 of 4
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.1.4.2-1
Common Potential Acquisition/Relocation for All Four Build Alternatives
Page 4 of 4
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

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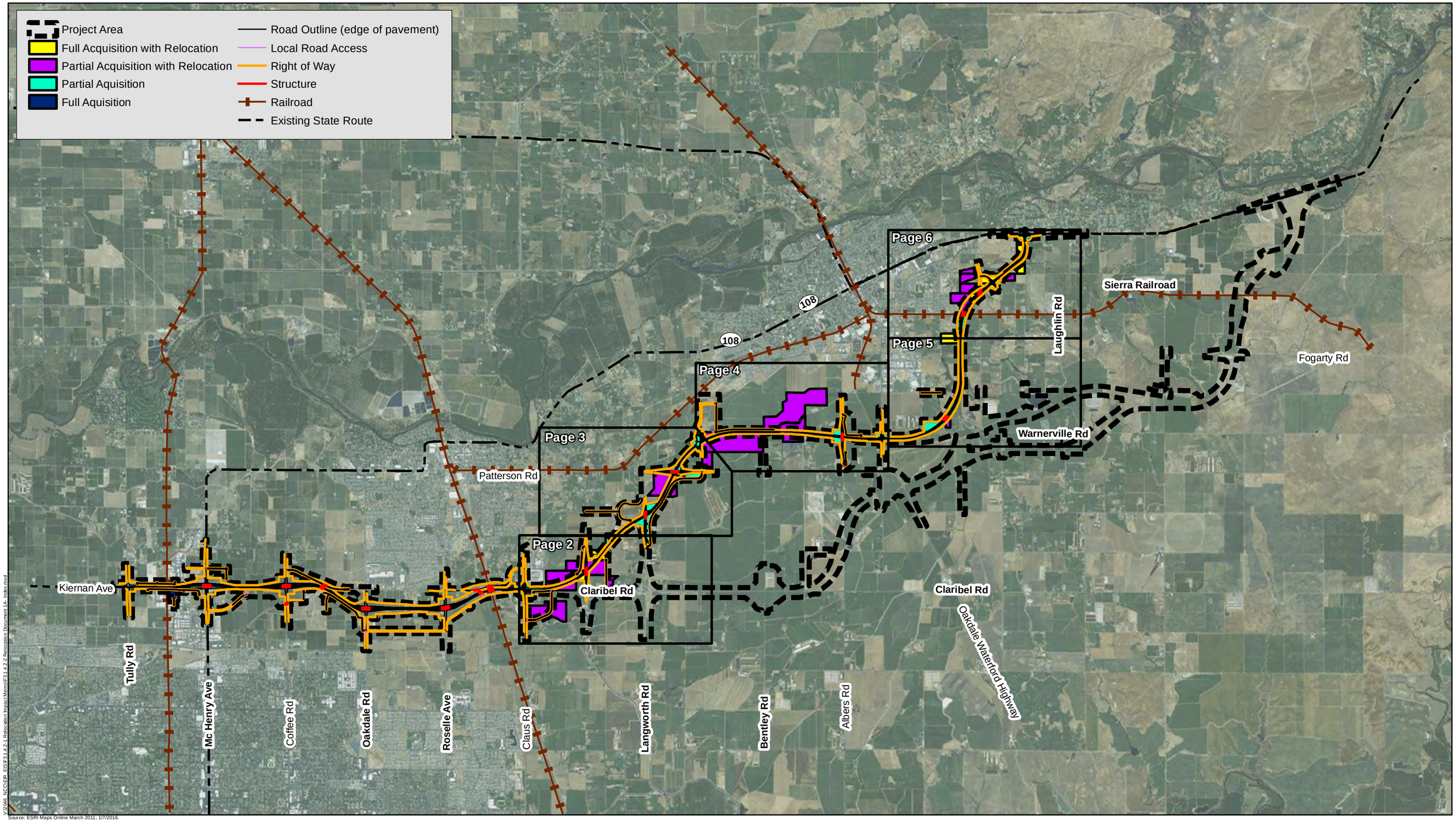

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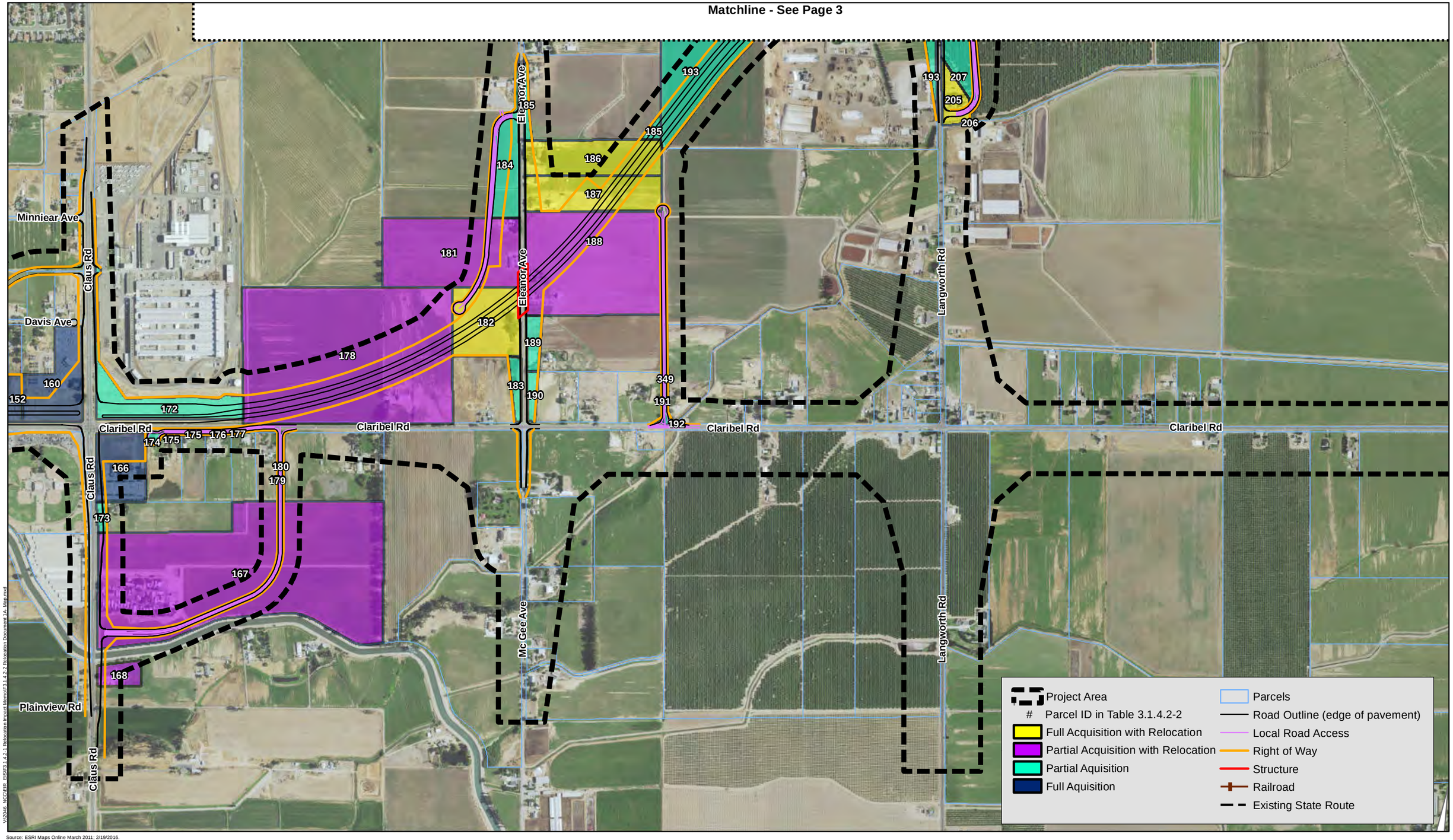
Source: ESRI Maps Online March 2011; 1/7/2016.

1 inch = 6,000 feet

0 0.5 1 1.5 2 Miles

FIGURE 3.1.4.2-2
Potential Acquisition/Relocation for Alternative 1A
Page 1 of 6
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Matchline - See Page 3



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Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

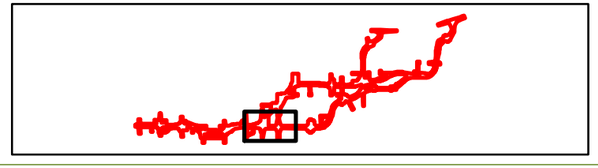
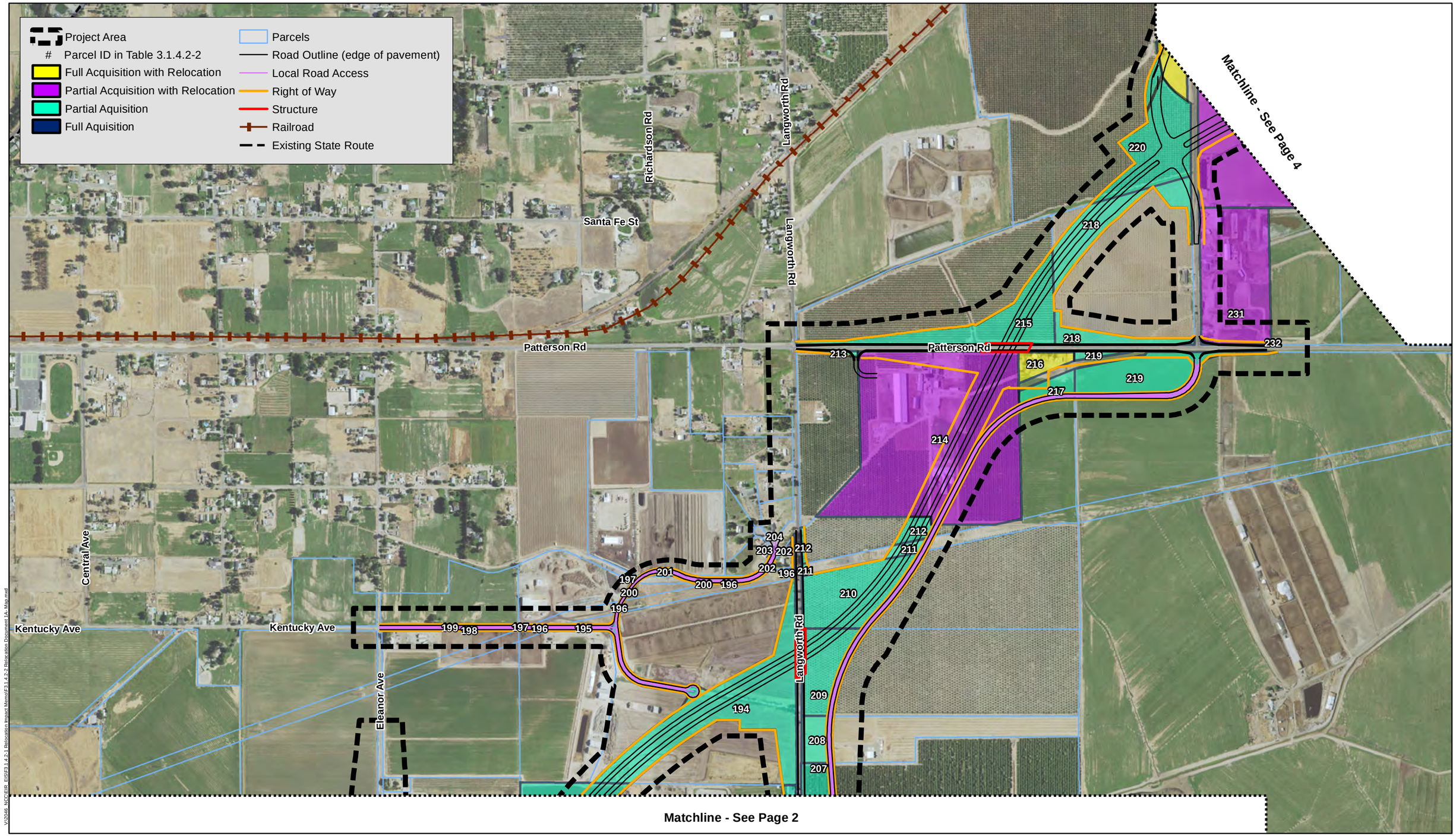


FIGURE 3.1.4.2-2
Potential Acquisition/Relocation for Alternative 1A
Page 2 of 6
EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



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Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.1.4.2-2
Potential Acquisition/Relocation for Alternative 1A
Page 3 of 6
EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Parcel ID in Table 3.1.4.2-2
Full Acquisition with Relocation
Partial Acquisition with Relocation
Partial Aquisition
Full Aquisition
Parcels
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

W Greger St
Crane Rd
Kaufman Rd
S Yosemite Ave
Albers Rd
Access Rd
Lexington Ave
Patterson Rd
Matchline - See Page 3
Matchline - See Page 5
220
221
222
223
224
225
226
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254
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256
257

V:\2046 NCCIEIR EIS\F3.1.4.2-2 Relocation Impact Memo\F3.1.4.2-2 Relocation Document 1A- Map.mxd

Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.1.4.2-2
Potential Acquisition/Relocation for Alternative 1A
Page 4 of 6
EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Matchline - See Page 6

Matchline - See Page 4

Townhill Ave
S Stearns Rd
Wren Rd
Warnerville Rd
Smith Rd
271
270
269
268
267
266
265
264
263
260
261
259
258
256

Project Area
Parcel ID in Table 3.1.4.2-2
Full Acquisition with Relocation
Partial Acquisition with Relocation
Partial Aquisition
Full Aquisition
Parcels
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

V:\2046_NCCIEIR_EIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-2 Relocation Document 1A- Map.mxd

Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.1.4.2-2
Potential Acquisition/Relocation for Alternative 1A
Page 5 of 6
EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Parcel ID in Table 3.1.4.2-2
Full Acquisition with Relocation
Partial Acquisition with Relocation
Partial Aquisition
Full Aquisition

Parcels
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

Lundy Rd
N Stearns Rd
E F St
S Stearns Rd
Twildo Ave
Orsi Rd
Sierra Rd
Townhill Ave
Tulloch Rd
Wren Rd
Laughlin Rd

299 298 297 296 295 294 293 292 291 290 289 288 287 286 285 284 283 282 281 280 279 278 277 276 275 274 272 270 273

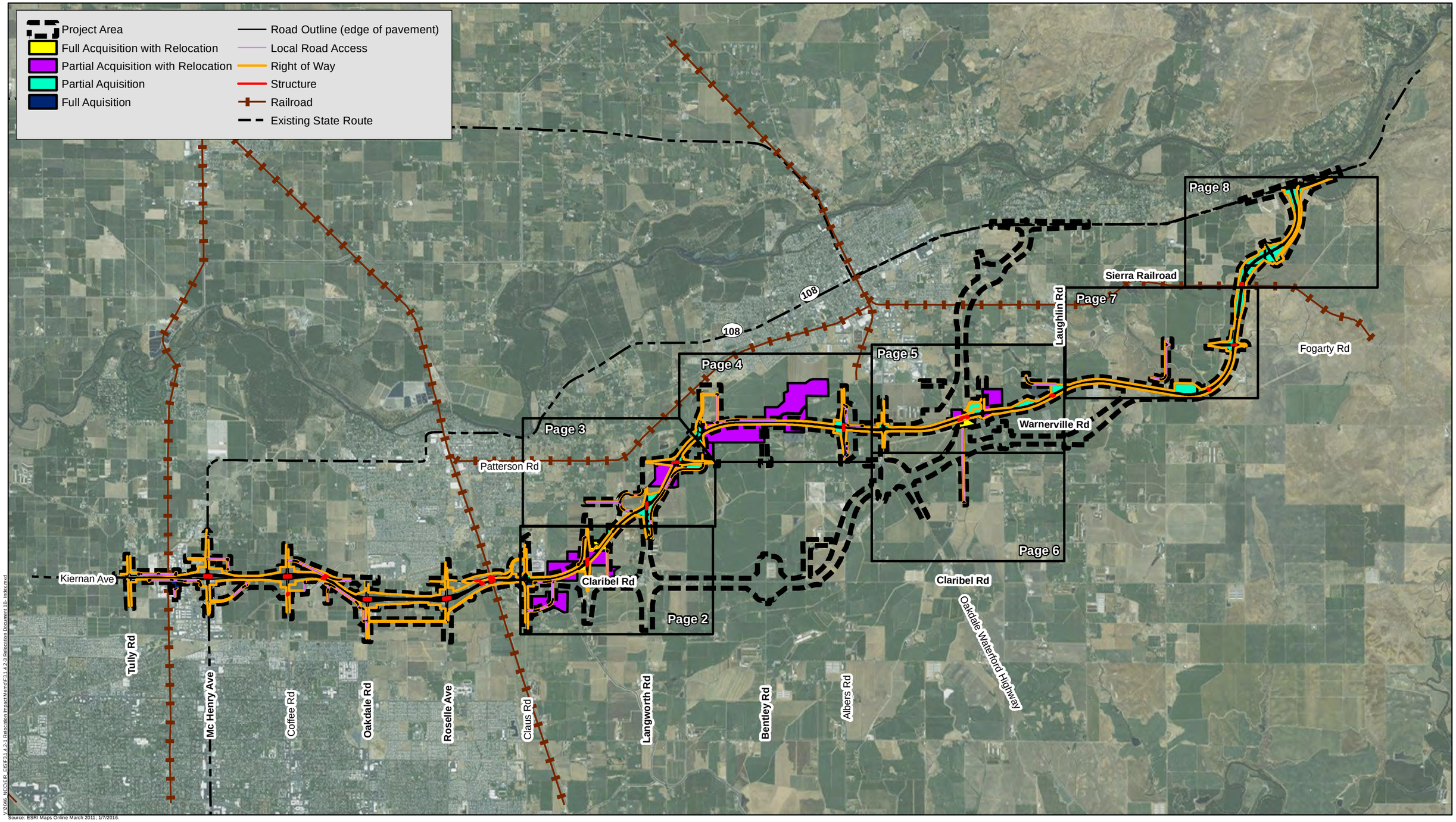
Matchline - See Page 5

V:\2046_NCCIEIR_EIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-2 Relocation Document 1A- Map.mxd

Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.1.4.2-2
Potential Acquisition/Relocation for Alternative 1A
Page 6 of 6
EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



1 inch = 6,000 feet

0 0.5 1 1.5 2 Miles

FIGURE 3.1.4.2-3
Potential Acquisition/Relocation for Alternative 1B
Page 1 of 8
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Matchline - See Page 3

Minniear Ave
Davis Ave
Claus Rd
Claus Rd
Claus Rd
Plainview Rd
Claus Rd
Claus Rd
Eleanor Ave
Eleanor Ave
Mc Gee Ave
Claribel Rd
Claribel Rd
Claribel Rd
Claribel Rd
Langworth Rd
Langworth Rd
160
166
167
168
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
187
188
189
190
191
192
193
205
206
207
349

Project Area
Parcel ID in Table 3.1.4.2-3
Full Acquisition with Relocation
Partial Acquisition with Relocation
Partial Aquisition
Full Aquisition
Parcels
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

V:\2046 NCC\EIR EIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-3 Relocation Document 1B- Map.mxd

Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.1.4.2-3
Potential Acquisition/Relocation for Alternative 1B
Page 2 of 8
EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Parcel ID in Table 3.1.4.2-3
Full Acquisition with Relocation
Partial Acquisition with Relocation
Partial Aquisition
Full Aquisition
Parcels
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

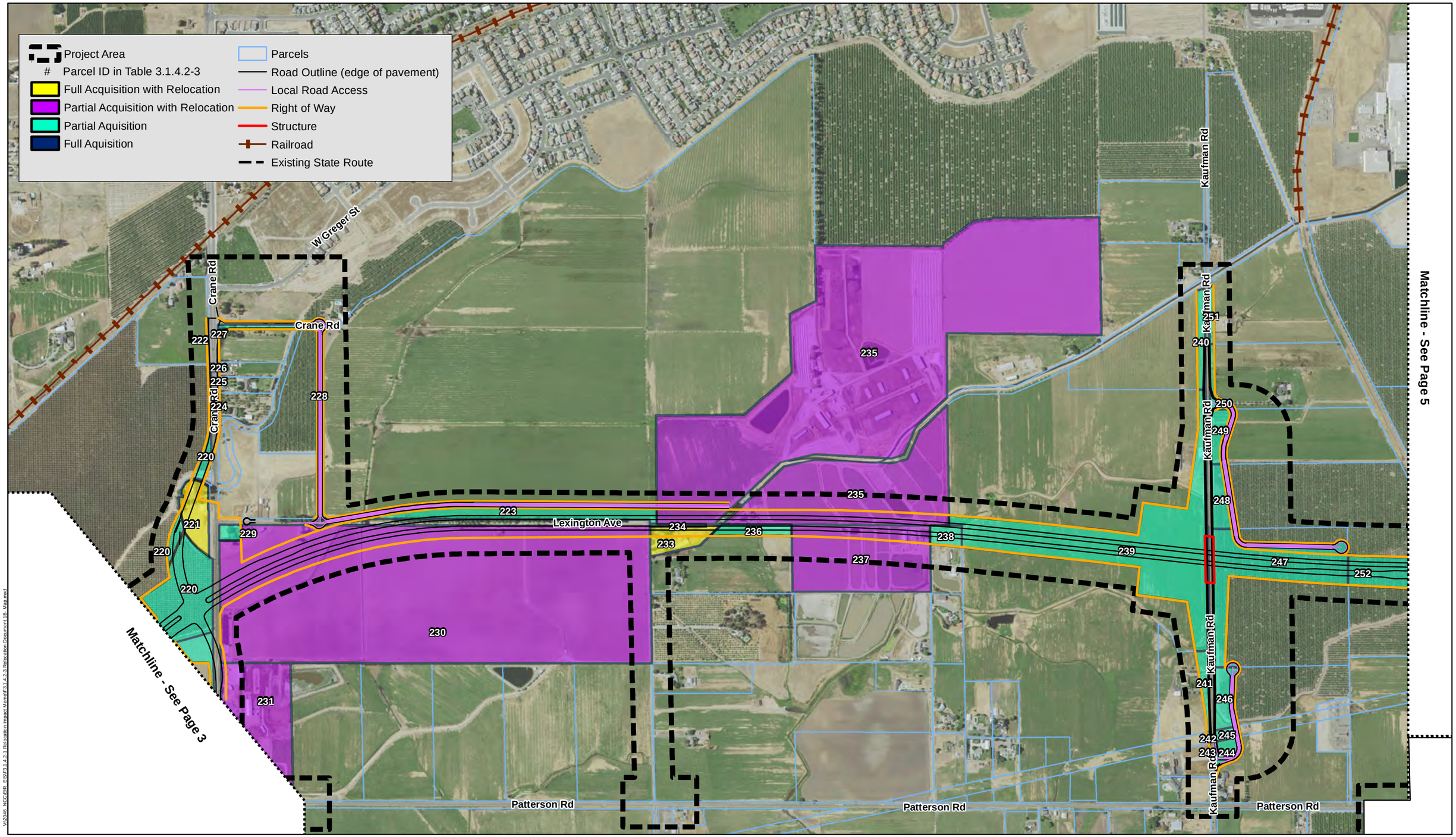
Richardson Rd
Langworth Rd
Santa Fe St
Patterson Rd
Central Ave
Kentucky Ave
Eleanor Ave
Matchline - See Page 4
Matchline - See Page 2

V:\2046_NCC\EIR_EIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-3 Relocation Document 1B- Map.mxd

Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.1.4.2-3
Potential Acquisition/Relocation for Alternative 1B
Page 3 of 8
EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

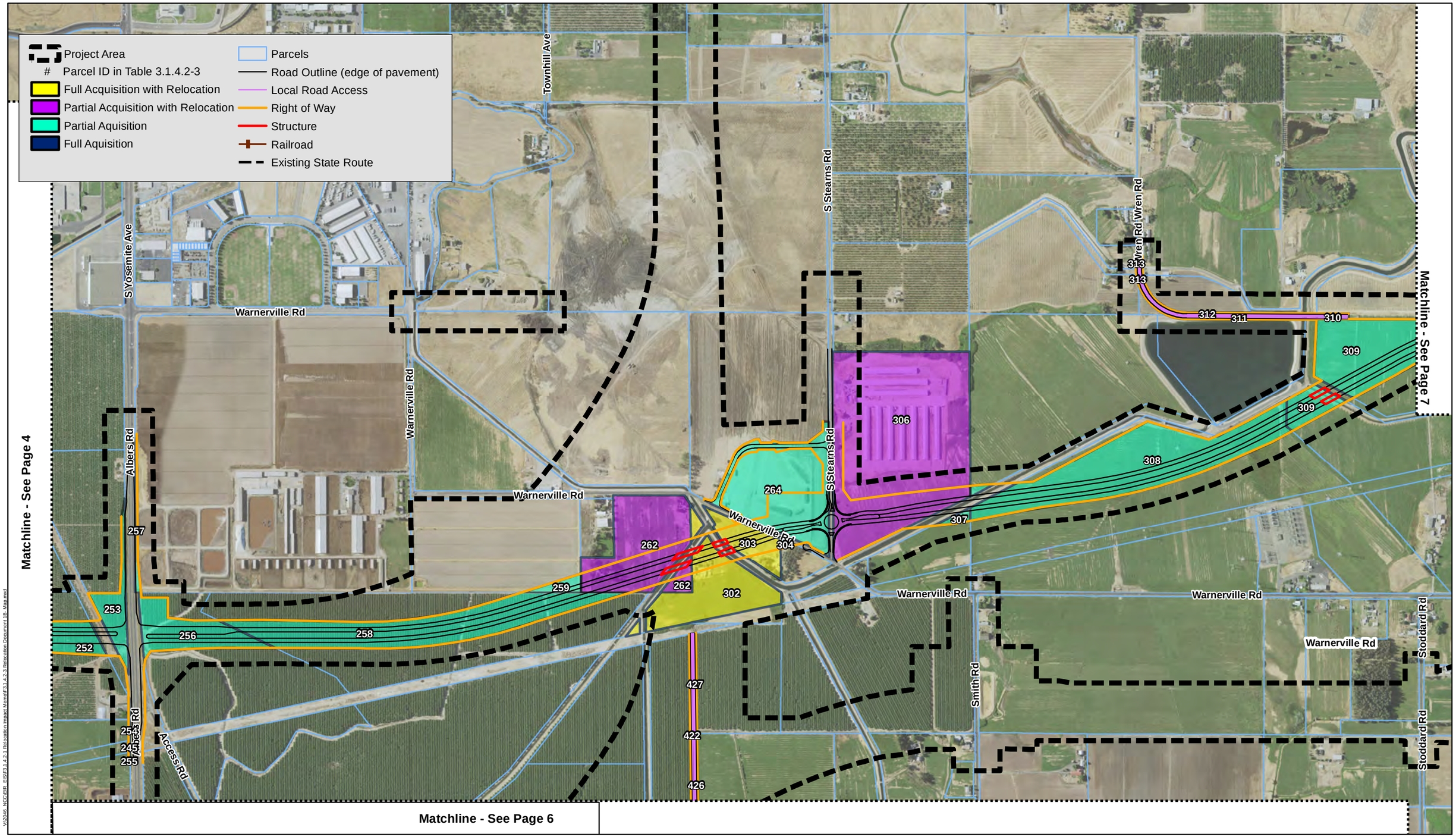


V:\2046_NCCIEIR_EIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-3 Relocation Document 1B- Map.mxd

Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.1.4.2-3
Potential Acquisition/Relocation for Alternative 1B
Page 4 of 8
EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

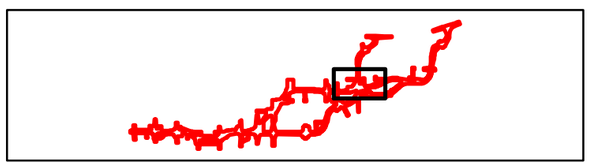


FIGURE 3.1.4.2-3
Potential Acquisition/Relocation for Alternative 1B
Page 5 of 8
EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

V:\2046_NCC\EIR_EIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-3 Relocation Document 1B- Map.mxd

Matchline - See Page 5

Project Area
Parcel ID in Table 3.1.4.2-3
Full Acquisition with Relocation
Partial Acquisition with Relocation
Partial Aquisition
Full Aquisition
Parcels
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

426
422
Bender Rd
420
425
423
Bendler Rd
424
Alvarado Rd
Alvarado Rd
Stoddard Rd

V:\2046_NCC\EIR_EIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-3 Relocation Document 1B- Map.mxd

Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.1.4.2-3
Potential Acquisition/Relocation for Alternative 1B

EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Matchline - See Page 8

Project Area
Parcel ID in Table 3.1.4.2-3
Full Acquisition with Relocation
Partial Acquisition with Relocation
Partial Aquisition
Full Aquisition
Parcels
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

Matchline - See Page 5

Laughlin Rd
Sierra Rd
Wamble Rd
Wamble Rd
Fogarty Rd
Fogarty Rd
Fogarty Rd
Emery Rd

309 310 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331

V:\2046_NCC\EIR_EIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-3 Relocation Document 1B- Map.mxd

Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.1.4.2-3
Potential Acquisition/Relocation for Alternative 1B
Page 7 of 8
EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Lancaster Rd
Lancaster Rd
Benja Ln
Carsean Ct
338
337
336
335
334
332
333
332
Matchline - See Page 7

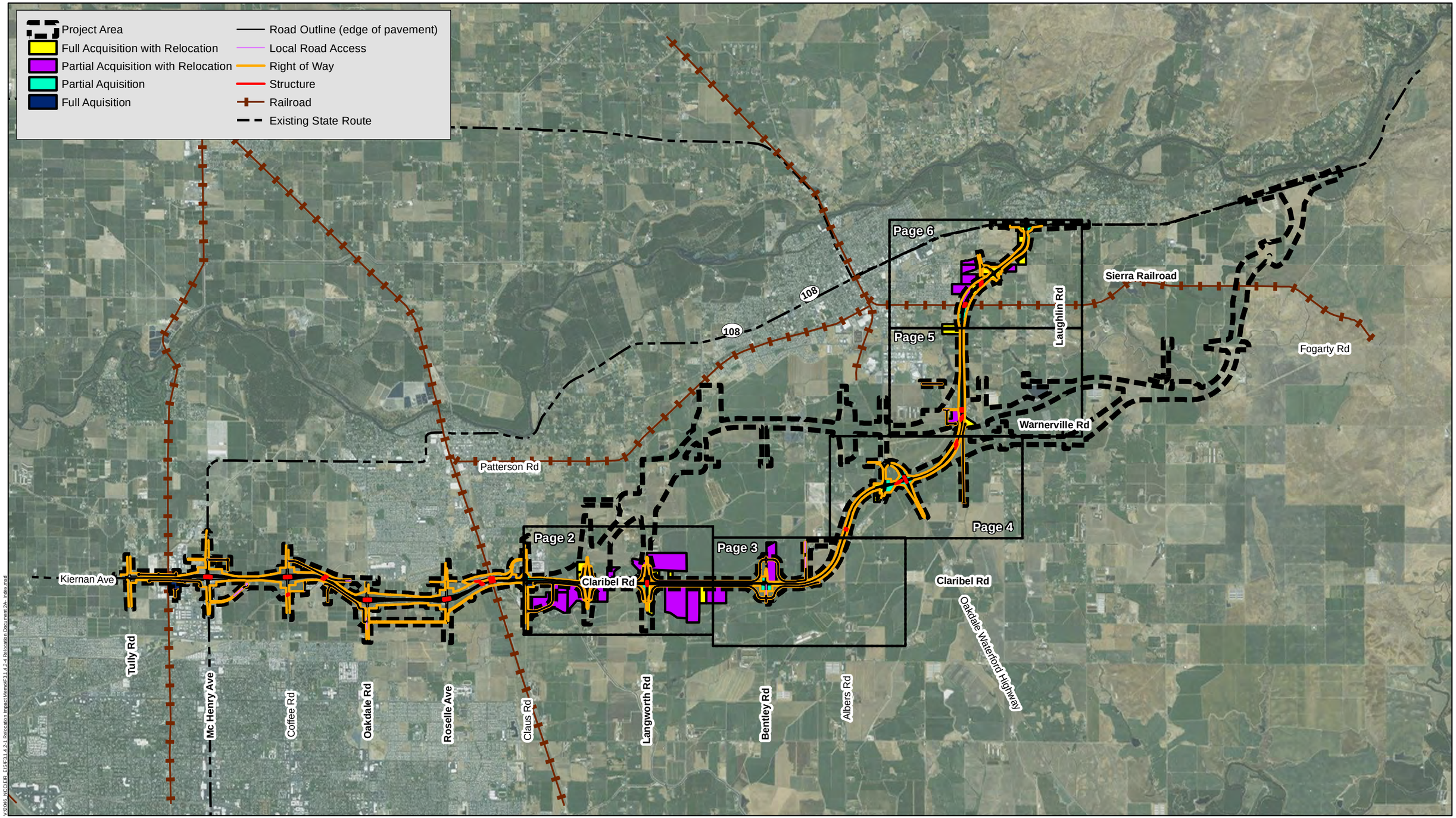
Project Area
Parcel ID in Table 3.1.4.2-3
Full Acquisition with Relocation
Partial Acquisition with Relocation
Partial Aquisition
Full Aquisition
Parcels
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

V12046 NCCIEIR EIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-3 Relocation Document 1B- Map.mxd

Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.1.4.2-3
Potential Acquisition/Relocation for Alternative 1B
Page 8 of 8
EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



V:\2046_KOEGER_FEIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-4 Relocation Document 2A_Index.mxd

Source: ESRI Maps Online March 2011; 1/7/2016.

1 inch = 6,000 feet

0 0.5 1 1.5 2 Miles

FIGURE 3.1.4.2-4
Potential Acquisition/Relocation for Alternative 2A
Page 1 of 6
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Parcel ID in Table 3.1.4.2-4
Full Acquisition with Relocation
Partial Acquisition with Relocation
Partial Aquisition
Full Aquisition
Parcels
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

Minniear Ave
Claus Rd
Davis Ave
Eleanor Ave
Langworth Rd
Claribel Rd
Plainview Rd
Mc Gee Ave
Matchline - See Page 3

160 166 167 168 172 173 174 175 176 177 178 179 180 182 183 188 189 190 191 192 339 340 341 342 343 344 345 346 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 378 379 380 381 382 384

Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

V:\2046 NCC\EIR EIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-4 Relocation Document 2A- Map.mxd

FIGURE 3.1.4.2-4
Potential Acquisition/Relocation for Alternative 2A
Page 2 of 6
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Matchline - See Page 4

Matchline - See Page 2

Bentley Rd

Albers Rd

Claribel Rd

Claribel Rd

Claribel Rd

Claribel Rd

384

385

386

387

388

389

390

391

392

393

394

395

396

397

398

399

400

401

402

381

381

Project Area

Parcel ID in Table 3.1.4.2-4

Full Acquisition with Relocation

Partial Acquisition with Relocation

Partial Aquisition

Full Aquisition

Parcels

Road Outline (edge of pavement)

Local Road Access

Right of Way

Structure

Railroad

Existing State Route

V:\20046_NCC\EIR_EIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-4 Relocation Document 2A_Map.mxd

Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.1.4.2-4
Potential Acquisition/Relocation for Alternative 2A
Page 3 of 6

EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Matchline - See Page 5

Matchline - See Page 3

Kaufman Rd
Albers Rd
Access Rd
Patterson Rd
Smith Rd
Bender Rd
Alvarado Rd
Valk Rd
Albers Rd
Oakdale Waterford Hwy

402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 418 419 420 421 422 423 424 425 426 427 258

Project Area
Parcel ID in Table 3.1.4.2-4
Full Acquisition with Relocation
Partial Acquisition with Relocation
Partial Aquisition
Full Aquisition
Parcels
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

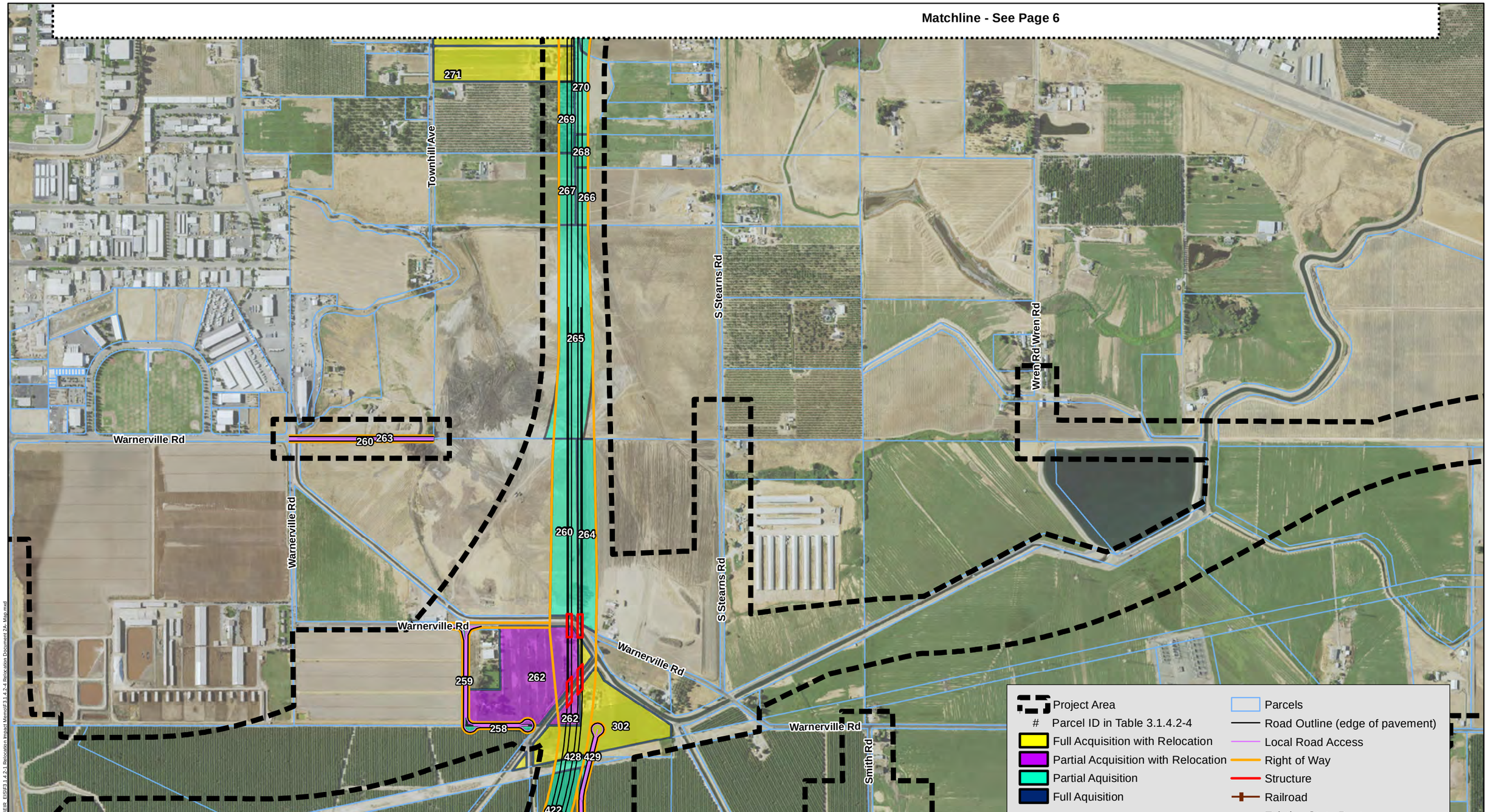
V:\2046_NCC\EIR_EIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-4 Relocation Document 2A_Map.mxd

Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.1.4.2-4
Potential Acquisition/Relocation for Alternative 2A
Page 4 of 6
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Matchline - See Page 6



Matchline - See Page 4

V:\2046 NCC\EIR EIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-4 Relocation Document 2A- Map.mxd

Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

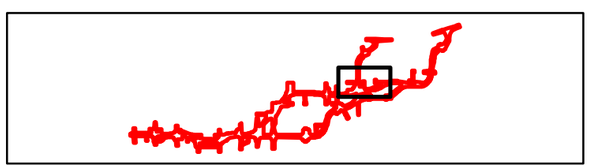


FIGURE 3.1.4.2-4
Potential Acquisition/Relocation for Alternative 2A
Page 5 of 6
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Parcel ID in Table 3.1.4.2-4
Full Acquisition with Relocation
Partial Acquisition with Relocation
Partial Aquisition
Full Aquisition
Parcels
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

Lundy Rd
N Stearns Rd
E F St
S Stearns Rd
Twildo Ave
Orsi Rd
Sierra Rd
Townhill Ave
Tulloch Rd
Wren Rd
Laughlin Rd

299 298 297 296 295 294 293 292 291 290 289 288 287 286 285 284 283 282 281 280 279 278 277 276 275 274

Matchline - See Page 5

Source: ESRI Maps Online March 2011; 2/19/2016.

V:\2046_NCC\EIR_EIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-4 Relocation Document 2A_Map.mxd

0 500 1,000 1,500 2,000 Feet

FIGURE 3.1.4.2-4
Potential Acquisition/Relocation for Alternative 2A
Page 6 of 6
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Full Acquisition with Relocation
Partial Acquisition with Relocation
Partial Aquisition
Full Aquisition

Road Outline (edge of pavement)
Local Road Access
Right of Way
1A_Structure
Railroad
Existing State Route

Page 7
Page 6
Page 5
Page 4
Page 3
Page 2

Sierra Railroad
Laughlin Rd
Fogarty Rd
Warnerville Rd
Patterson Rd
108
Kiernan Ave
Claribel Rd
Claribel Rd
Oakdale Waterford Highway
Tully Rd
Mc Henry Ave
Coffee Rd
Oakdale Rd
Roselle Ave
Claus Rd
Langworth Rd
Bentley Rd
Albers Rd

V:\2016\...\CEQA\EIR_EIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-5 Relocation Document 2B - Index.mxd

Source: ESRI Maps Online March 2011; 1/7/2016.

1 inch = 6,000 feet

0 0.5 1 1.5 2 Miles

FIGURE 3.1.4.2-5
Potential Acquisition/Relocation for Alternative 2B
Page 1 of 7
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Parcel ID in Table 3.1.4.2-5
Full Acquisition with Relocation
Partial Acquisition with Relocation
Partial Aquisition
Full Aquisition
Parcels
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

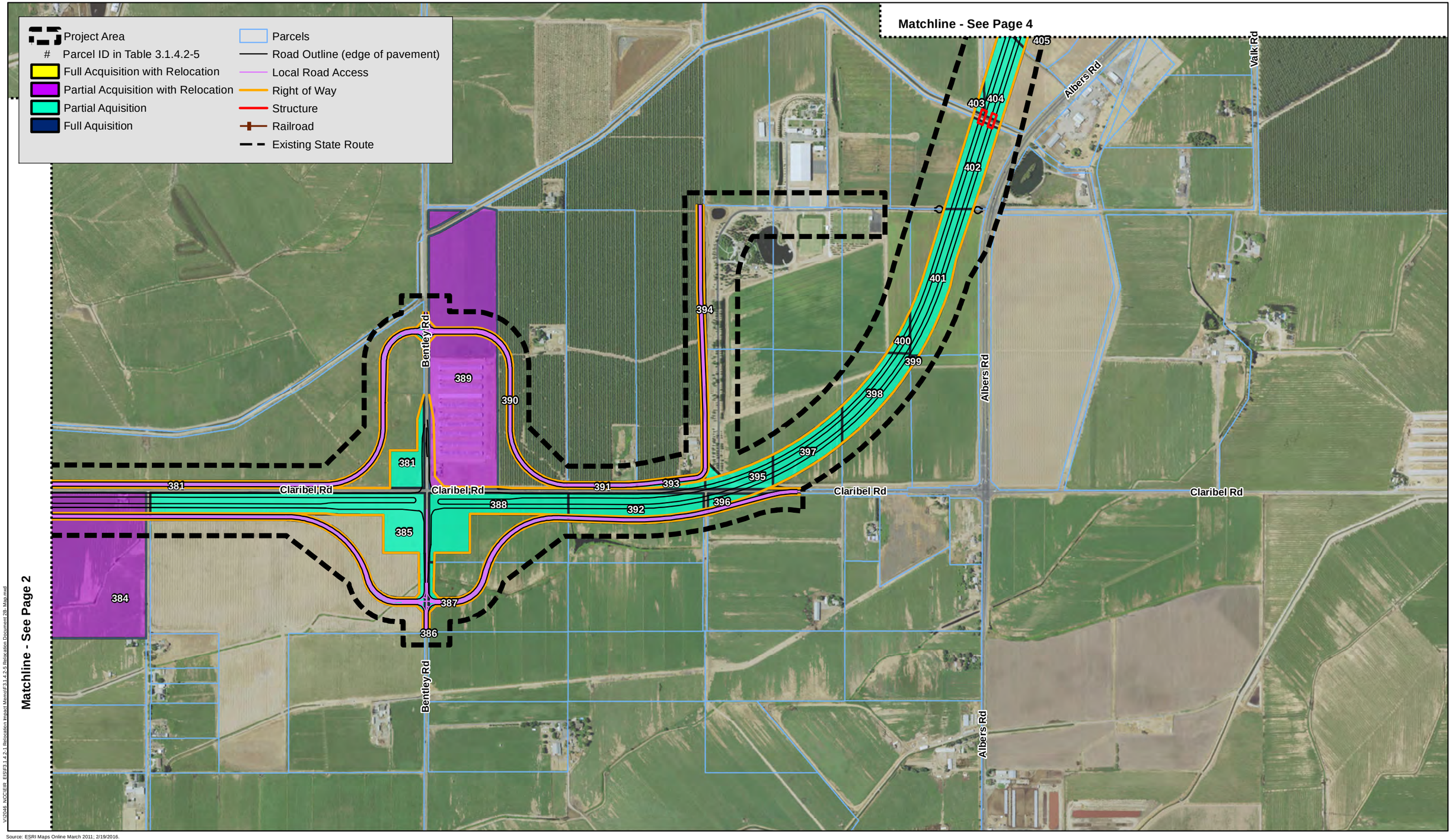
Matchline - See Page 3

Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.1.4.2-5
Potential Acquisition/Relocation for Alternative 2B
Page 2 of 7
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

V:\2046_NCC\EIR_EIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-5 Relocation Document 2B- Map.mxd



Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

V:\2046_NCC\EIR_EIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-5 Relocation Document 2B- Map.mxd

FIGURE 3.1.4.2-5
Potential Acquisition/Relocation for Alternative 2B
Page 3 of 7
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Parcel ID in Table 3.1.4.2-5
Full Acquisition with Relocation
Partial Acquisition with Relocation
Partial Aquisition
Full Aquisition
Parcels
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

Warnerville Rd
S Stearns Rd
Smith Rd
Kaufman Rd
Albers Rd
Access Rd
Patterson Rd
Bender Rd
Alvarado Rd
Valk Rd

285 404 405 406 407 408 409 410 411 412 413 414 415 416 418 419 420 421 422 426 430 431 432 433

Matchline - See Page 5

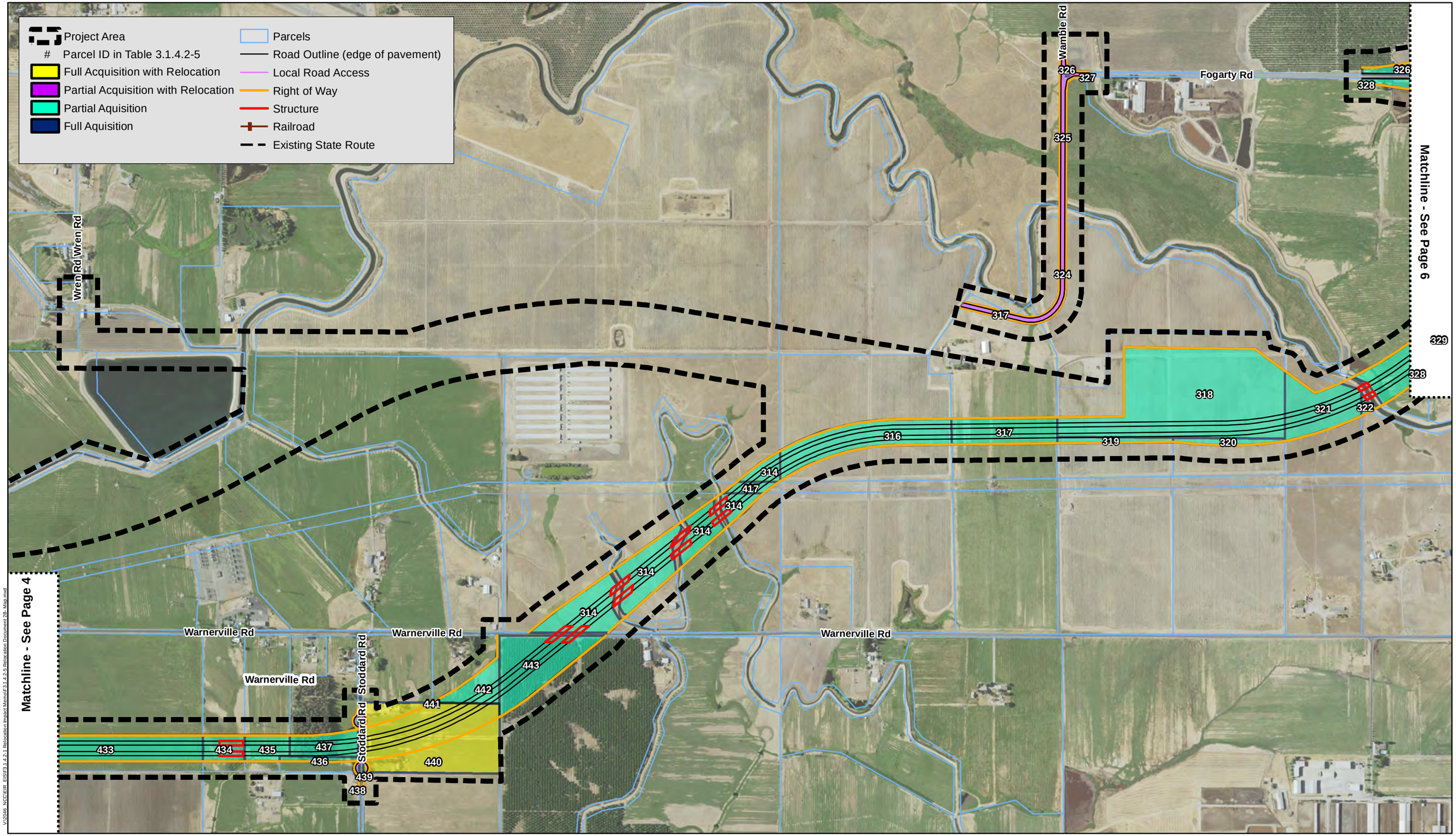
Matchline - See Page 3

V:\2046_NCC\EIR_EIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-5 Relocation Document 2B- Map.mxd

Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.1.4.2-5
Potential Acquisition/Relocation for Alternative 2B
Page 4 of 7
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



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Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

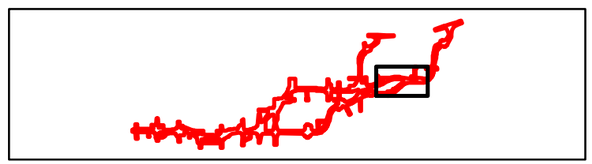


FIGURE 3.1.4.2-5
Potential Acquisition/Relocation for Alternative 2B
Page 5 of 7
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Matchline - See Page 7

333
332
331
326
328
329
330
Fogarty Rd
Fogarty Rd
Fogarty Rd
Emery Rd

Matchline - See Page 5

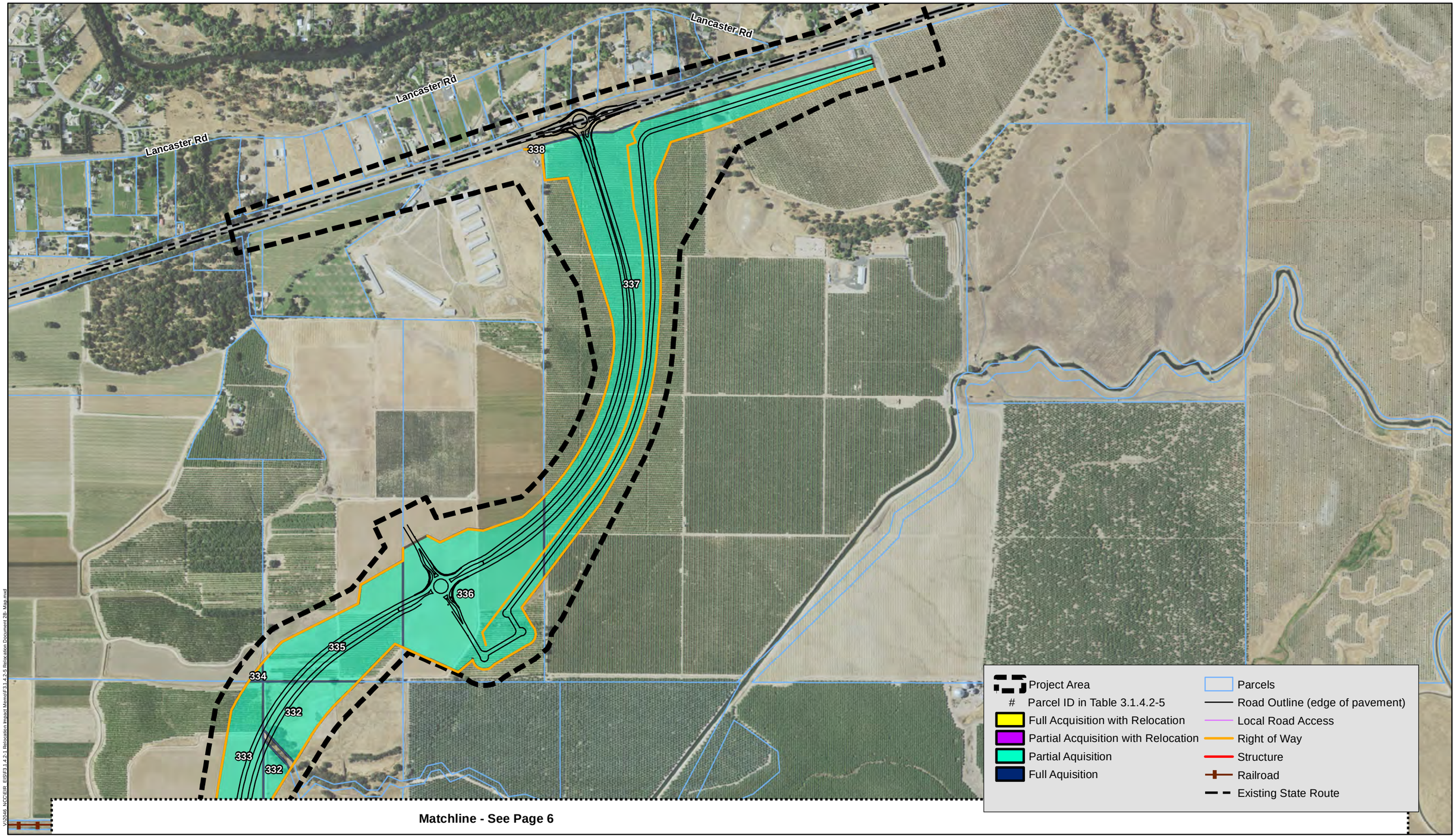
Project Area
Parcel ID in Table 3.1.4.2-5
Full Acquisition with Relocation
Partial Acquisition with Relocation
Partial Aquisition
Full Aquisition
Parcels
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

V:\20046_NCCIEIR_EIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-5 Relocation Document 2B- Map.mxd

Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.1.4.2-5
Potential Acquisition/Relocation for Alternative 2B
Page 6 of 7
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



V:\2046_NCCIEIR_EIS\F3.1.4.2-1 Relocation Impact Memo\F3.1.4.2-5 Relocation Document 2B- Map.mxd

Source: ESRI Maps Online March 2011; 2/19/2016.

0 500 1,000 1,500 2,000 Feet

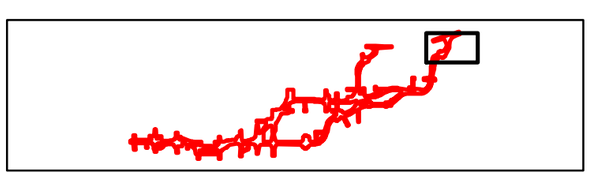


FIGURE 3.1.4.2-5
Potential Acquisition/Relocation for Alternative 2B
Page 7 of 7
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Study Area
Census Tracts
City Limits

Escalon
Oakdale
Riverbank
Modesto
Stanislaus County
East Oakdale
Waterford
Hickman
Empire
Shackelford
Hughson
Ceres
Bystrom

5.01
5.05
5.06
4.04
4.03
4.02
3.03
3.04
2.02
2.03
1.02
28.02

Lone Tree Rd
State Highway 120CA-120
Lon Dale Rd CA-120
Escalon-Bellota Rd
Valley Home Rd
Main St
Santa Fe Rd
McHenry Ave
Patterson Rd
Claribel Rd
Bentley Rd
Albers Rd
Oakdale-Waterford Highway
Sierra Railroad
Warnerville Rd
Tully Rd
Coffee Rd
Oakdale Rd
Roselle Ave
Claus Rd
Terminal Ave
Langworth Rd
Milnes Rd
Floyd Ave
Scenic Dr
Maze Blvd
CA-132
Yosemite Blvd
Paradise Rd
E Hatch Rd
W Hatch Rd
Mitchell Rd
Santa Fe Ave CR-J7
Hickman Rd
Modesto Reservoir
Turlock Lake State Park
Turlock Lake

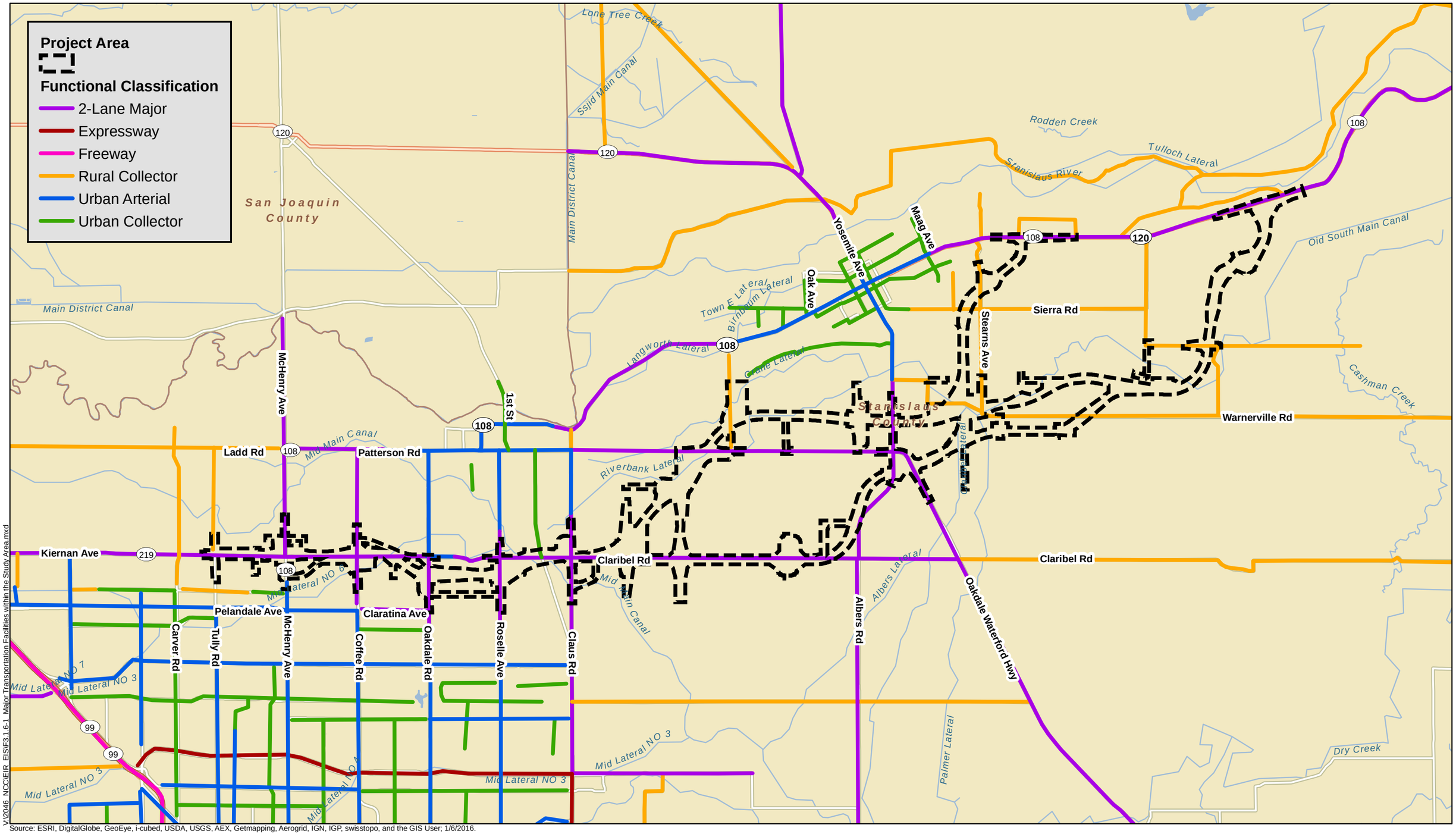
108
120
132
219
99

Source: ESRI, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User; 1/6/2016.

0 1.5 3 4.5 6 7.5 Miles

V:\2046 NCC\EIR EIS\F3.1.4.3-1 CensusTracts.mxd

FIGURE 3.1.4.3-1
Census Tracts within the Project Area
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

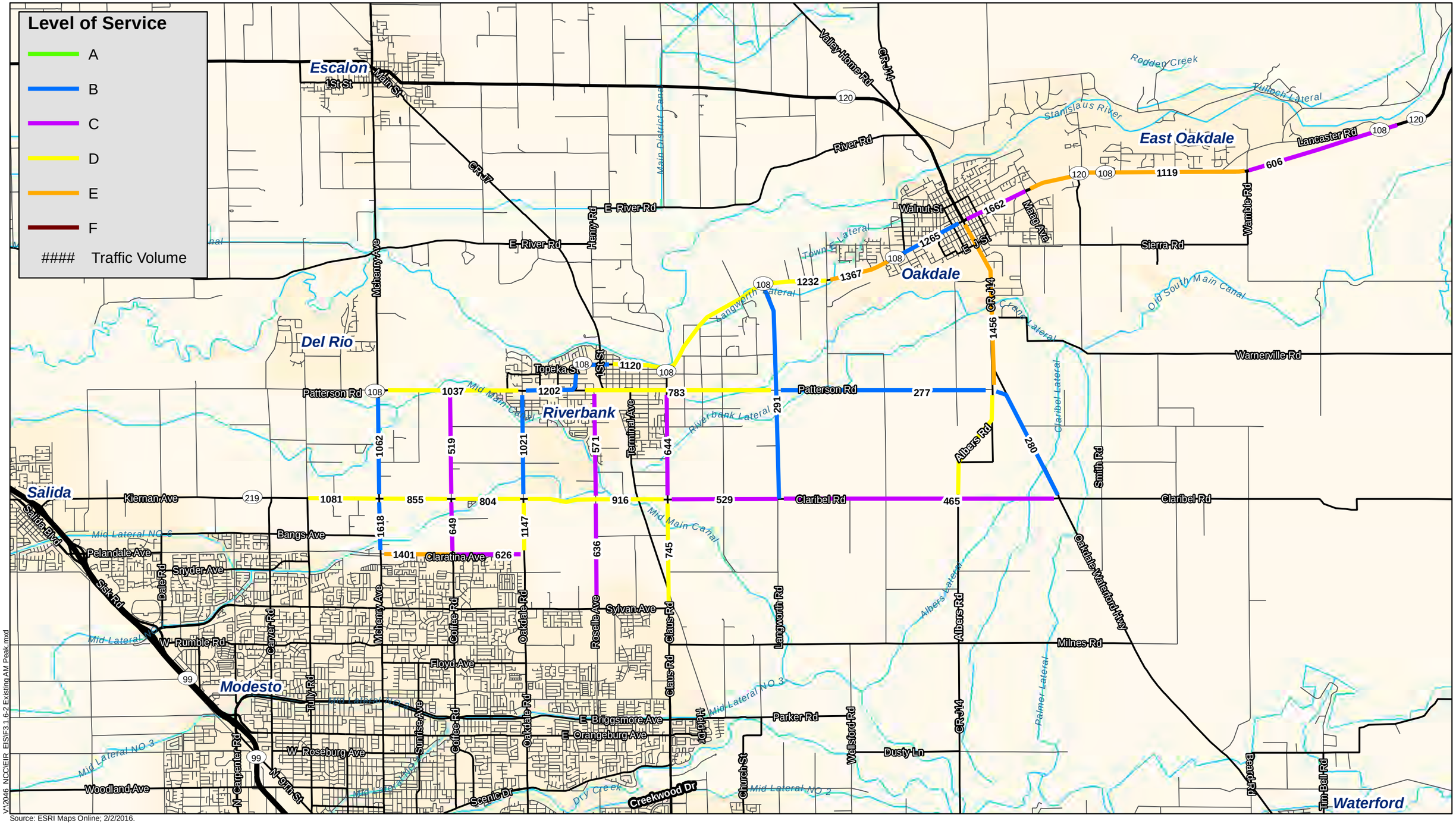


V:\2046 NCC\EIR_EIS\F3.1.6-1 Major Transportation Facilities within the Study Area.mxd

Source: ESRI, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User; 1/6/2016.

0 1 2 3 4 5 Miles

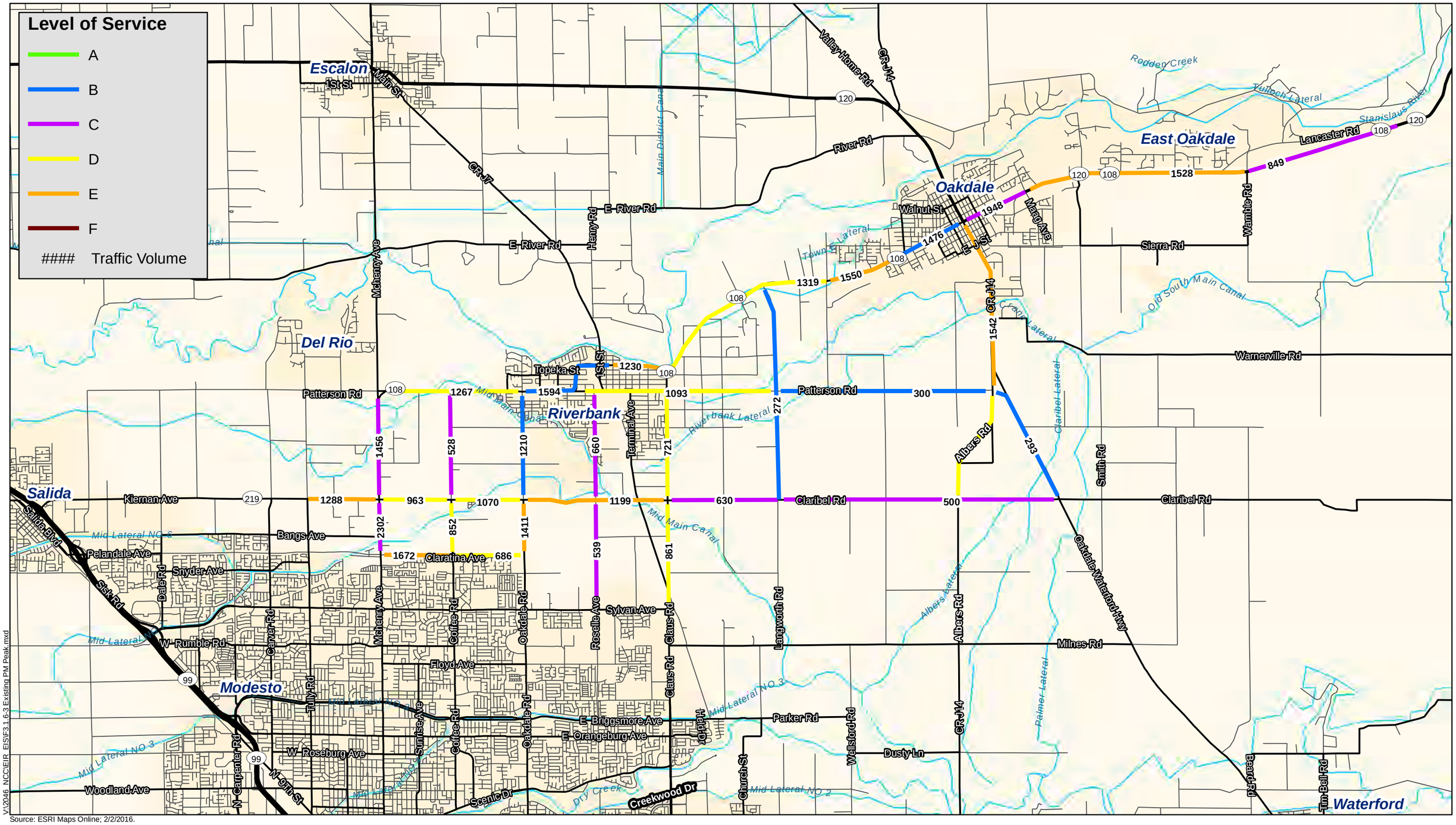
FIGURE 3.1.6-1
Major Transportation Facilities within the Project Area
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



Source: ESRI Maps Online; 2/2/2016.

0 1 2 3 4 5 Miles

FIGURE 3.1.6-2
Existing (2014) Morning Peak Hour Roadway Volume and LOS
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

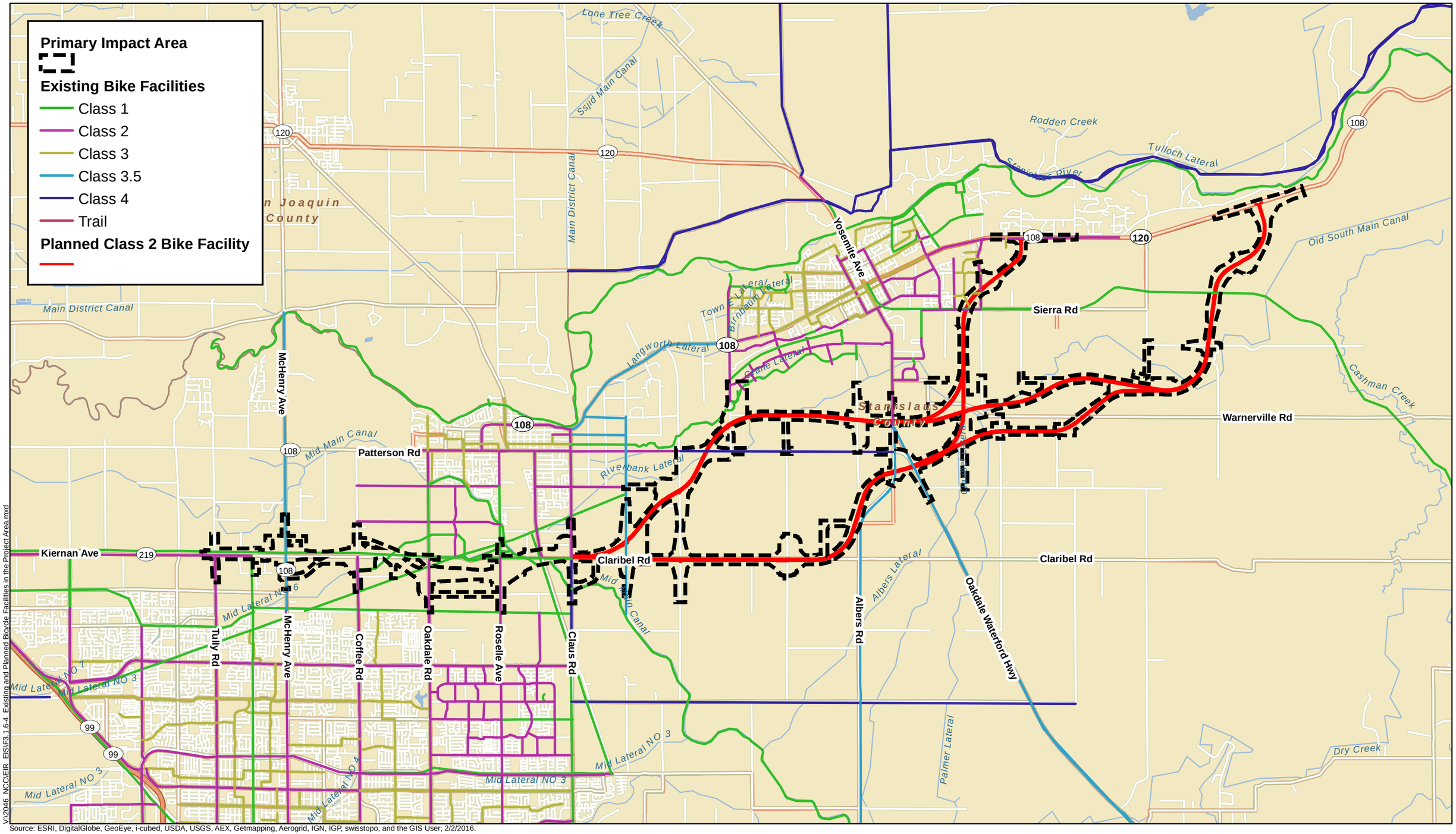


Source: ESRI Maps Online; 2/2/2016.

0 1 2 3 4 5 Miles

FIGURE 3.1.6-3
Existing (2014) Evening Peak Hour Roadway Volume and LOS
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

V:\2046_NCC\EIR_EIS\F3.1.6-3 Existing PM Peak.mxd

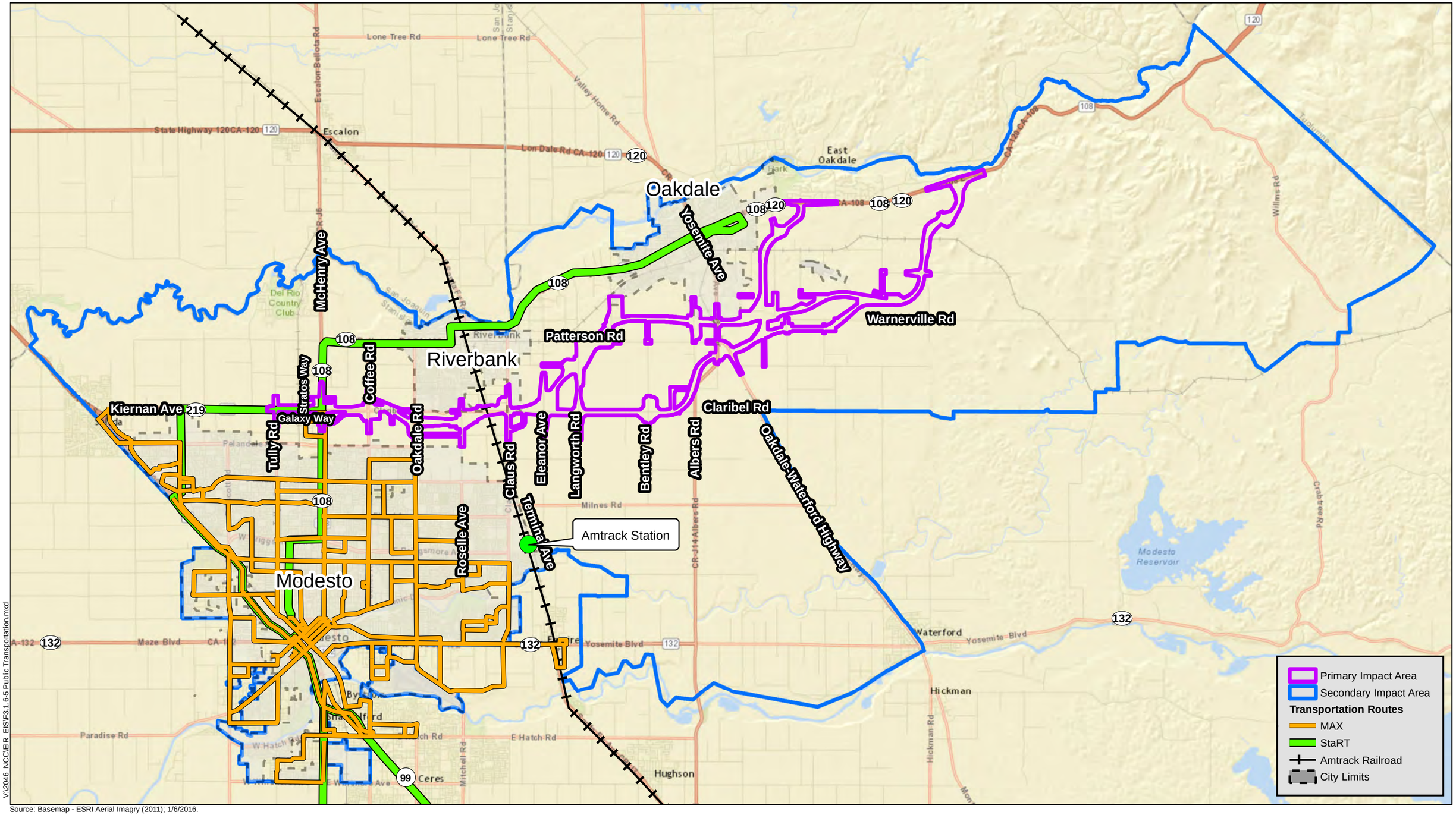


V:\2046_NCCIEIR_EIS\F3.1.6-4 Existing and Planned Bicycle Facilities in the Project Area.mxd

Source: ESRI, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User; 2/2/2016.

0 1 2 3 4 5 Miles

FIGURE 3.1.6-4
Existing (2014) and Planned Bicycle Facilities in the Project Area
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



V:\2046_NCC\EIR_EIS\F3.1.6-5 Public Transportation.mxd

Source: Basemap - ESRI Aerial Imagry (2011); 1/6/2016.

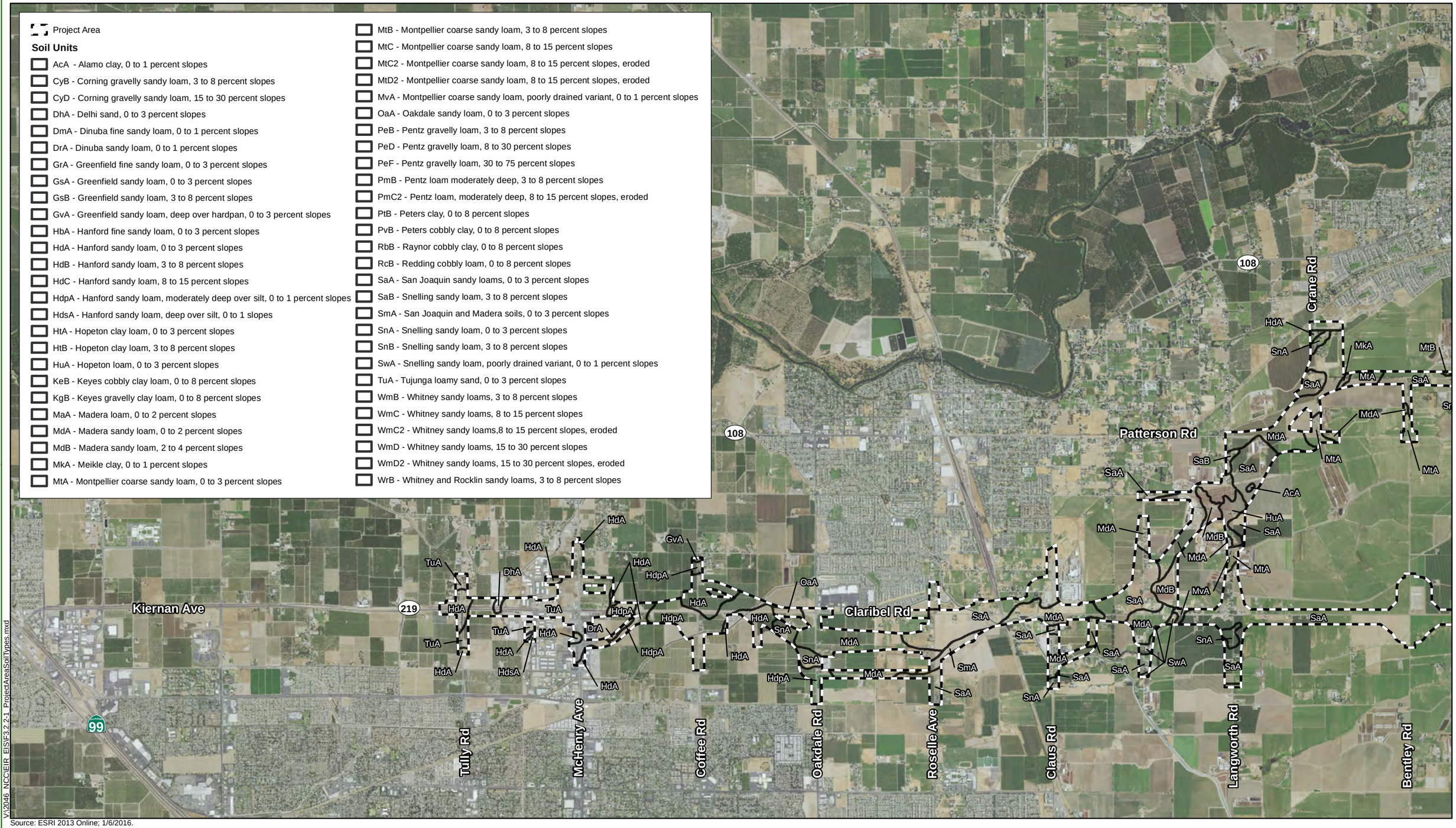
0 1 2 3 4 Miles

FIGURE 3.1.6-5
Public Transportation Routes and Facilities in the Study Area
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area

Soil Units

- AcA - Alamo clay, 0 to 1 percent slopes
- CyB - Corning gravelly sandy loam, 3 to 8 percent slopes
- CyD - Corning gravelly sandy loam, 15 to 30 percent slopes
- DhA - Delhi sand, 0 to 3 percent slopes
- DmA - Dinuba fine sandy loam, 0 to 1 percent slopes
- DrA - Dinuba sandy loam, 0 to 1 percent slopes
- GrA - Greenfield fine sandy loam, 0 to 3 percent slopes
- GsA - Greenfield sandy loam, 0 to 3 percent slopes
- GsB - Greenfield sandy loam, 3 to 8 percent slopes
- GvA - Greenfield sandy loam, deep over hardpan, 0 to 3 percent slopes
- HbA - Hanford fine sandy loam, 0 to 3 percent slopes
- HdA - Hanford sandy loam, 0 to 3 percent slopes
- HdB - Hanford sandy loam, 3 to 8 percent slopes
- HdC - Hanford sandy loam, 8 to 15 percent slopes
- HdpA - Hanford sandy loam, moderately deep over silt, 0 to 1 percent slopes
- HdsA - Hanford sandy loam, deep over silt, 0 to 1 slopes
- HtA - Hopeton clay loam, 0 to 3 percent slopes
- HtB - Hopeton clay loam, 3 to 8 percent slopes
- HuA - Hopeton loam, 0 to 3 percent slopes
- KeB - Keyes cobbly clay loam, 0 to 8 percent slopes
- KgB - Keyes gravelly clay loam, 0 to 8 percent slopes
- MaA - Madera loam, 0 to 2 percent slopes
- MdA - Madera sandy loam, 0 to 2 percent slopes
- MdB - Madera sandy loam, 2 to 4 percent slopes
- MkA - Meikle clay, 0 to 1 percent slopes
- MtA - Montpellier coarse sandy loam, 0 to 3 percent slopes
- MtB - Montpellier coarse sandy loam, 3 to 8 percent slopes
- MtC - Montpellier coarse sandy loam, 8 to 15 percent slopes
- MtC2 - Montpellier coarse sandy loam, 8 to 15 percent slopes, eroded
- MtD2 - Montpellier coarse sandy loam, 8 to 15 percent slopes, eroded
- MvA - Montpellier coarse sandy loam, poorly drained variant, 0 to 1 percent slopes
- OaA - Oakdale sandy loam, 0 to 3 percent slopes
- PeB - Pentz gravelly loam, 3 to 8 percent slopes
- PeD - Pentz gravelly loam, 8 to 30 percent slopes
- PeF - Pentz gravelly loam, 30 to 75 percent slopes
- PmB - Pentz loam moderately deep, 3 to 8 percent slopes
- PmC2 - Pentz loam, moderately deep, 8 to 15 percent slopes, eroded
- PtB - Peters clay, 0 to 8 percent slopes
- PvB - Peters cobbly clay, 0 to 8 percent slopes
- RbB - Raynor cobbly clay, 0 to 8 percent slopes
- RcB - Redding cobbly loam, 0 to 8 percent slopes
- SaA - San Joaquin sandy loams, 0 to 3 percent slopes
- SaB - Snelling sandy loam, 3 to 8 percent slopes
- SmA - San Joaquin and Madera soils, 0 to 3 percent slopes
- SnA - Snelling sandy loam, 0 to 3 percent slopes
- SnB - Snelling sandy loam, 3 to 8 percent slopes
- SwA - Snelling sandy loam, poorly drained variant, 0 to 1 percent slopes
- TuA - Tujunga loamy sand, 0 to 3 percent slopes
- WmB - Whitney sandy loams, 3 to 8 percent slopes
- WmC - Whitney sandy loams, 8 to 15 percent slopes
- WmC2 - Whitney sandy loams,8 to 15 percent slopes, eroded
- WmD - Whitney sandy loams, 15 to 30 percent slopes
- WmD2 - Whitney sandy loams, 15 to 30 percent slopes, eroded
- WrB - Whitney and Rocklin sandy loams, 3 to 8 percent slopes



V:\2046_NCC\EIR_EIS\F3.2.2-1_ProjectAreaSoilTypes.mxd

Source: ESRI 2013 Online; 1/6/2016.

0 1 2 3 4 Miles

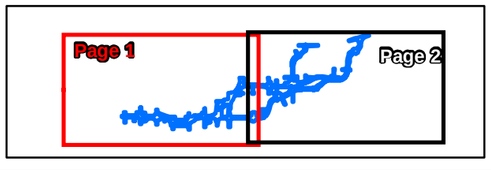
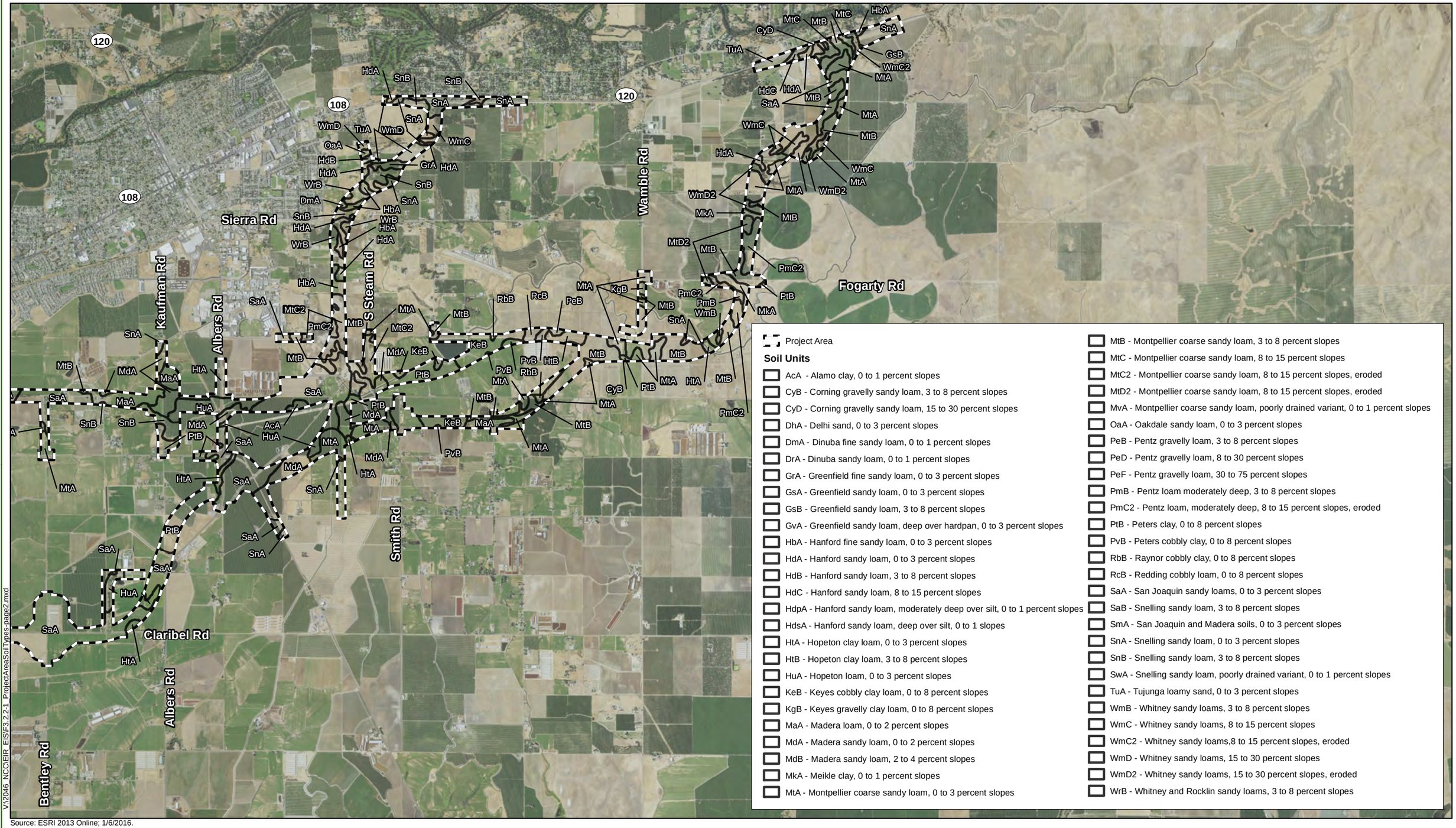


FIGURE 3.2.2-1
Page 1 of 2
Project Area Soil Types
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



- Project Area

Soil Units

- AcA - Alamo clay, 0 to 1 percent slopes
- CyB - Corning gravelly sandy loam, 3 to 8 percent slopes
- CyD - Corning gravelly sandy loam, 15 to 30 percent slopes
- DhA - Delhi sand, 0 to 3 percent slopes
- DmA - Dinuba fine sandy loam, 0 to 1 percent slopes
- DrA - Dinuba sandy loam, 0 to 1 percent slopes
- GrA - Greenfield fine sandy loam, 0 to 3 percent slopes
- GsA - Greenfield sandy loam, 0 to 3 percent slopes
- GsB - Greenfield sandy loam, 3 to 8 percent slopes
- GvA - Greenfield sandy loam, deep over hardpan, 0 to 3 percent slopes
- HbA - Hanford fine sandy loam, 0 to 3 percent slopes
- HdA - Hanford sandy loam, 0 to 3 percent slopes
- HdB - Hanford sandy loam, 3 to 8 percent slopes
- HdC - Hanford sandy loam, 8 to 15 percent slopes
- HdpA - Hanford sandy loam, moderately deep over silt, 0 to 1 percent slopes
- HdsA - Hanford sandy loam, deep over silt, 0 to 1 slopes
- HtA - Hopeton clay loam, 0 to 3 percent slopes
- HtB - Hopeton clay loam, 3 to 8 percent slopes
- HuA - Hopeton loam, 0 to 3 percent slopes
- KeB - Keyes cobbly clay loam, 0 to 8 percent slopes
- KgB - Keyes gravelly clay loam, 0 to 8 percent slopes
- MaA - Madera loam, 0 to 2 percent slopes
- MdA - Madera sandy loam, 0 to 2 percent slopes
- MdB - Madera sandy loam, 2 to 4 percent slopes
- MkA - Meikle clay, 0 to 1 percent slopes
- MtA - Montpellier coarse sandy loam, 0 to 3 percent slopes
- MtB - Montpellier coarse sandy loam, 3 to 8 percent slopes
- MtC - Montpellier coarse sandy loam, 8 to 15 percent slopes
- MtC2 - Montpellier coarse sandy loam, 8 to 15 percent slopes, eroded
- MtD2 - Montpellier coarse sandy loam, 8 to 15 percent slopes, eroded
- MvA - Montpellier coarse sandy loam, poorly drained variant, 0 to 1 percent slopes
- OaA - Oakdale sandy loam, 0 to 3 percent slopes
- PeB - Pentz gravelly loam, 3 to 8 percent slopes
- PeD - Pentz gravelly loam, 8 to 30 percent slopes
- PeF - Pentz gravelly loam, 30 to 75 percent slopes
- PmB - Pentz loam moderately deep, 3 to 8 percent slopes
- PmC2 - Pentz loam, moderately deep, 8 to 15 percent slopes, eroded
- PtB - Peters clay, 0 to 8 percent slopes
- PvB - Peters cobbly clay, 0 to 8 percent slopes
- RbB - Raynor cobbly clay, 0 to 8 percent slopes
- RcB - Redding cobbly loam, 0 to 8 percent slopes
- SaA - San Joaquin sandy loams, 0 to 3 percent slopes
- SaB - Snelling sandy loam, 3 to 8 percent slopes
- SmA - San Joaquin and Madera soils, 0 to 3 percent slopes
- SnA - Snelling sandy loam, 0 to 3 percent slopes
- SnB - Snelling sandy loam, 3 to 8 percent slopes
- SwA - Snelling sandy loam, poorly drained variant, 0 to 1 percent slopes
- TuA - Tujunga loamy sand, 0 to 3 percent slopes
- WmB - Whitney sandy loams, 3 to 8 percent slopes
- WmC - Whitney sandy loams, 8 to 15 percent slopes
- WmC2 - Whitney sandy loams,8 to 15 percent slopes, eroded
- WmD - Whitney sandy loams, 15 to 30 percent slopes
- WmD2 - Whitney sandy loams, 15 to 30 percent slopes, eroded
- WrB - Whitney and Rocklin sandy loams, 3 to 8 percent slopes

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Source: ESRI 2013 Online; 1/6/2016.

0 1 2 3 4 Miles

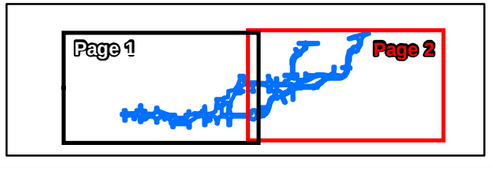


FIGURE 3.2.2-1
Page 2 of 2
Project Area Soil Types
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Area of Potential Disturbance
Modesto Formation
Riverbank Formation
Turlock Lake Formation

1B, 2B
1A, 2A
1B
1A, 1B
2B
2A, 2B
1A, 1B, 2A, 2B

Sierra Rd
S Stearns Rd
Wamble Rd
Fogarty Rd
Warnerville Rd
Patterson Rd
Claribel Rd
Terminal Ave
Tully Rd
McHenry Ave
Coffee Rd
Oakdale Rd
Roselle Ave
Claus Rd
Eleanor Ave
Langworth Rd
Bentley Rd
Albers Rd

Oakdale
Stanislaus R
Sewage disposal
Riverbank
Fountain
Tm

V:\2046 NCCIEIR EIS\F3.2.3-1 Geologic Map.mxd

Source: Geological Map of the San Fransisco-San Jose Quadrangle, California, 1:250,000, CDMG Regional Geographic Map Series, Map No. 5A, Geology, Sheet 1 of 5. (Wagner, D.L., Bortugno, E.J., and McJunkin, R.D.); 1/6/2016.

0 0.5 1 1.5 2 Miles

FIGURE 3.2.3-1
Geologic Map of Area of Potential Disturbance
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Railroad Crossings - Medium Risk
Parcels - Medium Risk
Parcels - High Risk
Parcels - Low Risk
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

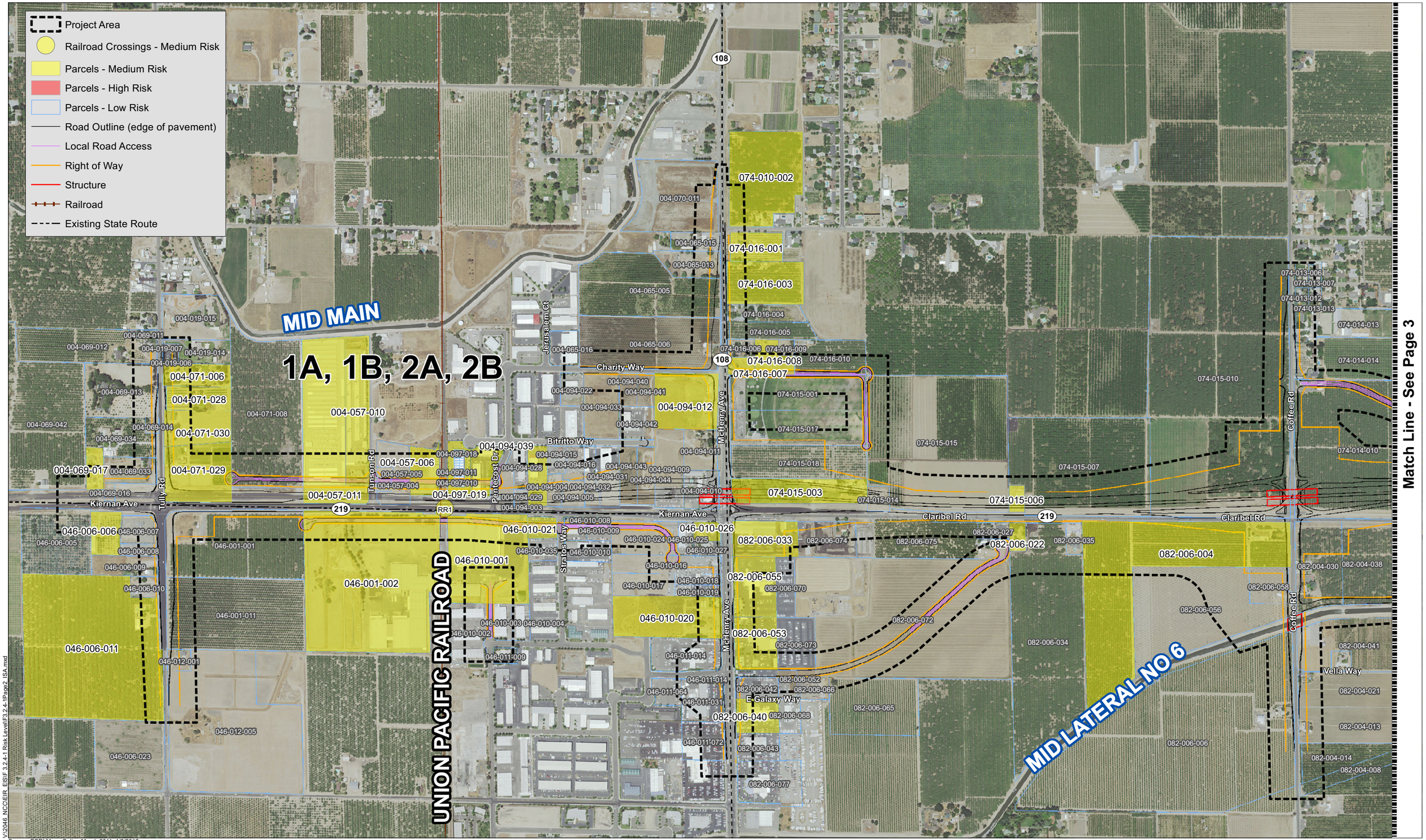
Page 14
1A, 2A
Page 9
1B, 2B
Lancaster Rd
Page 11
1A, 1B
Page 12
Page 13
1B
Wamble Rd
S Stearns Rd
Fogarty Rd
Page 8
Oakdale-Waterford Highway
Warnerville Rd
Page 7
Page 10
Patterson Rd
Page 6
2B
1A, 1B, 2A, 2B
Page 2
Page 3
Page 4
Page 5
2A, 2B
Claribel Rd
Tully Rd
McHenry Ave
Coffee Rd
Oakdale Rd
Roselle Ave
Terminal Ave
Claus Rd
Eleanor Ave
Langworth Rd
Bentley Rd
Albers Rd
120
108

V:\20\46_NCC\EIR_EIS\F 3.2.4-1 Risk Level\F3.2.4-1Page1_ISA.mxd

Source: ESRI Maps Online March 2011; 1/6/2016.

0 0.5 1 1.5 2 Miles

FIGURE 3.2.4-1
Risk Level
Page 1 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



Source: ESRI Maps Online March 2011; 1/6/2016.

0 500 1,000 1,500 2,000 Feet

V:\2046 NCCIEIR EISIF 3.2.4-1 Risk Level\F3.2.4-1Page2 ISA.mxd

FIGURE 3.2.4-1
Risk Level
Page 2 of 14

EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Railroad Crossings - Medium Risk
Parcels - Medium Risk
Parcels - High Risk
Parcels - Low Risk
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

MID LATERAL NO 6
MID LATERAL NO 6
MID MAIN
BURLINGTON NORTHERN SANTA FE
1A, 1B, 2A, 2B
Oakdale Rd
Squire Wells Way
Roselle Ave
Litt Rd
Claribel Rd
Claribel Rd
Claribel Rd
Vella Way
Claratina Ave
Plainview Rd
Oakdale Rd
Roselle Ave

Match Line - See Page 2
Match Line - See Page 4

074-014-006
074-014-007
074-014-010
074-014-009
074-014-008
075-093-007
075-093-046
075-093-006
083-002-001
083-002-002
082-004-039
082-004-038
082-004-036
082-004-004
082-004-041
082-004-035
082-004-005
082-004-007
082-004-034
082-004-008
082-004-021
082-004-022
082-004-013
082-004-014
082-004-034
082-004-024
082-004-025
082-005-007
083-002-016
083-002-017
083-002-042
083-002-041
083-002-006
083-002-020
083-002-022
083-002-023
083-002-021
083-002-032
083-002-033
083-002-035
083-002-036
083-002-034
083-002-009
083-002-031
083-002-012
083-002-015
083-002-014
083-003-010
083-003-011
083-003-009
083-003-007
083-003-013
075-073-110
075-073-111
075-021-022
075-025-003
075-025-004
075-025-005
075-025-006
075-075-052
075-014-026
075-025-007
075-025-008
075-025-009
075-025-010
075-025-012
075-025-013
075-025-025
075-025-024
075-024-001
075-025-020
075-025-018
075-025-019
075-025-011
083-002-024
083-002-025
083-002-047
083-002-048
083-002-038
083-002-037
083-002-028
083-002-029
083-002-030
084-001-023
084-001-027
084-001-025
084-001-026
084-001-024
084-001-022
084-001-032
084-001-030
084-001-029
084-001-028
084-002-033
084-002-009
084-002-032
084-002-029
084-001-002
084-001-003
075-022-004

0 500 1,000 1,500 2,000 Feet

Source: ESRI Maps Online March 2011; 1/5/2016.

V:\2046 NCC\EIR_EIS\F 3.2.4-1 Risk Level\F3.2.4-1Page3_ISA.mxd

FIGURE 3.2.4-1
Risk Level
Page 3 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Match Line - See Page 10

Match Line - See Page 3

Match Line - See Page 5

Project Area
Railroad Crossings - Medium Risk
Parcels - Medium Risk
Parcels - High Risk
Parcels - Low Risk
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

RIVERBANK LATERAL

1A & 1B

1A, 1B, 2A, 2B

2A & 2B

MOOTZ LATERAL

MID MAIN

BURLINGTON NORTHERN SANTA FE

BRICHETTO LATERAL

062-030-003 062-025-011 062-025-010 062-030-004 062-027-019 062-030-014 062-030-006 062-029-001 062-027-002 062-030-007 062-027-003 062-030-008 062-029-014 075-022-021 075-022-035 075-022-032 062-031-005 062-030-023 062-030-009 062-027-004 075-023-005 075-023-007 075-023-021 075-023-023 075-023-022 062-029-013 062-030-012 062-030-020 Davis Ave Claus Rd Eleanor Ave Langworth Rd 075-024-002 075-024-003 075-024-005 075-024-006 075-024-008 075-024-007 062-031-004 062-029-011 062-027-016 062-027-017 075-024-001 075-024-009 062-029-010 062-029-005 062-029-004 062-028-008 062-028-007 062-027-015 062-027-014 062-027-012 062-027-013 062-027-010 062-027-011 062-027-007 075-025-019 075-024-012 075-024-011 062-030-011 062-030-019 062-030-018 062-030-017 062-028-006 062-028-002 062-028-001 062-028-003 062-029-008 062-027-008 Claribel Rd Claribel Rd Claribel Rd 062-028-011 084-001-004 084-001-005 084-001-006 084-001-003 084-001-006 014-001-024 014-001-030 014-001-031 014-001-019 014-001-012 014-001-011 014-001-023 014-001-014 014-001-025 084-001-014 084-001-013 084-001-027 014-001-015 014-001-037 014-001-040 Mc Gee Ave 014-001-028 014-049-005 014-049-004 014-049-006 Claus Rd Langworth Rd 014-001-002 014-049-001 014-049-002 014-049-003 084-001-012 Terminus Ave 014-001-029 014-001-016 084-001-022 014-001-032 014-001-017 084-001-009 014-001-027 014-001-026 084-001-008 014-001-007 Plainview Rd 014-004-004 014-007-032 014-007-032 084-003-001 084-003-001 014-004-001 014-007-015

Source: ESRI Maps Online March 2011; 1/6/2016.

0 500 1,000 1,500 2,000 Feet

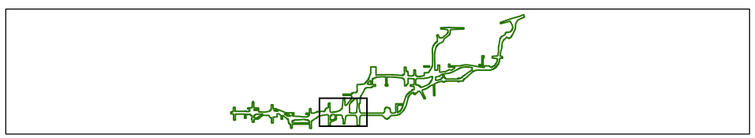


FIGURE 3.2.4-1
Risk Level
Page 4 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

V:\2046_NCCEIR_EIS\F 3.2.4-1 Risk Level\F3.2.4-1Page4_ISA.mxd

Match Line - See Page 4

Match Line - See Page 6

Project Area
Railroad Crossings - Medium Risk
Parcels - Medium Risk
Parcels - High Risk
Parcels - Low Risk
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

004
062-026-003
062-027-018
062-027-019
062-027-003
062-027-004
062-027-017
062-027-016
062-027-007
062-027-006
062-027-005
062-027-008
063-030-001
063-029-055
063-029-008
063-029-048
063-029-049
063-029-050
063-029-051
063-029-060
063-029-061
063-029-059
063-029-058
063-029-035
063-029-065
063-029-064
063-029-063
063-029-062
063-029-019
063-029-070
063-029-024
063-029-069
063-029-068
063-029-067
063-029-066
064-032-004
014-049-006
014-005-001
014-005-012
014-005-011
014-005-003
014-005-008
014-002-013
014-002-014
014-002-003
014-002-016
014-002-017

Albers Rd
Valk Rd
Bentley Rd
Claribel Rd

MOOTZ LATERAL
2A & 2B
BRICHETTO LATERAL

V:\2046 NCCIEIR_EIS\F 3.2.4-1 Risk Level\F3.2.4-1Page5 ISA.mxd

Source: ESRI Maps Online March 2011; 1/6/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.2.4-1
Risk Level
Page 5 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Match Line - See Page 12 and 13

Match Line - See Page 5

Match Line - See Page 7

1A

1A & 1B

1B

2A

2A & 2B

2B

CRANE LATERAL

OID SOUTH MAIN

BRICHETTO LATERAL

CLARIBEL LATERAL

SOUTH LATERAL

SOUTH LATERAL

063-028-040
063-028-023
064-030-006
063-028-019
063-028-037
063-028-003
063-028-020
063-028-004
063-028-021
063-028-008
063-028-005
063-028-009
063-029-057
063-029-056
063-029-010
063-029-012
063-029-049
064-029-002
064-029-017
010-040-010
064-029-012
064-029-013
064-029-011
064-029-014
064-029-009
064-029-004
010-040-002
064-029-006
064-029-015
064-029-008
064-029-007
064-031-027
064-031-026
064-031-001
064-031-002
064-031-023
064-031-032
064-031-031
064-031-025
064-031-024
064-031-005
064-031-022
064-031-028
064-031-029
064-031-021
064-031-019
064-031-016
064-031-015
064-032-001
064-032-049
064-032-051
064-032-006
064-032-072
010-016-016
010-016-002
010-016-013
010-016-015
010-016-08

Yosemite Ave
RR3
Albers Rd
Patterson Rd
RR4
Oakdale-Waterford Hwy
Smith Rd
Warnerville Rd
Bendler Rd
Alvarado Rd
Albers
Valk Rd

Project Area
Railroad Crossings - Medium Risk
Parcels - Medium Risk
Parcels - High Risk
Parcels - Low Risk
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

V:\2046 NCCIEIR_EIS\F 3.2.4-1 Risk Level\F3.2.4-1Page6 ISA.mxd

Source: ESRI Maps Online March 2011; 1/4/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.2.4-1
Risk Level
Page 6 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Railroad Crossings - Medium Risk
Parcels - Medium Risk
Parcels - High Risk
Parcels
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

OID SOUTH MAIN
1B
Wamble Rd
Fogarty Rd
Match Line - See Page 8
OID SOUTH MAIN
010-072-003
Match Line - See Page 6
KEARNEY LATERAL
010-040-006
010-040-006
010-040-006
010-040-006
010-041-037
010-041-037
2B
KEARNEY LATERAL
Warnerville Rd
Warnerville Rd
Warnerville Rd
Emery Rd
010-016-019
Steddard Rd
KEARNEY PIPELINE

V:\2046_NCC\EIR_EIS\F 3.2.4-1 Risk Level\F3.2.4-1Page7_ISA.mxd

Source: ESRI Maps Online March 2011; 1/6/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.2.4-1
Risk Level
Page 7 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Match Line - See Page 9

SIERRA RAILROAD

GRAY LATERAL

OID SOUTH MAIN

RR6

Fogarty Rd

Emery Rd

010-072-001

010-072-002

010-015-071

010-015-071

010-015-061

010-015-061

1B & 2B

Match Line - See Page 7

Project Area
Railroad Crossings - Medium Risk
Parcels - Medium Risk
Parcels - High Risk
Parcels - Low Risk
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

V:\2046_NCCIEIR_EIS\F 3.2.4-1 Risk Level\F3.2.4-1Page8_ISA.mxd

Source: ESRI Maps Online March 2011; 1/6/2016.

N

0 500 1,000 1,500 2,000 Feet

FIGURE 3.2.4-1
Risk Level
Page 8 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Railroad Crossings - Medium Risk
Parcels - Medium Risk
Parcels - High Risk
Parcels - Low Risk
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

1B & 2B

Lancaster Rd

GRAY LATERAL

OID SOUTH MAIN

010-031-021
010-031-022
010-031-005
010-031-004
010-031-015
010-031-010
010-031-009
010-031-020
010-031-011
010-031-019
010-031-012
010-031-013
010-012-020
010-012-019
010-012-018
010-012-017
010-012-016
010-012-015
010-012-033
010-012-032
010-012-034
010-012-038
010-012-037
010-012-036
010-012-039
010-010-011
010-010-025
010-010-019
010-011-037
010-011-038
010-011-033
010-011-049
010-008-034
010-015-067
010-015-068

108
120

Match Line - See Page 8

Source: ESRI Maps Online March 2011; 1/6/2016.

0 500 1,000 1,500 2,000 Feet

V:\2046 NCC\EIR_EIS\F 3.2.4-1 Risk Level\F3.2.4-1Page9_ISA.mxd

FIGURE 3.2.4-1
Risk Level
Page 9 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Match Line - See Page 11

Project Area
Railroad Crossings - Medium Risk
Parcels - Medium Risk
Parcels - High Risk
Parcels - Low Risk
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

CRANE LATERAL
RIVERBANK LATERAL
1A & 1B
1A & 1B

Crane Rd
Lexington Ave
Bentley Rd
Langworth Rd
Patterson Rd
Eleanor Ave
Kentucky Ave

063-025-009
063-025-008
062-014-002
063-027-001
063-027-004
063-027-017
063-027-018
063-027-002
062-014-003
063-027-026
062-014-004
063-027-008
063-027-009
063-027-013
063-027-047
063-027-052
062-016-004
062-026-001
063-029-053
063-029-055
062-025-005
062-026-003
063-030-001
062-025-018
062-025-020
062-026-002
062-025-014
062-025-026
062-025-024
062-026-004
062-025-023
062-025-008
062-025-012
062-025-009
062-025-013
062-024-033
062-024-032
062-030-001
062-030-016
062-025-010
062-025-011
062-030-003
062-030-014
062-027-018

Match Line - See Page 4

Match Line - See Page 12

V:\2046 NCC\EIR EIS\F 3.2.4-1 Risk Level\F3.2.4-1Page10 ISA.mxd

Source: ESRI Maps Online March 2011; 1/4/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.2.4-1
Risk Level
Page 10 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Railroad Crossings - Medium Risk
Parcels - Medium Risk
Parcels - High Risk
Parcels - Low Risk
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

Crane Rd
Crane Rd
Crane Rd
CRANE LATERAL
BURLINGTON NORTHERN SANTA FE
063-073-001
014-014
063-073-012
Greger St
063-025-010
063-026-003
062-014-015
063-025-009
063-026-004
063-026-005
063-026-006
063-026-007
063-025-010
062-014-003
063-025-008
063-027-064
1A & 1B

V:\2046_NCC\EIR_EIS\F 3.2.4-1 Risk Level\F3.2.4-1Page11_ISA.mxd

Match Line - See Page 10

Source: ESRI Maps Online March 2011; 1/6/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.2.4-1
Risk Level
Page 11 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Railroad Crossings - Medium Risk
Parcels - Medium Risk
Parcels - High Risk
Parcels - Low Risk
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

CRANE LATERAL
RIVERBANK LATERAL
Kaufman Rd
Yosemite Ave.
Warnerville Rd
Patterson Rd

1A
1A & 1B

063-025-009
063-025-008
063-027-062
063-028-038
063-028-039
063-028-040
063-028-022
063-028-023
063-028-019
063-028-020
063-028-021
063-028-009
063-027-064
063-027-007
063-027-059
063-027-058
063-027-052
063-027-047
063-027-026
063-027-018
063-027-017
063-027-004
063-027-029
063-027-033
063-029-053
063-029-055
063-029-036
063-029-009
063-028-011
064-028-008
064-062-025
064-028-005
064-028-007
064-028-013
064-062-015
064-030-006
064-029-001
064-029-012
064-029-013
064-029-011

Match Line - See Page 10
Match Line - See Page 13
Match Line - See Page 6

V:\2046_NCC\EIR_EIS\F 3.2.4-1 Risk Level\F3.2.4-1Page12_ISA.mxd

Source: ESRI Maps Online March 2011; 1/6/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.2.4-1
Risk Level
Page 12 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Match Line - See Page 14

Match Line - See Page 12

Match Line - See Page 6

Match Line - See Page 7

V:\2046_NCC\EIR_EIS\F 3.2.4-1 Risk Level\F3.2.4-1Page13_ISA.mxd

Source: ESRI Maps Online March 2011; 1/6/2016.

0 500 1,000 1,500 2,000 Feet

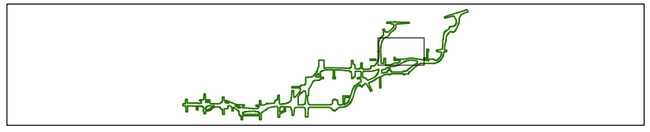


FIGURE 3.2.4-1
Risk Level
Page 13 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Railroad Crossings - Medium Risk
Parcels - Medium Risk
Parcels - High Risk
Parcels - Low Risk
Road Outline (edge of pavement)
Local Road Access
Right of Way
Structure
Railroad
Existing State Route

DIXON LATERAL

1A & 2A

SIERRA RAILROAD

Dos Gloria Dr
Atlas Rd
Stearns Rd
108

010-032-079 010-032-081 010-032-042 010-032-078 064-016-004 010-032-044 010-032-041 010-032-038 010-032-043 010-032-040 010-032-085 010-046-029 010-046-031 010-046-032 010-064-029 010-044-009 010-044-010 010-050-016 010-050-018 010-046-028 010-064-025 010-064-030 010-044-007 010-044-008 010-050-015 010-050-013 010-033-032 010-033-022 010-050-017 010-050-014 010-050-012 010-033-031 010-033-015 010-054-004

064-017-018 010-022-012 010-022-013 010-022-003 010-022-004 010-022-005 010-022-008 010-022-009 010-022-007 010-024-016

064-017-004 064-021-017 064-021-002 064-017-014 010-022-002 064-021-028 064-017-013 064-017-012 064-021-029 010-014-031 064-021-026 064-017-017 064-017-008 010-014-016 064-021-025 064-021-005 064-017-009 064-021-009 064-021-006

V:\2046 NCC\EIR EIS\F 3.2.4-1 Risk Level\F3.2.4-1Page14 ISA.mxd

Match Line - See Page 13

Source: ESRI Maps Online March 2011; 1/6/2016.

0 500 1,000 1,500 2,000 Feet

FIGURE 3.2.4-1
Risk Level
Page 14 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Sensitive Receptor/Modeled Location
Long-Term Noise Measurement Location
Short-Term Noise Measurement Location
Road Outline (edge of pavement)
Local Road Access
Cut and Fill Limits
Right of Way
Structure
Railroad
Existing State Route

Page 14
Page 9
1A, 2A
1B, 2B
Page 11
Page 13
1A, 1B
1B
Page 12
Page 8
Page 10
Page 7
1A, 1B, 2A, 2B
Patterson Rd
Page 6
Page 2
Page 3
Page 4
2B
Page 5
2A, 2B
Lancaster Rd
Wamble Rd
S Stearns Rd
Fogarty Rd
Warnerville Rd
Claribel Rd
Oakdale-Waterford Highway
Tully Rd
McHenny Ave
Coffee Rd
Oakdale Rd
Roselle Ave
Terminal Ave
Claus Rd
Eleanor Ave
Langworth Rd
Bentley Rd
Albers Rd
120
108

V:\2046 NCC\EIR_EIS\F3.2.6-2 Receiver Locations\F3.2.6-2 Receiver Locations Page 1.mxd

Source: ESRI Maps Online March 2011; 12/27/2016.

0 0.5 1 1.5 2 Miles

Figure 3.2.6-2
Receiver Locations
Page 1 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Project Area
Sensitive Receptor/Modeled Location
Long-Term Noise Measurement Location
Short-Term Noise Measurement Location
Road Outline (edge of pavement)
Local Road Access
Cut and Fill Limits
Right of Way
Structure
Railroad
Existing State Route

MID MAIN

1A, 1B, 2A, 2B

UNION PACIFIC RAILROAD

MID LATERAL NO 6

R1/ST1
R1.1
R1.2
R1.3
R2.1
R2/ST2
R2.2
R2.3
R2.4
R2.5
R2.6
R3/ST3
R3.1
R3.2
R3.3
R4/ST4
R4.1
R4.2
R4.3
R4.4
R4.5
R4.6
R4.7
LT1
R5.1
R5/ST5
R6/ST6
R6.1

Kiernan Ave
Charity Way
Bitritto Way
E Galaxy Way
Vella Way
Claribel Rd
Tully Rd
Tunson Rd
Pentecost Dr
Stratos Way
Jerusalem Ct
McHenry Ave
Coffee Rd

108
219

Match Line - See Page 3

V:\2046 NCC\EIR_EIS\F3.2.6-2 Receiver Locations\F3.2.6-2 Receiver Locations Page 2.mxd

Source: ESRI Maps Online March 2011; 12/27/2016.

0 500 1,000 1,500 2,000 Feet

Figure 3.2.6-2
Receiver Locations
Page 2 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

MID LATERAL NO 6

BURLINGTON NORTHERN SANTA FE

MID MAIN

MID LATERAL NO 6

1A, 1B, 2A, 2B

Oakdale Rd

Squire Wells Way

Claribel Rd

Roselle Ave

Lift Rd

Vella Way

Claratina Ave

Plainv

R7.1
R7.2
R8.1
R8/ST8
R7/ST7
R9/ST9
R10.1
R10.2
R10/ST10
R10.3
R10.4
R10.5
R11/ST11
R12.3
R13.1
R13.2
R13/ST13
R14.1
R14/ST14
R14.2

Match Line - See Page 2

Match Line - See Page 4

- Sensitive Receptor/Modeled Location
- Long-Term Noise Measurement Location
- Short-Term Noise Measurement Location
- Project Area
- Road Outline (edge of pavement)
- Local Road Access
- Cut and Fill Limits
- Right of Way
- Structure
- Railroad
- Existing State Route

V:\2046_NCCIEIR_EIS\F3.2.6-2 Receiver Locations\F3.2.6-2 Receiver Locations Page 3.mxd

Source: ESRI Maps Online March 2011; 12/27/2016.

0 500 1,000 1,500 2,000 Feet

Figure 3.2.6-2
Receiver Locations
Page 3 of 14

EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Match Line - See Page 10

Match Line - See Page 3

Match Line - See Page 5

- Sensitive Receptor/Modeled Location
- Long-Term Noise Measurement Location
- Short-Term Noise Measurement Location
- Project Area
- Road Outline (edge of pavement)
- Local Road Access
- Cut and Fill Limits
- Right of Way
- Structure
- Railroad
- Existing State Route

RIVERBANK LATERAL

1A & 1B

1A, 1B, 2A, 2B

2A & 2B

MOOTZ LATERAL

MID MAIN

BURLINGTON NORTHERN SANTA FE

BRICHETTO LATERAL

R16.5 R16.4 R15.2 R15/ST15 R15.1 R16.1 R16.3 R16.2 R18.1 R17/ST17 R17.1 LT2 R17.3 R17.2 R18/ST18 R19.2 R19.1 R19/ST19 R19.6 R19.4 R19.5 R19.3 R21.5 R21.4 R21.3 R21.6 R21/ST21 R21.1 R21.2 R21.7 R20.5 R20.1 R20.3 R20.2 R20.4 R20/ST20 R23.4 R23.1 R23.2 R23.3 R23/ST23 R22.1 R22.2 R22/ST22

Minniear Ave
Davis Ave
Claus Rd
Claribel Rd
Terminal Ave
Plainview Rd
Eleanor Ave
Mc Gee Ave
Langworth Rd

V:\2046_NCCtEIR_EIS\F3.2.6-2 Receiver Locations\F3.2.6-2 Receiver Locations Page 4.mxd

Source: ESRI Maps Online March 2011; 12/27/2016.

0 500 1,000 1,500 2,000 Feet

Figure 3.2.6-2
Receiver Locations
Page 4 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Sensitive Receptor/Modeled Location
Long-Term Noise Measurement Location
Short-Term Noise Measurement Location
Project Area
Road Outline (edge of pavement)
Local Road Access
Cut and Fill Limits
Right of Way
Structure
Railroad
Existing State Route

Match Line - See Page 4

Match Line - See Page 6

MOOTZ LATERAL

2A & 2B

BRICHETTO LATERAL

R23.5
R23.6
R23.7
R23.8
R23.9
R27.2

Claribel Rd
Claribel Rd
Bentley Rd
Bentley Rd
Albers Rd
Albers Rd
Valk Rd

V:\2046_NCCtEIR_EIS\F3.2.6-2 Receiver Locations\F3.2.6-2 Receiver Locations Page 5.mxd

Source: ESRI Maps Online March 2011; 12/27/2016.

0 500 1,000 1,500 2,000 Feet

Figure 3.2.6-2
Receiver Locations
Page 5 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Match Line - See Page 12 and 13

Match Line - See Page 5

Match Line - See Page 7

1A

1A & 1B

1B

2A

2B

2A & 2B

CRANE LATERAL

OID SOUTH MAIN

BRICHETTO LATERAL

CLARIBEL LATERAL

SOUTH LATERAL

SOUTH LATERAL

R30.13

R30.12

R30.1

R30.11

R30.9

R30.8

R30.7

R41/ST41

R29.2

R30.4

R30.5

R30.6

R30/ST30

R30.3

R30.2

R29.1

R29/ST29

R30.1

R27.1

R27/ST27

Yosemite Ave

Warnerville Rd

Smith Rd

Patterson Rd

Albers Rd

Oakdale-Waterford Hwy

Bendler Rd

Alvarado Rd

Albers

Valk Rd

Sensitive Receptor/Modeled Location

Long-Term Noise Measurement Location

Short-Term Noise Measurement Location

Project Area

Road Outline (edge of pavement)

Local Road Access

Cut and Fill Limits

Right of Way

Structure

Railroad

Existing State Route

V:\2046_NCC\EIR_EIS\F3.2.6-2 Receiver Locations\F3.2.6-2 Receiver Locations_Page 6.mxd

Source: ESRI Maps Online March 2011; 12/27/2016.

0 500 1,000 1,500 2,000 Feet

Figure 3.2.6-2
Receiver Locations
Page 6 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Sensitive Receptor/Modeled Location
Long-Term Noise Measurement Location
Short-Term Noise Measurement Location
Project Area
Road Outline (edge of pavement)
Local Road Access
Cut and Fill Limits
Right of Way
Structure
Railroad
Existing State Route

OID SOUTH MAIN
Wamble Rd
Fogarty Rd
Match Line - See Page 8
1B
OID SOUTH MAIN
R37.2
Match Line - See Page 6
KEARNEY LATERAL
2B
KEARNEY LATERAL
KEARNEY PIPELINE
R37/ST37
Warnerville Rd
R37.1
Stoddard Rd
Warnerville Rd
Warnerville Rd
Emery Rd

V:\2046_NCCIEIR_EIS\F3.2.6-2 Receiver Locations\F3.2.6-2 Receiver Locations Page 7.mxd

Source: ESRI Maps Online March 2011; 12/27/2016.

0 500 1,000 1,500 2,000 Feet

Figure 3.2.6-2
Receiver Locations
Page 7 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Match Line - See Page 9

SIERRA RAILROAD

GRAY LATERAL

1B & 2B

OID SOUTH MAIN

Fogarty Rd

Emery Rd

Match Line - See Page 7

- Sensitive Receptor/Modeled Location
- Long-Term Noise Measurement Location
- Short-Term Noise Measurement Location
- Project Area
- Road Outline (edge of pavement)
- Local Road Access
- Cut and Fill Limits
- Right of Way
- Structure
- Railroad
- Existing State Route

V:\2046_NCC\EIR_EIS\F3.2.6-2 Receiver Locations\F3.2.6-2 Receiver Locations Page 8.mxd

Source: ESRI Maps Online March 2011; 12/27/2016.

0 500 1,000 1,500 2,000 Feet

Figure 3.2.6-2
Receiver Locations
Page 8 of 14

EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Sensitive Receptor/Modeled Location
Long-Term Noise Measurement Location
Short-Term Noise Measurement Location
Project Area
Road Outline (edge of pavement)
Local Road Access
Cut and Fill Limits
Right of Way
Structure
Railroad
Existing State Route

R38/ST38
R39/ST39
R39.1
R39.2
R39.3
R42.1
R42.2
R42.3
R42/ST42
R40/ST40
Lancaster Rd
108
120
1B & 2B
GRAY LATERAL
OID SOUTH MAIN

V:\2046_NCC\EIR_EIS\F3.2.6-2 Receiver Locations\F3.2.6-2 Receiver Locations Page 9.mxd

Match Line - See Page 8

Source: ESRI Maps Online March 2011; 12/27/2016.

0 500 1,000 1,500 2,000 Feet

Figure 3.2.6-2
Receiver Locations
Page 9 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Match Line - See Page 11

- Sensitive Receptor/Modeled Location
- Long-Term Noise Measurement Location
- Short-Term Noise Measurement Location
- Project Area
- Road Outline (edge of pavement)
- Local Road Access
- Cut and Fill Limits
- Right of Way
- Structure
- Railroad
- Existing State Route

CRANE LATERAL

RIVERBANK LATERAL

1A & 1B

1A & 1B

R25.4
R25.6
R26.1
R26.2
R26/ST26
R26.3
R25.3
R25.2
R25/ST25
R25.1
LT3
R24.2
R24.1

Crane Rd
Lexington Ave
Bentley Rd
Langworth Rd
Patterson Rd
Eleanor Ave
Kentucky Ave

Match Line - See Page 12

Match Line - See Page 4

V:\2046 NCCIER EIS\F3.2.6-2 Receiver Locations\F3.2.6-2 Receiver Locations Page 10.mxd

Source: ESRI Maps Online March 2011; 12/27/2016.

0 500 1,000 1,500 2,000 Feet

Figure 3.2.6-2
Receiver Locations
Page 10 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Sensitive Receptor/Modeled Location
Long-Term Noise Measurement Location
Short-Term Noise Measurement Location
Project Area
Road Outline (edge of pavement)
Local Road Access
Cut and Fill Limits
Right of Way
Structure
Railroad
Existing State Route

Crane Rd
Crane Rd
Crane Rd
Greger St
R25.5
BURLINGTON NORTHERN SANTA FE
CRANE LATERAL
1A & 1B

V:\2046 NCC\EIR_EIS\F3.2.6-2 Receiver Locations\F3.2.6-2 Receiver Locations Page 11.mxd

Match Line - See Page 10

Source: ESRI Maps Online March 2011; 12/27/2016.

0 500 1,000 1,500 2,000 Feet

Figure 3.2.6-2
Receiver Locations
Page 11 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Sensitive Receptor/Modeled Location
Long-Term Noise Measurement Location
Short-Term Noise Measurement Location
Project Area
Road Outline (edge of pavement)
Local Road Access
Cut and Fill Limits
Right of Way
Structure
Railroad
Existing State Route

CRANE LATERAL
RIVERBANK LATERAL
Kaufman Rd
Yosemite Ave
Warnerville Rd
Warnerville Rd
Warnerville Rd
Kaufman Rd
Patterson Rd

R31/ST31
R30.13
R30.12
R30.11
R28.1

1A
1A & 1B

Match Line - See Page 10
Match Line - See Page 13
Match Line - See Page 6

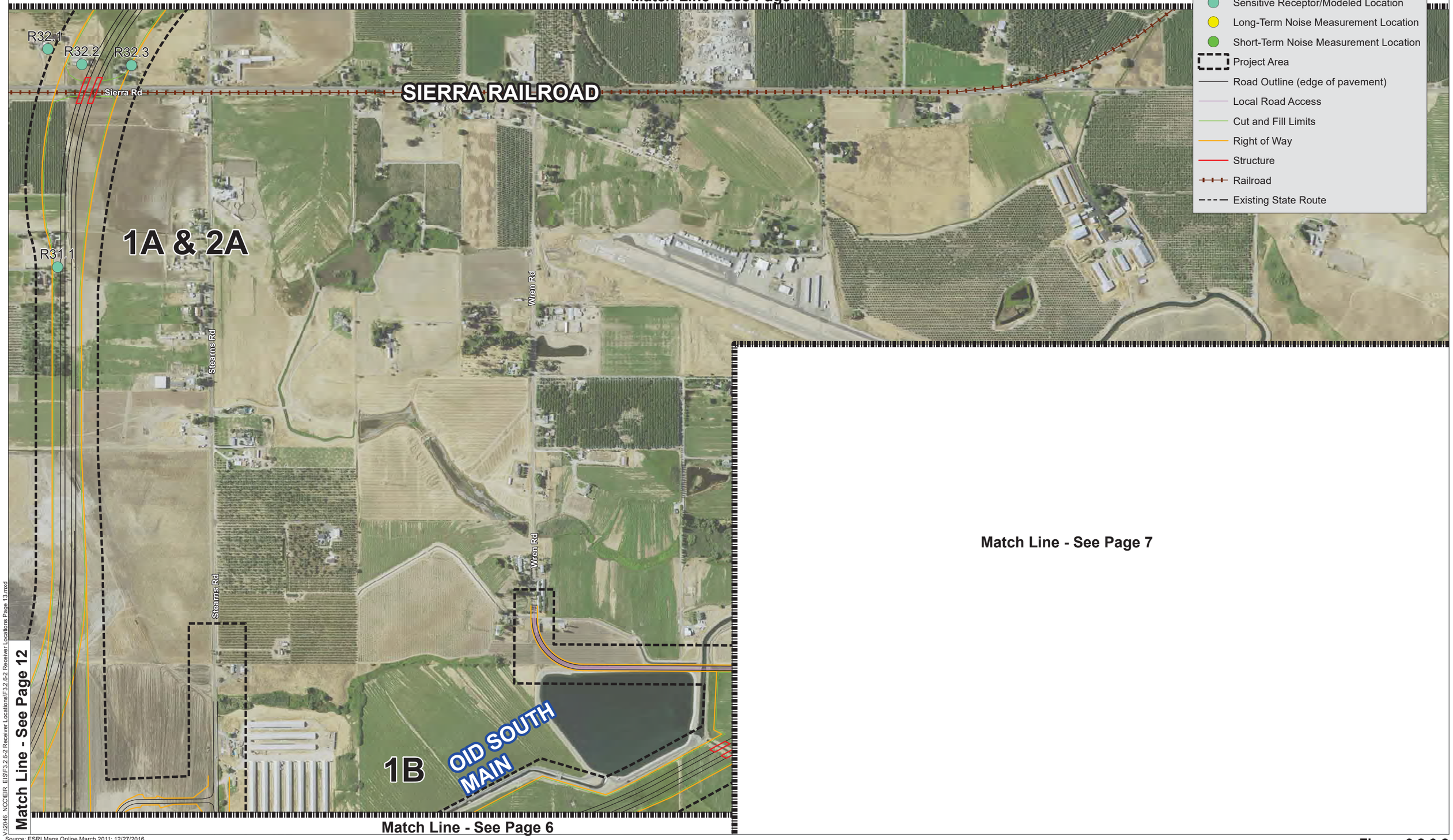
V:\2046_NCC\EIR_EIS\F3.2.6-2 Receiver Locations\F3.2.6-2 Receiver Locations Page 12.mxd

Source: ESRI Maps Online March 2011; 12/27/2016.

0 500 1,000 1,500 2,000 Feet

Figure 3.2.6-2
Receiver Locations
Page 12 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Match Line - See Page 14



Match Line - See Page 12

Match Line - See Page 6

Match Line - See Page 7

V:\2046_NCC\EIR_EIS\F3.2.6-2 Receiver Locations\F3.2.6-2 Receiver Locations Page 13.mxd

Source: ESRI Maps Online March 2011; 12/27/2016.

0 500 1,000 1,500 2,000 Feet

Figure 3.2.6-2
Receiver Locations
Page 13 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

- Sensitive Receptor/Modeled Location
- Long-Term Noise Measurement Location
- Short-Term Noise Measurement Location
- Project Area
- Road Outline (edge of pavement)
- Local Road Access
- Cut and Fill Limits
- Right of Way
- Structure
- Railroad
- Existing State Route

DIXON LATERAL

R35.1 R35.2 R35.3 R35.4 R35.6 R36/ST36 R35/ST35

Doc Gloria Dr

Atlas Rd

108

1A & 2A

R33.9 R33.8 R33.1 R33/ST33 R33.7 R33.6 R33.2 R33.5 R33.3 R33.4 R34/ST34

Stearns Rd

SIERRA RAILROAD

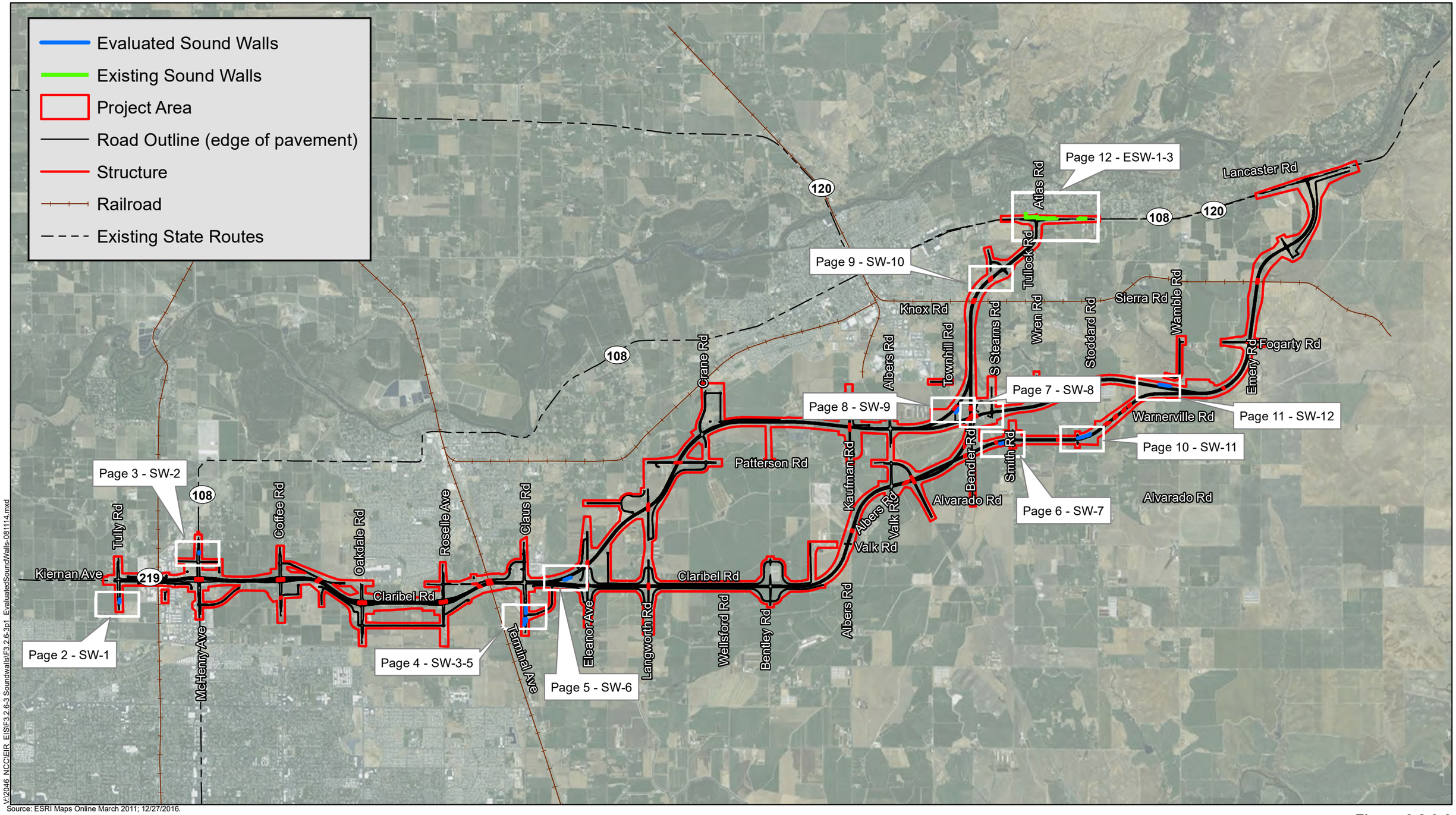
Match Line - See Page 13

V:\2046 NCCIEIR EIS\F3.2.6-2 Receiver Locations\F3.2.6-2 Receiver Locations Page 14.mxd

Source: ESRI Maps Online March 2011; 12/27/2016.

0 500 1,000 1,500 2,000 Feet

Figure 3.2.6-2
Receiver Locations
Page 14 of 14
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



V:\2046_NCC\EIR_EIS\F3.2.6-3 Soundwalls\F3.2.6-3p1_EvaluatedSoundWalls-081114.mxd

Source: ESRI Maps Online March 2011; 12/27/2016.

0 1 2 3 4 Miles

Figure 3.2.6-3
Evaluated Soundwall Locations
Page 1 of 12

EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Sensitive Receptor/Modeled Location
Long-Term Noise Measurement Location
Short-Term Noise Measurement Location
Evaluated Sound Walls
Project Area
Road Outline (edge of pavement)
Local Road Access
Cut and Fill Limits
Right of Way
Structure
Railroad
Existing State Routes

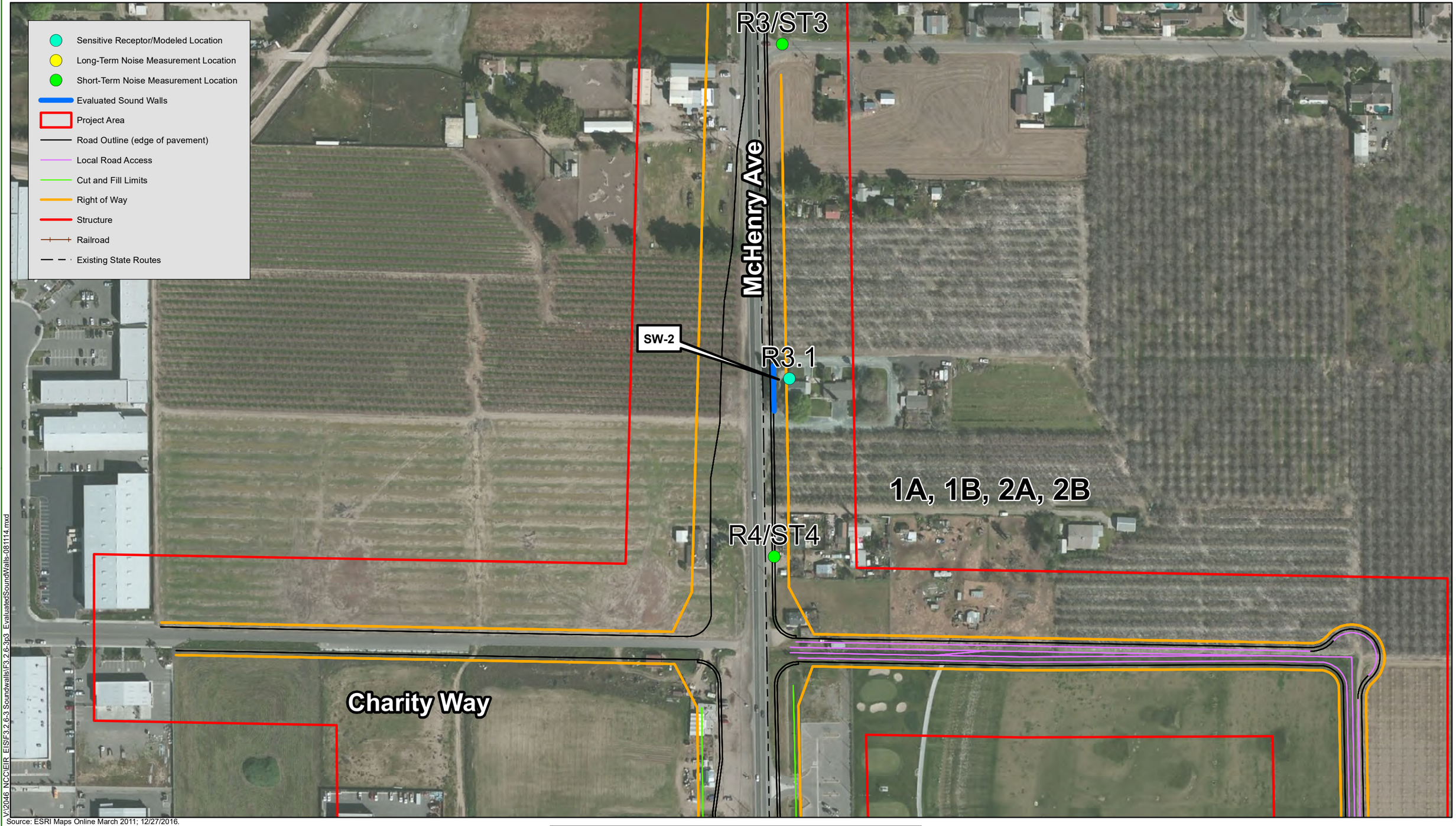
R2.3
R2.4
R2.5
R2.6
SW-1
1A, 1B, 2A, 2B
Tully Rd

V:\2046_NCCIEIR_EIS\F3.2.6-3 Soundwalls\F3.2.6-3n2_EvaluatedSoundWalls-081114.mxd

Source: ESRI Maps Online March 2011; 12/27/2016.

0 250 500 750 1,000 Feet

Figure 3.2.6-3
Evaluated Soundwall Locations
Page 2 of 12
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



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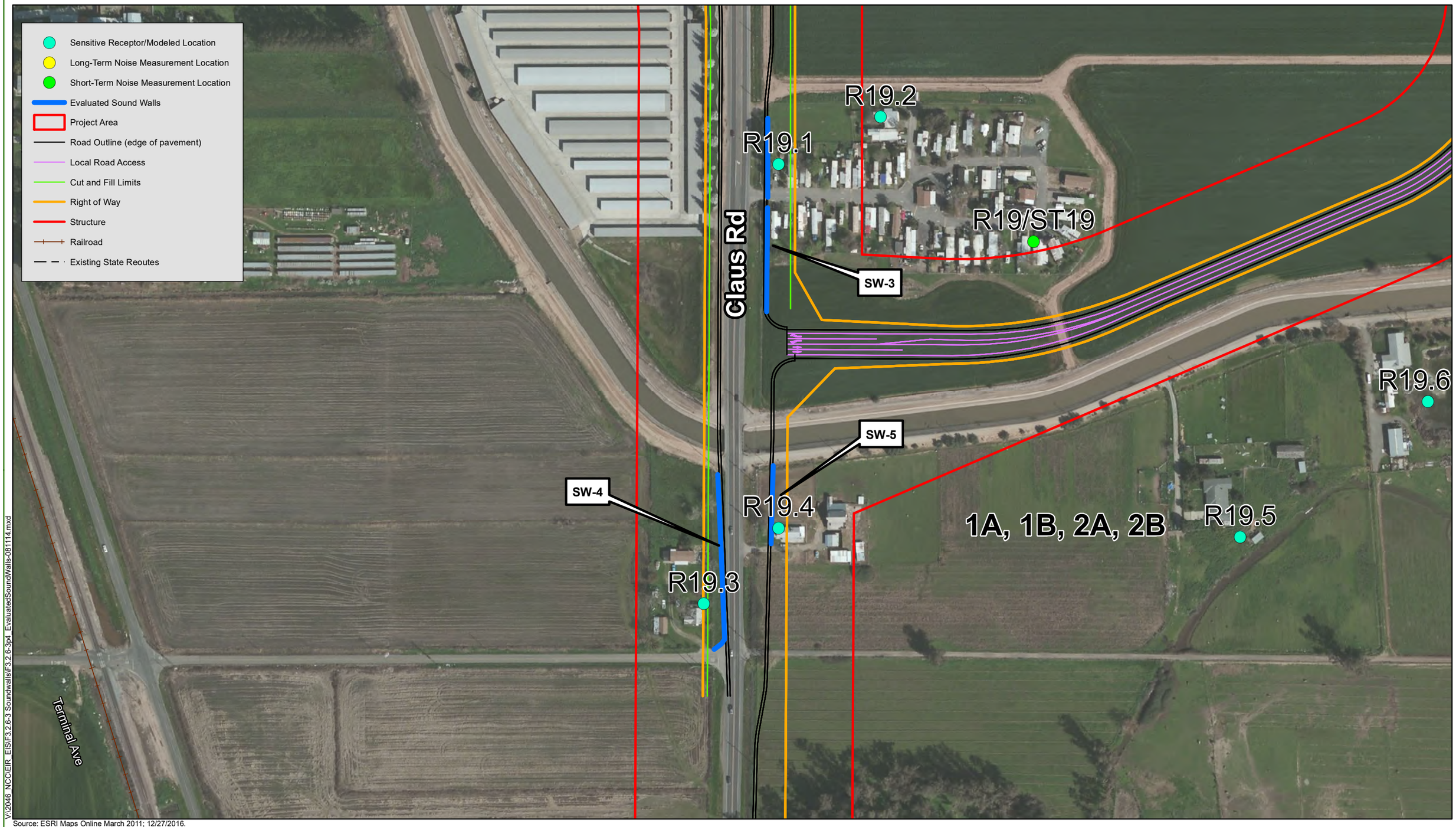
Source: ESRI Maps Online March 2011; 12/27/2016.

0 250 500 750 1,000 Feet

Figure 3.2.6-3
Evaluated Soundwall Locations
Page 3 of 12
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



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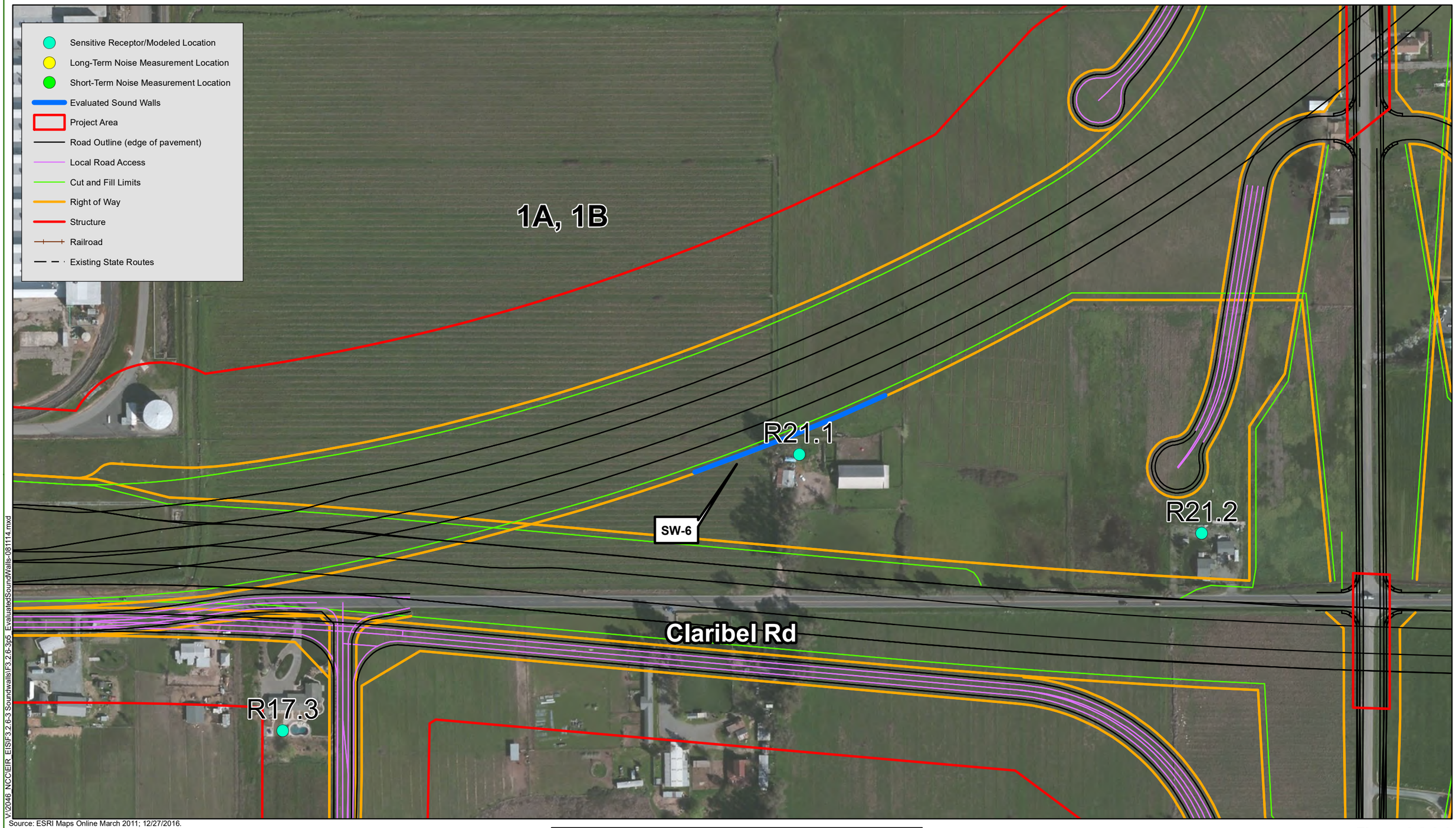
Source: ESRI Maps Online March 2011; 12/27/2016.

0 250 500 750 1,000 Feet

Figure 3.2.6-3
Evaluated Soundwall Locations
Page 4 of 12
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



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Source: ESRI Maps Online March 2011; 12/27/2016.

0 250 500 750 1,000 Feet

Figure 3.2.6-3
Evaluated Soundwall Locations
Page 5 of 12
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Sensitive Receptor/Modeled Location
Long-Term Noise Measurement Location
Short-Term Noise Measurement Location
Evaluated Sound Walls
Project Area
Road Outline (edge of pavement)
Local Road Access
Cut and Fill Limits
Right of Way
Structure
Railroad
Existing State Routes

2A, 2B

R30.4

R30.5

SW-7

Smith Rd

R30.6

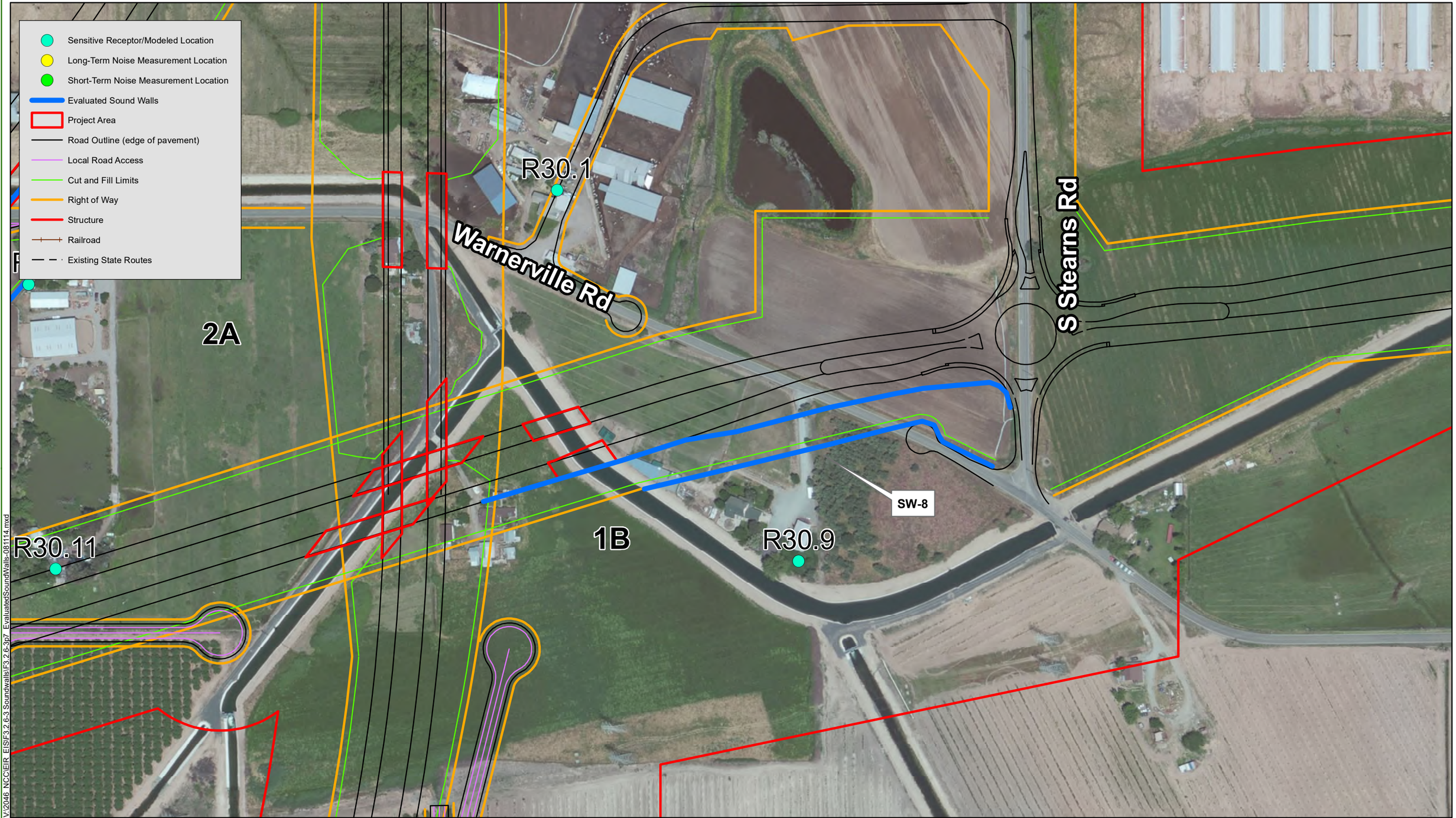
R30/ST30

V:\2046_NCC\EIR_EIS\F3.2.6-3 Soundwalls\F3.2.6-3e6_EvaluatedSoundWalls-081114.mxd

Source: ESRI Maps Online March 2011; 12/27/2016.

0 240 480 720 960 Feet

Figure 3.2.6-3
Evaluated Soundwall Locations
Page 6 of 12
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



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Source: ESRI Maps Online March 2011; 12/27/2016.

0 250 500 750 1,000 Feet

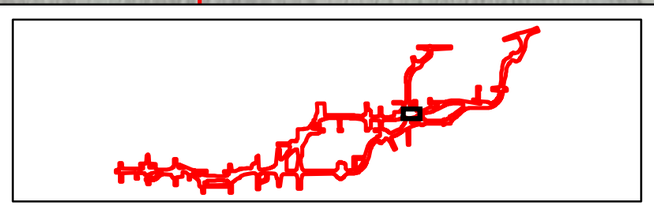


Figure 3.2.6-3
Evaluated Soundwall Locations
Page 7 of 12
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Sensitive Receptor/Modeled Location
Long-Term Noise Measurement Location
Short-Term Noise Measurement Location
Evaluated Sound Walls
Project Area
Road Outline (edge of pavement)
Local Road Access
Cut and Fill Limits
Right of Way
Structure
Railroad
Existing State Routes

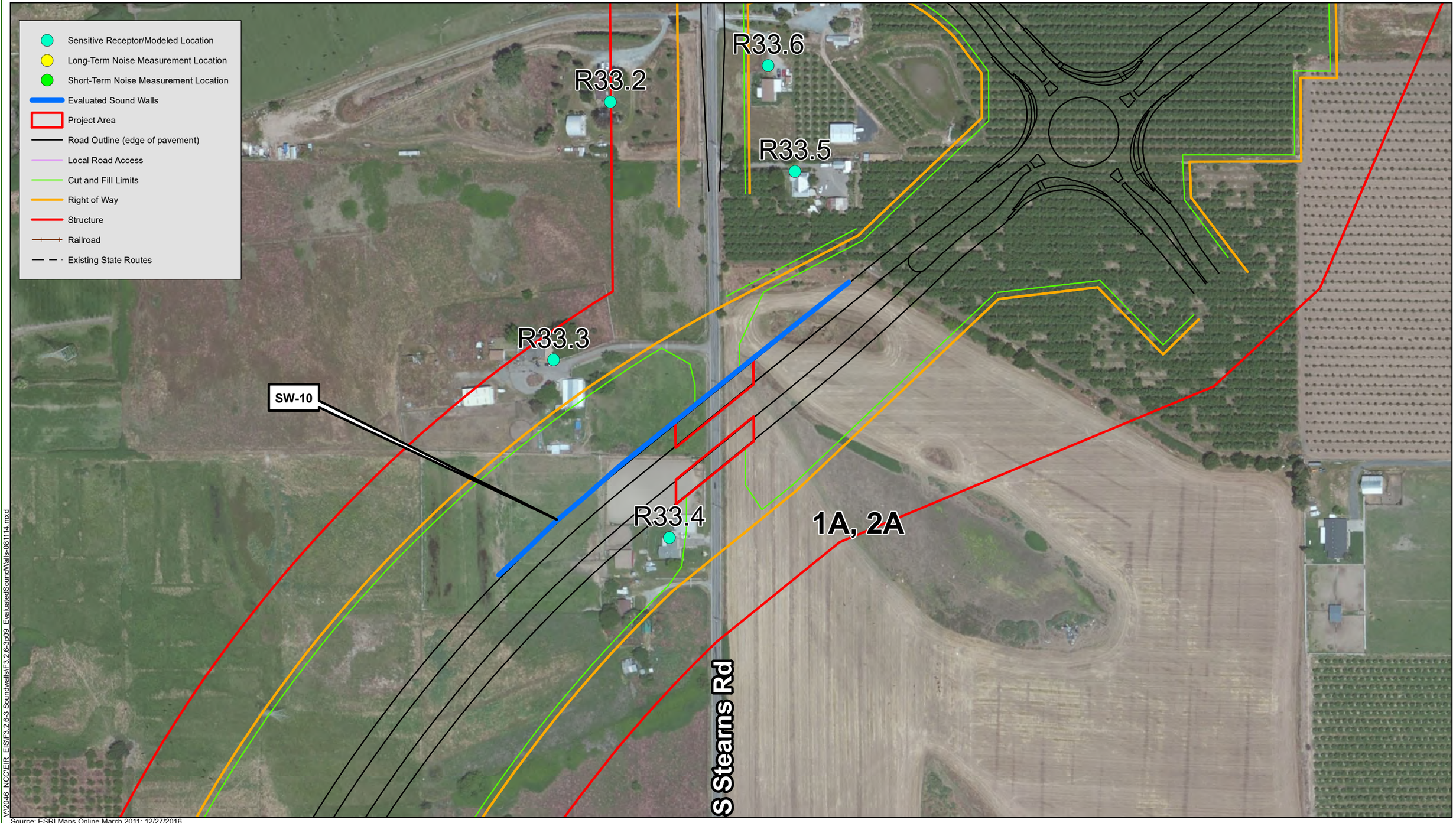
R30.13
Warnerville Rd
R30.12
SW-9
R30.1
2A
1A
1B
R30.11

V:\2046_NCC\EIR_EIS\F3.2.6-3 Soundwalls\F3.2.6-3p8_EvaluatedSoundWalls-081114.mxd

Source: ESRI Maps Online March 2011; 12/27/2016.

0 250 500 750 1,000 Feet

Figure 3.2.6-3
Evaluated Soundwall Locations
Page 8 of 12
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



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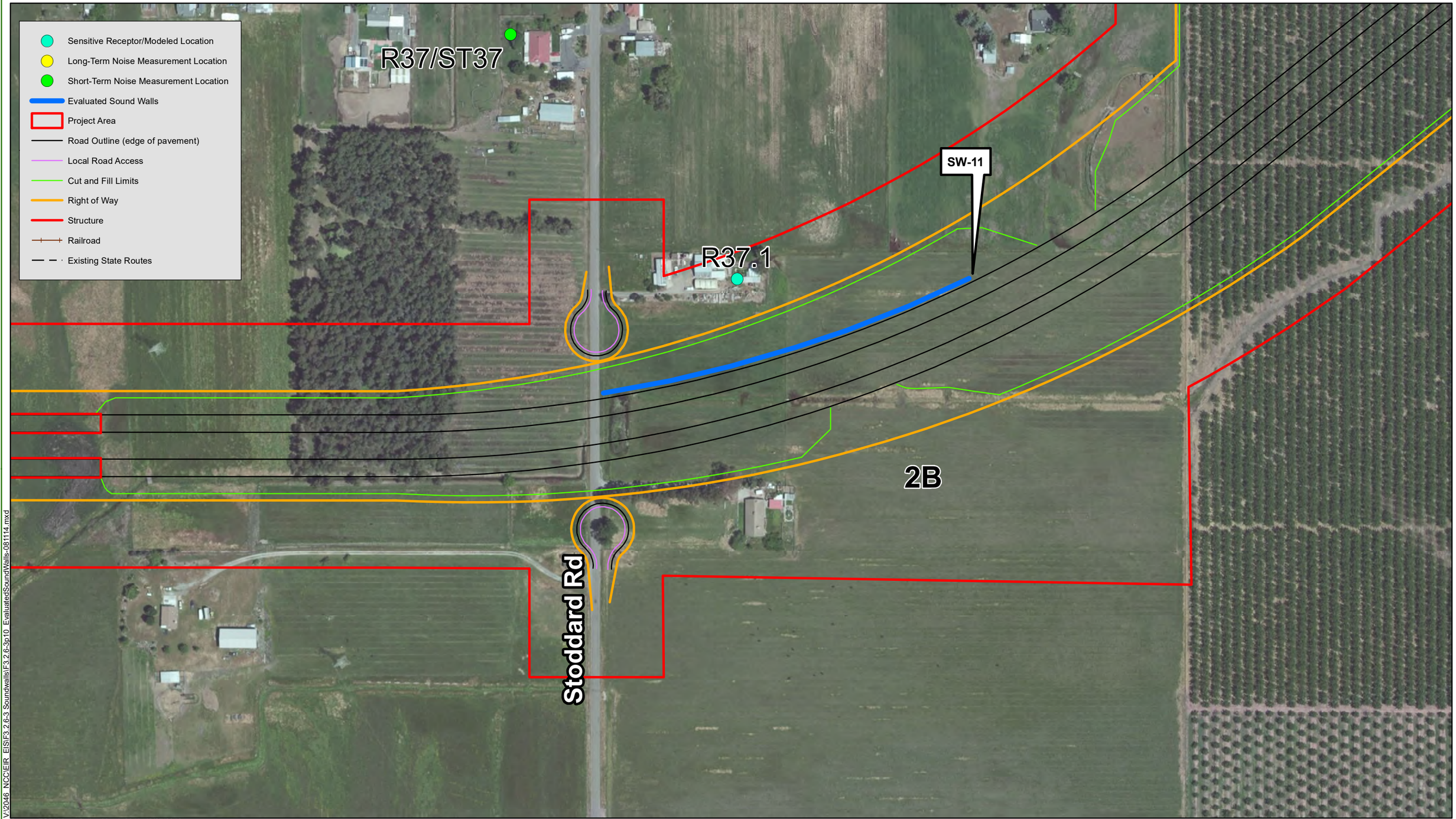
Source: ESRI Maps Online March 2011; 12/27/2016.

0 250 500 750 1,000 Feet

Figure 3.2.6-3
Evaluated Soundwall Locations
Page 9 of 12
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



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Source: ESRI Maps Online March 2011; 12/27/2016.

0 250 500 750 1,000 Feet

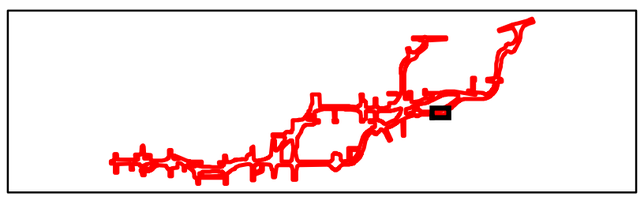


Figure 3.2.6-3
Evaluated Soundwall Locations
Page 10 of 12
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Sensitive Receptor/Modeled Location
Long-Term Noise Measurement Location
Short-Term Noise Measurement Location
Evaluated Sound Walls
Project Area
Road Outline (edge of pavement)
Local Road Access
Cut and Fill Limits
Right of Way
Structure
Railroad
Existing State Routes

SW-12

R37.2

1B

2B

V:\2046_NCC\EIR_EIS\F3.2.6-3 Soundwalls\F3.2.6-3p11_EvaluatedSoundWalls-081114.mxd

Source: ESRI Maps Online March 2011; 12/27/2016.

0 250 500 750 1,000 Feet

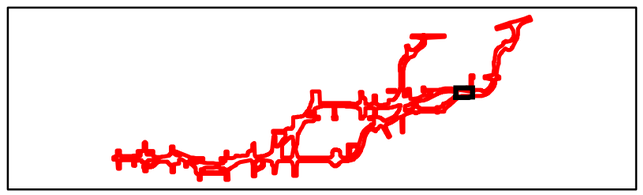
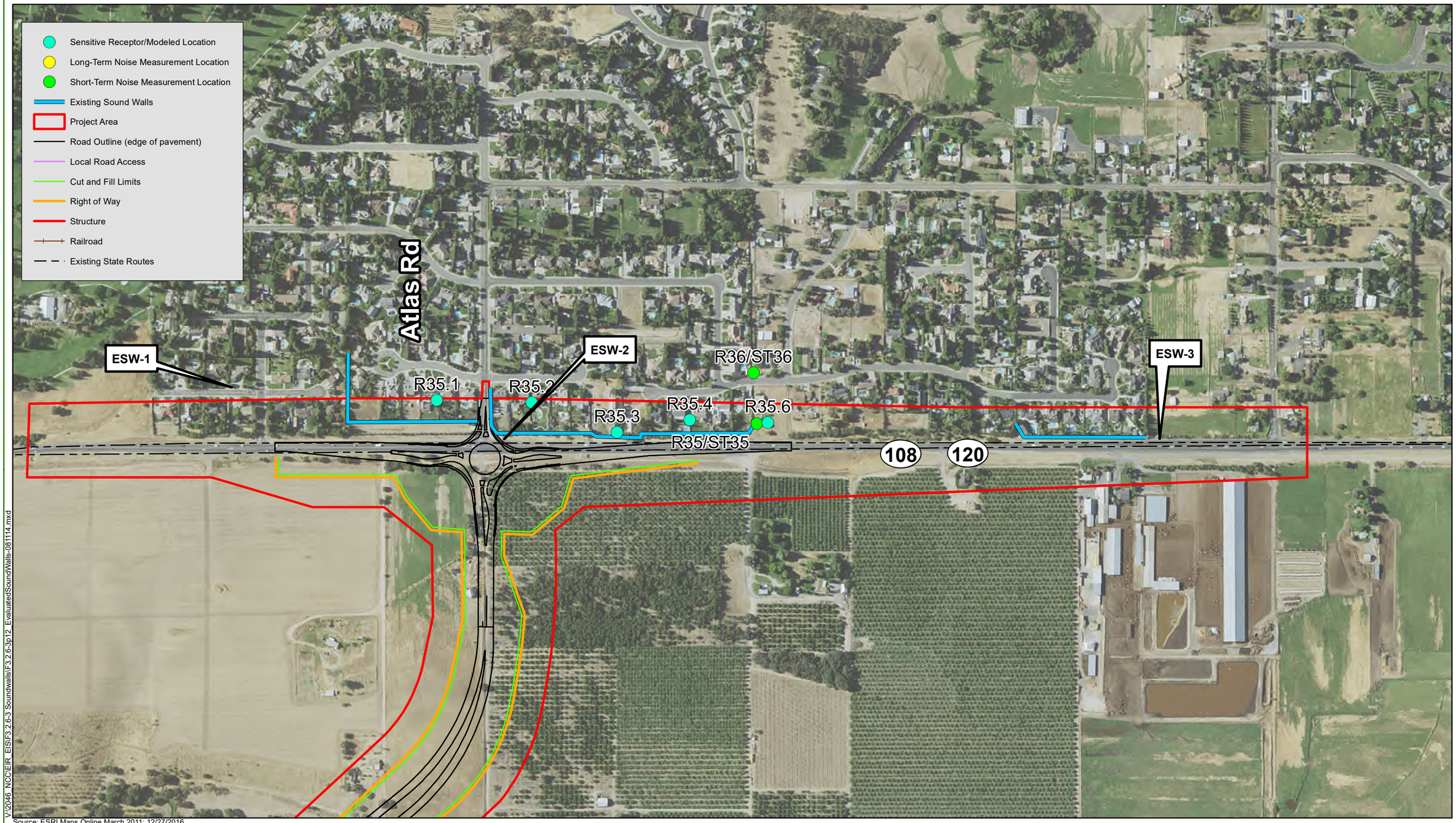


Figure 3.2.6-3
Evaluated Soundwall Locations
Page 11 of 12
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



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Source: ESRI Maps Online March 2011; 12/27/2016.

0 500 1,000 1,500 2,000 Feet

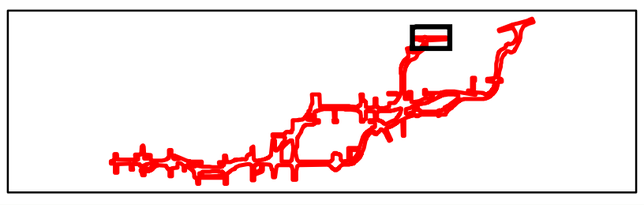
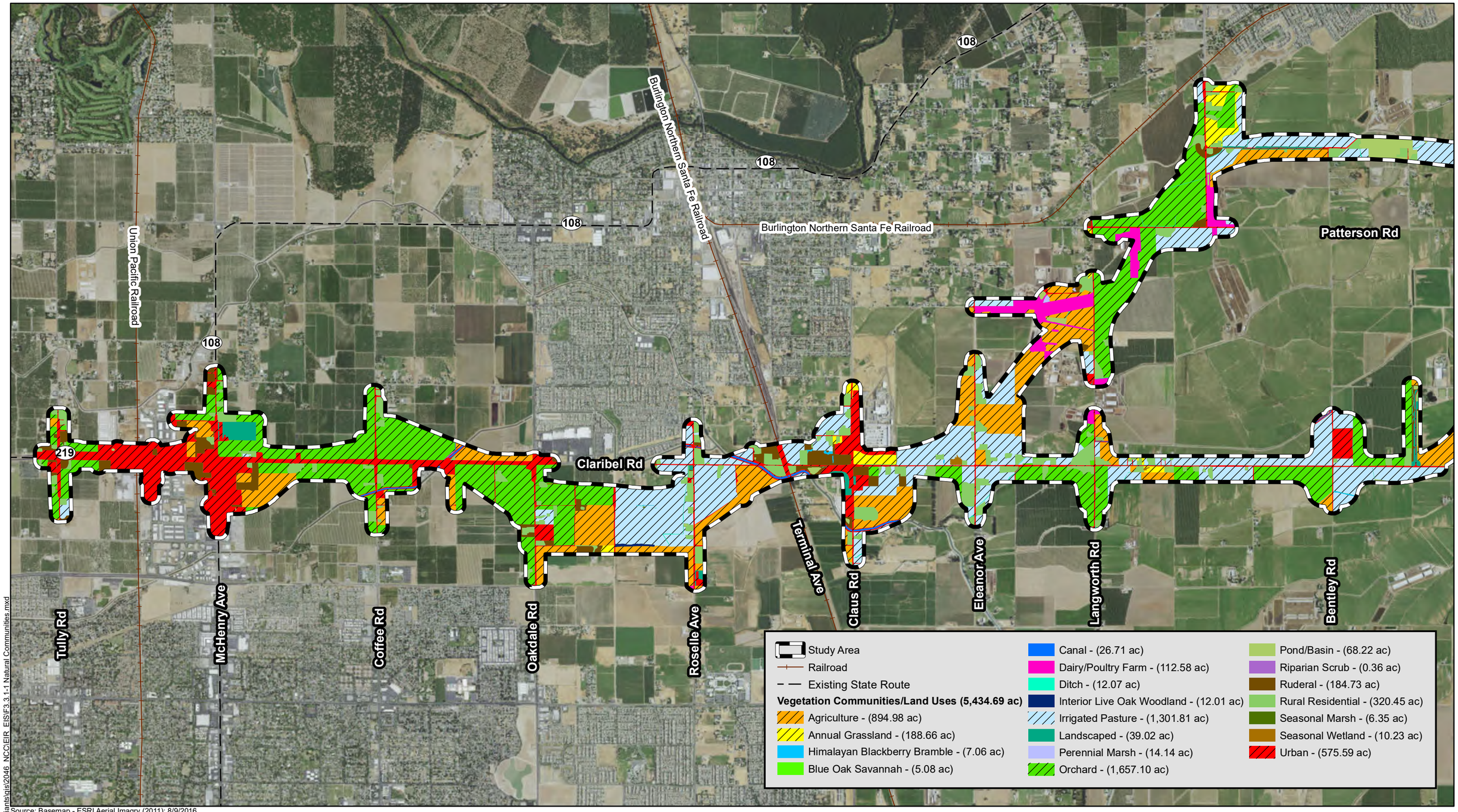


Figure 3.2.6-3
Evaluated Soundwall Locations
Page 12 of 12
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



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Source: Basemap - ESRI Aerial Imagry (2011); 8/9/2016

0 0.25 0.5 0.75 1 Miles

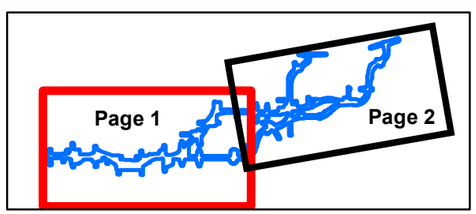
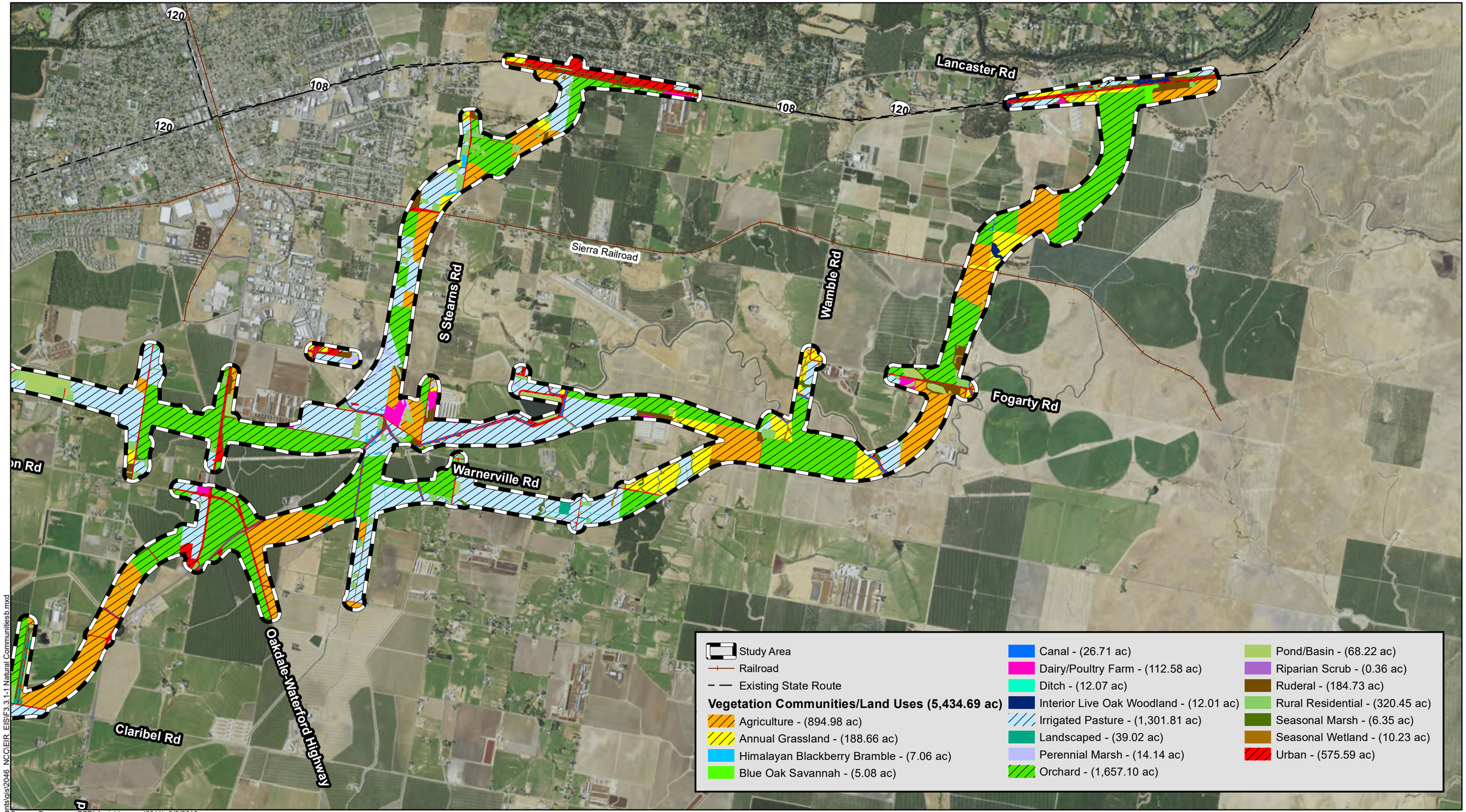


FIGURE 3.3.1-1
Page 1 of 2
Natural Communities and Land Use
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



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Source: Basemap - ESRI Aerial Imagry (2011); 8/9/2016

0 0.25 0.5 0.75 1 Miles

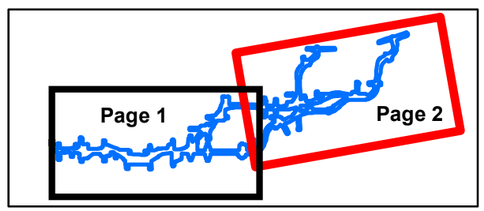
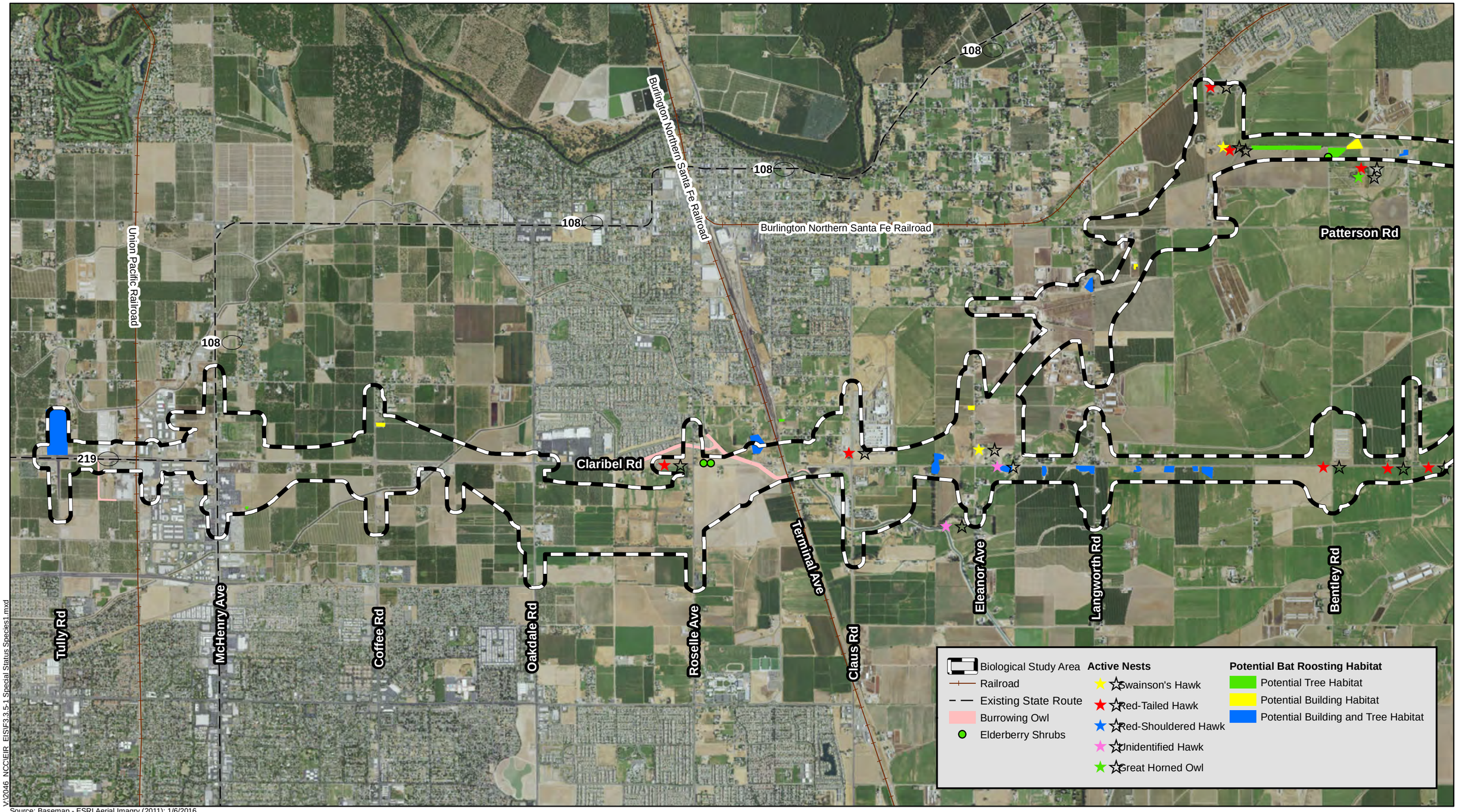


FIGURE 3.3.1-1
Page 2 of 2
Natural Communities and Land Use
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



V:\2046 NCC\EIR EIS\F3.3.5-1 Special Status Species1.mxd

Source: Basemap - ESRI Aerial Imagry (2011); 1/6/2016.

0 0.25 0.5 0.75 1 Miles

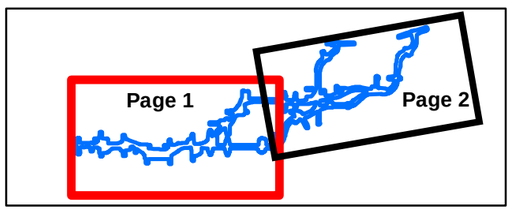


FIGURE 3.3.5-1
Page 1 of 2
Special-Status Species Mapping
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

LEGEND

- Study Area
- Claribel Rd. Widening Project
- SR-219 Widening Project
- Converted to Orchard
- Irrigated Pasture

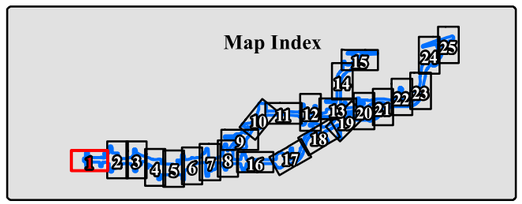
Potential Jurisdictional Waters of the U.S. - (82.85 ac)

- Non-Wetland Waters - (37.30 ac)
- Wetlands - (45.55 ac)
- Data Point
- Photo Point

Acronym Names

C - Canal
D - Ditch
P - Pond
SW - Seasonal Wetland
PM - Perennial Marsh
IW - Irrigated Wetland

0 250 500
FEET



SOURCE: Basemap - ESRI Aerial Imagery (2011); Mapping - LSA Associates, Inc. (2014); ICF (2011)

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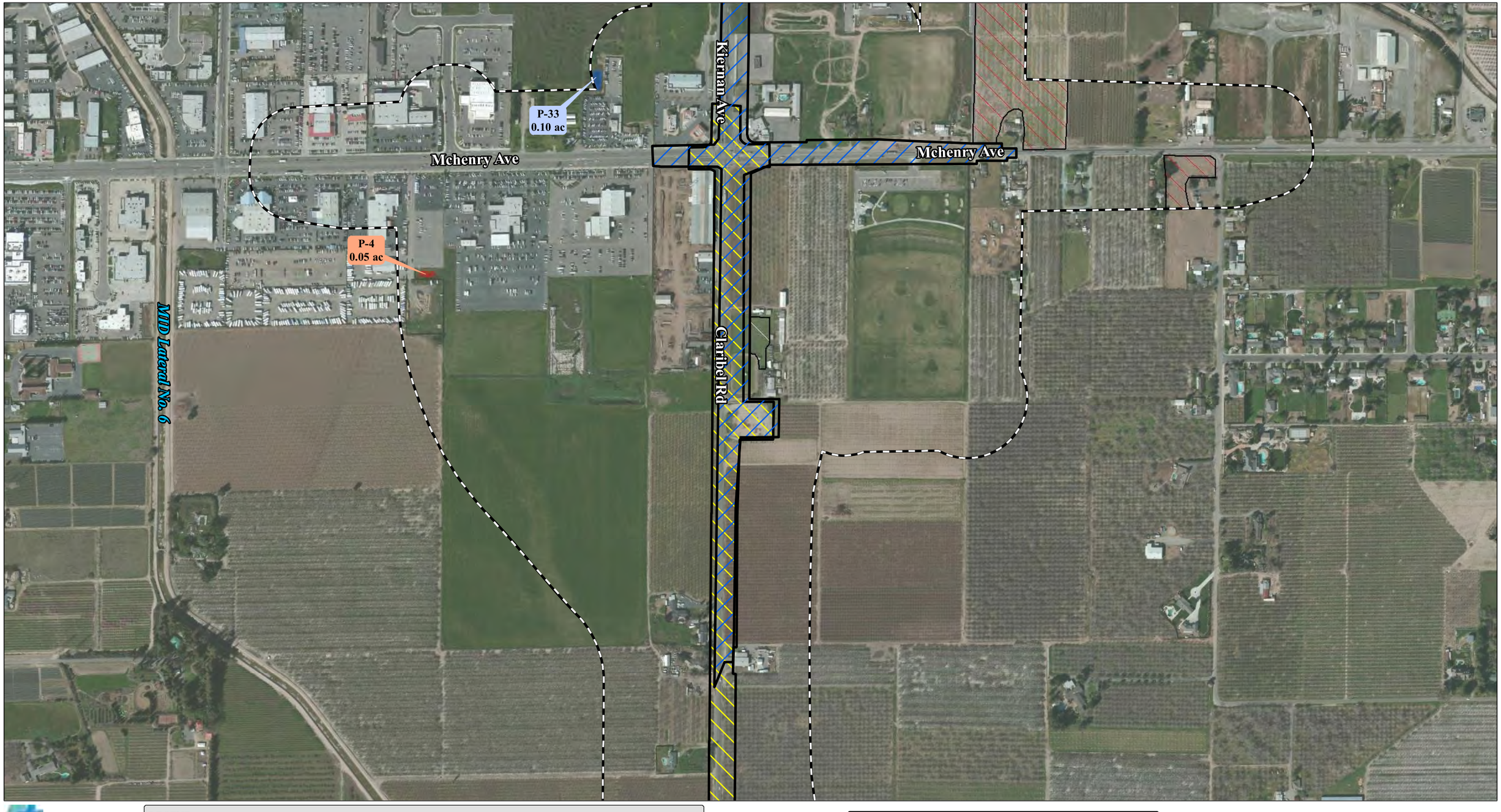
Figure 3.3.1-2
Page 1 of 25
Preliminary Jurisdictional Delineation
EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



LEGEND

- Study Area
- Claribel Rd. Widening Project
- SR-219 Widening Project
- Converted to Orchard
- Irrigated Pasture

Potential Jurisdictional Waters of the U.S. - (82.85 ac)

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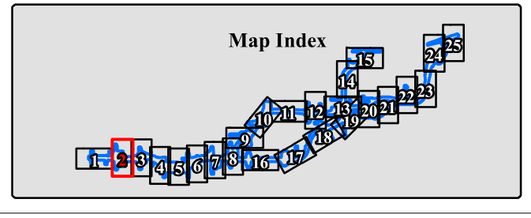
- Wetlands - (45.55 ac)
- Data Point
- Photo Point

Acronym Names

C - Canal
D - Ditch
P - Pond
SW - Seasonal Wetland
PM - Perennial Marsh
IW - Irrigated Wetland

0 250 500
FEET



SOURCE: Basemap - ESRI Aerial Imagery (2011); Mapping - LSA Associates, Inc. (2014); ICF (2011)

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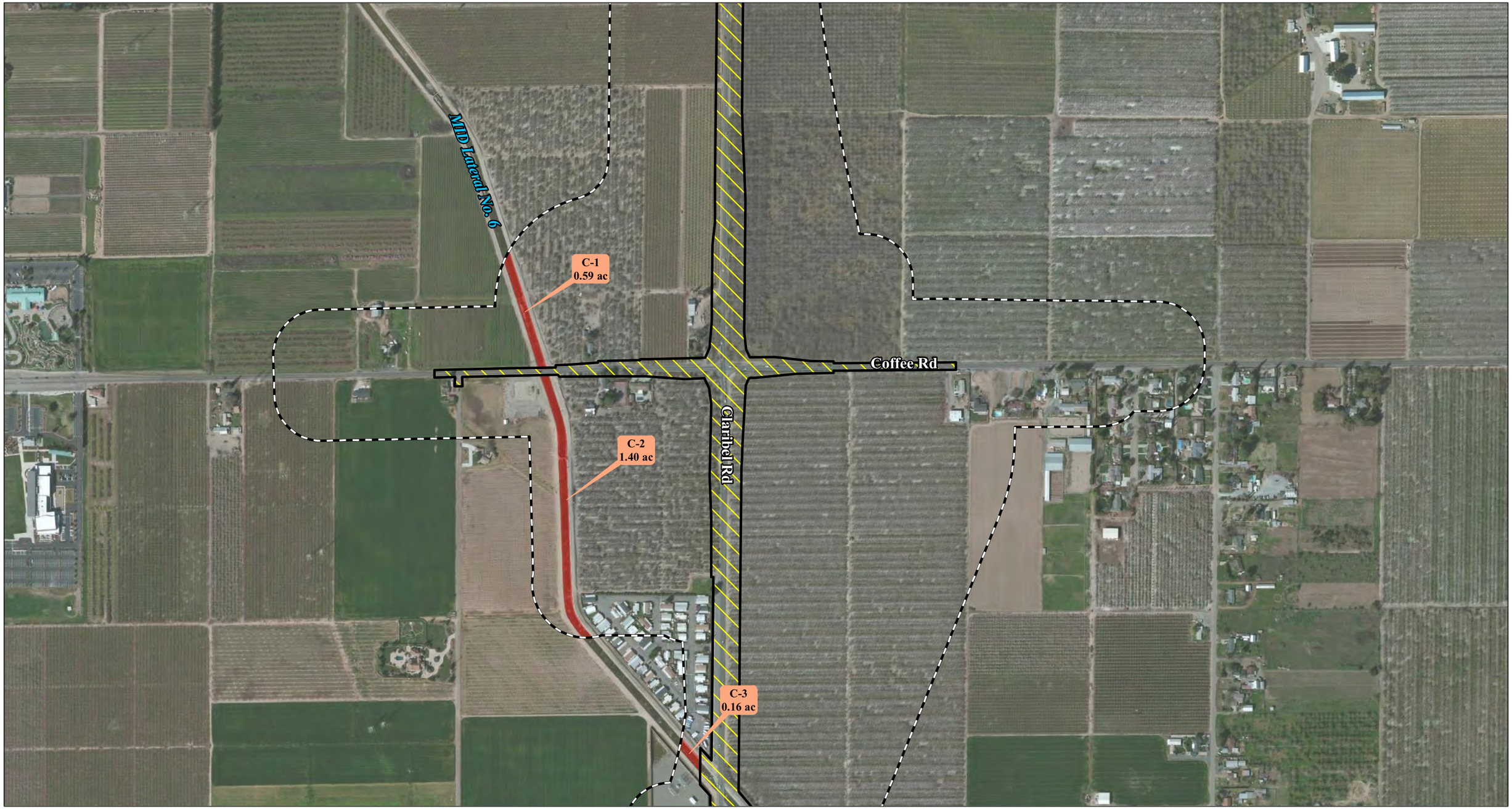
Figure 3.3.1-2
Page 2 of 25
Preliminary Jurisdictional Delineation
EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



LEGEND

- Study Area
- Claribel Rd. Widening Project
- SR-219 Widening Project
- Converted to Orchard
- Irrigated Pasture

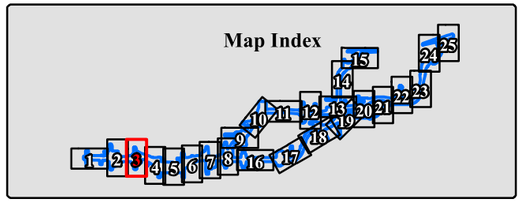
Potential Jurisdictional Waters of the U.S. - (82.85 ac)

- Non-Wetland Waters - (37.30 ac)
- Wetlands - (45.55 ac)
- Data Point
- Photo Point

Acronym Names

C - Canal
D - Ditch
P - Pond
SW - Seasonal Wetland
PM - Perennial Marsh
IW - Irrigated Wetland

0 250 500
FEET



SOURCE: Basemap - ESRI Aerial Imagery (2011); Mapping - LSA Associates, Inc. (2014); ICF (2011)

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Figure 3.3.1-2
Page 3 of 25
Preliminary Jurisdictional Delineation
EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

LEGEND

- Study Area
- Claribel Rd. Widening Project
- SR-219 Widening Project
- Converted to Orchard
- Irrigated Pasture

Potential Jurisdictional Waters of the U.S. - (82.85 ac)

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- Data Point
- Photo Point

Acronym Names

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D - Ditch
P - Pond
SW - Seasonal Wetland
PM - Perennial Marsh
IW - Irrigated Wetland

0 250 500
FEET

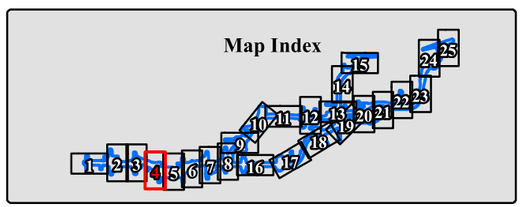

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Figure 3.3.1-2
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Preliminary Jurisdictional Delineation
EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

LEGEND

- Study Area
- Claribel Rd. Widening Project
- SR-219 Widening Project
- Converted to Orchard
- Irrigated Pasture

Potential Jurisdictional Waters of the U.S. - (82.85 ac)

- Non-Wetland Waters - (37.30 ac)
- Wetlands - (45.55 ac)
- Data Point
- Photo Point

Acronym Names

C - Canal
D - Ditch
P - Pond
SW - Seasonal Wetland
PM - Perennial Marsh
IW - Irrigated Wetland

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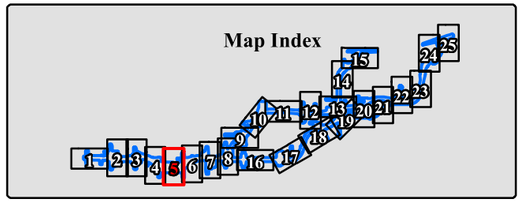

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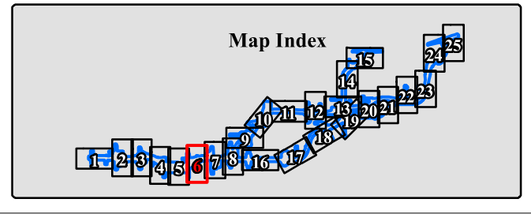

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Preliminary Jurisdictional Delineation

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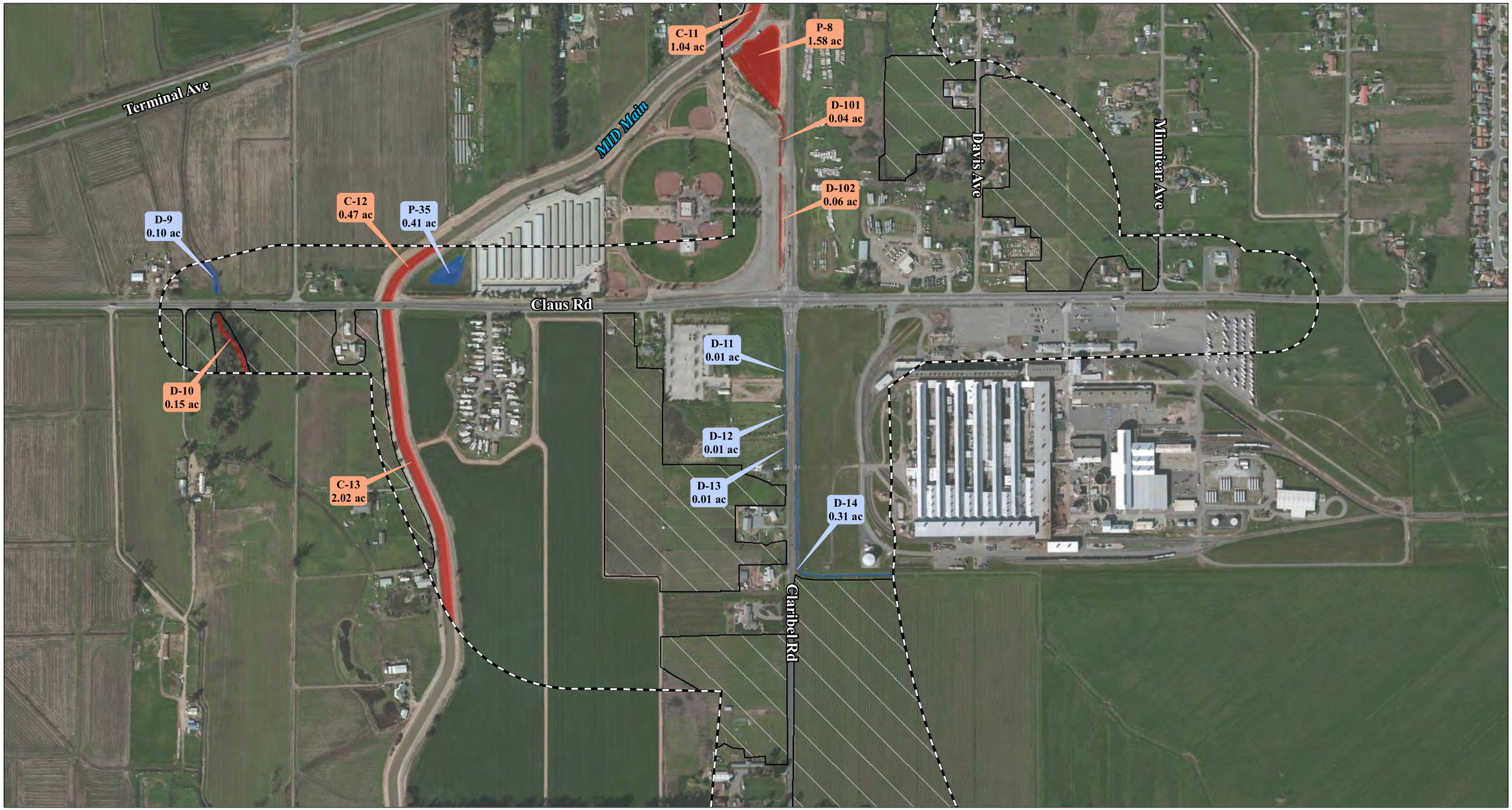
Stanislaus County, California



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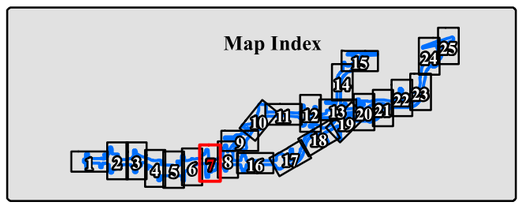

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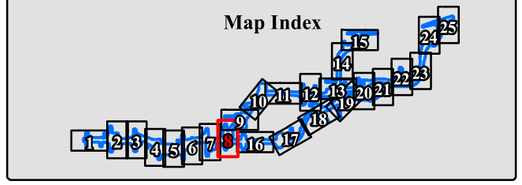

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Caltrans

N

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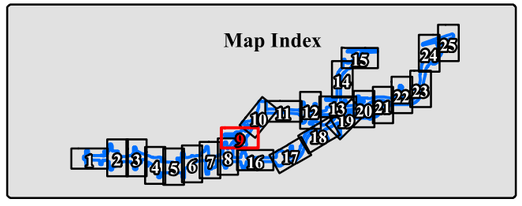

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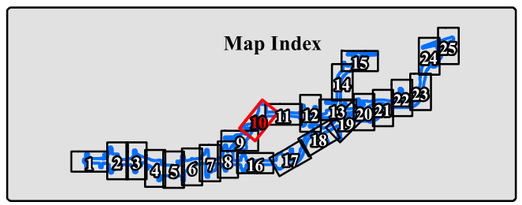

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Preliminary Jurisdictional Delineation

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Stanislaus County, California

Caltrans

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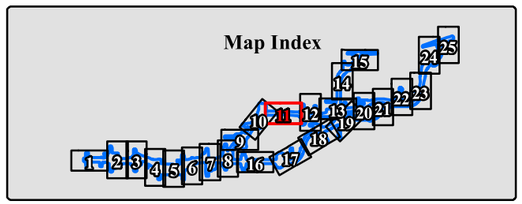

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North County Corridor New State Route 108 Project
Stanislaus County, California

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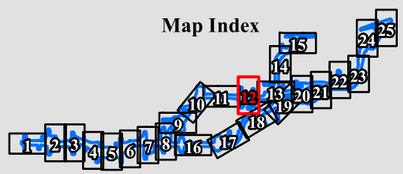

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Preliminary Jurisdictional Delineation

EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Warnerville Rd
Warnerville Rd
Crane Canal
Warnerville Rd
Stearns Rd
OLD South Ma
Warnerville Rd
Smith Rd
Brichetto Lateral
D-57
0.04 ac
C-24
0.21 ac
D-56
0.09 ac
PM-6
3.10 ac
PM-8
2.30 ac
PM-7
2.44 ac
SW-2
0.06 ac
P-25
0.62 ac
PM-11
0.27 ac
PM-4
1.51 ac
28
PM-12
0.12 ac
PM-10
2.18 ac
P-17
1.94 ac
PM-4
1.51 ac
PM-9
0.42 ac
C-17
0.12 ac
C-18
0.66 ac
C-19
1.31 ac
C-20
2.28 ac
P-11
1.22 ac
P-7
0.28 ac
C-21
0.64 ac
C-22
0.05 ac
C-19
1.31 ac
P-20
1.70 ac
D-90
0.26 ac
C-33
0.46 ac
PM-5
0.08 ac

Caltrans

N

0 250 500
FEET

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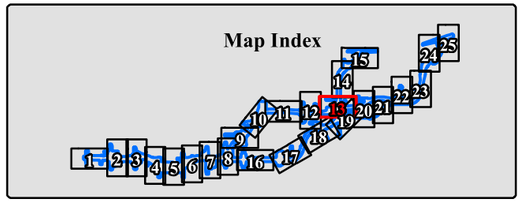

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Figure 3.3.1-2
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Stanislaus County, California

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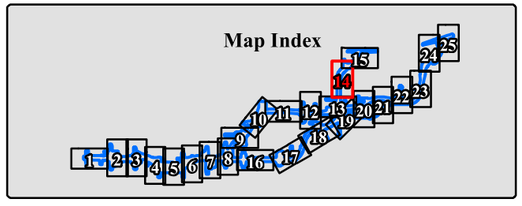

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Preliminary Jurisdictional Delineation
EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

P-9
0.45 ac

Atlas Rd

P-19
0.02 ac

IW-3
0.34 ac

Highway 108

Stearns Rd

D-64
0.02 ac

P-15
0.29 ac

D-63
0.18 ac

D-61
0.07 ac

D-62
0.06 ac

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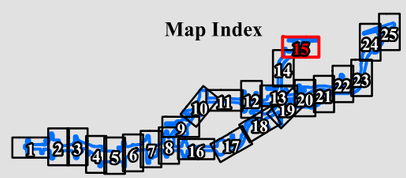

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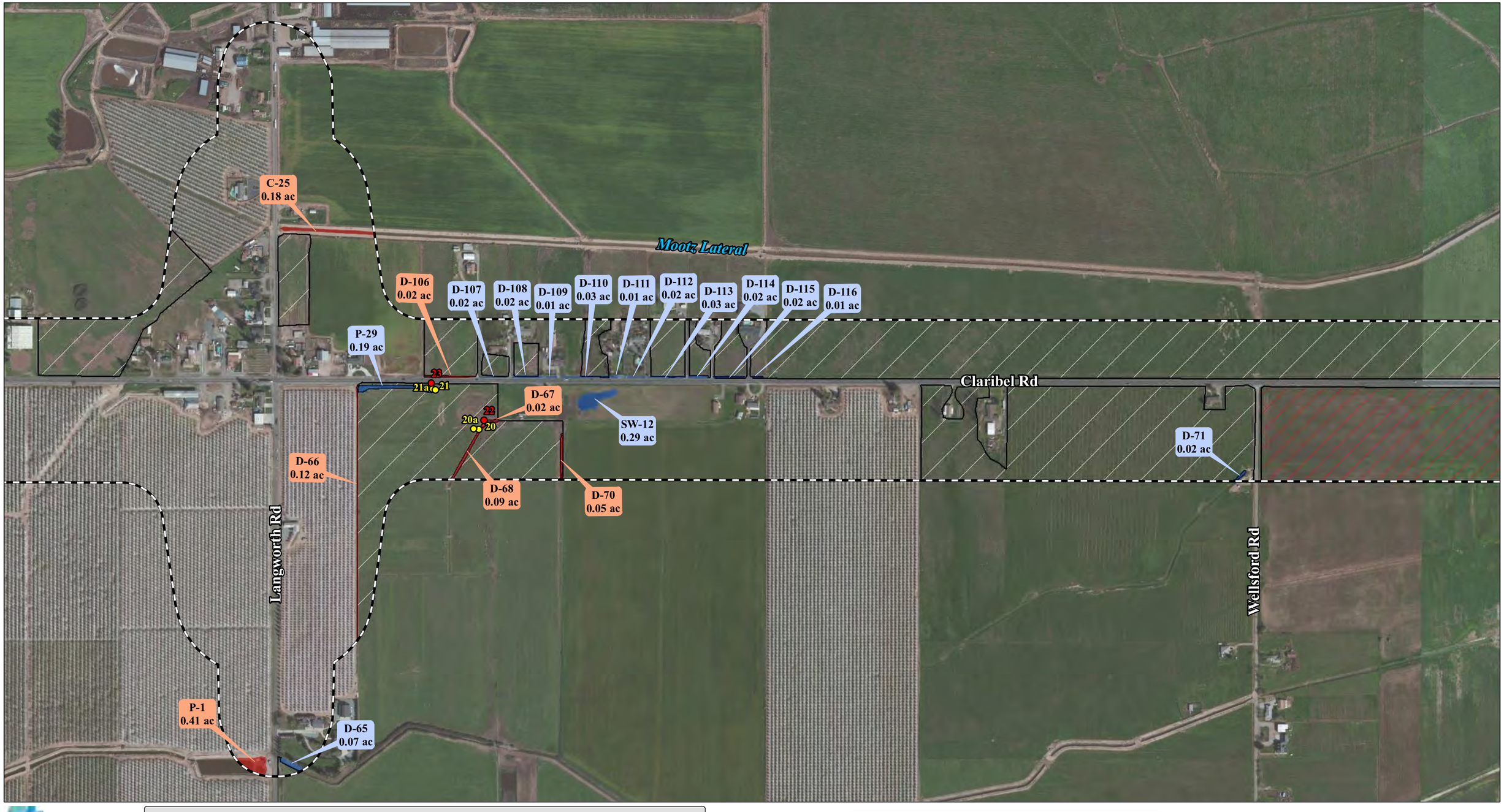

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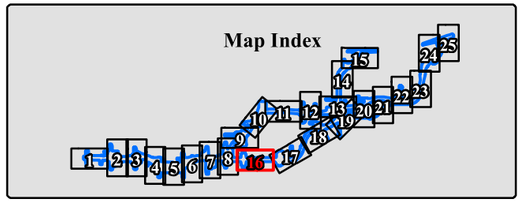

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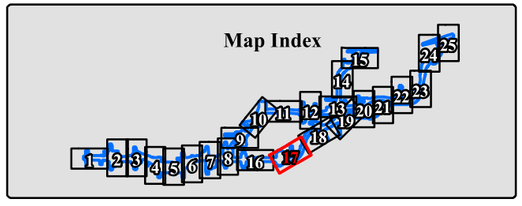

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EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

D-79
0.17 ac

SW-13
0.26 ac

D-78
0.32 ac

C-27
0.32 ac

C-28
0.05 ac

C-29
0.60 ac

C-30
0.50 ac

C-31
0.01 ac

C-32
0.29 ac

Brichetto Lateral

Albers Rd

Oakdale-Waterford Hwy

Valk Rd

Valk Rd

D-82
0.02 ac

D-83
0.08 ac

D-80
0.06 ac

D-81
0.04 ac

Alvarado Rd

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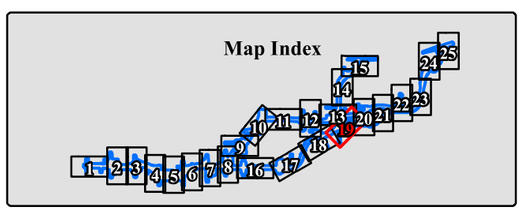

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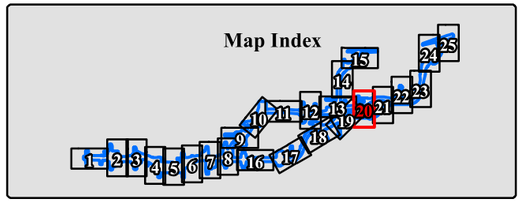

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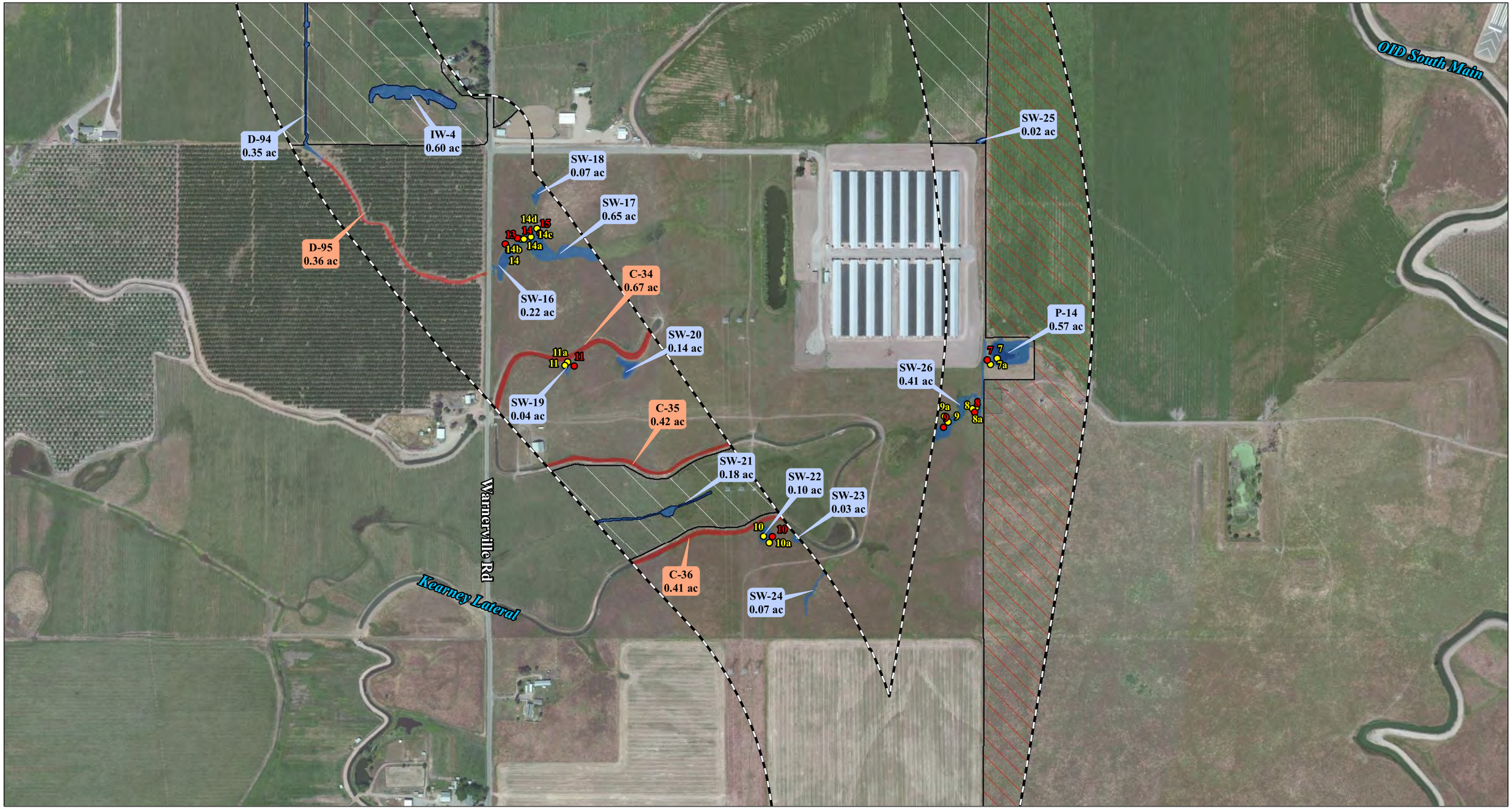

Caltrans

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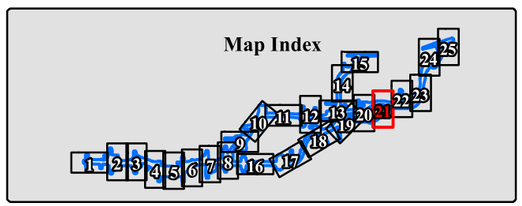
- Data Point
- Photo Point

Acronym Names

C - Canal
D - Ditch
P - Pond
SW - Seasonal Wetland
PM - Perennial Marsh
IW - Irrigated Wetland

0 250 500
FEET



SOURCE: Basemap - ESRI Aerial Imagery (2011); Mapping - LSA Associates, Inc. (2014); ICF (2011)

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Figure 3.3.1-2
Page 21 of 25
Preliminary Jurisdictional Delineation
EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

LEGEND

- Study Area
- Claribel Rd. Widening Project
- SR-219 Widening Project
- Converted to Orchard
- Irrigated Pasture

Potential Jurisdictional Waters of the U.S. - (82.85 ac)

- Non-Wetland Waters - (37.30 ac)
- Wetlands - (45.55 ac)
- Data Point
- Photo Point

Acronym Names

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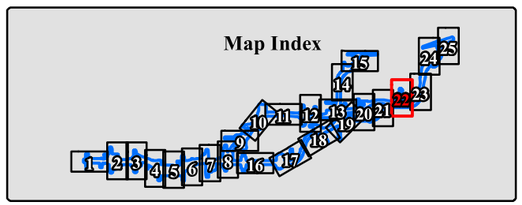

SOURCE: Basemap - ESRI Aerial Imagery (2011); Mapping - LSA Associates, Inc. (2014); ICF (2011)

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Preliminary Jurisdictional Delineation

EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

SW-6
0.04 ac

SW-5
0.01 ac

C-43
1.15 ac

IW-5
0.57 ac

SW-4
0.10 ac

PM-13
0.05 ac

OID South Main

Fogarty Rd

Emery Rd

P-23
0.17 ac

P-30
0.12 ac

P-24
0.05 ac

C-16
0.34 ac

P-2
0.13 ac

P-22
0.03 ac

C-45
0.27 ac

C-44
0.24 ac

LEGEND

- Study Area
- Claribel Rd. Widening Project
- SR-219 Widening Project
- Converted to Orchard
- Irrigated Pasture

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0 250 500
FEET

Map Index

SOURCE: Basemap - ESRI Aerial Imagery (2011); Mapping - LSA Associates, Inc. (2014); ICF (2011)

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Figure 3.3.1-2
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Preliminary Jurisdictional Delineation
EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Caltrans

LEGEND

- Study Area
- Claribel Rd. Widening Project
- SR-219 Widening Project
- Converted to Orchard
- Irrigated Pasture

Potential Jurisdictional Waters of the U.S. - (82.85 ac)

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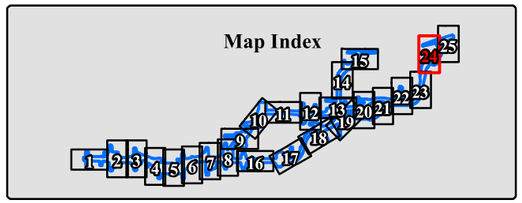
FEET



SOURCE: Basemap - ESRI Aerial Imagery (2011); Mapping - LSA Associates, Inc. (2014); ICF (2011)

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Figure 3.3.1-2
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Preliminary Jurisdictional Delineation

EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Highway 108

Stanislaus River

OID South Main

Caltrans

LEGEND

- Study Area
- Claribel Rd. Widening Project
- SR-219 Widening Project
- Converted to Orchard
- Irrigated Pasture

Potential Jurisdictional Waters of the U.S. - (82.85 ac)

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Map Index

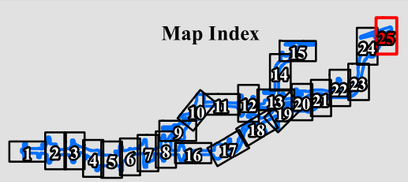

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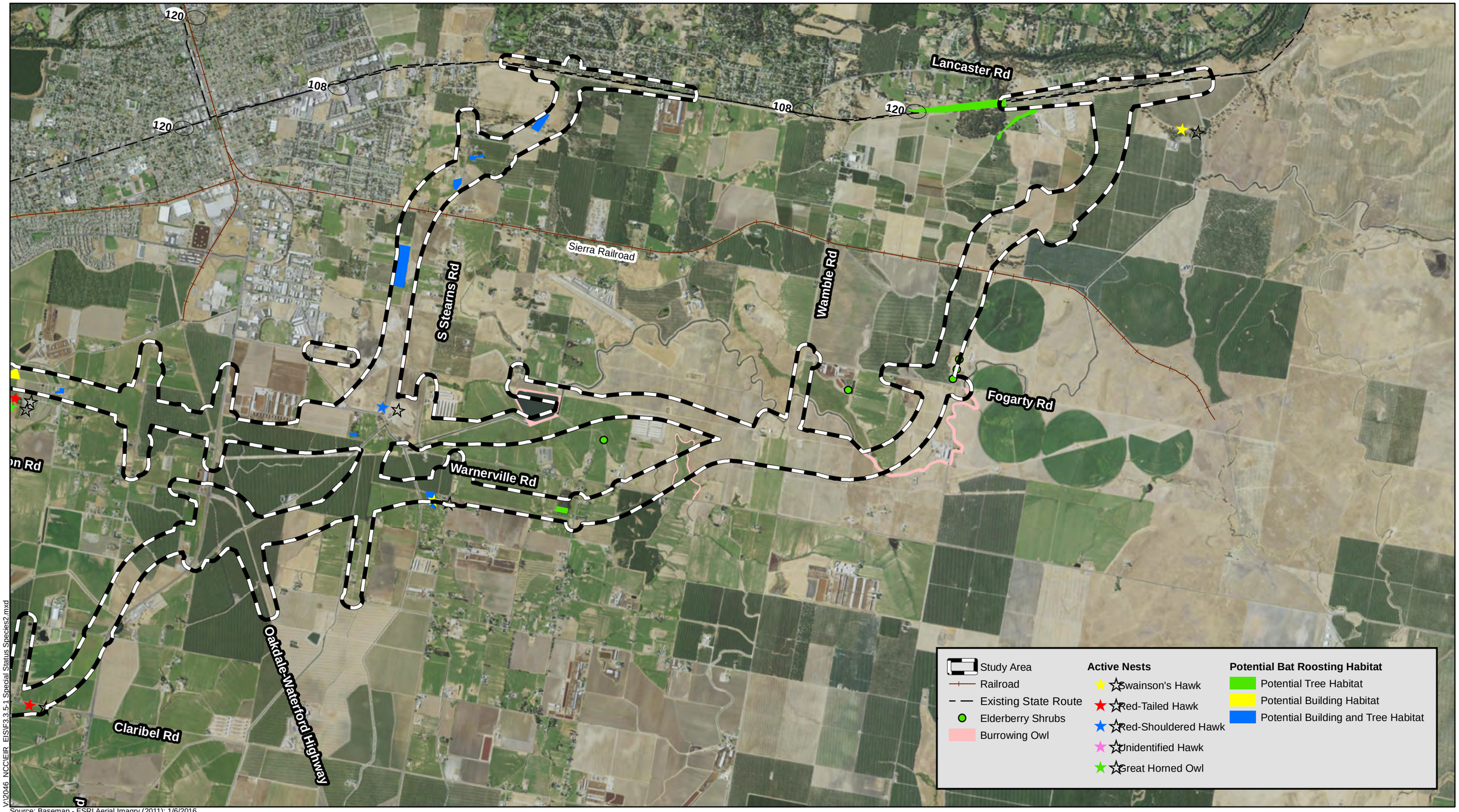
Figure 3.3.1-2
Page 25 of 25
Preliminary Jurisdictional Delineation
EA: 10-0S800, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



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Source: Basemap - ESRI Aerial Imagry (2011); 1/6/2016.

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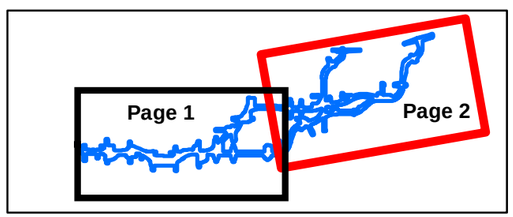

FIGURE 3.3.5-1
Page 2 of 2
Special-Status Species Mapping
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Biological Study Area
Railroad
Existing State Route
Potential Branchiopod Habitat
Potential California Tiger Salamander Aquatic Habitat
Potential California Tiger Salamander Upland Habitat

Burlington Northern Santa Fe Railroad
Union Pacific Railroad
108
219
Claribel Rd
Patterson Rd
Tully Rd
McHenry Ave
Coffee Rd
Oakdale Rd
Roselle Ave
Terminal Ave
Claus Rd
Eleanor Ave
Langworth Rd
Bentley Rd

V:\2046 NCCIEIR EIS\F3.3.5-2 Branchiopod and CTS1.mxd

Source: Basemap - ESRI Aerial Imagry (2011); 2/2/2016.

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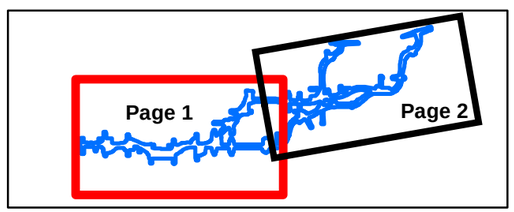
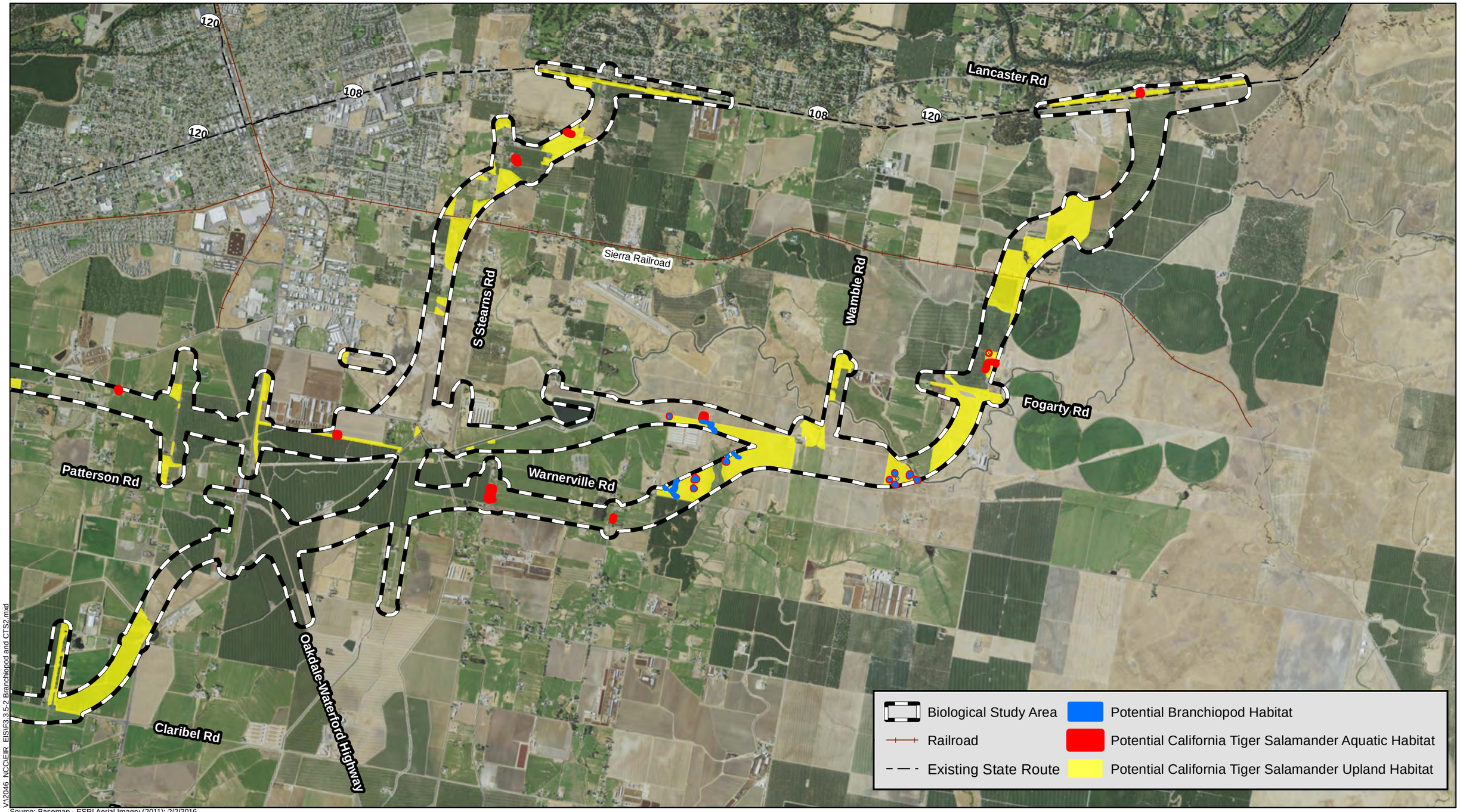


FIGURE 3.3.5-2
Page 1 of 2
Potential Branchiopod and California Tiger Salamander Habitat
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



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Source: Basemap - ESRI Aerial Imagry (2011); 2/2/2016.

0 0.25 0.5 0.75 1 Miles

FIGURE 3.3.5-2
Page 2 of 2
Potential Branchiopod and California Tiger Salamander Habitat
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Appendix B California Environmental Quality Act Checklist

Supporting documentation of all CEQA checklist determinations is provided in Chapters 3 and 4 of this EIR/EIS. Documentation of "No Impact" determinations is provided at the beginning of Chapters 3 and 4. Discussion of all impacts, avoidance, minimization, and/or mitigation measures is under the appropriate topic headings in Chapters 3 and 4.

The proposed project would have potentially significant impacts to:

☒	Aesthetics	☒	Agriculture Resources	☒	Air Quality
☒	Biological Resources	☒	Cultural Resources	☐	Geology/Soils
☐	Greenhouse Gas Emissions	☒	Hazards & Hazardous Materials	☒	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources	☒	Noise
☒	Population/Housing	☐	Public Services	☐	Recreation
☐	Transportation/ Traffic	☐	Utilities/Service Systems	☒	Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☒	☐	☐	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☒	☐	☐	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☒	☐	☐
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, and coastal) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
VI. GEOLOGY AND SOILS: Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
VII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	**Caltrans has used the best available information based to the extent possible on scientific and factual information, to describe, calculate, or estimate the amount of greenhouse gas emissions that may occur related to this project. The analysis included in the climate change section of this document provides the public and decision-makers as much information about the project as possible. It is Caltrans' determination that in the absence of statewide-adopted thresholds or GHG emissions limits, it is too speculative to make a significance determination regarding an individual project's direct and indirect impacts with respect to global climate change. Caltrans remains committed to implementing measures to reduce the potential effects of the project. These measures are outlined in the climate change section and related discussions.**			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				
VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or	☐	☒	☐	☐

disposal of hazardous materials?				
	Potentially Significant Impact	**Less Than Significant with Mitigation**	**Less Than Significant Impact**	**No Impact**
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b)Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☒	☐	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☒	☐	☐	☐
XIV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Appendix C Section 4(f) Evaluation

North County Corridor
New State Route 108 Project

STANISLAUS COUNTY, CALIFORNIA
DISTRICT 10 – STA – 108
(SR-108 [PM 27.5/44.5], SR-219 [PM 3.7/4.8], SR-120 [PM 6.9-11.6])
EA: 10-0S8000 & Project ID: 1000000263

Section 4(f) De Minimis Finding

Prepared by:

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110 Blue Ravine Road, Suite 200
Folsom, California 95630

Prepared for:

California Department of Transportation District 6
855 M Street, Suite 200
Fresno, CA 93721

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by the California Department of Transportation under its assumption of responsibility pursuant to 23 U.S.C. 327.

February 2017

INTRODUCTION

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) specifies that the Secretary [of Transportation] may approve a transportation program or project . . . requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- there is no prudent and feasible alternative to using that land; and
- the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

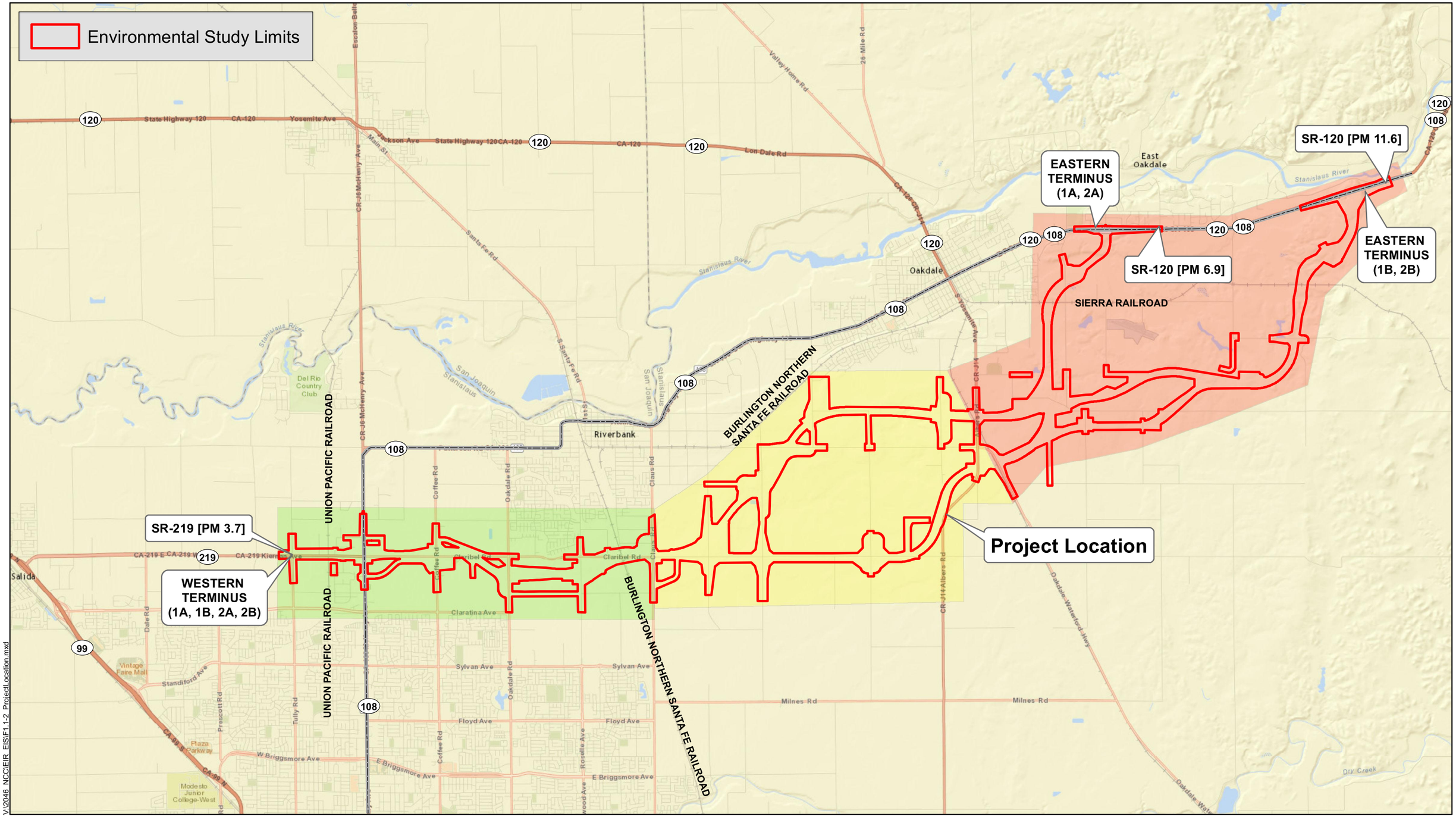
Section 4(f) further requires consultation with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer (SHPO) is also needed.

PROJECT DESCRIPTION

The North County Corridor New State Route 108 (SR-108) Project proposes to build a new and realigned SR-108 from the intersection of State Route 219 and Tully Road to State Route 120 and the existing SR-10 facility east of the City of Oakdale. The Project is located in Caltrans District 10 within portions of the Oakdale, Riverbank, and Modesto communities, Stanislaus County, California (**Figure 1**). The proposed project consists of four Build Alternatives (1A, 1B, 2A, and 2B) and the No-Build Alternative (see Figure 2). For additional detail on the project description, please see Section 2.1 of the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

The alternatives are best understood in three main segments (Figure 1). Segment 1 begins with the western terminus of all alternatives at the SR-219 (Kiernan Avenue)/Tully Road intersection. The alternatives proceed along the same alignment to the vicinity of the Claus Road/Claribel Road intersection. At that point, Segment 2 begins and the alternatives separate into two different alignments (1 and 2). Alignment 1, which includes Alternatives 1A and 1B, veers northeast near the Claus Road/Claribel Road intersection and passes through the southern boundary of Oakdale. Alignment 2, which includes Alternatives 2A and 2B, continues easterly along Claribel Road and turn northeastward past the intersection of Claribel Road/Bentley Road. As the two alignments enter Segment 3, each of the alternatives then break into two possible alignments based on two potential eastern termini (A and B). Alternatives 1A and 2A veer north and converge until the eastern terminus along SR-108/120 just east of the City of Oakdale boundary. Alternatives 1B and 2B converge and end farther east, along SR-108/120 in the vicinity of Lancaster Road. For additional detail on the alternatives, please see Section 2.2 of the Draft EIR/EIS.

The purpose of the project is to reduce average daily traffic volumes and current traffic congestion and accommodate anticipated future traffic on the existing SR-108 and the surrounding regional transportation network in Stanislaus County and the cities of Modesto, Riverbank, and Oakdale; to support the efficient movement of goods and services throughout the region for the benefit of the regional economy by providing a more direct and dependable truck route, increasing the average operating speeds of all vehicles, and reducing the number of areas of conflict between motorized traffic and non-motorized means of travel; and to improve the efficiency of interregional travel by reducing travel times for long distance commuters, recreational traffic, and interregional goods movement. For additional detail on the purse and need, please see Section 1.2 of the Draft EIR/EIS.

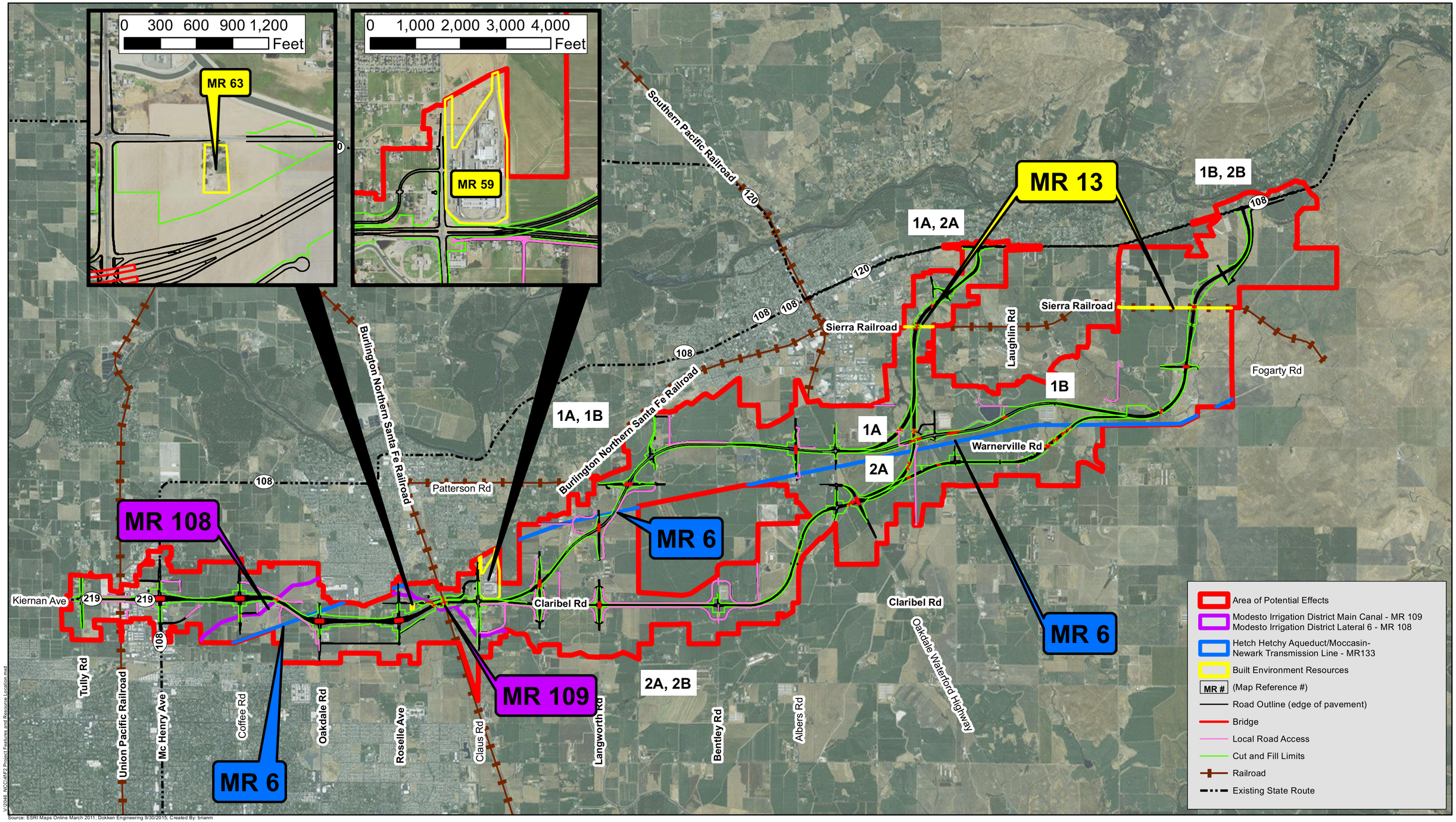


V:\2046 NCC\EIR_EIS\F1.1-2 ProjectLocation.mxd

0 1 2 3 4 5 Miles

Segment 1 | Segment 2 | Segment 3

FIGURE 1
Project Location
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



V:\2046 NCC\mxd\P2 Project Features and Resource Location.mxd

Source: ESRI Maps Online March 2011; Dokken Engineering 9/30/2015; Created By: brianm

0 1 2 3 4 5 Miles

FIGURE 2
Project Alternatives and Section 4(f) Resource Location Map
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

DESCRIPTION OF SECTION 4(F) PROPERTIES

Riverbank Army Ammunition Plant District (P-50-001747) – Map Reference #59

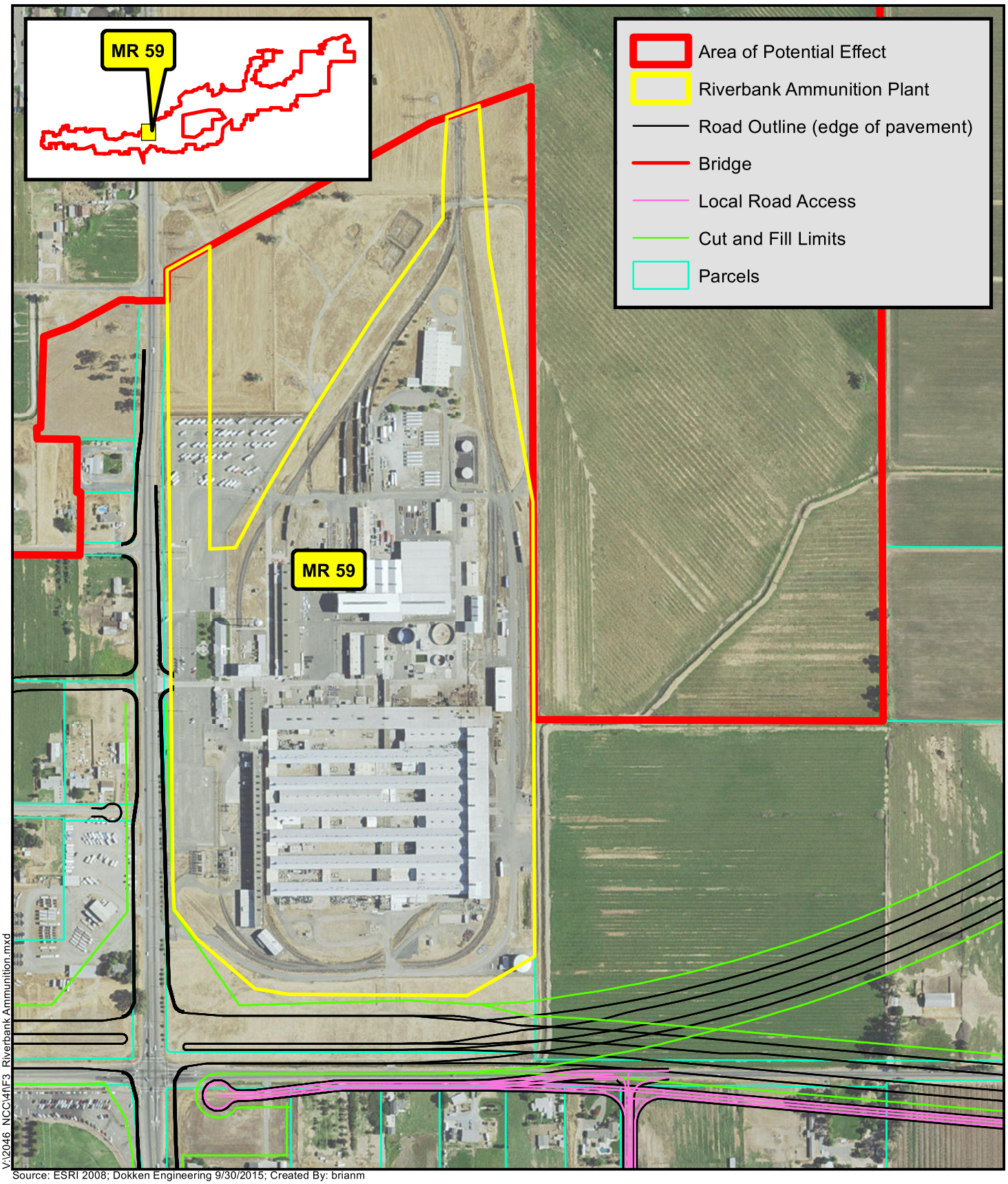
The Riverbank Army Ammunition Plant District (P-50-001747) is located at 5300 Claus Road in Riverbank, near the intersection of Claus Road and Claribel Road (**Figure 3**). As of 2010, the district consisted of 158 buildings constructed between 1942 and 1975. The Riverbank Army Ammunition Plant was constructed in 1942 as an aluminum reduction plant during World War II but closed in 1944. It was converted to a cartridge case manufacturing plant during the Korean War, and during this time was at its peak of production, operating as the largest shell casing plant in the country. It closed again from 1958 until the Vietnam War when it operated as a cartridge case and mortar projectile manufacturing plant. It remained as a cartridge case manufacturing plant until 2009, four years after the Department of Defense's Base Realignment and Closure decision to dispose of the facility. Because of its continued operation as an ammunition plant, it retains much of its original character and therefore conveys its significance as a historic resource. Even today, a portion of the complex is used for weapon manufacturing.

The ammunition plant is eligible for inclusion on the NRHP based on Criterion A for its role in munitions production for wartime activity and Criterion C as a prime example of Industrial/Functionalism architectural style in Riverbank. The property is located within the boundaries of APN 062-031-005. Since the Riverbank Army Ammunition Plant District is eligible for inclusion in the NRHP, it is also considered a Section 4(f) resource.

3212 Claribel Road – Map Reference #63

The property at 3212 Claribel Road is a farm complex in Modesto near the intersection of Claribel and Rosselle Avenue (**Figure 4**). The farm complex contains an adobe shop building constructed in 1936. This adobe structure is a rare local representative of a Depression-era adobe farm building. The rectangular, one-story building's adobe walls are clad in plaster or smooth-finish stucco. Its side-gabled roof includes corrugated metal cladding and a ridge monitor. On the northern end, the roof slopes downward to meet a pent-roof shed area with a wood frame that is open on the east and west. The east and west gable ends open via vertical wood plank suspended sliding doors and include open, triangular gaps at the gable peak. There are three other buildings within the farm complex that were built in the 1940s and 1950s and are not contributors to the significance of the adobe shop building.

This 1936 adobe shop building is eligible for inclusion on the NRHP based on Criterion C as an example of vernacular adobe construction methods. The property is located within the boundaries of APN 084-001-025. Since the 1936 adobe shop building at 3212 Claribel Road is eligible for inclusion in the NRHP, it is also considered a Section 4(f) resource.



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Source: ESRI 2008; Dokken Engineering 9/30/2015; Created By: brianm

0 400 800 1,200 1,600 Feet

FIGURE 3
Section 4(f) Resource
Riverbank Ammunition Plant
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

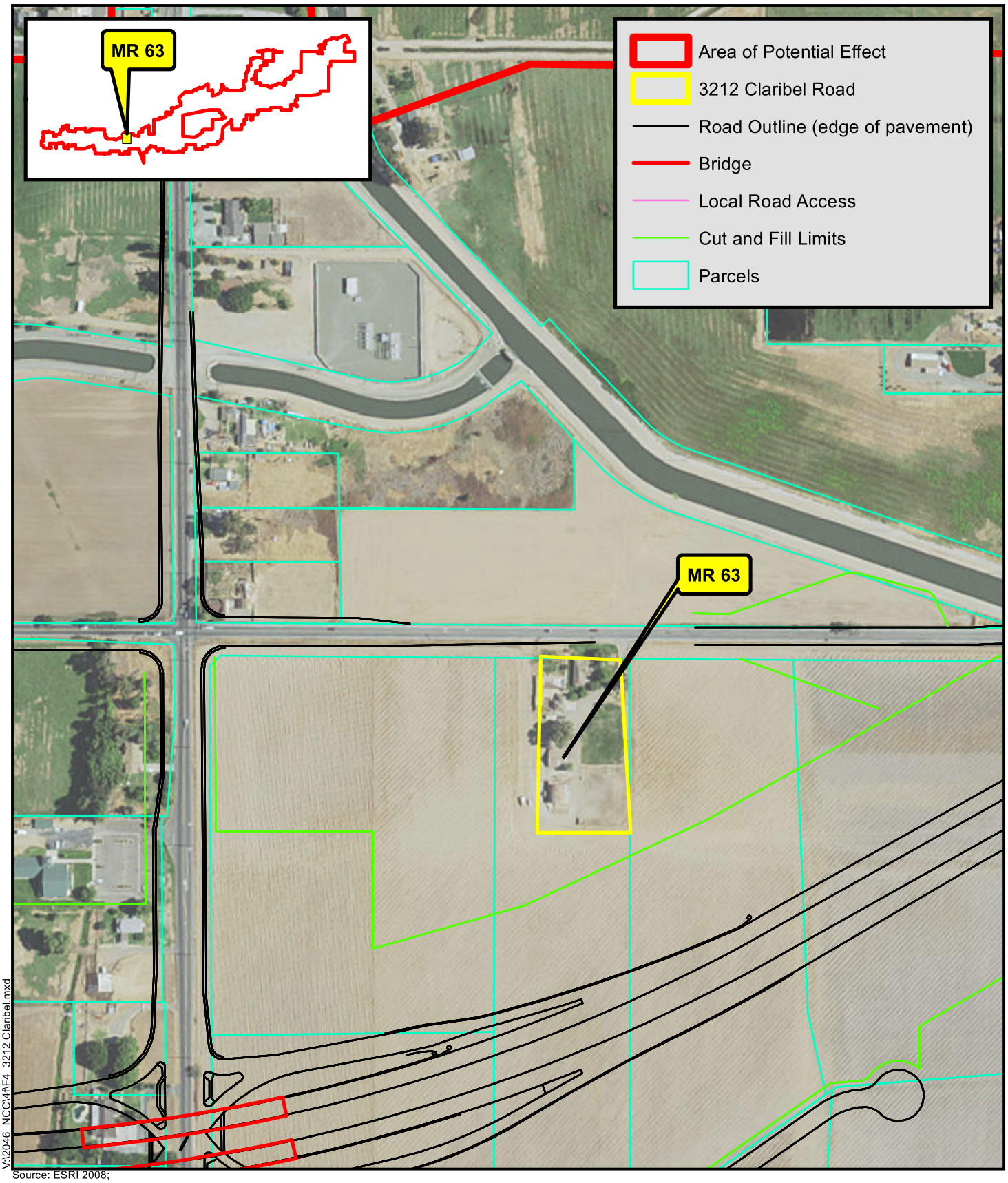


FIGURE 4
Section 4(f) Resource
3212 Claribel Road
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Historic Resource: Sierra Railroad Mainline (P-50-000364/CA-STA-0281H) – Map Reference #13

The Sierra Railroad Mainline (P-50-000364/CA-STA-0281H) (also known as P-55-000347/CA-TUO-774H in Tuolumne County) is an active railway that runs between Oakdale and Sonora and is a contributing element to the Sierra Railroad Historic District (**Figure 5**). Approximately 20 miles of the railway is within Stanislaus County (from Oakdale to the county line), while the remaining approximately 28 miles of extant track are in Tuolumne County (from county line to Standard). There is an additional approximately 7 miles of abandoned track between Standard and Tuolumne City.

The railway consists of two flat bottom rails, pressure treated wood ties soaked in creosote, baseplates and spikes, splice bars, ballast, and berms. The railroad was first constructed in 1897 and was completed two years later. The rail line not only carried gold ore and lumber from the hills to the east, but also provided transportation, mail, and freight service to multiple large-scale projects happening in the area.

In 1999, a passenger service began operating called the Sierra Railroad Dinner Train. This train offers passengers a scenic tour of the historic spots located along the railroad while serving them dinner. These historic locations are located outside and east of the project area, near the Stanislaus/Tuolumne County line. The Sierra Railroad and its locomotives have also been utilized in over 200 film productions since the late 1930s, including *High Noon, Pale Rider,* and *Back to the Future III.* Most of the filming occurs within Tuolomne County, outside the APE due to the association with the Railtown 1997 State Historic Park located in Jamestown.

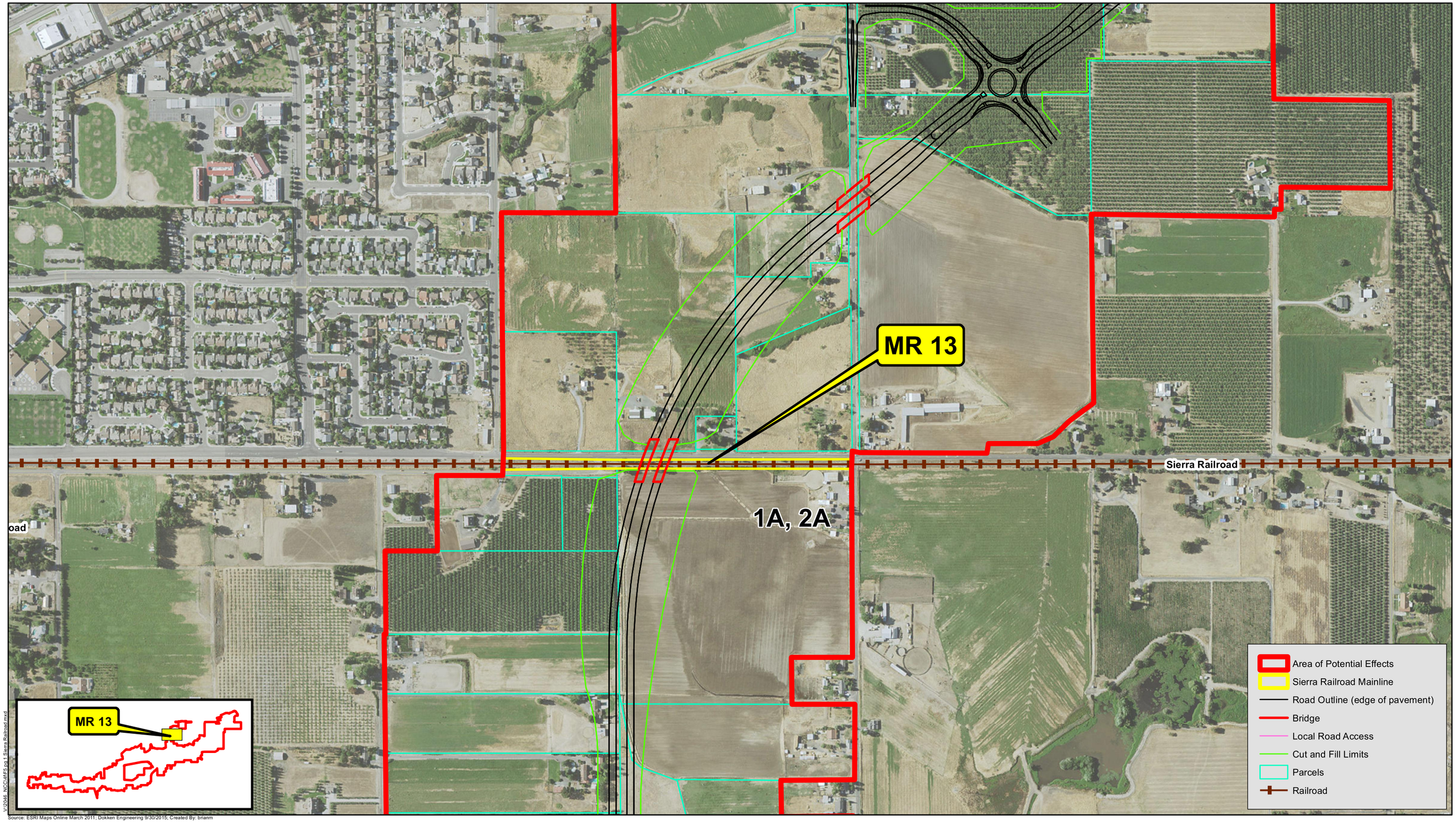
This railway played a significant role in the economic development in neighboring Tuolumne County to the east from 1897 to 1932, and has been determined eligible for inclusion on the National Register of Historic Places (NRHP) under Criterion A for its social and economic impact to Tuolumne County and as a contributor to the Sierra Railroad Historic District in Jamestown, CA. Since the Sierra Railroad Mainline is eligible for inclusion in the NRHP, it is also considered a Section 4(f) resource.

Hetch-Hetchy Aqueduct, Moccasin-Newark Transmission Line (P-50-000074)– Map Reference #6

Within the APE, the Hetch-Hetchy includes an aqueduct, transmission tower line, and an electrical substation. The aqueduct includes three pipelines known as the San Joaquin Pipelines. The aqueduct, transmission tower line, and substation are owned by the City of San Francisco and are an outgrowth of the Hetch-Hetchy Water Project. The project began construction in 1919 and finally delivered water and power to San Francisco in 1934. Currently, the Hetch-Hetchy provides water and power to 2,500,000 San Francisco Bay Area residents (**Figure 6**).

The Moccasin-Newark Transmission Line (Map Reference #6) of the Hetch-Hetchy Water Project carries power from their Moccasin Powerplant to PG&E's Newark Substation in Alameda County, where it is then transmitted to consumers in San Francisco. The transmission line was constructed between 1923 and 1924. There are 506 steel towers along the line, each of which is 97 feet tall and together conduct 115-kV power 98.5 miles to their terminus at Newark. Within the same right-of-way as the transmission lines are the undergrounded San Joaquin Pipelines, which carry water from the Hetch-Hetchy reservoir to its ultimate destination in the San

Francisco Bay Area. The Hetch-Hetchy resource also includes the Warnerville Substation (Map Reference #13), a switching yard that manages power transmitted through the system. Since the Hetch-Hetchy is assumed eligible for inclusion in the NRHP for this project only, it is also considered a Section 4(f) resource.



0 1,000 2,000 3,000 4,000 5,000 Feet

FIGURE 5
Page 1 of 2
Section 4(f) Resources
Sierra Railroad Mainline
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Area of Potential Effects
Sierra Railroad Mainline
Road Outline (edge of pavement)
Bridge
Local Road Access
Cut and Fill Limits
Parcels
Railroad

MR 13

Sierra Railroad

1B, 2B

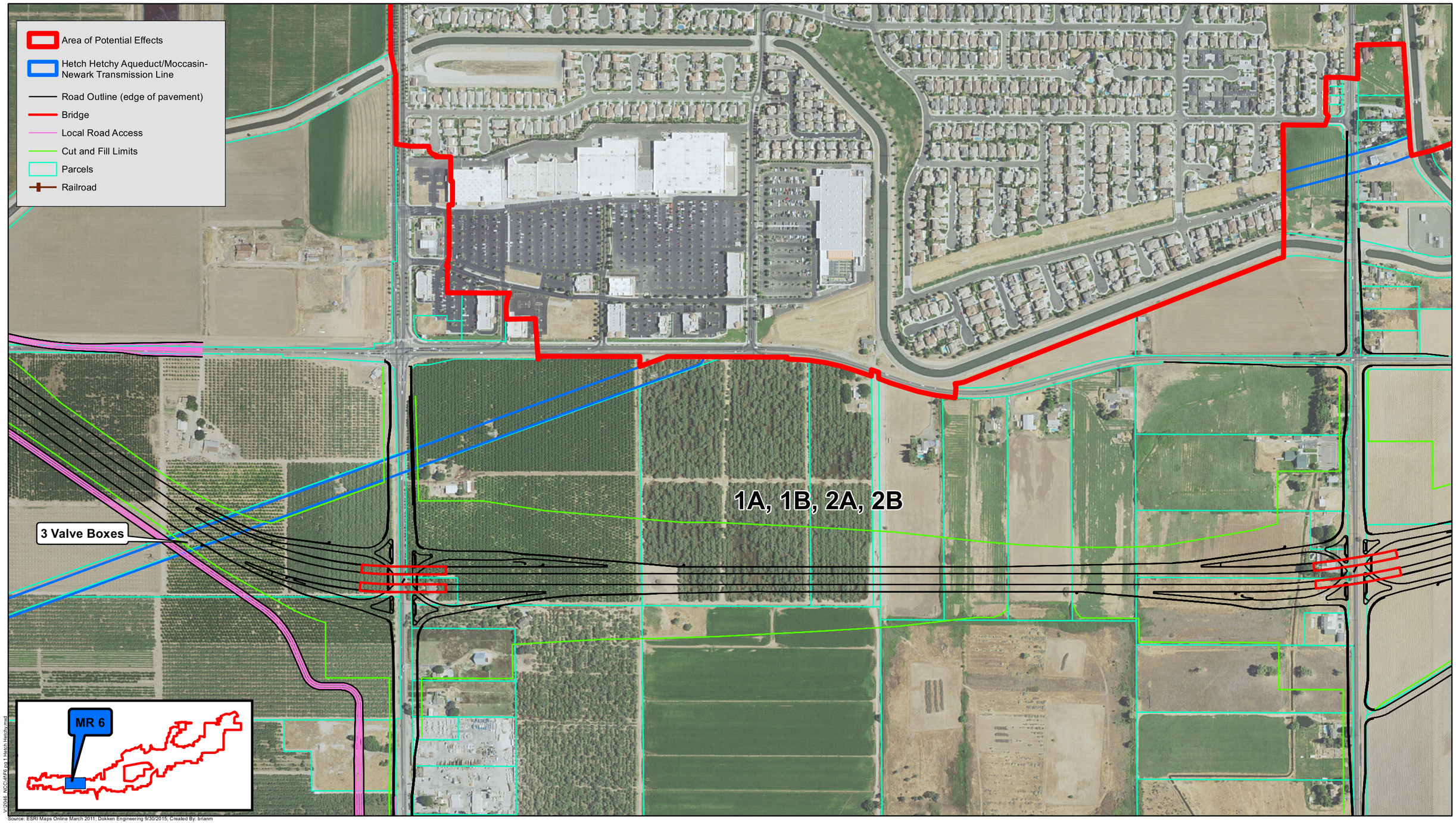
MR 13

V:\20\48_NSR\4ff5 fig\2-5sierra Railroad.mxd

Source: ESRI Maps Online March 2011; Dokken Engineering 9/30/2015; Created By: brianm

0 1,000 2,000 3,000 4,000 5,000 Feet

FIGURE 5
Page 2 of 2
Section 4(f) Resources
Sierra Railroad Mainline
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



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Feet

FIGURE 6
Page 1 of 5
Section 4(f) Resources - Hetch Hetchy Aqueduct/ Moccasin-Newark Transmission Line
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

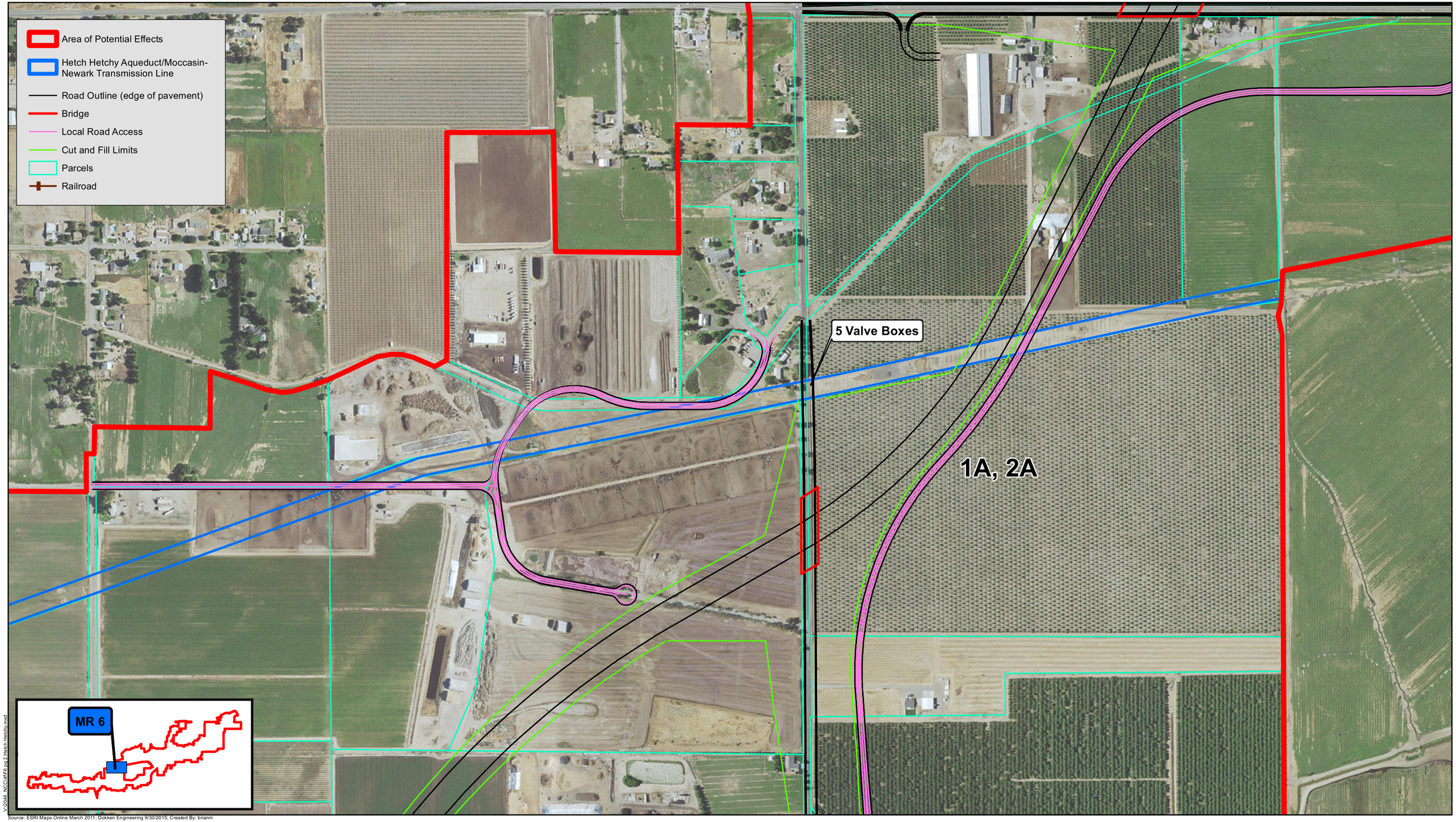
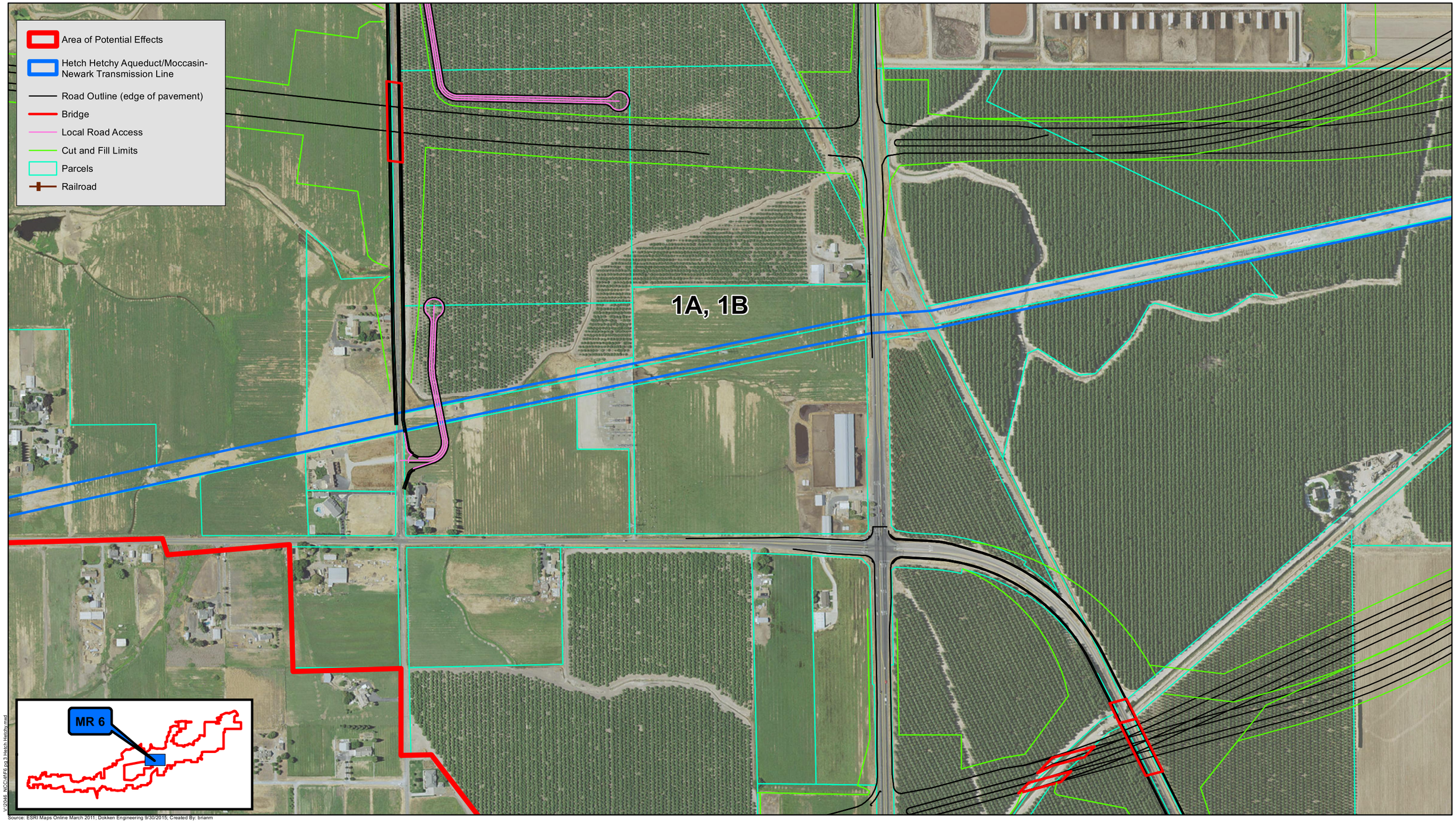
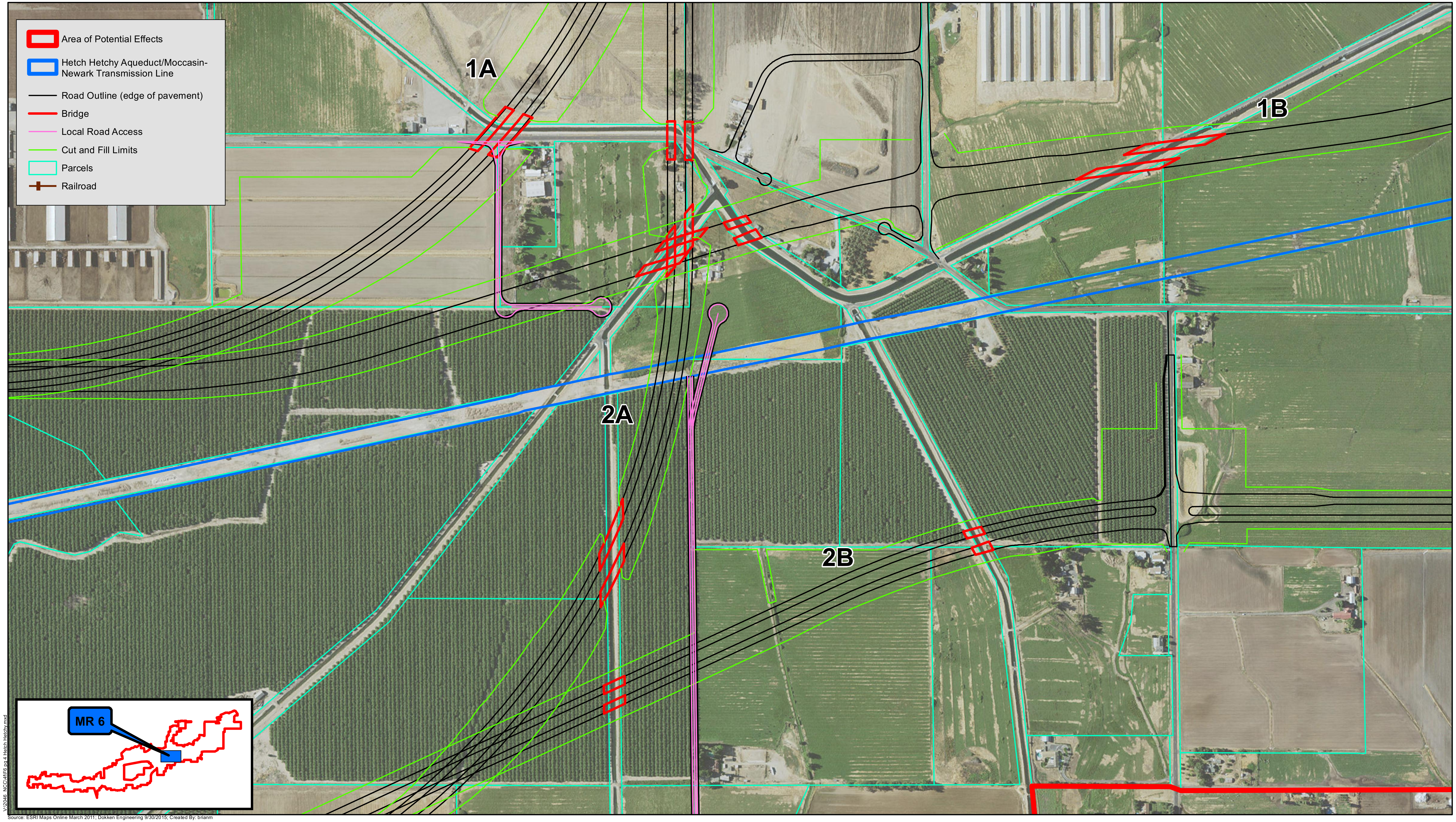


FIGURE 6
Page 2 of 5
Section 4(f) Resources - Hetch Hetchy Aqueduct/ Moccasin-Newark Transmission Line
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



0 300 600 900 1,200 1,500
Feet

FIGURE 6
Page 3 of 5
Section 4(f) Resources - Hetch Hetchy Aqueduct/ Moccasin-Newark Transmission Line
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

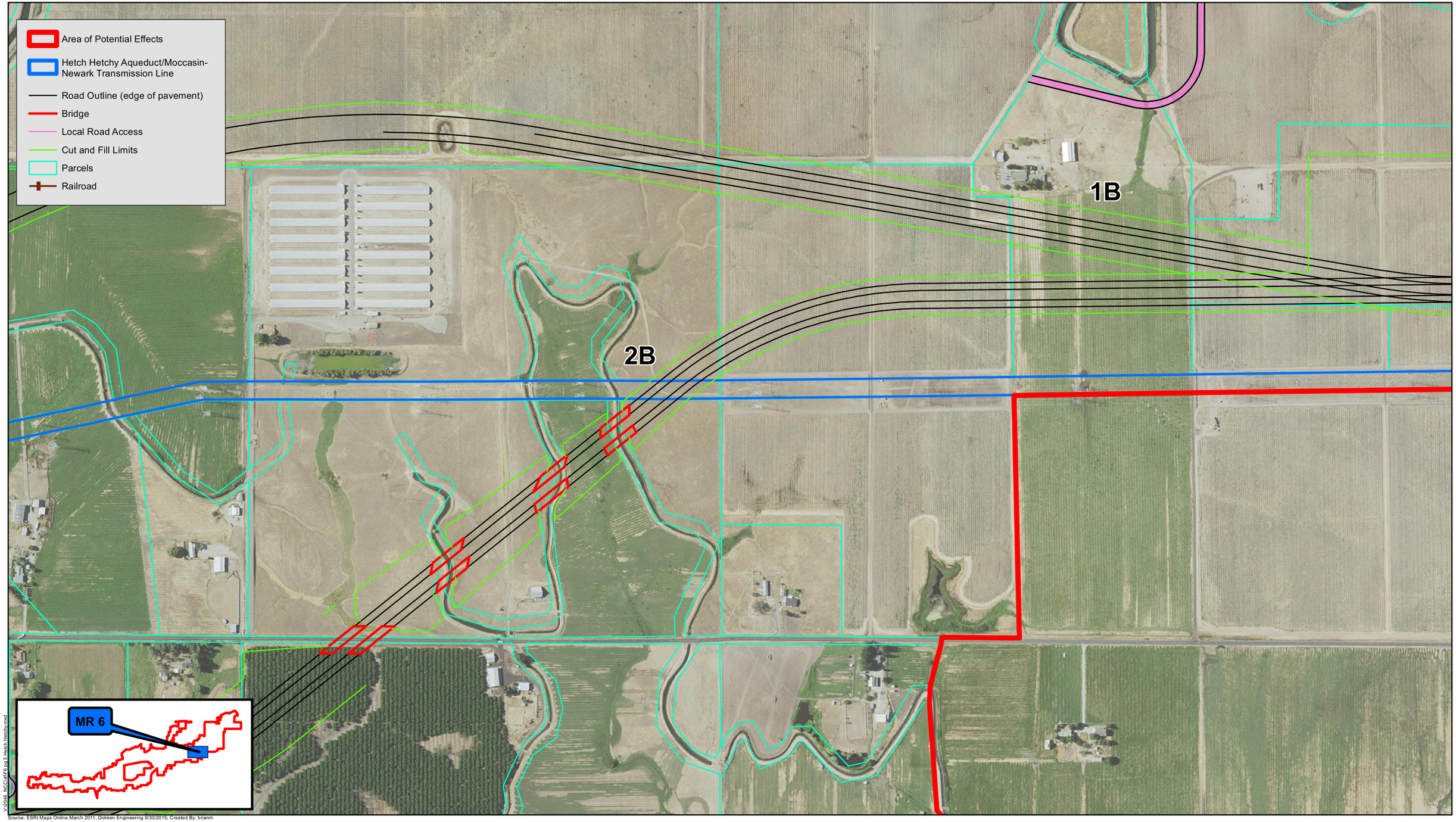


Source: ESRI Maps Online March 2011; Dokken Engineering 9/30/2015; Created By: brianm

0 300 600 900 1,200 1,500 Feet

FIGURE 6
Page 4 of 5
Section 4(f) Resources - Hetch Hetchy Aqueduct/ Moccasin-Newark Transmission Line

EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



0 300 600 900 1,200 1,500 Feet

FIGURE 6
Page 5 of 5
Section 4(f) Resources - Hetch Hetchy Aqueduct/ Moccasin-Newark Transmission Line
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

Modesto Irrigation District Main Canal (P-50-002002) – Map Reference #109

An approximately 1.6 mile long segment of the MID Main Canal (P-50-002002) is located within the APE. The MID Main Canal has a total length of a 45 miles. It transports water in a northeast direction from the Tuolumne River to customers throughout Stanislaus County, eventually emptying into the Stanislaus River. The MID was one of the first irrigation districts in California. Construction of the MID canals began in 1891 and was completed in 1903. The full MID system was functioning by 1904 and consisted of 208 miles of main canal and laterals. By the mid-1960s, all of the laterals and the main canal were lined or piped to reduce water loss through seepage. The MID allowed for the increase in land available for agriculture within Stanislaus County, and contributes to the $3 billion agricultural economy within the County (**Figure 7**). Since the MID Main Canal is assumed eligible for inclusion in the NRHP for this project only, it is also considered a Section 4(f) resource.

Modesto Irrigation District Lateral No. 6 (P-50-000075) – Map Reference #108

Two segments of the MID Lateral No. 6 (P-50-000075) are located within the APE. The two segments total approximately 2 miles in length. MID Lateral No. 6 diverts water from the MID Main Canal near the intersection of Claribel Road and Roselle Avenue and flows westward to customers within northwestern Stanislaus County. MID Lateral No. 6 is approximately 13.5 miles long. It empties into the Stanislaus River approximately 7.5 miles downstream of where the MID Main Canal meets the Stanislaus River. The MID was one of the first irrigation districts in California. Construction of the canal began in 1891 and was completed in 1903. The full MID system was functioning by 1904 and consisted of 208 miles of main canal and laterals. By the mid-1960s, all of the laterals and the main canal were lined or piped to reduce water loss through seepage. The MID allowed for the increase in land available for agriculture within Stanislaus County, and contributes to the $3 billion agricultural economy within the County (**Figure 8**). Since the MID Lateral No. 6 is assumed eligible for inclusion in the NRHP for this project only, it is also considered a Section 4(f) resource.

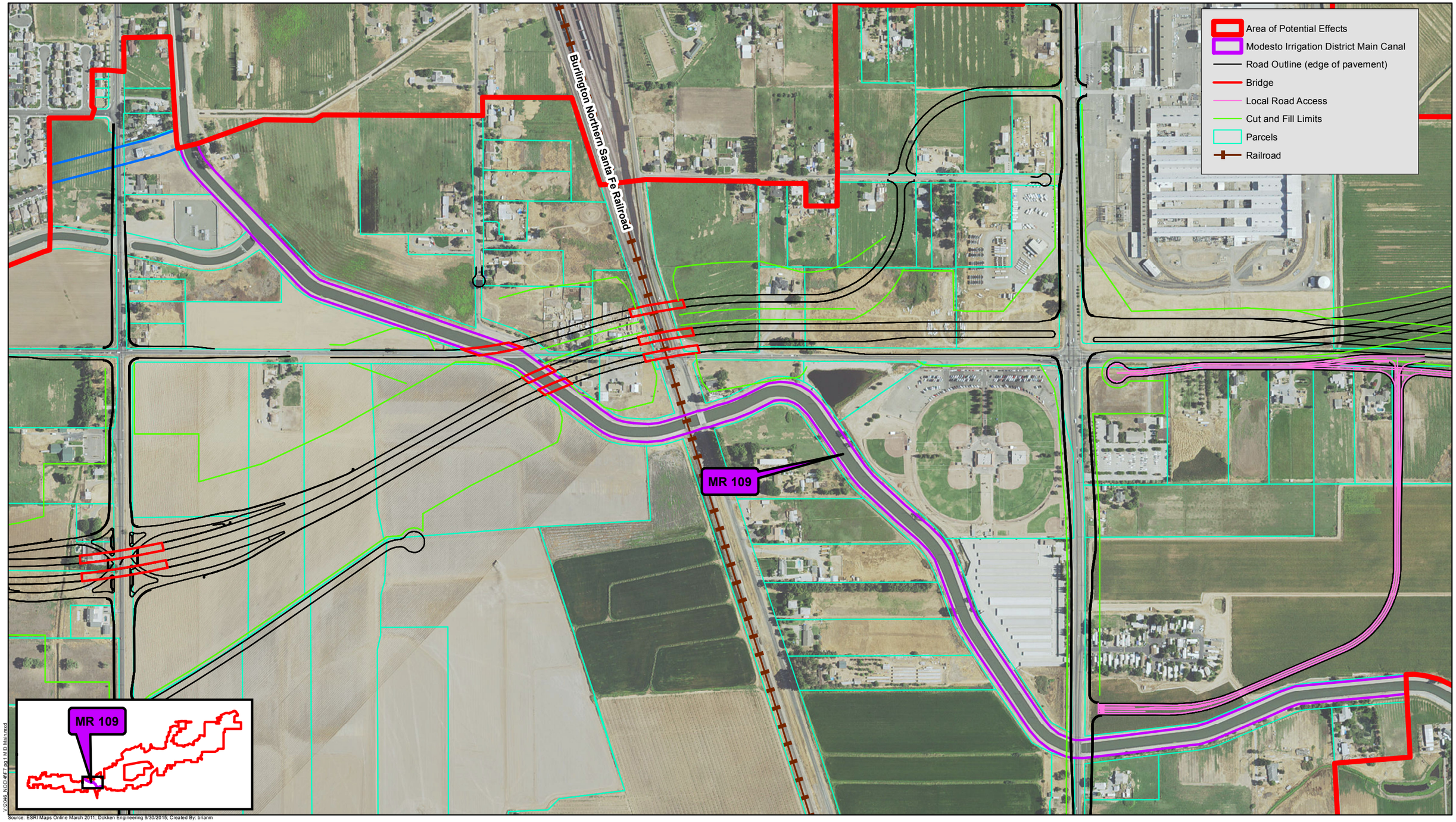
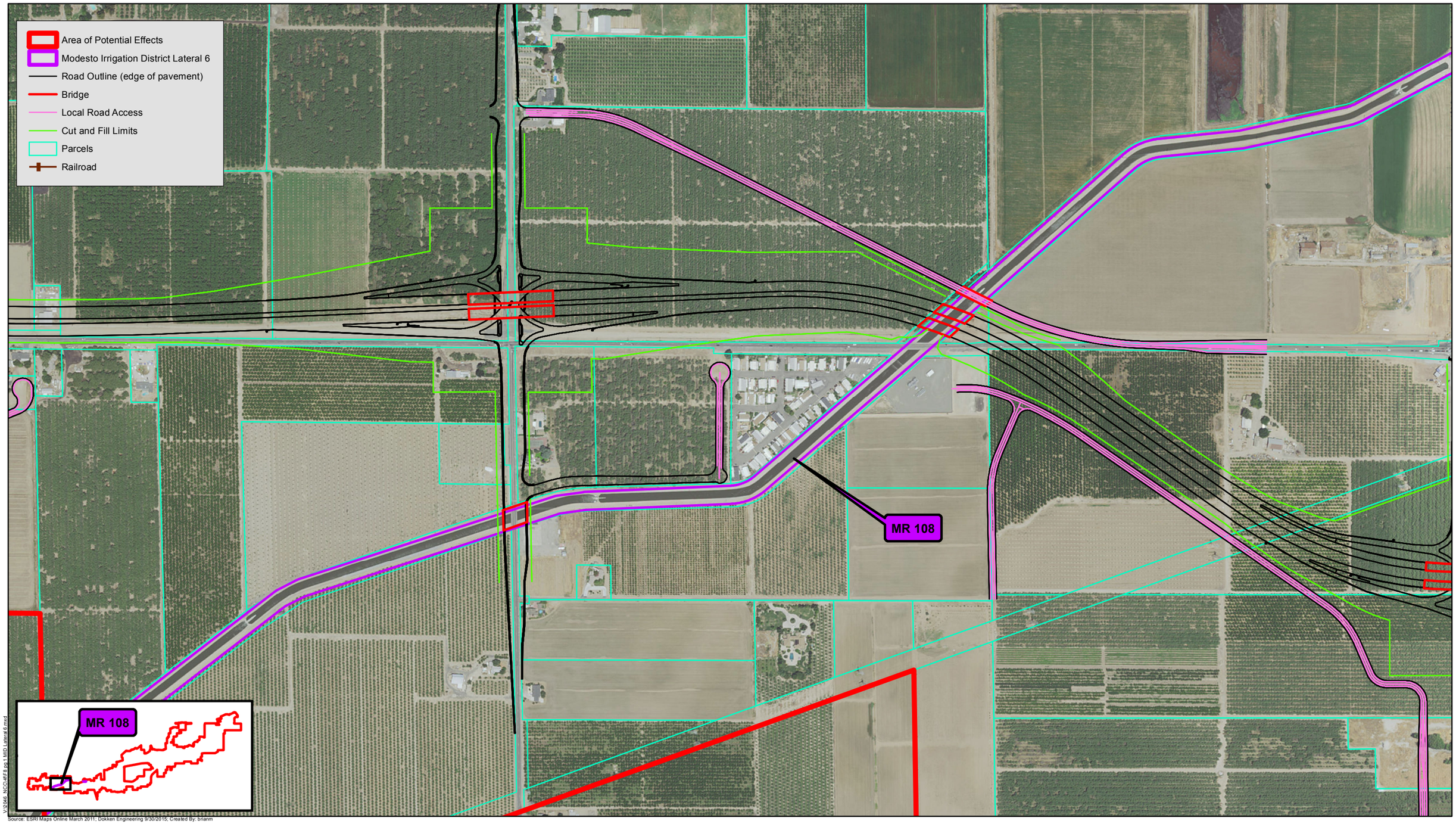


FIGURE 7
Section 4(f) Resources - Modesto Irrigation District Main Canal
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California



0 300 600 900 1,200 1,500 Feet

FIGURE 8
Page 1 of 2
Section 4(f) Resources - Modesto Irrigation District Lateral 6
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

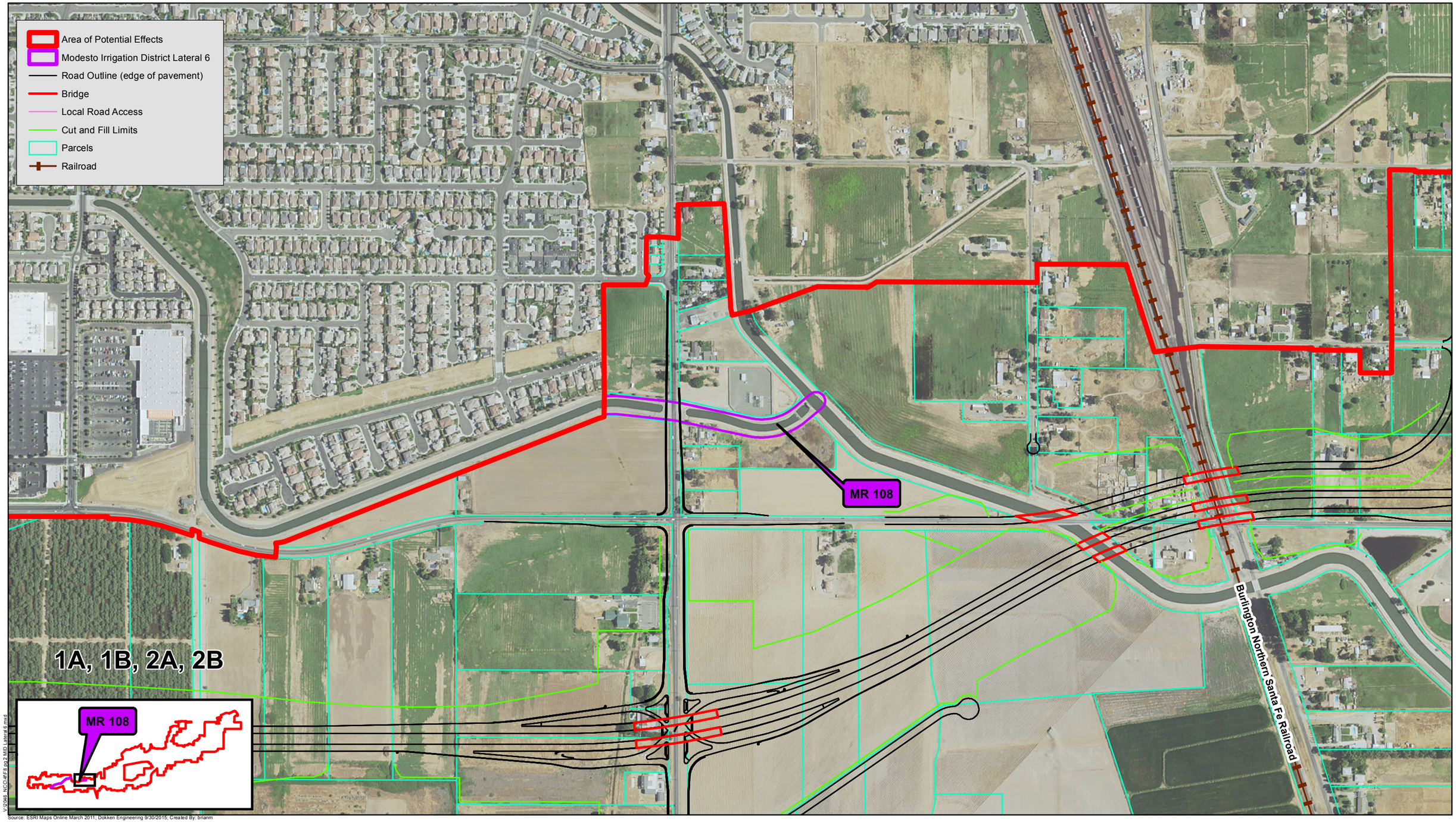


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FIGURE 8
Page 2 of 2
Section 4(f) Resources - Modesto Irrigation District Lateral 6
EA: 10-0S8000, Project ID # 1000000263
North County Corridor New State Route 108 Project
Stanislaus County, California

IMPACTS ON SECTION 4(F) PROPERTIES

No Build

No construction would be associated with the No Build Alternative. Therefore no impact to any resources would result from the project. However, this alternative would result in an increase in traffic congestion within the towns of Modesto, Riverbank, and Oakdale, as well as unincorporated Stanislaus County.

Build Alternatives

The following subsections describe direct use of the six National Register eligible historic properties and discuss potential uses under each build alternative. *Table 1: List of resources and Section 4(f) use by Alternative* found at the end of this section summarizes this discussion.

Hetch-Hetchy Aqueduct/Moccasin-Newark Transmission Line (P-50-000074) - Map Reference # 6

There will be a use of the Hetch-Hetchy Aqueduct/Moccasin-Newark Transmission Line (P-50-000074) as part of this project. Alternatives 1A and 1B will have identical impacts to the resource as these Alternatives will impact eight valve boxes. Alternatives 2A and 2B will impact three valve boxes. No alternative will impact the Warnerville Substation. The proposed project will cross over the Hetch-Hetchy Aqueduct and under the wires associated with the Moccasin-Newark Transmission Line (see **Figure 6**). Additionally, right-of-way will be required for the roadway through the parcels associated with the Hetch-Hetchy Aqueduct, but only for the current proposed right-of-way footprint to accommodate construction. While this resource is considered eligible for the NRHP/CRHR, the resource consists of buried pipes and overhead transmission lines. The proposed project will not impact the aqueduct, nor will it impact the transmission lines. The project does have the potential to affect between three and eight valve boxes along the aqueduct, depending on alignment. These valve boxes are concrete boxes buried in the ground with 12 to 24 inches exposed above ground and contain valves for managing the flow of water within the aqueduct. They are located in sets of three approximately every 1,800 feet or less along the entire length of the aqueduct. The valve boxes are not considered contributing elements to the resource, and moving the valve boxes will not affect the function of the aqueduct or affect its eligibility for inclusion in the NRHP/CRHR. The setting of the resource will change at each crossing location with the addition of roadway, but the change of setting would not affect the eligibility of the resource. A preliminary “no adverse effects” determination made by Caltrans for the Hetch-Hetchy Aqueduct/Moccasin-Newark Transmission Line will need to be concurred with by the SHPO (see Attachment A).

SHPO is the agency with jurisdiction over Section 4(f) historic resources and concurrence with a No Adverse Effect determination also serves as concurrence that the proposed project would have a *de minimis* impact on the Hetch-Hetchy Aqueduct/Moccasin-Newark Transmission Line as a Section 4(f) resource. Prior to submitting the Final Environmental Document, Caltrans will be submitting a letter to SHPO requesting concurrence with Caltrans’ preliminary determination of “No Adverse Effect” for the project and *de minimus* impact to the Section 4(f) resource identified.

Modesto Irrigation District Main Canal (P-50-002002) – Map Reference #109

There will be a use of the MID Main Canal (P-50-002002) as part of this project. As all four alternatives follow the same path over the MID Main Canal, they will have identical impacts and use of the Section 4(f) resource. The proposed project will cross over the MID Main Canal in three locations (See **Figure 7**). These crossing include two elevated crossings over the MID Main Canal between Roselle Avenue and Claus Road (one for the North County Corridor and one for the new Claribel Road alignment) and one at-grade crossing on Claus Road at the existing location of Bridge No. 38C-0087. The elevated crossings will be constructed over the MID Main Canal and will require temporary use during construction. The at-grade crossing along Claus Road would replace the existing bridge (Bridge No. 38C-0087), which is not considered a contributing resource to the MID Main Canal and is listed as a Category 5 bridge on the Caltrans Historic Bridge Inventory (not eligible for the NRHP). Additionally, right-of-way will be required for the roadway through the parcels associated with the MID Main Canal, but only for the current proposed right-of-way footprint to accommodate construction. The new crossing would be wider than the current at-grade crossing, and would result in a use of the Section 4(f) resource. This crossing would include a use of approximately 100 feet of the canal, which is less than 0.05 percent of the total length of the canal, and would result in a *de minimus* impact of the resource. The new crossing will not affect the function of the canal or affect the eligibility for inclusion in the NRHP/CRHR. The setting of the resource will change at the crossing location, but a change of setting would not affect the eligibility of the resource. A preliminary "no adverse effects" determination made by Caltrans for the MID Main Canal will need to be concurred with by the SHPO (see Attachment A).

SHPO is the agency with jurisdiction over Section 4(f) historic resources and concurrence with a No Adverse Effect determination also serves as concurrence that the proposed project would have a *de minimis* impact on the MID Main Canal as a Section 4(f) resource. Prior to submitting the Final Environmental Document, Caltrans will be submitting a letter to SHPO requesting concurrence with Caltrans' preliminary determination of "No Adverse Effect" for the project and *de minimus* impact to the Section 4(f) resource identified. Due to limited access to the APE, cultural resource identification and evaluation determinations will need to be phased for this project. A Finding of Effect (FOE) letter report and draft programmatic agreement (PA) will be prepared and submitted to Caltrans CSO and SHPO between DED and FED. Both the FOE letter report and PA will state an anticipated no adverse effect finding for the known historic properties.

Modesto Irrigation District Lateral No. 6 (P-50-000075) – Map Reference #108

There will be a use of the MID Lateral No. 6 (P-50-000075) as part of this project. As all four alternatives follow the same path over the MID Lateral No. 6, they will have identical impacts and use of the Section 4(f) resource. The proposed project will cross over the MID Lateral No. 6 in four locations (See **Figure 8**). Right-of-way will be required for the roadway through the parcels associated with the MID Lateral No. 6, but only for the current proposed right-of-way footprint to accommodate construction. These crossings include two new at-grade crossings (one for the North County Corridor and one for the new Claribel Road alignment) and two at-grade crossings on Coffee Road at existing Bridge No. 38C-0228 and Roselle Avenue. The new at-grade crossings will occur northeast of the existing at-grade crossing along Claribel Road. The new crossings will have a use of approximately 280 feet of the Section 4(f) resource, and will involve the relocation/removal of one drop structure. The drop structure is not

considered to be a contributing resource to the MID Lateral No. 6 because it was a built between 1957 and 1963, after the period of significance of 1903-1955.

The at-grade crossing along Coffee Road would replace the existing bridge (Bridge No. 38C-0228), which is not considered a contributing resource to the MID Lateral No. 6 and is listed as a Category 5 bridge on the Caltrans Historic Bridge Inventory (not eligible for the NRHP). The new crossing would be wider than the current at-grade crossing. The bridge widening at Coffee Road would have a use of approximately 120 feet of the Section 4(f) resource. The current at-grade crossing of Roselle Avenue over the MID Lateral No. 6 is perpendicular across a 120 foot long culvert installed in the 1990s. The proposed at-grade crossing would involve widening the existing roadway, and would remain over the existing culvert without affecting any portion of the open channel. Therefore; there would be no use of the Section 4(f) resource at this location.

Overall, the new crossings would have a use of approximately 400 feet of the MID Lateral No. 6, which represents approximately 0.6 percent of the total Section 4(f) resource, and would result in a *de minimus* impact of the resource. The new crossings will not affect the function of the canal or affect the eligibility for inclusion in the NRHP/CRHR. The setting of the resource will change at the crossing location, but a change of setting would not affect the eligibility of the resource. There would be no Section 4(f) use at this location. A preliminary "no adverse effects" determination made by Caltrans for the MID Lateral No. 6 will need to be concurred with by the SHPO (see Attachment A).

SHPO is the agency with jurisdiction over Section 4(f) historic resources and concurrence with a No Adverse Effect determination also serves as concurrence that the proposed project would have a *de minimis* impact on the MID Lateral No. 6 as a Section 4(f) resource. Prior to submitting the Final Environmental Document, Caltrans will be submitting a letter to SHPO requesting concurrence with Caltrans' preliminary determination of "No Adverse Effect" for the project and *de minimus* impact to the Section 4(f) resource identified. Due to limited access to the APE, cultural resource identification and evaluation determinations will need to be phased for this project. A FOE letter report and draft programmatic agreement will be prepared and submitted to Caltrans CSO and SHPO between DED and FED. Both the FOE letter report and PA will state an anticipated no adverse effect finding for the known historic properties.

Historic Resources: Sierra Railroad Mainline (P-50-000364/CA-STA-0281H) – Map Reference #13

Alternatives 1A and 2A would result in a temporary use of the Sierra Railroad Mainline between Townhill Road and Stearns Road. Alternatives 1B and 2B would result in a temporary use of the Sierra Railroad Mainline between Wamble Road and Fogarty Road.

Each of the proposed alternatives will require a temporary occupancy easement of the Sierra Railroad Mainline (P-50-000364/CA-STA-0281H) during construction of an overcrossing (see **Figure 5**), and the proposed project meets the five conditions for temporary occupancy of a Section 4(f) resource.

a) The duration of construction of the proposed project within the land owned by the Sierra Northern Railway, who manages the Sierra Railroad Mainline, will be temporary and there will be no change in the ownership of the land, because the overcrossing will completely span the land by the Sierra Northern Railroad.

b) The work within the Section 4(f) resource is minor as the occupancy will consist of the construction of falsework for the overcrossing, which will be removed following construction.
c) As the overcrossing will span the railroad property, will not reduce the functionality of the railroad, and will not result in any permanent adverse physical impacts, nor will construction interfere with the features of railroad. Once constructed, the falsework will not impede the operation of the railroad. Timing of construction activity, including the falsework construction and removal, will be coordinated with the railroad to insure the safety of the construction and rail crews.
d) The land will be restored once the falsework is removed to a condition at least as good as what existed prior to construction.
e) SHPO is the agency with jurisdiction over Section 4(f) historic resources. Caltrans will be submitting a letter to SHPO requesting concurrence with Caltrans' preliminary determination of a "no adverse effect" for the project on the Sierra Railroad Mainline (P-50-000364/CA-STA-0281H). Due to limited access to the APE, cultural resource identification and evaluation determinations will need to be phased for this project. A FOE letter report and draft programmatic agreement will be prepared and submitted to Caltrans CSO and SHPO between DED and FED. Both the FOE letter report and PA will state an anticipated no adverse effect finding for the known historic properties.

Based on the anticipated SHPO's concurrence on a "no adverse effect" finding for the project, Caltrans intends to apply an exception (23 CFR 774.13 (a)). If the exception is applied, then this is considered as "no use" and should be moved to the No Proposed Use section. Additionally, in an email conversation between Jose Silva of Drake Haglan and Larry Ingold, Vice President of the Sierra Northern Railway, Mr. Ingold stated that the Sierra Northern Railway will provide review and input on design elements, right of way, rights of entry, property requirements, and temporary construction easements.

Riverbank Army Ammunition Plant District (P-50-001747) – Map Reference #59

The Riverbank Army Ammunition Plant District (P-50-001747) encompasses 76.2 acres of a 106.6 acre parcel (see **Figure 3**). In order to construct the proposed project, 7.4 acres of this parcel will be required for the proposed North County Corridor; however, there will be no encroachment into any portion of the historic district's recorded boundary. Another portion of the project involving the widening of Claus Road calls for encroaching 20 feet into the parking lot within the District's recorded boundary. The parking lot is not considered a contributing resource to the district. This acquisition will not have any physical impacts to the District as a whole or to any structures within the Riverbank Army Ammunition Plant. As no contributing elements of the District will be impacted, nor will the impacts to the parking lot impair the setting of the District, Section 4(f) use will not occur in the form of permanent incorporation or a constructive use. Caltrans will be submitting a letter to SHPO requesting concurrence with a "no adverse effects to historic properties" preliminary determination for the project and the Riverbank Army Ammunition Plant District (P-50-001747) and that there would be no Section 4(f) use of the property prior to submitting the Final Environmental Document. Due to limited access to the APE, cultural resource identification and evaluation determinations will need to be phased for this project. A FOE letter report and draft programmatic agreement will be prepared and submitted to Caltrans CSO and SHPO between DED and FED. Both the FOE letter report and PA will state an anticipated no adverse effect finding for the known historic properties.

3212 Claribel Road – Map Reference #63

Based on the current alignment of the alternatives, there will be no use of the adobe building at 3212 Claribel Road, as there will be no impacts to the resource during construction of the project. The farm complex and adobe shop building encompass 1.7 acres in the northern portion of a 9.9 acre parcel (see **Figure 4**). In order to construct the proposed project, 6.3 acres of farmland would be required of the parcel associated with the farm complex at 3212 Claribel Road; however, there will be no encroachment into the historic property's recorded boundary nor will there be any impact to the adobe building. The southern portion of the parcel is utilized as grazing pasture land. Access from Claribel Road to the buildings will not be restricted. The project will have no use of this property; therefore Section 4(f) use will not occur in the form of permanent incorporation or a constructive use. Additionally, there will be no adverse impact to the historic property and would not change the characteristics of the historic structure that make it eligible for inclusion in the NRHP under Criterion C. Caltrans will be submitting a letter to SHPO requesting concurrence with the "no adverse effects" preliminary determination for the project and that there would be no Section 4(f) use of the property prior to submitting the Final Environmental Document. Due to limited access to the APE, cultural resource identification and evaluation determinations will need to be phased for this project. A FOE letter report and draft programmatic agreement will be prepared and submitted to Caltrans CSO and SHPO between DED and FED. Both the FOE letter report and PA will state an anticipated no adverse effect finding for the known historic properties.

Table 1: List of resources and Section 4(f) use by Alternative

Resource	Alt 1A	Alt 1B	Alt 2A	Alt 2B	Coordination
Hetch Hetchy Aqueduct/ Moccasin-Newark Transmission Line: Proposed Use	Permanent use – cross in 12 locations and relocation of eight valve boxes. No impact to Warnerville Substation.	Permanent use – cross in 12 locations and relocation of eight valve boxes. No impact to Warnerville Substation.	Permanent use – cross at six locations and relocation of three valve boxes. No impact to Warnerville Substation.	Permanent use – cross at five locations and relocation of three valve boxes. No impact to Warnerville Substation.	SHPO
Sierra Railroad Mainline: Temporary Impact	Temporary use between Townhill Road and Stearns Road.	Temporary use between Wamble Road and Fogarty Road.	Temporary use between Townhill Road and Stearns Road.	Temporary use between Wamble Road and Fogarty Road.	SHPO
Riverbank Army Ammunition Plant District: No Proposed Use	Impact to parcels, but not a 4(f) use.	Impact to parcels, but not a 4(f) use.	Impact to parcels, but not a 4(f) use.	Impact to parcels, but not a 4(f) use.	SHPO
Adobe Shop Building 3212 Claribel Road: No Proposed Use	Impact to parcels, but not a 4(f) use.	Impact to parcels, but not a 4(f) use.	Impact to parcels, but not a 4(f) use.	Impact to parcels, but not a 4(f) use.	SHPO
Modesto Irrigation District Main Canal: Proposed Use	Permanent use – cross at three locations.	Permanent use – cross at three locations.	Permanent use – cross at three locations.	Permanent use – cross at three locations.	MID & SHPO
Modesto Irrigation District Lateral	Permanent use – cross at four	Permanent use – cross at four	Permanent use – cross at four	Permanent use – cross at four	MID & SHPO

No. 6: Proposed Use	locations.	locations.	locations.	locations.	

Build Alternatives

There are four Build alternatives for the North County Corridor; 1A, 1B, 2A, and 2B.

Alternative 1A
As shown in Table 1, Alternative 1A would not impact the historic property boundaries associated with Riverbank Ammunition Plant nor 3212 Claribel Road, and; therefore, would not be considered a Section 4(f) use of these resources.

Alternative 1A would also have a permanent use of the Hetch-Hetchy Aqueduct/Moccasin-Newark Transmission Line, MID Main Canal, and the MID Lateral No. 6. Alternative 1A would cross the Hetch-Hetchy in 12 locations (two major crossing and 10 minor crossings) and would require the relocation of three valve boxes east of Oakdale Road, as well as the relocation of five other valve boxes adjacent to Langworth Road. Alternative 1A would cross the MID Main Canal at three locations with two elevated crossings and one at-grade crossing.

Alternative 1B
As shown in Table 1, Alternative 1B would not impact the historic property boundaries associated with Riverbank Ammunition Plant and 3212 Claribel Road, and; therefore, would not be considered a Section 4(f) use of these resources.

Alternative 1B would result in a temporary use of the Sierra Railroad Mainline between Wamble Road and Fogarty Road.

Alternative 1B would also have a permanent use of the Hetch-Hetchy Aqueduct/Moccasin-Newark Transmission Line, MID Main Canal, and the MID Lateral No. 6. Alternative 1B would cross the Hetch-Hetchy in 12 locations (two major crossing and 10 minor crossings) and would require the relocation of three valve boxes east of Oakdale Road, as well as the relocation of five other valve boxes adjacent to Langworth Road. Alternative 1B would cross the MID Main Canal at three locations with two elevated crossings and one at-grade crossing.

Alternative 2A
As shown in Table 1, Alternative 2A would not impact the historic property boundaries associated with Riverbank Ammunition Plant and 3212 Claribel Road, and; therefore, would not be considered a Section 4(f) use of these resources.

Alternative 2A would result in a temporary use of the Sierra Railroad Mainline between Townhill Road and Stearns Road.

Alternative 2A would also have a permanent use on the Hetch-Hetchy Aqueduct/Moccasin-Newark Transmission Line, MID Main Canal, and the MID Lateral No. 6. Alternative 2A would cross the Hetch-Hetchy Aqueduct/Moccasin-Newark Transmission Line six times (two major and four minor crossings) and cause the relocation of three valve boxes east of Oakdale Road; however, there would be no additional impacts to the Section 4(f) resource. Alternative 2A would cross the MID Main Canal at three locations with two elevated crossings and one at-grade crossing.

Alternative 2B

As shown in Table 1, Alternative 2B would not impact the historic property boundaries associated with Riverbank Ammunition Plant and 3212 Claribel Road, and; therefore, would not be considered a Section 4(f) use of these resources.

Alternative 2B would result in a temporary use of the Sierra Railroad Mainline between Wamble Road and Fogarty Road.

Alternative 2B would also have a permanent use of the Hetch-Hetchy Aqueduct/Moccasin-Newark Transmission Line, MID Main Canal, and the MID Lateral No. 6. Alternative 2B would cross the Hetch-Hetchy in five locations (two major crossing and three minor crossings) and would require the relocation of three valve boxes east of Oakdale Road. Alternative 2B would cross the MID Main Canal at three locations with two elevated crossings and one at-grade crossing.

MEASURES TO MINIMIZE HARM TO THE SECTION 4(F) PROPERTIES

To minimize harm to the Section 4(f) property, the Project will comply with the measures listed below, in addition to measures listed in the attached EIR/EIS.

Additional standard measures that are applicable include:

- Professional Qualified Staff review of the Plan, Specifications, and Estimates.
- Monitoring during construction at historic properties.

COORDINATION

Coordination for the historic properties in the project area will be done through the Office of Historic Preservation since they have jurisdiction over these historic properties as Section 4(f) resources.

Caltrans has initiated consultation with the State Historic Preservation Officer concerning the Project in which the SHPO informally concurred there are six historic properties within the Area of Potential Effects. Caltrans is currently in consultation with the State Historic Preservation Officer regarding the finding of effects to these historic properties pursuant to the Caltrans Section 106 Programmatic Agreement and 36 CFR 800.6. Caltrans intends to make a preliminary *de minimis* impact finding based on the anticipated SHPO concurrence in the Section 106 determination of "no adverse effect" for the project.

Additional coordination will occur with MID as they are the owners of the Main Canal and Lateral No. 6; however, no formal concurrence is required under Section 4(f).

SECTION 4(F) DE MINIMIS DETERMINATION

Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects that have only de minimis impacts on lands protected by Section 4(f). This revision provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a de minimis impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) de minimis findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to the Department pursuant to 23 USC 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

Based on the analysis of the information above, Caltrans is making a preliminary determination that all project impacts to Section 4(f) properties will be de minimis.

NON-SECTION 4(F) PROPERTIES

This section of the document discusses parks, recreational facilities, wildlife refuges and historic properties found within or next to the project area that do not trigger Section 4(f) protection either because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, 4) the project does not permanently use the property and does not hinder the preservation of the property, or 5) the proximity impacts do not result in constructive use.

Rainbow Fields

The Rainbow Fields is a baseball/softball complex located at 3800 Claribel Road, on the southwest corner of the intersection of Claribel Road and Claus Road (APN# 084-001-013). This complex is comprised of four lighted fields and two unlit youth fields. In a phone conversation on July 28, 2014, a representative of Rainbow Fields explained that this is a privately owned sports complex and use of the fields is restricted to organized league play and to participants of The Academy at Rainbow Fields. Public use of the facility not associated with the authorized leagues and organizations is strictly prohibited, and access to the facility is restricted by locked gates and/or employees of Rainbow Fields. As this complex is not accessible to the public, it is not considered a Section 4(f) property.

Proposed impacts to this property include right-of-way acquisition to accommodate the corridor, and to widen Claus Road. This would result in a loss of approximately 25 parking spaces out of about 230 current spaces, one entrance way, and a baseball dugout for one of the unlit fields

Attachment A: Records and Correspondence

Appendix D Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

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March 2013

NON-DISCRIMINATION
POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

MALCOLM DOUGHERTY
Director

"Caltrans improves mobility across California"

Appendix E Summary of Relocation Benefits and Relocation Impact Memorandum

California Department of Transportation Relocation Assistance Program

RELOCATION ASSISTANCE ADVISORY SERVICES

DECLARATION OF POLICY

"The purpose of this title is to establish a ***uniform policy for fair and equitable treatment*** of persons displaced as a result of federal and federally assisted programs in order that such persons ***shall not suffer disproportionate injuries*** as a result of programs designed for the benefit of the public as a whole."

The Fifth Amendment to the U.S. Constitution states, "No Person shall…be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation." The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations (CFR) Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments, as discussed below.

FAIR HOUSING

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Department relocation advisor.

RELOCATION ASSISTANCE ADVISORY SERVICES

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, the Department will provide relocation advisory assistance to any person, business, farm or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. The Department

will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are "decent, safe and sanitary." Nonresidential displacees will receive information on comparable properties for lease or purchase (for business, farm and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state assisted housing programs and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable "decent, safe and sanitary" replacement dwelling, available on the market, is offered to them by the Department.

RESIDENTIAL RELOCATION PAYMENTS

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until the Department obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 180 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. The maximum combination of these three supplemental payments that the owner-occupant can receive is $22,500.

If the total entitlement (without the moving payments) is in excess of $22,500, the Last Resort Housing Program will be used (see the explanation of the Last Resort Housing Program below).

Rent Differential
Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by the Department prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when the Department determines that the cost to rent a comparable "decent, safe and sanitary" replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the *Down Payment* section below. The maximum amount payable to any eligible tenant and any owner-occupant of less than 180 days, in addition to moving expenses, is $5,250. If the total entitlement for rent supplement exceeds $5,250, the Last Resort Housing Program will be used.

To receive any relocation benefits, the displaced person must buy or rent and occupy a "decent, safe and sanitary" replacement dwelling within one year from the date the Department takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

Down Payment
The down payment option has been designed to aid owner-occupants of less than 180 days and tenants in legal occupancy prior to the Department's initiation of negotiations. The down payment and incidental expenses cannot exceed the maximum payment of $5,250. The one-year eligibility period in which to purchase and occupy a "decent, safe and sanitary" replacement dwelling will apply.

Last Resort Housing
Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the $22,500 and $5,250 limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, the Department will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced.
- Specific arrangements needed to accommodate any family member(s) with special needs.
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family.
- Preferences in area of relocation.
- Location of employment or school.

NONRESIDENTIAL RELOCATION ASSISTANCE

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

Moving Expenses
Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items acquired in the right-of-way contract may not be moved under the Relocation Assistance Program. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.
- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to $2,500, for reasonable expenses actually incurred.

Reestablishment Expenses
Reestablishment expenses related to the operation of the business at the new location, up to $10,000 for reasonable expenses actually incurred.

Fixed In Lieu Payment
A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than $1,000 nor more than $20,000.

ADDITIONAL INFORMATION

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, except for any federal law providing local "Section 8" Housing Programs.

Any person, business, farm or nonprofit organization that has been refused a relocation payment by the Department relocation advisor or believes that the payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from Caltrans Right-of-Way. California's law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

RESIDENTIAL RELOCATION PAYMENTS PROGRAMS

- http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
- http://www.dot.ca.gov/hq/row/pubs/residential_spanish.pdf
- http://www.dot.ca.gov/hq/row/pubs/mobile_eng.pdf
- http://www.dot.ca.gov/hq/row/pubs/mobile_sp.pdf

THE BUSINESS AND FARM RELOCATION ASSISTANCE PROGRAM

- http://www.dot.ca.gov/hq/row/pubs/business_farm.pdf
- http://www.dot.ca.gov/hq/row/pubs/business_sp.pdf

Appendix F Mitigation Summary/Environmental Commitment Record

Caltrans, as the lead agency under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), has developed an Environmental Commitment Record for the North County Corridor New State Route 108 Project. This list is designed to ensure that the avoidance, minimization, and/or mitigation measures identified in the project's Environmental Impact Report/Environmental Impact Statement are implemented prior to, during, and after completion of construction.

The following table contains a list of the avoidance, minimization, and/or mitigation measures. For each measure, the table identifies timing of implementation, party responsible for implementation, completion check box, and space for initials.

Caltrans, as the CEQA and NEPA lead agency, is responsible for ensuring that these environmental commitments are carried out prior to, during, and after construction.

Mitigation Summary/Environmental Commitments Record for EA 10-0S8000/ID 1000000263

Last updated February 2, 2016

North County Corridor New State Route 108 Project EP:

DISTRICT 10 – STA – 108 CL:

PA&ED RE:

Commitments						
Task and Brief Description	**Timing**	**Responsible Party**	**Avoidance, Minimization, Mitigation**	**Task Completed**	**Initials**	**Remarks/Due Date**
Farmland						
Relocations						
Measure RLC-1: Caltrans shall comply with the Uniform Relocation Assistance Real Property Acquisition Policies Act of 1970, as amended in 1987. Caltrans shall provide relocation advisory assistance to any person, business, farm, or nonprofit organization relocated as a result of the projects acquisition of real property for public use.	Prior to construction	Caltrans/NCCTEA	Avoidance	☐	_____	
Utilities/Emergency Services						
Measure UTL/ES-2: Emergency services, local law enforcement agencies, and local businesses will be notified of the proposed project prior to the start of construction. Notification of specific lane closures shall be provided by the contractor 48 hours before the closure occurs.	Prior to construction	Caltrans / Resident Engineer	Avoidance	☐	_____	
Paleontology						
Mitigation Measure PER-1: Based on the results of the Paleontological Evaluation Report, it is recommended that a Paleontological Mitigation Plan (PMP) be prepared by a qualified paleontologist in accordance with the Caltrans SER guidelines. The PMP should be prepared following selection of a preferred alternative and when the design has reached a sufficient level of	Prior to construction	Caltrans/NCCTEA	**Mitigation**	☐	_____	

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detail to accurately determine potential impacts to paleontological resources. The Paleontological Mitigation Plan should incorporate the 'Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources' published by the Society of Vertebrate Paleontology (2010) along with conditions of receivership that the repository institution will require when receiving fossils recovered from the construction project.						
Hazardous Waste or Materials						
Biological Environment						
Plant Species						
Measure BIO-9: If any of the target species are identified during the surveys, a plan shall be prepared to address potential impacts the identified plant species. The plan shall include measures to account for the type of impact to the species, potentially ranging from establishment of ESAs and protective fencing if the target plant were to be located near the project footprint but would not be directly impacted, to a comprehensive salvage and replacement program if target plant would be removed during project construction.	Prior to construction	Caltrans / NCCTEA	Minimization	☐	_____	

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Compensatory mitigation would be required if any of the vernal pool plants described above would be removed during project construction. Compensation shall consist one of the following two options, or combination of the two.						
Mitigation Measure BIO-10: Preservation of suitable habitat at an offsite location (enhancement of the habitat at the offsite location may also be a component of the compensation). The compensation habitat shall be of commensurate or higher ecological value than the habitat that would be removed. The compensation area shall be protected in perpetuity by a conservation easement or equivalent means.	Prior to construction	Caltrans / NCCTEA	**Mitigation**	☐	_____	
Mitigation Measure BIO-11: Credits shall be purchased at a mitigation bank approved by USFWS and/or CDFW, as appropriate based on the species in question, to compensate for the loss of habitat as a result of project implementation.	Prior to construction	Caltrans / NCCTEA	**Mitigation**	☐	_____	
Bats						
Measure BIO-12: A qualified bat biologist shall conduct a detailed survey of all structures that would be removed during construction and that could provide potential roost habitat for bats. If any structure exhibits signs of bat use, the structure shall not be demolished until bats can be humanely evicted as described below.	Prior to construction	Caltrans / NCCTEA	Minimization	☐	_____	

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a. Structure Option 1. All potential, but currently unused entry points into the structure are sealed. The active entry points are fitted with one-way exits, which are left in place 7-10 days to allow all bats to emerge normally during nightly feeding flights. The one-way exits are then removed and the remaining openings sealed until demolition if it will occur more than 30 days after demolition. If the interval between successful eviction and demolition will be short (less than 4 weeks), the one-way exits may often be left in place until demolition. This work shall be conducted by a biologist or other individual qualified in humane bat eviction methods and materials, or be conducted under the supervision a biologist or other individual with these qualifications. b. Structure Option 2. In some cases, the physical condition of the structure is so poor that humane eviction as described above is not possible. If that occurs, the building shall be carefully and selectively dismantled in such a way that the internal environment is altered to a degree sufficient to cause						

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bats to abandon the roost and not return. Dismantling shall occur under the guidance of a biologist or other individual qualified in partial dismantling of structures for bat eviction.						
Measure BIO-13: A qualified bat biologist shall conduct a detailed survey of all trees that would be removed during construction and that could provide potential roost habitat for bats. Following the survey, any trees that can be determined unsuitable for bats roosts (e.g., shallow crevices in bark or wood) or the absence of bats can be determined through visual inspection of the roost features (e.g., accessible by boom truck, man lift, a visual inspection using fiber optic or video probes), shall not be subject to further restrictions for removal. If any tree exhibits signs of bat use or cannot be visually inspected, the following two-step method shall be followed to remove the tree. a. On the first day, all non-habitat branches and limbs shall be cut from habitat trees using chainsaws only (no excavators or other heavy machinery). This activity shall be supervised by a biologist or other individual qualified in two-step tree removal of potential bat roost trees for sufficient length of time to train all tree cutters. The noise and	Prior to construction	Caltrans / NCCTEA	Minimization	☐	_____	

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vibration disturbance, together with the visible alteration of the tree, is very effective in causing bats that emerge nightly to feed, to not return to the roost that night. b. On the second day, the remainder of the tree is removed. Supervision by a qualified biologist or other qualified individual shall not be required on the second day unless a very large cavity is present and a large colony is suspected.						
Measure BIO-14: The bat eviction methods described above in measures BIO-12, and BIO-13 shall only be conducted during seasonal periods of bat activity (see below), but shall avoid the period of April 16 to August 31 when non-volant young could be present. In this region, the two primary active periods are from March 1 to April 15 (or after evening temperatures rise above 45 ºF and/or no more than 0.5 in of rainfall within 24 hours occurs), or between September 1 and October 15 (or before evening temperatures fall below 45 ºF and/or more than 0.5 in of rainfall within 24 hours occurs).	Prior to construction	Caltrans / NCCTEA	Avoidance	☐	_____	
Measure BIO-15: If determined necessary by a qualified bat biologist, acoustical sampling and/or emergence surveys shall be conducted to provide an index of the bat species and relative abundance	Prior to construction	Caltrans / NCCTEA	Minimization	☐	_____	

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for a specific potential roost. The methodology for the acoustical sampling and emergence surveys (including location, frequency, and duration) shall be developed by a qualified bat biologist in coordination with CDFW.						
Mitigation Measure BIO-16: To the extent practicable, the preferred Build Alternative shall be designed to avoid and minimize impacts to potential bat roost habitat. If a significant roost site is identified within the project footprint and cannot be avoided, replacement roost habitat shall be required via an artificial bat roost (e.g., bat house). The design, siting, and placement of replacement roost habitat shall be implemented by, or under the supervision of, a qualified bat biologist possessing a Memorandum of Understanding with the CDFW. Replacement roost habitat shall be monitored annually for 3 consecutive years following installation. The survey protocol shall be determined by a qualified bat biologist based on the target roost type for the replacement roost (e.g., day maternity roost).	Prior to construction	Caltrans / NCCTEA	**Mitigation**	☐	_____	
Northern Harrier, California Horned Lark, and Loggerhead shrike						
Measure BIO-17: If construction begins during the nesting season (February 15 to September 15), a	Prior to construction	Caltrans / NCCTEA/	Avoidance	☐	_____	

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survey for nesting birds (with a particular focus on sensitive bird species) shall be conducted within the project footprint and within a 100-foot radius by a qualified biologist. The survey shall be conducted a maximum of 14 days prior to the start of construction.		Resident Engineer				
White-tailed Kite						
Measure BIO-21: If construction begins during the nesting season (February 15 to September 15), a survey for nesting white-tailed kites shall be conducted within the project footprint and within a 600-foot radius by a qualified biologist. The survey shall be conducted a maximum of 14 days prior to the start of construction.	Prior to construction	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	
Measure BIO-22: If nesting white-tailed kites are found within 600 feet of the project footprint during the survey, an initial setback of 600 feet from nesting areas shall be established and protected with ESA fencing. ESA fencing shall consist of brightly colored fencing and shall be maintained in good condition during the nesting season until construction is complete or the young have fledged, as determined by a qualified biologist.	Prior to construction	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	
Measure BIO-23: A qualified biologist shall evaluate the potential for the proposed work to disturb nesting activities considering the 600-foot setback. The evaluation criteria shall include, but are not limited to, the location/orientation of the	Prior to construction	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	

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nest in the nest tree, the distance of the nest to the work limits, the line of sight between the nest and the work limits, and the description of the proposed work.						
Measure BIO-24: If the qualified biologist determines that the setback can be reduced, initial construction activities in the vicinity of the nest shall be monitored by a qualified biologist. If the biologist determines nesting is not affected by construction activities with the reduced setback, work can proceed. If it is determined that construction activities are adversely affecting the nesting birds with the reduced setback, all construction within 600 feet of a nest shall be halted until the biologist can establish an appropriate setback.	Prior to construction	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	
Western Spadefoot Toad						
Measure BIO-30: To the extent practicable, the preferred Build Alternative shall include design features such as retaining walls and non-standard slope gradients to avoid and minimize impacts to western spadefoot toad habitat.	Prior to construction	Caltrans / NCCTEA	Minimization	☐	_____	
Swainson's Hawk						
Measure BIO-40: Following selection of a preferred Build Alternative, nesting surveys shall be conducted for Swainson's hawk by a qualified biologist in accordance with the Recommended Timing and Methodology for Swainson's Hawk in	Prior to construction	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	

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California's Central Valley (SHTAC 2000).						
Measure BIO-44: The project will avoid and minimize potential impacts to suitable foraging habitat to the greatest extent practicable.	Prior to construction	Caltrans / NCCTEA	Minimization	☐	_____	
Tricolored Blackbird						
Measure BIO-45: If construction begins during the nesting season (February 15 to September 1), a survey for nesting tricolored blackbirds shall be conducted within the project footprint and within a 100-foot radius by a qualified biologist. The survey shall be conducted a maximum of 14 days prior to the start of construction.	Prior to construction	Caltrans / NCCTEA	Avoidance	☐	_____	
Measure BIO-46: If nesting tricolored blackbirds are found within 100 feet of the project footprint during the survey, an initial setback of 100 feet from the edge of the nest colony shall be established and protected with ESA fencing. ESA fencing shall consist of brightly colored fencing and shall be maintained in good condition during the nesting season until construction is complete or the young have fledged, as determined by a qualified biologist.	Prior to construction	Caltrans / NCCTEA	Avoidance	☐	_____	
Vernal Pool Invertebrates						
Measure BIO-56: Measures consistent with the current Caltrans' BMP Manual (including the Storm Water Pollution Prevention Plan and WPCP Manuals) shall be implemented to minimize effects	Prior to construction	Caltrans / NCCTEA	Minimization	☐	_____	

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to aquatic habitats resulting from erosion and siltation during construction.						
Measure BIO-57: Following completion of construction, all graded slopes, temporary impact and/or otherwise disturbed areas shall be restored to preconstruction contours (if necessary) and revegetated with the standard Caltrans native seed mix.	Prior to construction	Caltrans / NCCTEA	Minimization	☐	_____	
Mitigation Measure BIO-58: Compensation is proposed consistent with the USACE Programmatic Formal Endangered Species Act Consultation on Issuance of 404 Permits for Projects with Relatively Small Effects on Listed Vernal Pool Crustaceans within the Jurisdiction of the Sacramento Field Office, dated February 28, 1996. The Programmatic Biological Opinion includes both preservation and creation components. The preservation component is generally required at a ratio of 2 acres of pools preserved for every acre directly and indirectly impacted (i.e., 2:1 ratio). The creation component is generally required at a ratio of 1 acres of pools created for every acre directly impacted (i.e., 1:1 ratio). Table 3.3.5-3 summarizes the compensation requirements for vernal pool invertebrates if either alternative 1A or 1B is selected.	Prior to construction	Caltrans / NCCTEA	**Mitigation**	☐	_____	

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Impact Type	Impact	Mitigation	
		Creation (1:1)	Preservation (2:1)
Alternative 1B			
Direct	0.04	0.04	0.08
Indirect	2.11	----	4.22
Total		0.04	4.30

Impact Type	Impact	Mitigation	
		Creation (1:1)	Preservation (2:1)
Alternative 2B			
Direct	0.07	0.07	0.14
Indirect	1.21	----	2.42
Total		**0.07**	**2.56**

Sufficient creation and preservation credits shall be purchased at a conservation bank(s) approved by USFWS to sell vernal pool habitat credits or

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through a USFWS approved project specific mitigation site.						
Valley Elderberry Longhorn Beetle						
Mitigation Measure BIO-65: Any elderberry shrubs located within the project footprint that will need to be removed or that are located within 20 feet of the project footprint shall require compensation in accordance with the USFWS Conservation Guidelines for the Valley Elderberry Longhorn Beetle (VELB Guidelines), dated July 1999. Two elderberry shrubs are located within or adjacent to the current project footprint of all four Build Alternatives and would need to be removed. Therefore, compensation would be required for both of these shrubs.	Prior to construction	Caltrans / NCCTEA	**Mitigation**	☐	_____	
Utilities/Emergency Services						
Measure UTL/ES-1: To minimize interruptions of service to utility customers, a series of coordination letters shall be sent to all impacted utility companies to identify utilities within the proposed project. Letters will indicate where utility relocations are to be performed and the required time to relocate them. Design plans will be sent to involved utility owners during the project development phase. Meetings will be arranged with utility companies as necessary to discuss impacts and relocation plans.	Prior to construction (prepare) / During construction (implement)	Caltrans / Resident Engineer	Minimization	☐	_____	

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Traffic and Transportation/Pedestrian and Bicycle Facilities						
Measure TR-1: To offset temporary disruptions during construction, Caltrans shall consult with local agencies, including fire and law enforcement, and shall prepare and implement a Traffic Management Plan to minimize traffic disruption during construction activities. The plan would be made available to the public and to each jurisdiction within the study area. Caltrans would conduct public outreach to discuss the Traffic Management Plan. The following elements shall be included in the plan: parking, detours/road closures, pedestrian/commercial/residential access, and media campaign. Parking**:** To minimize and reduce parking impact, project team members will conduct meetings with owners of affected businesses during the final project design phase and assess the parking needs. Parking spaces including on-street parking, public parking lots, or private parking areas, would be accommodated where feasible. The project would also build additional public parking spaces. Parking and transit studies will be	Prior to construction (prepare) / During construction (implement)	Resident Engineer	Minimization	☐	_____	

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conducted during the final phase of project design, and necessary parking facilities will be accommodated at feasible locations that are accessible by both motorists and public transit users. Detour/Road Closures**:**. A media campaign will be organized to release detour routes and traffic information. Detour signage will be installed near construction zone to effectively redirect traffic. Potential adverse impacts to circulation and access will be avoided by maintaining as many open lanes as possible open along Claribel Road in both directions during construction. Pedestrian/Commercial/Residential Access**:** Pedestrian routes along community road interchanges, overcrossings, and undercrossings will be reestablished and will be clearly defined outside of construction zones. Potential economic impacts related to decreased patronage of businesses will be minimized by locating directional signage to key commercial centers and providing for accessible ingress/egress routes into parking						

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lots. Ingress/egress routes to neighborhoods adjacent to or affected by construction activity shall be established and potential detours should be clearly posted. Media Campaign**:** A Media Campaign will be organized to release information regarding road closure, detour routes, construction location, construction schedule, and other information related to transportation.						
Measure TR-2: To minimize potential impact to public transportation routes, the Traffic Management Plan will include specific locations for relocated bus stops or bus detours. Bus stops should be clearly identified and accessible to pedestrians through safe walkways and connections to business and residential centers.	Prior to construction (prepare) / During construction (implement)	Caltrans / Resident Engineer	Minimization	☐	_____	
Visual Resources						
Measure VR-1: Where feasible, Build Alternatives will utilize the existing highway right of way corridor	Prior to construction (prepare) / During construction (implement)	Caltrans / Resident Engineer	Avoidance	☐	_____	
Measure VR-2: Vegetation clearing will only occur within the delineated project boundaries in an effort	Prior to construction	Caltrans / Resident Engineer	Avoidance	☐	_____	

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to minimize the impacts. Trees located in areas along the edge of the construction zone will be trimmed whenever possible and only those trees that lie within the active construction areas will be removed. Replacement of trees removed within the active construction area will be replaced at a rate and size determined by the District Landscape Architect.	(prepare) / During construction (implement)					
Measure VR-3: Construction lighting types, plans, and placement shall comply with Caltrans and local standards in order to minimize light and glare impacts on surrounding sensitive uses.	Prior to construction (prepare) / During construction (implement)	Caltrans / Resident Engineer	Avoidance	☐	_____	
Cultural Resources						
Measure CR-1: After the preferred alternative is selected, an attempt will be made to obtain additional Permits to Enter (PTEs) to conduct pedestrian surveys in areas not previously surveyed within the footprint of the preferred alternative. Using extant data, a fine-grained assessment will be made of the preferred alternative's subsurface deposit potential. Based on this assessment, a plan to sample areas with potential for subsurface deposits will be created. PTEs for invasive work will be obtained and fieldwork will be conducted. Any cultural resources discovered as a result of these efforts will be	Prior to construction / During construction (implement)	NCCTEA	Avoidance	☐	_____	

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evaluated for the National Register of Historic Places. If PTEs cannot be obtained, then a Programmatic Agreement will be prepared to implement a phased approach to complete identification, evaluation of potential historic properties, effect finding determinations, and mitigation requirements (if applicable), after right-of-entry to the remaining parcels which have not yet been surveyed has been obtained.						
Water Quality and Stormwater Runoff						
Mitigation Measure WQ-1: The proposed project would require a Section 1602 Streambed Alteration Agreement through the California Department of Fish and Wildlife.	Prior to construction (prepare) / During construction (implement)	Caltrans / Resident Engineer	**Mitigation**	☐	_____	
Mitigation Measure WQ-2: The proposed project would require a Water Quality Certification (401) and a Discharge Permit for Waters of the U.S. (404).	Prior to construction (prepare) / During construction (implement)	Caltrans / Resident Engineer	**Mitigation**	☐	_____	
Mitigation Measure WQ-3: The proposed project would require a National Pollution Discharge Elimination System (NPDES) General Construction Permit for Discharges of storm water associated with construction activities (Construction General Permit 09-2009-DWQ). A Storm Water Pollution	Prior to construction (prepare) / During construction (implement)	Caltrans / Resident Engineer	**Mitigation**	☐	_____	

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Prevention Plan would also be developed and implemented as part of the Construction General Permit.						
Hazardous Waste or Materials						
Mitigation Measure HW-2: Prior to the start of construction, Phase II Environmental Site Assessment (ESA) shall be performed to assess the potential for hazardous subsurface contamination. The Phase II ESA should consist of subsurface sampling and laboratory analysis and be of sufficient quantity to define the extent and concentration of potential contamination within the areal extent and depths of planned construction activities adjacent to the 2 'high risk' and 82 'medium risk' parcels (depending on the Build Alternative chosen the number of 'high risk' and 'medium risk' parcels would change). The Phase II ESA should also provide a Health Safety Plan for worker safety and a work plan for handling and disposing of contaminated soil during construction. Medium risk sites (depending on the impacts) will likely require some level of preliminary site investigation (PSI). Depending on the alternative selected and the impacts to the medium risk sites, the PSI may include a combination of owner interviews, additional site visits, and sampling and testing. Sampling and testing, if necessary may	Prior to construction (prepare) / During construction (implement)	Caltrans / Resident Engineer	**Mitigation**	☐	_____	

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include asbestos, heavy metals, petroleum hydrocarbons, chlorinated solvents, herbicides/pesticides, miscellaneous chemical waste and groundwater contamination.						
Biological Environment						
Natural Communities						
Measure BIO-1: Impacts to natural communities will be minimized to the greatest extent possible, through careful design, ensuring that only the minimum acreage needed to accommodate the project is acquired. The preferred Build Alternative shall include design features including, for example, retaining walls or non-standard slope gradients that would avoid and minimize impacts to interior live oak woodland, blue oak savannah, and riparian scrub, to the maximum extent practicable.	Prior to construction (prepare) / During construction (implement)	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	
Measure BIO-2: Any areas of interior live oak woodland, blue oak savannah, and riparian scrub adjacent to the project footprint shall be designated as an Environmentally Sensitive Area (ESA) and protected during construction using brightly colored fencing. ESA fencing shall be placed along the limits of project work and maintained in good condition for the duration of construction activities.	Prior to construction (prepare) / During construction (implement)	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	
Measure BIO-3: Staging areas, access routes, and construction areas shall be located outside of areas of interior live oak woodland, blue oak savannah, and riparian scrub.	Prior to construction (prepare) / During	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	

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	construction (implement)					
Measure BIO-4: Worker environmental awareness training shall be conducted by a qualified biologist for all construction personnel. This training instructs workers about the purpose of ESA fencing and the resources being protected.	Prior to construction (prepare) / During construction (implement)	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	
Wetlands and Other Waters						
Measure BIO-5: Measures consistent with the current Caltrans' Construction Site BMP Manual (including the Storm Water Pollution Prevention Plan [SWPPP] and Water Pollution Control Plan [WPCP] Manuals) shall be implemented to minimize effects to aquatic habitats resulting from erosion and siltation during construction.	Prior to construction (prepare) / During construction (implement)	Caltrans / NCCTEA/ Resident Engineer	Minimization	☐	_____	
Mitigation Measure BIO-7: Following selection of the preferred Build Alternative, a qualified biologist shall perform a final delineation of waters of the U.S. within the project impact area. The final delineation shall be submitted to the USACE for verification and a request for an Approved Jurisdictional Determination. Impact to waters of the U.S. shall be mitigated using one of the following methods, or by using a combination of the methods. An appropriate mitigation ratio shall be established to ensure no	Prior to construction (prepare) / During construction (implement)	Caltrans / NCCTEA/ Resident Engineer	**Mitigation**	☐	_____	

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net loss of waters of the U.S. acreage or value. 1. Purchase of credits at an approved mitigation bank. 2. Payment of in-lieu fees pursuant to an approved in-lieu fees program. 3. Preservation, creation, and/or restoration in accordance with the USACE Mitigation Monitoring Program (MMP) Guidelines, dated December 30, 2004. The MMP shall address, at minimum, the following: a. Project Site Impact Assessment; b. Compensatory Mitigation Site Selection; c. Compensatory Mitigation Site Design; d. Compensatory Mitigation Site Construction; e. Long-Term Compensatory Mitigation Site Maintenance and Monitoring; and, f. Long-Term Site Management.						
Plant Species						
Measure BIO-8: Following selection of a preferred Build Alternative a qualified biologist or botanist shall conduct focused surveys for vernal pool plants including Dwarf Downingia and Legenere. The surveys shall be conducted in accordance with	Prior to construction (prepare) / During construction	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	

Commitments						
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the CDFW Plant Survey Protocol (2009) or the current accepted guidance. The surveys will be conducted no more than 1 year prior to onset of construction at the appropriate time of year necessary to identify the target species.	(implement)					
Northern Harrier, White-tailed Kite California Horned Lark, and Loggerhead shrike						
Measure BIO-18: If nesting birds are found within 100 feet of the project footprint during the survey, an initial setback of 100 feet from nesting areas shall be established and protected with ESA fencing. ESA fencing shall consist of brightly colored fencing and shall be maintained in good condition during the nesting season until construction is complete or the young have fledged, as determined by a qualified biologist.	Prior to construction / During construction	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	
Measure BIO-19: A qualified biologist shall evaluate the potential for the proposed work to disturb nesting activities considering the 100-foot setback. The evaluation criteria shall include, but are not limited to, the location/orientation of the nest in the nest tree, the distance of the nest to the work limits, the line of sight between the nest and the work limits, and the description of the proposed work.	Prior to construction / During construction	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	
Western Burrowing Owl						
Measure BIO-25: Following selection of a preferred Build Alternative breeding and non-breeding season surveys shall be conducted for western	Prior to construction / During	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	

Commitments						
Task and Brief Description	**Timing**	**Responsible Party**	**Avoidance, Minimization, Mitigation**	**Task Completed**	**Initials**	**Remarks/Due Date**
burrowing owl by a qualified biologist in all suitable habitat within the project study area in accordance with Appendix D of the CDFW Staff Report on Burrowing Owl Mitigation (2012). In general, Appendix D of the CDFW Staff Report (2012) requires four surveys during the breeding season (February 15–July 15) and four surveys during the non-breeding season (December 1–January 31).	construction					
Pacific Pond Turtle						
Measure BIO-27: Prior to the start of construction activities that would affect ponds, canals, or other perennial water features, a qualified biologist shall survey the subject water feature for the presence of Pacific pond turtles. If any Pacific pond turtles are observed in the work area, they shall be allowed to leave on their own. If any pond turtles still remain in the work area after 24 hours, they shall be relocated outside of the work area by a qualified biologist in coordination with the California Department of Fish and Wildlife.	Prior to construction / During construction	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	
California Tiger Salamander						
Measure BIO-49: To the extent practicable, the preferred Build Alternative shall include design features such as retaining walls and non-standard slope gradients to avoid and minimize impacts to depressional aquatic features and undeveloped uplands (within approximately 1 mi of aquatic habitat).	Prior to construction (prepare) / During construction (implement)	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	

Mitigation Summary/Environmental Commitments Record for EA 10-0S8000/ID 1000000263

Last updated February 2, 2016

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DISTRICT 10 – STA – 108 CL:

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Commitments						
Task and Brief Description	**Timing**	**Responsible Party**	**Avoidance, Minimization, Mitigation**	**Task Completed**	**Initials**	**Remarks/Due Date**
Measure BIO-50: Depressional aquatic features and undeveloped uplands (within approximately 1 mi of aquatic habitat)adjacent to the project footprint shall be designated as an ESA and protected with ESA fencing. ESA fencing shall be maintained in good condition until construction is complete.	Prior to construction (prepare) / During construction (implement)	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	
Valley Elderberry Longhorn Beetle						
Measure BIO-59: Following selection of a preferred Build Alternative, a qualified biologist shall survey for elderberry shrubs within 100 feet of the project footprint. Data to be collected shall include the number of stems 1 in or greater (measured at ground level), signs of VELB exit holes, type of habitat where the shrub is located, and associated native species.	Prior to construction (prepare) / During construction (implement)	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	
Measure BIO-60: Any elderberry shrubs that are identified within the survey area that can be avoided (i.e., are not located within the project footprint) shall be protected with ESA fencing using the maximum setback practicable. ESA fencing shall be maintained in good condition for the duration of construction activities.	Prior to construction (prepare) / During construction (implement)	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	
Measure BIO-61: Signs shall be erected every 50 feet along the edge of the avoidance area with the following information: “This area is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is	Prior to construction (prepare) / During construction	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	

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protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and/or imprisonment." The signs shall be clearly readable from a distance of 20 feet, and shall be maintained for the duration of construction.	(implement)					
Traffic and Transportation/Pedestrian and Bicycle Facilities						
Visual Resources						
Cultural Resources						
Water Quality and Stormwater Runoff						
Hazardous Waste or Materials						
Measure HW-1: Any leaking transformers observed during the course of the project should be considered a potential polychlorinated biphenyl (PCB) hazard. Should leaks from electrical transformers (that will either remain within the construction limits or will require removal and/or relocation) be encountered during construction, the transformer fluid should be sampled and analyzed by qualified personnel for detectable levels of PCBs. Should PCBs be detected, the transformer should be removed and disposed of in accordance with the appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCBs should	During construction	Resident Engineer	Avoidance	☐	_____	

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Task and Brief Description	**Timing**	**Responsible Party**	**Avoidance, Minimization, Mitigation**	**Task Completed**	**Initials**	**Remarks/Due Date**
also be handled and disposed of in accordance with the appropriate regulatory agency.						
Air Quality						
Measure AQ-1: Per SJVAPCD Rule 9510, an Indirect Source Review application will be submitted prior to seeking final discretionary approval for the project.	During construction	Resident Engineer	Minimization	☐	_____	
Noise						
Measure NOI-1: Standard Special Provision (SSP 14-8.02) will be edited specifically for this project during the PS&E phase and included to reduce noise impacts during construction.	During construction	Resident Engineer	Minimization	☐	_____	
Measure NOI-2: Based on the studies completed to date, Caltrans intends to incorporate noise abatement in the form of a barrier at SW-3, with a length of 410 feet and an average height of 12 feet and a barrier at SW-5, with a length of 175 feet and an average height of 10 feet. Calculations based on preliminary design data show that SW-3 will reduce noise levels by 5 to 7 dBA for 5 residences at a cost of $196,800. Calculations based on preliminary design data show that SW-5 will reduce noise levels by 5 to 7 dBA for 1 residence at a cost of $70,000. If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision of the noise abatement will be made upon completion of the project design and public	Final Design, Construction	Caltrans	Abatement			

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involvement processes.						
Energy						
Measure EN-1: Efforts to minimize energy consumption during construction include the following: • Public awareness campaigns to encourage carpooling and commuting during non-peak traffic hours. • Recycling of materials, such as damaged metal beam/guardrail and used rebar salvaged as metal scrap. • Use of recycled materials, such as asphalt and concrete roadway materials through creation of road-base materials after crushing and grinding. • Use of energy-efficient construction vehicles.	Prior to and During construction	Resident Engineer	Minimization	☐	_____	
Biological Environment						
Wetlands and Other Waters						
Measure BIO-6: Following completion of construction, all graded slopes, temporary impact and/or otherwise disturbed areas shall be restored to preconstruction contours (if necessary) and revegetated with the standard Caltrans native seed	During construction	Resident Engineer	Minimization	☐	_____	

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Commitments						
Task and Brief Description	**Timing**	**Responsible Party**	**Avoidance, Minimization, Mitigation**	**Task Completed**	**Initials**	**Remarks/Due Date**
mix.						
Northern Harrier, White-tailed Kite California Horned Lark, and Loggerhead shrike						
Measure BIO-20: If the qualified biologist determines that the setback can be reduced, initial construction activities in the vicinity of the nest shall be monitored by a qualified biologist. If the biologist determines nesting is not affected by construction activities with the reduced setback, work can proceed. If it is determined that construction activities are adversely affecting the nesting birds with the reduced setback, all construction within 100 feet of a nest shall be halted until the biologist can establish an appropriate setback.	During construction	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	
Western Burrowing Owl						
Measure BIO-26: If surveys indicate occupied burrows occur within the project footprint, measures to avoid, minimize, and /or mitigate impacts to burrowing owl shall be implemented in accordance with California Department of Fish and Wildlife requirements.	During construction	Caltrans / NCCTEA/ Resident Engineer	Avoidance/Minimization	☐	_____	
Pacific Pond Turtle						
Measure BIO-28: Measures consistent with the current Caltrans' BMP Manual (including the Storm Water Pollution Prevention Plan and WPCP Manuals shall be implemented to minimize effects to aquatic habitats resulting from erosion and	During construction	Resident Engineer	Minimization	☐	_____	

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Commitments						
Task and Brief Description	**Timing**	**Responsible Party**	**Avoidance, Minimization, Mitigation**	**Task Completed**	**Initials**	**Remarks/Due Date**
siltation during construction.						
Measure BIO-29: Following completion of construction, all graded slopes, temporary impact and/or otherwise disturbed areas shall be restored to preconstruction contours (if necessary) and revegetated with the standard Caltrans native seed mix.	During construction	Resident Engineer	Minimization	☐	_____	
Western Spadefoot Toad						
Measure BIO-31: Western spadefoot toad habitat adjacent to the project footprint shall be designated as an ESA and protected with ESA fencing. ESA fencing shall be maintained in good condition until construction is complete.	During construction	Resident Engineer	Avoidance	☐	_____	
Measure BIO-32: A biological monitor approved by the CDFW shall be present during initial ground disturbing activities within western spadefoot toad upland habitat that is located within 0.5 mile of western spadefoot toad aquatic habitat.	During construction	Resident Engineer	Avoidance	☐	_____	
Measure BIO-33: If western spadefoot toads are found during construction, the individual(s) shall be relocated to suitable habitat outside the project footprint, in coordination with the California Department of Fish and Wildlife.	During construction	Resident Engineer	Minimization	☐	_____	
Measure BIO-34: All work in western spadefoot toad aquatic habitat shall be conducted during the dry season (June 1 through October 31) when western spadefoot toads are estivating and	During construction	Resident Engineer	Avoidance	☐	_____	

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Commitments						
Task and Brief Description	**Timing**	**Responsible Party**	**Avoidance, Minimization, Mitigation**	**Task Completed**	**Initials**	**Remarks/Due Date**
unlikely to enter the work area.						
Measure BIO-35: Between November 1 and May 31, no construction activities shall occur in western spadefoot toad upland habitat, within 0.5 mile of western spadefoot toad aquatic habitat and within 24 hours following a rain event. Prior to resuming construction, any active work areas within western spadefoot toad upland habitat and within 0.5 mile of western spadefoot toad aquatic habitat shall be visually surveyed by the approved biological monitor prior to the start of construction to avoid affecting western spadefoot toad that may be present in upland habitat.	During construction	Resident Engineer	Avoidance	☐	_____	
Measure BIO-36: Provided sufficient rainfall occurs, larval surveys will be conducted in potential western spadefoot toad aquatic habitat, in 2015 and 2016, by qualified biologist approved by CDFW. If approved by CDFW, larval surveys may begin as early as January in low rainfall years in order to detect juvenile western spadefoot toad that may not persist if the water features dry out due to lack of rainfall.	During construction	Resident Engineer	Avoidance	☐	_____	
Measure BIO-37: If western spadefoot toads are not detected in potential aquatic habitat after two seasons of larval surveys, Measure BIO-30, -31, -32, -34 and -35 would not apply.	During construction	Resident Engineer	Avoidance	☐	_____	
Measure BIO-38: Between June 1 and October 31, if a substantial rain event (i.e., at least 0.25 inch)	During construction	Resident Engineer	Avoidance	☐	_____	

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occurs during construction, any active work areas within western spadefoot toad habitat shall be visually surveyed by the approved biological monitor prior to the start of construction to avoid affecting western spadefoot toad that may have emerged from their burrows and relocated in the work area (e.g., under equipment).						
Measure BIO-39: Following completion of construction, all graded slopes, temporary impact and/or otherwise disturbed areas shall be restored to preconstruction contours (if necessary) and revegetated with the standard Caltrans native seed mix.	During construction	Resident Engineer	Minimization	☐	_____	
Swainson's Hawk						
Measure BIO-41: If surveys indicate active Swainson's hawk nests are located within 0.5 mile of the project footprint, an initial setback of 600 feet from nesting areas shall be established and protected with ESA fencing. ESA fencing shall be maintained during the nesting season until construction is complete or the young have fledged, as determined by a qualified biologist.	During construction	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	
Measure BIO-42: A qualified biologist shall evaluate the potential for the proposed work to disturb nesting activities considering the 600-foot setback. The evaluation criteria shall include, but are not limited to, the location/orientation of the nest in the nest tree, the distance of the nest to the	During construction	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	

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Task and Brief Description	**Timing**	**Responsible Party**	**Avoidance, Minimization, Mitigation**	**Task Completed**	**Initials**	**Remarks/Due Date**
work limits, the line of sight between the nest and the work limits, and the description of the proposed work. The attachment to the Recommended Timing and Methodology for Swainson's Hawk in California's Central Valley titled "Determining a Project's Potential For Impacting Swainson's Hawks" shall also be consulted. Following the initial evaluation, the qualified biologist shall coordinate with the California Department of Fish and Wildlife to discuss the results and the proposed setback.						
Measure BIO-43: If the qualified biologist, through coordination with CDFW, determines that the setback can be reduced, initial construction activities in the vicinity of the nest shall be monitored by a qualified biologist. If the biologist determines nesting is not affected by construction activities with the reduced setback, work can proceed with the continued presence of a qualified biologist. If it is determined that construction activities are adversely affecting the nesting birds with the reduced setback, all construction within 600 feet of a nest shall be halted until the biologist can establish an appropriate setback. All work within 600 feet of a Swainson's hawk nest requires a biological monitor.	During construction	Caltrans / NCCTEA/ Resident Engineer	Minimization	☐	_____	
Tricolored Blackbird						
Measure BIO-47: A qualified biologist shall	During	Resident Engineer	Avoidance	☐	_____	

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evaluate the potential for the proposed work to disturb nesting activities considering the 100-foot setback. The evaluation criteria shall include, but are not limited to, the location/orientation of the nest colony, the distance of the nest colony to the work limits, the line of sight between the nest colony and the work limits, and the description of the proposed work.	construction					
Measure BIO-48: If the qualified biologist determines that the setback can be reduced, initial construction activities in the vicinity of the nest shall be monitored by a qualified biologist. If the biologist determines nesting is not affected by construction activities with the reduced setback, work can proceed. If it is determined that construction activities are adversely affecting the nesting birds with the reduced setback, all construction within 100 feet of a nest colony shall be halted until the biologist can establish an appropriate setback.	During construction	Resident Engineer	Avoidance	☐	_____	
California Tiger Salamander						
Measure BIO-51: California tiger salamander are not anticipated to occur within the project footprint. If California tiger salamander are found during construction, work will stop in the immediate vicinity and the USFWS and CDFW shall be immediately notified.	During construction	Resident Engineer	Minimization	☐	_____	
Measure BIO-52: Measures consistent with the	During	Resident Engineer	Minimization	☐	_____	

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current Caltrans' BMP Manual (including the Storm Water Pollution Prevention Plan and WPCP Manuals) shall be implemented to minimize effects to aquatic habitats resulting from erosion and siltation during construction.	construction					
Measure BIO-53: Following completion of construction, all graded slopes, temporary impact and/or otherwise disturbed areas shall be restored to preconstruction contours (if necessary) and revegetated with the standard Caltrans native seed mix.	During construction	Resident Engineer	Minimization	☐	_____	
Vernal Pool Invertebrate						
Measure BIO-54: Habitat for vernal pool invertebrates adjacent to the project footprint shall be designated as an ESA and protected with ESA fencing. ESA fencing shall be maintained in good condition until construction is complete.	During construction	Resident Engineer	Avoidance	☐	_____	
Measure BIO-55: A biological monitor approved by the USFWS shall be present during initial ground disturbing activities within habitat for vernal pool invertebrates.	During construction	Caltrans / NCCTEA/ Resident Engineer	Avoidance	☐	_____	
Valley Elderberry Longhorn Beetle						
Measure BIO-62: A qualified biologist shall periodically inspect the construction area to assure that the project is not affecting any elderberry plants.	During construction	Resident Engineer	Avoidance	☐	_____	
Measure BIO-63: No insecticides, herbicides,	During	Resident Engineer	Avoidance	☐	_____	

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Last updated February 2, 2016

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Task and Brief Description	**Timing**	**Responsible Party**	**Avoidance, Minimization, Mitigation**	**Task Completed**	**Initials**	**Remarks/Due Date**
fertilizers, or other chemicals that might harm the VELB or elderberry plants shall be used within 100 feet of any elderberry plant with stems measuring greater than 1 inch in diameter.	construction					
Measure BIO-64: Any damage occurring within the elderberry buffer areas (within 100 feet of the elderberry plants) shall be restored and revegetated with appropriate native species at the completion of construction.	During construction	Resident Engineer	Minimization	☐	_____	
Invasive Species						
Measure BIO-69: All earthmoving equipment to be used during project construction shall be thoroughly cleaned before arriving on the project site.	During construction	Resident Engineer	Avoidance	☐	_____	
Measure BIO-70: All seeding equipment (i.e., hydroseed trucks) shall be thoroughly rinsed prior to beginning seeding work.	During construction	Resident Engineer	Avoidance	☐	_____	
Measure BIO-71: To avoid spreading any non-native invasive species already existing onsite, to offsite areas, all equipment shall be thoroughly cleaned before leaving the site.	During construction	Resident Engineer	Avoidance	☐	_____	
Climate Change under the California Environmental Quality Act						
Mitigation Measure CC-1: The project would incorporate the use of energy-efficient lighting, such as LED traffic signals. LED bulbs cost $60 to $70 each, but last five to six years, compared to the one-year average lifespan of the incandescent	During construction	Resident Engineer	**Mitigation**	☐	_____	

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bulbs previously used. The LED bulbs themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the project's CO_2 emissions.						
Measure CC-2: According to the Caltrans's Standard Specifications, the contractor must comply with all local Air Quality Management District rules, ordinances, and regulations for air quality restrictions.	During construction	Resident Engineer	Avoidance	☐	_____	
Measure CC-3: The contractor will use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation.	During construction	Resident Engineer	Minimization	☐	_____	
Measure CC-4: The contractor will use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy duty diesel engines, and comply with the State On-Road Regulation.	During construction	Resident Engineer	Minimization	☐	_____	
Measure CC-5: All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5-minute idling limit.	During construction	Resident Engineer	Avoidance	☐	_____	
Measure CC-6: The contractor shall use electric equipment in place of diesel-powered equipment, where feasible.	During construction	Resident Engineer	Minimization	☐	_____	
Measure CC-7: The contractor will substitute	During	Resident Engineer	Minimization	☐	_____	

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gasoline-powered in place of diesel-powered equipment, where feasible.	construction					
Measure CC-8: The contractor shall use alternatively fueled construction equipment onsite where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.	During construction	Resident Engineer	Minimization	☐	_____	

Appendix G Regional Transportation Plan/ Federal Transportation Improvement Plan

Jurisdiction/Agency	TIP/RTP	CTIPs Project ID	Description			Estimated Cost	Conformity Analysis Year (project open to traffic)							
	Project ID	(if available)	Facility Name/Route	Type of Improvement	Project Limits		2014	2017	2020	2023	2025	2032	2035	2040
Turlock	T29		Washington Rd	Construct 4-lane Expressway with Class II bike facility and transit	Fulkerth Rd to Monte Vista Ave	$2,674,000					X	X	X	X
Turlock	T30		Golden State Blvd	Widen Intersection from 2 to 4 lanes with bike improvements	Golden State Blvd & Taylor Rd	$2,690,400					X	X	X	X
Stanislaus County	SC03		North County Corridor	Construct 2-6 Lane Expressway	Tully Rd to SR 120/108	$380,031,100			X	X	X	X	X	X
Stanislaus County	SC07		Geer-Albers	Widen to 3 lanes	Milnes to Claribel	$4,111,900				X	X	X	X	X
Stanislaus County	SC08		McHenry Ave	Widen to 5 lanes	Ladd Rd to Hogue Rd	$5,349,600			X	X	X	X	X	X
Stanislaus County	SC15		Seventh St	Seismic Bridge Replacement; 4 lane bridge with pedestrian access	Seventh St @ Tuolumne River Bridge	$35,666,400		X	X	X	X	X	X	X
Stanislaus County	SC20		Claribel Rd	Widen to 5 lanes	McHenry Ave to Oakdale Rd	$15,875,400	X	X	X	X	X	X	X	X
Stanislaus County	SC39		Carpenter Rd	Widen to 3 lanes	Whitmore Ave to Keyes Rd	$5,534,500		X	X	X	X	X	X	X
Stanislaus County	SC40		Carpenter Rd	Widen to 3 lanes	Keyes Rd to Monte Vista Ave	$3,783,900			X	X	X	X	X	X
Stanislaus County	SC41		Carpenter Rd	Widen to 3 lanes	Monte Vista Ave to W. Main St	$3,737,500			X	X	X	X	X	X
Stanislaus County	SC42		Claus Rd	Widen to 3 lanes	Terminal Ave to Claribel Rd	$2,648,600					X	X	X	X
Stanislaus County	SC43		Crows Landing Rd	Widen to 3 lanes	Keyes Rd to Monte Vista Ave	$2,459,800		X	X	X	X	X	X	X
Stanislaus County	SC44		Crows Landing Rd	Widen to 3 lanes	Monte Vista Ave to W. Main St	$2,459,800		X	X	X	X	X	X	X
Stanislaus County	SC45		Crows Landing Rd	Widen to 3 lanes	W. Main St to Harding Rd	$2,533,600		X	X	X	X	X	X	X
Stanislaus County	SC46		Crows Landing Rd	Widen to 3 lanes	Harding Rd to Carpenter Rd	$3,091,100			X	X	X	X	X	X
Stanislaus County	SC47		Crows Landing Rd	Widen to 3 lanes	Carpenter Rd to River Rd/ Marshall Rd	$1,425,800				X	X	X	X	X
Stanislaus County	SC48		Crows Landing Rd	Widen to 3 lanes	River Rd/Marshall Rd to SR-33	$15,112,300					X	X	X	X
Stanislaus County	SC49		Geer-Albers	Widen to 3 lanes	Taylor Rd to Santa Fe Ave	$4,550,600		X	X	X	X	X	X	X
Stanislaus County	SC50		Geer-Albers	Widen to 3 lanes	Santa Fe Ave to Hatch Rd	$3,927,000		X	X	X	X	X	X	X
Stanislaus County	SC51		Geer-Albers	Widen to 3 lanes	Hatch Rd to SR-132	$3,628,600			X	X	X	X	X	X
Stanislaus County	SC52		Geer-Albers	Widen to 3 lanes	SR-132 to Milnes Rd	$10,696,400						X	X	X
Stanislaus County	SC53		McHenry Ave	Widen to 5 lanes	Hogue Rd to San Joaquin County Line	$8,891,600	X	X	X	X	X	X	X	X
Stanislaus County	SC54		Santa Fe Ave	Widen to 3 lanes	Keyes Rd to Geer Rd	$4,405,700				X	X	X	X	X
Stanislaus County	SC55		Santa Fe Ave	Widen to 3 lanes	Geer Rd to Hatch Rd	$3,116,000					X	X	X	X
Stanislaus County	SC56		Santa Fe Ave	Widen to 3 lanes	Hatch to Tuolumne River	$2,809,900						X	X	X
Stanislaus County	SC57		W. Main St	Widen to 3 lanes	San Joaquin River to Carpenter Rd	$5,398,600			X	X	X	X	X	X
Stanislaus County	SC58		W. Main St	Widen to 3 lanes	Carpenter Rd to Crows Landing Rd	$3,443,700		X	X	X	X	X	X	X
Stanislaus County	SC59		W. Main St	Widen to 3 lanes	Crows Landing Rd to Mitchell Rd	$5,288,500		X	X	X	X	X	X	X
Stanislaus County	SC60		W. Main St	Widen to 3 lanes	Mitchell Rd to Washington Rd	$3,783,900			X	X	X	X	X	X
Stanislaus County	SC61		SR-219	Widen to 6-lanes	SR-99 to McHenry Ave	$41,527,100			X	X	X	X	X	X
Stanislaus County	SC62		SR-132 West	Construct new 2-lane alignment on existing Right of Way	Dakota to Gates	$55,369,400			X	X	X	X	X	X
Stanislaus County	SC75		Faith Home Rd	Construct new 4-lane Expressway	Keyes Rd to Faith Home Rd Interchange	$18,820,300					X	X	X	X
Stanislaus County	SC76		Faith Home Rd	Construct new 4-lane Expressway	Faith Home Rd Interchange to Service Rd including FHRD overcrossing of SR-99	$19,630,400					X	X	X	X
Stanislaus County	SC77		Faith Home Rd	Construct new 4-lane Expressway	Service Rd to Hatch Rd	$25,332,600					X	X	X	X
Stanislaus County	SC78		Faith Home Rd	Construct new 4-lane Expressway	Hatch Rd to Garner Viaduct	$47,798,500					X	X	X	X
Stanislaus County	SC79		Faith Home Rd	Construct new 4-lane Expressway	Garner Rd to SR-132	$12,463,800					X	X	X	X
Turlock	T25		SR-99	Construct New Interchange	Lander Ave (SR-165) to S. City Limits	$35,785,000						X	X	X
Turlock	T26		SR-99	Construct New Interchange	W. Main St	$19,091,000					X	X	X	X

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U.S. Department of Transportation
Federal Highway Administration

California Division

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (FAX)

December 12, 2014

In Reply Refer To:
HDA-CA

Mr. Carlos Yamzon
Executive Director
Stanislaus Council of Governments
1111 I Street, Suite 308
Modesto, CA 95354

SUBJECT: Conformity Determination for Stanislaus Council of Governments (StanCOG) 2014 Regional Transportation Plan

Dear Mr. Yamzon:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the conformity determination for the Stanislaus Council of Governments (StanCOG) 2014 Regional Transportation Plan (RTP). A FHWA/FTA air quality conformity determination is required for the new RTP pursuant to the Environmental Protection Agency's (EPA) *Transportation Conformity Rule*, 40 CFR Parts 51 and 93, and the United States Department of Transportation's *Final Rule on Statewide and Metropolitan Planning*, 23 CFR Part 450.

On June 18, 2014, StanCOG adopted the 2014 RTP and made the corresponding conformity determination via Resolution 13-46. The conformity analysis submitted indicates that all air quality conformity requirements have been met. Based on our review, and after consultation with the EPA Region 9 office, we find that the 2014 RTP conforms to the applicable State Implementation Plan in accordance with the provisions of 40 CFR Parts 51 and 93. This conformity determination will remain in effect for four (4) years from the date of this letter and replaces the previous determination made on December 14, 2010. In accordance with the July 15, 2004, *Memorandum of Understanding (MOU) between the Federal Highway Administration, California Division, and the Federal Transit Administration, Region IX*, the FTA has concurred with this conformity determination.

In accordance with the above MOU, the FHWA's single signature constitutes FHWA and FTA's joint air quality conformity determination for the StanCOG 2014 RTP. If you have any questions pertaining to this conformity finding, please contact Jack Lord, FHWA, at (916) 498-5888, or by email at jack.lord@dot.gov.

Sincerely,

For: Vincent P. Mammano
Division Administrator

FTIP 2015

	Project Details						Purpose/Need				
	Location	Project Limits	Description	Total Cost	Construction Year	Funding Source	System Preserv.	Capacity Enhance.	Safety	Oper.	Alt. Mode
T08	N. Olive Ave	Tuolumne Rd to Tornell Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility	$757,600	2020	Dev. Fees		x			
T09	N. Olive Ave	Canal Dr to Wayside Rd	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	$852,600	2020	Dev. Fees		x			
T10	N. Olive Ave	Wayside Dr to North Ave	Widen from 2-lane to 4-lane Arterial with Class II bike facility and transit	$888,100	2020	Dev. Fees		x			
T11	W. Linwood Ave	Walnut Rd to Lander Ave	Widen from 2-lane to 3-lane Collector with Class II bike facility and transit (West Ave. South to Lander)	$615,700	2020	Dev. Fees, RSTP		x			
T12	W. Linwood Ave	Walnut Rd to Washington Rd	Widen from 2-lane to 3-lane Collector with Class II bike facility	$4,207,400	2025	Dev. Fees, RSTP		x			
T13	W. Canal Dr	Washington Rd to Kilroy Rd	Construct new 2-lane Collector with Class I bike facility	$2,507,600	2018	Dev. Fees, RSTP		x			
T14	East Ave	Golden State Blvd to Daubenberger Rd	Widen from 2-lane to 4-lane Arterial with Class III bike facility from Minaret to S. Berkeley/Class II from S. Berkeley to Daubenberger and transit from Oak to S. Johnson	$5,958,600	2030	Dev. Fees, RSTP		x			
T15	Golden State Blvd	Taylor Rd to Monte Vista Ave	Complete 6-lane Boulevard with Class II bike facility and transit from Christoffersen to Monte Vista	$3,310,100	2020	Dev. Fees, RSTP		x			
T16	Golden State Blvd	Monte Vista Ave to Fulkerth Rd	Complete 6-lane Boulevard with Class II bike facility	$2,869,300	2020	Dev. Fees, RSTP		x			
T17	N. Kilroy Ave	W. Main St to W. Canal Dr	Construct new Collector	$743,100	2025	Dev. Fees, RSTP		x			
T18	Tegner Rd	Monte Vista Ave to Fulkerth Rd	Complete 2-lane Industrial Collector	$674,300	2015	Dev. Fees, RSTP		x			
T19	Tegner Rd	Fulkerth Rd to north of Pedretti Park	Construct new 2-lane Industrial Collector	$995,700	2020	Dev. Fees, RSTP		x			
T20	Taylor Rd	Tegner Rd to Golden State Blvd	Widen from 2-lane to 4-lane Collector with Class II bike facility	$505,500	2020	Dev. Fees, RSTP		x			
T21	S. Kilroy Ave	Spengler Way to W. Linwood Ave	Construct new Industrial Collector	$934,000	2025	Dev. Fees, RSTP		x			
T22	Taylor Rd	Golden State Blvd to SR-99	Widen from 2-lane to 4-lane Arterial with Class II bike facility	$139,600	2025	Dev. Fees, RSTP		x			
T23	Tegner Rd	W. Main St to Fulkerth Rd	Construct new 2-lane Industrial Collector with Class II bike facility	$2,795,800	2020	Dev. Fees, RSTP		x			
T24	Various Locations	Various Locations	Install Traffic Signals and Various Intersection and Synchronization Improvements and other Transportation Enhancements	$4,105,100	2014 - 2025	CMAQ, HSIP, Dev. Fees			x	x	
T25	SR-99	Lander Ave (SR-165) to S. City Limits	Construct New Interchange	$35,785,000	2028	CMAQ, Dev. Fees, STIP		x			
T26	SR-99	W. Main St	Construct New Interchange	$19,091,000	2025	CMAQ, Dev. Fees, STIP		x			
T27	SR-99	Taylor Rd	Reconstruct existing Interchange	$7,693,700	2025	CMAQ, Dev. Fees, STIP	x	x			
T28	SR-99	Tuolumne Rd	Construct New Overpass	$9,693,400	2018	CMAQ, Dev. Fees, STIP		x			
T29	Washington Rd	Fulkerth Rd to Monte Vista Ave	Construct 4-lane Expressway with Class II bike facility and transit	$2,674,000	2025	Dev. Fees, RSTP		x			
T30	Golden State Blvd	Golden State Blvd & Taylor Rd	Widen Intersection from 2 to 4 lanes with bike improvements	$2,690,400	2025	Dev. Fees, RSTP		x			
T31	Various Locations	Various Locations	Roadway Rehabilitation and equipment	$40,502,000	2014-2040	RSTP, CMAQ	x				
			Total City of Turlock (Roadway)	**$173,651,500**							
	City of Waterford										
W01	Various Locations	Various Locations	Traffic Signals, intersection improvements and other transportation enhancements	$4,769,300	2014-2040	CMAQ, RSTP, HSIP			x	x	
W02	Various Locations	Various Locations	Roadway Rehabilitation	$14,158,800	2014-2040	RSTP	x				
			Total City of Waterford (Roadway)	**$18,928,100**							
	Stanislaus County										
SC01	Various Locations	Various Locations	Roadway Rehabilitation, Traffic Signals, Intersection Improvements and other Transportation Enhancements	$65,993,400	2014 - 2040	RSTP, CMAQ, HSIP	x				
SC02	SR-99	SR-99 & Hammett Rd	Interchange Replacement	$95,524,200	2015	STIP, PFF		x			
SC03	North County Corridor	Tully Rd to SR 120/108	Construct 2-6 Lane Expressway	$380,031,100	2020	STIP, IIP, ITIP, PFF, Section 190		x			
SC04	McHenry Ave	McHenry Ave @ Stanislaus River Bridge	Seismic Bridge Replacement	$21,493,000	2015	HBP, PFF	x	x	x		
SC05	Crows Landing Rd	Crows Landing Rd. & Grayson Rd	Install Traffic Signal	$2,740,100	2018	CMAQ, PFF			x	x	
SC06	Santa Fe Ave & Terminal Ave	BNSF Railroad	Upgrade Railroad Crossings	$656,800	2015	Section 130			x	x	
SC07	Geer-Albers	Milnes to Claribel	Widen to 3 lanes	$4,111,900	2022	PFF		x			
SC08	McHenry Ave	Ladd Rd to Hogue Rd	Widen to 5 lanes	$5,349,600	2018	STIP, PFF		x			
SC09	Crows Landing Rd	San Joaquin River Bridge	Seismic Bridge Replacement - 3-lane Bridge	$17,653,500	2014	HBP/LSSRP, PFF	x	x	x		
SC10	Geer Rd	Geer Rd @ Tuolumne River Bridge	Seismic Bridge Retrofit	$1,688,300	2014	HBP/LSSRP	x		x		

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U.S. Department of Transportation
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California Division

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (FAX)

December 15, 2014

Mr. Carlos Yamzon
Executive Director
Stanislaus Council of Governments
1111 I Street, Suite 308
Modesto, CA 95354

In Reply Refer To:
HDA-CA

SUBJECT: Conformity Determination for Stanislaus Council of Governments (StanCOG) 2015 Federal Transportation Improvement Program

Dear Mr. Yamzon:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the conformity determination for the Stanislaus Council of Governments' (StanCOG) 2015 Federal Transportation Improvement Program (FTIP). A FHWA/FTA air quality conformity determination is required for the new FTIP pursuant to the Environmental Protection Agency's (EPA) *Transportation Conformity Rule*, 40 CFR Parts 51 and 93, and the United States Department of Transportation's *Final Rule on Statewide and Metropolitan Planning*, 23 CFR Part 450.

On June 18, 2014 StanCOG adopted the 2015 FTIP and made the corresponding conformity determination via Resolution 13-49. The conformity analysis submitted indicates that all air quality conformity requirements have been met. Based on our review, and after consultation with the EPA Region 9 office, we find that the 2015 FTIP conforms to the applicable State Implementation Plan in accordance with the provisions of 40 CFR Parts 51 and 93. In accordance with the July 15, 2004, *Memorandum of Understanding (MOU) between the Federal Highway Administration, California Division, and the Federal Transit Administration, Region IX*, the FTA has concurred with this conformity determination.

In accordance with the above MOU, the FHWA's single signature constitutes FHWA and FTA's joint air quality conformity determination for the StanCOG 2015 FTIP. If you have any questions pertaining to this conformity finding, please contact Jack Lord, FHWA, at (916) 498-5888, or by email at jack.lord@dot.gov.

Sincerely,

For: Vincent P. Mammano
Division Administrator

U.S. Department of Transportation
Federal Highway Administration

California Division

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008

December 15, 2014

In Reply Refer To:
HAD-CA

Ms. Rachel Falsetti
Chief, Division of Transportation Programming
California Department of Transportation
1120 N Street
Sacramento, CA 95814

SUBJECT: Approval of the 2015 Federal Statewide Transportation Improvement Program

Dear Ms. Falsetti:

We have completed our review of California's proposed 2014/15 - 2018/19 Federal Statewide Transportation Improvement Program (2015 FSTIP) and Statewide and Metropolitan Planning Certifications and related supporting documentation submitted by the California Department of Transportation (Caltrans) on November 15, 2014. The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) approve the 2015 FSTIP and and this approval supersedes California's 2013 FSTIP and all subsequent amendments to the 2013 FSTIP that were approved by the FHWA and FTA on or after December 14, 2012.

Section 450.218 of Title 23, Code of Federal Regulations, requires the State to submit the updated FSTIP concurrently to the FTA and the FHWA at least every four years for joint approval. California's proposed 2015 FSTIP includes the project and project phase listings for proposed transportation projects located outside the planning area boundaries of the the State's designated Metropolitan Planning Organizations (MPOs). California's proposed 2015 FSTIP also incorporates, by reference, those projects included in 2015 Federal Transportation Improvements Programs (FTIPs) that were adopted in 2014 by the eighteen designated MPOs in California. This approval includes the eight MPO 2015 FTIP Amendments adopted prior to the FSTIP public review period.

The FHWA and the FTA have completed the air quality conformity determinations required by 23 CFR 450.216(b) for the MPO FTIPs in areas of the State designated as nonattainment or maintenance for national ambient air quality standards (NAAQS).

Based on our review of the information submitted with the State's proposed 2015 FSTIP, including revenue and proposed project funding information required to demonstrate financial constraint, and documentation for statewide and metropolitan planning process in support of California's Statewide Planning Certification, we are approving the 2015 FSTIP as proposed.

Any project or project phase listed in a MPO FTIP that is not included in the MPO's Regional Transportation Plan, is not approved for inclusion in the FSTIP pursuant to 23 CFR §§450.216(k) and 450.324(g).

Our FSTIP approval action includes project listings that indicate no funds are proposed for obligation during the four-year program period from 2014/15 to 2018/19. These projects and project phases cannot be advanced to implementation without an action by the FHWA and the FTA on the FSTIP pursuant to 23 CFR 450.216(l) and 450.328(e). Further, project or project phase funding included in the 2015 FSTIP that is listed/proposed for obligation outside the four year program cycle is accepted by the FHWA and the FTA as 'informational' in accord with 23 CFR §§450.216(a) and 450.324(a).

We are approving the 2015 FSTIP with the understanding that the eligibility of individual projects for funding is subject to the applicant's satisfaction of all FHWA and FTA funding requirements. This joint FHWA and FTA approval of the FSTIP does not constitute an eligibility determination for the federal funds proposed for obligation on the listed projects. If you have questions or need additional information concerning our approval of the 2015 FSTIP, please contact Wade Hobbs in the FHWA California Division office at (916) 498-5027, or by email at Wade.Hobbs@dot.gov; or Ted Matley in the FTA Region IX office at (415) 744-2590, or by email at Ted.Matley@dot.gov.

Sincerely,

Leslie T. Rogers
Regional Administrator
Federal Transit Administration

For
Vincent P. Mammano
Division Administrator
Federal Highway Administration

cc: (email)
Ray Sukys, FTA Region IX
Ted Matley, FTA Region IX
Karina O'Connor, EPA Region IX (OConnor.Karina@epa.gov)
Cari Anderson, CARB (Cari.Anderson@arb.ca.gov)
Muhaned Aljabiry, Caltrans OFTMP (Muhaned.Aljabiry@dot.ca.gov)
Fardad Falakfarsa, Federal Resources Office (Fardad.Falakfarsa@dot.ca.gov)
Garth Hopkins, Caltrans ORIP (Garth.Hopkins@dot.ca.gov)
Bureau of Indian Affairs, Pacific Region Roads Engineer
All California MPOs (18)
Jack Lord, FHWA
Jermaine Hannon, FHWA CADO
Christina Leach, FHWA NVDO

cc:
2015 FSTIP Binder

WEH/

Appendix H Section 7 Consultation

Appendix I U.S. Fish and Wildlife Service and NOAA Species Letter

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To: April 13, 2017
Consultation Code: 08ESMF00-2017-SLI-0820
Event Code: 08ESMF00-2017-E-04452
Project Name: North County Corridor New State Route 108

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to

utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

Project Summary

Consultation Code: 08ESMF00-2017-SLI-0820

Event Code: 08ESMF00-2017-E-04452

Project Name: North County Corridor New State Route 108

Project Type: TRANSPORTATION

Project Description: The proposed project is located in Caltrans District 10 within portions of the Oakdale, Riverbank, and Modesto communities, Stanislaus County, California. The NCC Project will connect SR-219 near Modesto, CA to SR-120 near Oakdale, CA. The proposed project consists of four Build Alternatives (1A, 1B, 2A, and 2B) and the No-Build Alternative. Construction is expected to begin in 2018, and be completed by 2022.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/37.7433913433743N120.8211648599591W

Counties: Stanislaus, CA

Endangered Species Act Species

There is a total of 14 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area. Please contact the designated FWS office if you have questions.

Mammals

NAME	STATUS
San Joaquin Kit Fox *(Vulpes macrotis mutica)* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2873	Endangered

Reptiles

NAME	STATUS
Giant Garter Snake *(Thamnophis gigas)* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4482	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog *(Rana draytonii)* There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened
California Tiger Salamander *(Ambystoma californiense)* Population: U.S.A. (Central CA DPS) There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2076	Threatened

Fishes

NAME	STATUS
Delta Smelt *(Hypomesus transpacificus)* There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened
Steelhead *(Oncorhynchus (=Salmo) mykiss)* Population: Northern California DPS There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1007	Threatened

Insects

NAME	STATUS
Valley Elderberry Longhorn Beetle *(Desmocerus californicus dimorphus)* There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7850	Threatened

Crustaceans

NAME	STATUS
Conservancy Fairy Shrimp *(Branchinecta conservatio)* There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8246	Endangered
Vernal Pool Fairy Shrimp *(Branchinecta lynchi)* There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/498	Threatened
Vernal Pool Tadpole Shrimp *(Lepidurus packardi)* There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2246	Endangered

Flowering Plants

NAME	STATUS
Colusa Grass *(Neostapfia colusana)* There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5690	Threatened
Greene's Tuctoria *(Tuctoria greenei)* There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1573	Endangered
Hartweg's Golden Sunburst *(Pseudobahia bahiifolia)* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1704	Endangered
San Joaquin Orcutt Grass *(Orcuttia inaequalis)* There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5506	Threatened

Critical habitats

There are no critical habitats within your project area.

Angela Scudiere

From: Angela Scudiere
Sent: Thursday, April 13, 2017 11:42 AM
To: 'nmfswcrca.specieslist@noaa.gov'
Subject: Caltrans District 10; North County Corridor New State Route 108 Project

Federal agency name and address:
Philip Vallejo, Acting Senior Environmental Planner
Caltrans District 10
855 M Street, Suite 200, Fresno, CA 93721

Non-federal agency (Project Proponent):
Matt Machado, PM
North County Corridor Transportation Expressway Association
1716 Morgan Rd.
Modesto, CA 95358

Point-of-contact:
Angela Scudiere, Biologist/Environmental Planner
ascudiere@dokkenengineering.com
(916) 858-0642

Search Results for the Project Area Quadrangles:

Quad Name **Salida**
Quad Number **37121-F1**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) -
CCV Steelhead DPS (T) - **X**
Eulachon (T) -
sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -

CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat - **X**
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH - **X**
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office 562-980-4000

MMPA Cetaceans -
MMPA Pinnipeds -
Quad Name **Riverbank**
Quad Number **37120-F8**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) -
CCV Steelhead DPS (T) - **X**
Eulachon (T) -
sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat - X
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH - X
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office
562-980-4000

MMPA Cetaceans -
MMPA Pinnipeds -

Quad Name **Waterford**
Quad Number **37120-F7**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) -
CCV Steelhead DPS (T) - **X**
Eulachon (T) -
sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat - **X**
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -

Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH - **X**
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office 562-980-4000

MMPA Cetaceans -
MMPA Pinnipeds -

Quad Name **Oakdale**
Quad Number **37120-G7**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) -
CCV Steelhead DPS (T) - **X**
Eulachon (T) -
sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat - **X**
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH - **X**
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office
562-980-4000

MMPA Cetaceans -
MMPA Pinnipeds -

Quad Name **Knights Ferry**
Quad Number **37120-G6**

ESA Anadromous Fish

SONCC Coho ESU (T) -

CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) -
CCV Steelhead DPS (T) - X
Eulachon (T) -
sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat - X
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH - X
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds
See list at left and consult the NMFS Long Beach office
562-980-4000

MMPA Cetaceans -
MMPA Pinnipeds -

Best,

Angela Scudiere
Biologist/Environmental Planner
DOKKEN ENGINEERING
110 Blue Ravine Road, Suite 200, Folsom, CA 95630
Phone: (916) 858-0642 - Fax: (916) 858-0643

Appendix J SHPO Coordination

DEPARTMENT OF TRANSPORTATION
DISTRICT 6
855 M STREET, SUITE 200
FRESNO, CA 93721-2716
PHONE (559) 445-6258
FAX (559) 445-6236
TTY 711
www.dot.ca.gov

Serious drought.
Help save water!

May 20, 2015

Dr. Carol Roland-Nawi
California State Historic Preservation Officer
Office of Historic Preservation
California Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

EA 10-0S800
Project ID 10-1200-0273
10-STA-108 PM 27.5/44.5
10-STA-219 PM 3.7/4.8
10-STA-120 PM 6.9/11.6

Subject: Determination of Eligibility for the North County Corridor New State Route 108 Project in Stanislaus County; EA 10-0S800; Project ID 10-1200-0273.

Dear Dr. Roland-Nawi,

The California Department of Transportation (Caltrans) is initiating consultation with the State Historic Preservation Officer (SHPO) regarding the proposed North County Corridor New State Route 108 Project. This consultation is being undertaken in accordance with the January 1, 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California*, (Section 106 PA).

Enclosed you will find a Historic Property Survey Report (HPSR) for the proposed undertaking. The HPSR in part or in whole fulfills three responsibilities under Section 106 of the National Historic Preservation Act: (1) determination and documentation of the Area of Potential Effects (APE); (2) documentation of the identification efforts for cultural resources located within the APE completed to date; and (3) evaluation of historic-period resources to determine their eligibility to the National Register of Historic Places (NRHP). Under the Section 106 PA, Caltrans is responsible for ensuring the appropriateness of the APE [Stipulation VIII.A] and the adequacy of historic property identification efforts [Stipulation VIII.B]. We are consulting with you at the present time under Stipulation VIII.C.6 of the Section 106 PA; we are seekingyour concurrence with Caltrans' determinations of eligibility to date.

Caltrans, Stanislaus County, and the cities of Modesto, Riverbank, and Oakdale, propose to construct a new east –west segment of State Route (SR) 108, between SR 219 and SR 120 in Stanislaus County. The project development team is considering four Build Alternatives (1A, 1B, 2A, & 2B) and a No Build Alternative as a part of the environmental review process. A full project description and APE mapping can be found on pages one and two and Figure 3 of the attached HPSR respectively.

Dr. Carol Roland-Nawi
May 20, 2015

Identification efforts to date for the North County Corridor New State Route 108 Project include a pedestrian survey of approximately 3,350 acres of the 4,042 acre Archaeological APE. Approximately 700 acres of the area included of all alternatives was inaccessible at the time the survey was conducted. The archaeological survey only examined the surface Archaeological APE; the vertical APE remains to be addressed. Identification efforts for archaeological resources will be completed at a later date.

Built Environment resource surveys for this project have resulted in the evaluation of 94 historic-era built environment resources within the APE. Of the 94 evaluations, 92 properties were determined not to be eligible for inclusion of the NRHP and two properties were determined eligible for inclusion in the NRHP. Additionally, one property, the Hetch Hetchy Aqueduct (MR # 6), in accordance with the Section 106 PA Stipulation VIII.C.4., is being considered eligible to the NRHP for the purposes of this project only.

Pursuant to Stipulation VIII.C.6 of the Section 106 PA, Caltrans, as assigned by FHWA, is requesting your concurrence with the following eligibility determinations:

Two Properties Determined Eligible for the NRHP:

APN	Address/ Property Name or No.	Community	OHP Status Code	Map Reference
062-031-005	5300 Claus Road, Riverbank, 95367/ *Riverbank Army Ammunition Plant District*	Riverbank	3S, 3CS	59
084-001-025	Adobe shop building at 3212 Claribel Road, Modesto, 95357	Modesto	3S, 3CS	63

92 Properties Determined Not-Eligible for the NRHP:

APN	Address/ Property Name or No.	Community	OHP Status Code	Map Reference
N/A	*Turlock Irrigation District Transmission Line*	Oakdale	6Z	4
N/A	*Modesto Irrigation District Transmission Line*	Oakdale/Modesto	6Z	5
N/A	*PG&E Eastern Transmission Line Towers*	Oakdale	6Z	7
N/A	*PG&E Northwest-Southeast Electrical Transmission Line Towers*	Oakdale	6Z	8

APN	Address/ Property Name or No.	Community	OHP Status Code	Map Reference
N/A	*10-STA-219, EA 0A8700 MR 33/Union Pacific Railroad Track*	Oakdale	6Z	9
N/A	*Atchison, Topeka & Santa Fe Railway*	Oakdale	6Z	10
N/A	*Southern Pacific Railroad - Oakdale Branch*	Oakdale	6Z	11
010-011-038	13242 Highway 108, Oakdale, 95361	Oakdale	6Z	16
010-016-005	6954 Stoddard Road, Oakdale, 95361	Oakdale	6Z	17
010-016-016	10000 Warnerville Road, Oakdale, 95361	Oakdale	6Z	18
010-022-005	10528 Highway 120, Oakdale, 95361	Oakdale	6Z	20
010-031-004	13949 Lancaster Road, Oakdale, 95361	Oakdale	6Z	21
010-031-005	13951 Lancaster Road, Oakdale, 95361	Oakdale	6Z	22
010-039-043	7636 Wren Road, Oakdale, 95361	Oakdale	6Z	23
010-040-006	11007 Warnerville Road, Oakdale, 95361	Oakdale	6Z	24
082-006-074	254 Claribel Road, Modesto, 95356	Modesto	6Z	25
010-046-032	10330 Rio Sombra Court, Oakdale, 95361	Oakdale	6Z	26
014-001-007	4512 Mc Gee Avenue, Modesto, 95355	Modesto	6Z	27
014-001-014	4554 Claribel Road, Modesto, 95357	Modesto	6Z	28
014-001-015	4836 Claus Road, Modesto, 95357	Modesto	6Z	29
014-001-027	4516 Claus Road, Modesto, 95357	Modesto	6Z	30
014-001-028	4836 McGee Avenue, Modesto, 95357	Modesto	6Z	31
014-001-040	4833 Mc Gee Avenue, Modesto, 95357	Modesto	6Z	32
014-002-004	7912 Claribel Road, Oakdale, 95361	Oakdale	6Z	33
014-004-004	4500 Langworth Road, Modesto, 95357	Modesto	6Z	34
014-049-001	5212 Claribel Road, Modesto, 95357	Modesto	6Z	35
014-049-006	5724 Claribel Road, Oakdale, 95361	Oakdale	6Z	36
046-001-002	824 Kiernan Avenue, Modesto, 95356/ *10-STA-219,*	Modesto	6Z	37

APN	Address/ Property Name or No.	Community	OHP Status Code	Map Reference
	EA 0A8700 MR 32			
046-006-023	1349 Bangs Avenue, Modesto, 95356	Modesto	6Z	40
046-010-001	700 Kiernan Avenue, Modesto, 95356	Modesto	6Z	41
046-010-016	4843 McHenry Avenue, Modesto, 95356	Modesto	6Z	42
046-010-020	4761 McHenry Avenue, Modesto, 95356	Modesto	6Z	43
062-014-002	7031 Crane Road, Oakdale, 95361	Oakdale	6Z	44
062-014-004	6601 Crane Road, Oakdale, 95361	Oakdale	6Z	45
062-026-006	5732 Patterson Road, Oakdale, 95361	Oakdale	6Z	46
062-027-004	5254 Langworth Road, Oakdale, 95361	Oakdale	6Z	47
083-002-025	4825 Roselle Avenue, Modesto, 95357	Modesto	6Z	48
062-027-012	5685 Claribel Road, Oakdale, 95361	Oakdale	6Z	49
062-027-014	5543 Claribel Road, Oakdale, 95361	Oakdale	6Z	50
062-027-015	5501 Claribel Road, Oakdale, 95361	Oakdale	6Z	51
083-002-032	4616 Oakdale Road, Modesto, 95355	Modesto	6Z	52
062-029-014	5225 Langworth Road, Oakdale, 95361	Oakdale	6Z	53
062-030-004	5706 Eleanor Avenue, Oakdale, 95361	Oakdale	6Z	54
062-030-006	5618 Eleanor Avenue, Oakdale, 95361	Oakdale	6Z	55
062-030-014	5607 Eleanor Avenue, Oakdale, 95361	Oakdale	6Z	56
062-030-022	5224 Eleanor Avenue, Oakdale, 95361	Oakdale	6Z	57
062-030-023	5337 Eleanor Avenue, Oakdale, 95361	Oakdale	6Z	58
063-025-008	6960 Crane Road, Oakdale, 95361	Oakdale	6Z	60
084-001-008	3945 Plainview Road, Modesto, 95357	Modesto	6Z	61
063-027-001	6942 Crane Road, Oakdale, 95360	Oakdale	6Z	62
084-002-009	4454 Roselle Avenue, Modesto, 95357	Modesto	6Z	64
063-028-007, 063-028-008	6743 Albers Road, Oakdale, 95361	Oakdale	6Z	65

APN	Address/ Property Name or No.	Community	OHP Status Code	Map Reference
	Turlock Irrigation District Substation			
084-002-032	4404 Roselle Avenue, Modesto, 95357	Modesto	6Z	66
063-028-011	1901 Kaufman Road, Oakdale, 95361	Oakdale	6Z	67
063-028-037	6743 Albers Road, Oakdale, 95361	Oakdale	6Z	68
063-029-019	5012 Bentley Road, Oakdale, 95361	Oakdale	6Z	69
063-029-024	7319 Claribel Road, Oakdale, 95361	Oakdale	6Z	70
063-029-035	7425 Claribel Road, Oakdale, 95361	Oakdale	6Z	71
063-029-036	7900 Patterson Road, Oakdale, 95361	Oakdale	6Z	72
064-017-008	401 S Stearns Road, Oakdale, 95361	Oakdale	6Z	73
064-017-017	337 S Stearns Road, Oakdale, 95361	Oakdale	6Z	74
064-021-009	2004 Sierra Road, Oakdale, 95361	Oakdale	6Z	75
064-021-010	1918 Sierra Road, Oakdale, 95361	Oakdale	6Z	76
064-027-008	1001 Townhill Ave, Oakdale, 95361	Oakdale	6Z	77
064-028-008	1107 Townhill Avenue, Oakdale, 95361	Oakdale	6Z	78
064-029-001	9347 Warnerville Road, Oakdale, 95361	Oakdale	6Z	79
064-029-002	9625 Warnerville Road, Oakdale, 95361	Oakdale	6Z	80
083-002-015	4500 Oakdale Road, Modesto, 95357	Modesto	6Z	81
064-029-015	9600 Warnerville Road, Oakdale, 95361	Oakdale	6Z	82
064-032-008	9030 Alvarado Road, Oakdale, 95361	Oakdale	6Z	83
074-012-005	1301 Crawford Road, Modesto, 95357	Modesto	6Z	84
074-013-001	1300 Crawford Road, Modesto, 95357	Modesto	6Z	85
074-013-012	5348 Coffee Road, Modesto, 95357	Modesto	6Z	86
074-014-006	5413 Oakdale Road, Modesto, 95357	Modesto	6Z	87
074-015-006	707 Claribel Road, Modesto, 95356	Modesto	6Z	90
074-015-009	706 Crawford Road Modesto, 95356	Modesto	6Z	91

APN	Address/ Property Name or No.	Community	OHP Status Code	Map Reference
075-021-021	5330 Roselle Avenue, Riverbank, 95357	Riverbank	6Z	92
075-023-005	5337 Claus Road, Modesto, 95357	Modesto	6Z	93
075-024-001	3718 Davis Road, Modesto, 95357	Modesto	6Z	94
075-024-008	3912 Davis Road, Modesto, 95357	Modesto	6Z	95
075-025-014	5137 Litt Road, Modesto, 95357	Modesto	6Z	96
075-025-018	3601 Claribel Road, Modesto, 95357	Modesto	6Z	97
083-002-016	4828 Oakdale Road, Modesto, 95357	Modesto	6Z	98
082-004-021	4636 Coffee Road, Modesto, 95357	Modesto	6Z	100
082-004-041	4724 Coffee Road, Modesto, 95357	Modesto	6Z	103
082-005-007	4309 Oakdale Road, Modesto, 95357	Modesto	6Z	104
082-006-006	4613 Coffee Road, Modesto, 95357	Modesto	6Z	106
N/A	*Oakdale Irrigation District*	Oakdale	6Z	107
N/A	*Adams Lateral No. 2*	Oakdale	6Z	107a
N/A	*Brichetto Lateral*	Oakdale	6Z	107b
N/A	*Claribel Lateral*	Oakdale	6Z	107c
N/A	*Kearney Lateral*	Oakdale	6Z	107d
N/A	*Mootz Lateral*	Oakdale	6Z	107e
N/A	*South Main Canal*	Oakdale	6Z	107f
N/A	*Riverbank Lateral*	Oakdale	6Z	107g
N/A	*South Lateral*	Oakdale	6Z	107h
N/A	*Union Lateral*	Oakdale	6Z	107i
N/A	*MID – Lateral No. 6*	Modesto	6Z	108
N/A	*MID – Modesto Main Canal*	Modesto	6Z	109
064-031-017	6142 Bendler Road Oakdale, 95361	Oakdale	6Z	110
064-031-018	6107 Bendler Road Oakdale, 95361	Oakdale	6Z	111

Dr. Carol Roland-Nawi
May 20, 2015

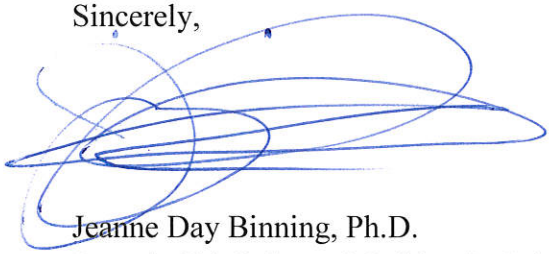
We look forward to receiving your response within 30 days of receipt of this HPSR submittal in accordance with Stipulation VIII.C.6. of the Section 106 PA. A Supplemental HPSR will be submitted after a preferred alternative is selected and further identification efforts for archaeological resources have been completed.

Thank you for your assistance with this undertaking. If you have any questions or need additional information, please don't hesitate to contact myself or Caltrans Architectural Historian Philip Vallejo:

Jeanne Binning, Ph.D,
Environmental Branch Chief
(559)445-5793
jeanne.binning@dot.ca.gov

Philip Vallejo,
Architectural Historian
(559) 445-5997
philip.vallejo@dot.ca.gov

Sincerely,



Jeanne Day Binning, Ph.D.
Branch Chief, Central California Cultural Resources Branch
California Department of Transportation
Central Region Environmental Division

Enclosure: *Historic Property Survey Report for the North County Corridor New State Route 108 Project in Stanislaus County; 10-STA108 (SR-108 [PM 27.5/44.5], SR-219 [PM 3.7/4.8], SR-120 [PM 6.9/11.6]); EA 10-0S800; Project ID 1000000263*

Cc: Kelly Hobbs, Caltrans Section 106 Coordinator, CSO-DEA

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

July 16, 2015 Reply To: FHWA_2015_0526_001

Jeanne Day Binning, Ph.D.
Branch Chief, Central California Cultural Resources Branch
Caltrans Central Region Environmental Division
855 M Street, Suite 200
Fresno, CA 93721-2716

Re: Determination of Eligibility for the Proposed North County Corridor New State Route 108 Project in Stanislaus County, CA

Dear Dr. Binning:

You are consulting with me about the subject undertaking in accordance with the January 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

In your letter of May 20, 2015, regarding the above project, Caltrans determined that the following properties are eligible for the National Register of Historic Places (NRHP) for the following reasons:

- **Riverbank Army Ammunition Plant District, 5300 Claus Road, Riverbank, CA** – Caltrans determined the Riverbank Army Ammunition Plant District is eligible at the local level of significance under Criterion A for its association with the wartime munition production efforts made nationally during World War II, the Korean War, and the Vietnam war, as well as for its association with subsequent industrialization phenomenon that occurred in the US following World War II. The District is also eligible under Criterion C for its Functionalist/Industrial design. Its period of significance is 1942-1975.
- **Adobe shop building at 3212 Claribel Road, Modesto, CA** – Caltrans determined the Adobe shop building to be eligible at the local level of significance under Criterion C as a rare surviving example of a modern adobe agricultural building.

Based on my review of the submitted documentation, I concur.

Caltrans has also found the 92 properties listed in the table that starts on page 2 of your letter of May 20, 2015 are not eligible for the NRHP. I concur with the exception of the two following properties:

- MID – Lateral No. 6
- MID – Modesto Main Canal

Before I can agree or disagree on eligibility for these two properties I need additional information regarding the period of significance. Specifically I am looking for an explanation for the current date range and how it relates to the properties' potential eligibility under Criterion A with regards to its historic association with the settlement and agricultural history of Modesto. Alternatively Caltrans may choose to assume eligibility of these two properties for the purposes of this project.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at natalie.lindquist@parks.ca.gov.

Sincerely,

Jenan Saunders
Deputy State Historic Preservation Officer

Appendix K EPA and FHWA Concurrence

Stanislaus Council Of Governments

City of Ceres • City of Hughson • City of Modesto • City of Newman • City of Oakdale • City of Patterson
City of Riverbank • City of Turlock • City of Waterford • County of Stanislaus

Memorandum

To: Keith Lay, LSA Associates, Inc.

From: Arthur Chen, Associate Planner, Stanislaus Council of Governments

Date: February 2, 2015

Subject: Concurrence Received from the EPA, Caltrans, and FHWA Regarding the PM10 and PM2.5 Hot-spot Conformity Assessment for the North County Corridor New SR 108 – SC-03, EIR 327

StanCOG circulated a memo to the Interagency Consultation (IAC) Group requesting concurrence from the Environmental Protection Agency (EPA), the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) that the North County Corridor New SR 108 in Stanislaus County is not a project of air quality concern (POAQC). The circulation period for this review ended on January 26, 2015.

On January 22, 2015, Caltrans provided concurrence that this project is not a POAQC. EPA and FHWA both provided concurrence on January 29th, 2015. Attached is the correspondence from these two agencies indicating their concurrence that the North County Corridor New SR 108 in Stanislaus County is not a POAQC.

If you have any questions regarding this memo or its attachments, please contact Arthur Chen at (209) 525-4643 or by e-mail at achen@stancog.org. Thank you.

Arthur Chen - RE: North County Corridor New SR 108 IAC Memo for PM10 and PM2.5 Hot Spot Conformity Assessment - SC-03, EIR 327 UPDATED

From: "Zarzuela, Homer B@DOT" <homer.zarzuela@dot.ca.gov>
To: Arthur Chen <achen@Stancog.org>
Date: 1/22/2015 4:25 PM
Subject: RE: North County Corridor New SR 108 IAC Memo for PM10 and PM2.5 Hot Spot Conformity Assessment - SC-03, EIR 327 UPDATED
Attachments: image001.jpg

Arthur,

Apologies for not replying back to you in an efficient manner as I thought I had replied back to you with my concurrence on this.

Due to my inefficiency as it seemed I was inundated with a few things, this e-mail sent to you is intended to close the loop on this task as I know it's well after the fact now.

Again, sorry for the inconvenience.

Caltrans **Homer Zarzuela, P.E.**
State of California Department of Transportation
District 10 Stockton
Division of Planning & Local Assistance
Travel Forecasting & Project Initiation Branch
office phone (209) 948.7871
cell phone (209) 403.2950
e-mail homer.zarzuela@dot.ca.gov

"Life is too short to deal with hostile or pretentious people. Don't become one of them."

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From: Robledo, Pat@DOT
Sent: Monday, December 15, 2014 10:09 AM
To: Zarzuela, Homer B@DOT; Chin, Eric C@DOT
Cc: Tu, Irene@DOT
Subject: FW: North County Corridor New SR 108 IAC Memo for PM10 and PM2.5 Hot Spot Conformity Assessment - SC-03, EIR 327 UPDATED

Hi Homer and Eric. This project is assigned to Homer but if you Eric want to review you're welcome.

Irene – Please assign this to Homer for Air Quality Conformity Assessment.

Thanks,

Perfecto 'Pat' Robledo
Chief, Office of Project
Initiation and Travel Forecasting
(209) 948-7071

From: Arthur Chen [mailto:achen@Stancog.org]
Sent: Monday, December 15, 2014 9:13 AM
To: Anderson, Cari@ARB; Crow, Jason@ARB; Gray, Jennifer@ARB; Taylor, Jonathan@ARB; Vanderspek, Sylvia@ARB; Bruce Abanathie; Christina Lehn; Kara Bounds; Bagde, Abhijit J@DOT; Mahaney, Ann@DOT; Ipps, David T@DOT; David Cortez; Jacobs, Dennis J@DOT; Gwyn Reese; Perrault, James R@DOT; Romero, Ken J@DOT; Green, Lilibeth I@DOT; Huy, Lima A@DOT; Evans, Marcus B@DOT; Mortenson, Marilee C@DOT; Navarro, Michael@DOT; Robledo, Pat@DOT; Marquez, Paul Albert@DOT; Ramirez, Pedro@DOT; Tavitas, Rodney A@DOT; Tracey, Stephen R@DOT; Goewert, Terry@DOT; Dumas, Thomas A@DOT; Cecilia Crenshaw; jack.lord@dot.gov; Joseph Vaughn; Scott Carson; KarinaO'Connor; Frances Wicher; Kristine Cai; Kai Han; ldawson@fresnocog.org; Mike Bitner; Melissa Garza; Ted Matley; jstramaglia@kerncog.org; RobBall; Raquel Pacheco; Troy Hightower; Vincent Liu; MikeAronson; Dylan Stone; JeffFindley; Matt Fell; TyPhimmasone; Alexandra Marcucci(AMarcucci@sierraresearch.com); Kim Kloeb; Ridder, Wil@SJCOG; Tanisha Taylor; AnthonyZepeda; Jeanette Fabela; Park, Rosa@DOT; Ben Giuliani; Elizabeth Wright; Mark Hays; Roberto Brady; Chelsea Gonzales; Errol Villegas; Jessica Fierro
Cc: Padilla, Daniel@BAKERSFIELD; Michael D Hollier; terri.king@co.kings.ca.us; tboren@fresnocog.org; ahakimi@kerncog.org; Robert Phipps; patricia@maderactc.org; Marjie.Kirn@mcagov.org; Michael Sigala; chesley@sjcog.org; DianeNguyen; cyamzon@stancog.org; Ted Smalley
Subject: North County Corridor New SR 108 IAC Memo for PM10 and PM2.5 Hot Spot Conformity Assessment - SC-03, EIR 327 UPDATED

Good Afternoon Interagency Consultation Partners,

StanCOG, on behalf of the North County Corridor Transportation Expressway Authority (NCCTEA) is providing the following PM2.5 and PM10 Hot-Spot Conformity Assessment for the North County Corridor New State Route 108 Project. As part of the environmental review, it is requested that the Interagency Consultation Partners concur that this project is not a "Project of Air Quality Concern" (POAQC) and will not result in new violations of Federal PM 2.5 and PM 10 air quality standards. Please reply to all with concurrence and/or comments by 5:00 p.m. on **Friday, December 26, 2014.** An interagency conference call will be held upon request.

This project qualifies for an EIR 327 under NEPA. **EPA and FHWA concurrence is requested**.

StanCOG has also attached NCCTEA's responses to some concerns EPA had regarding the first memo that was circulated.

If you have any questions regarding this e-mail or the attached memo, please feel free to contact me directly. Thank you.

Arthur Y. Chen
Associate Planner
Stanislaus Council of Governments
1111 I St. #308
Modesto, CA 95354
T: 209-525-4643
E: achen@stancog.org

Arthur Chen - RE: North County Corridor New SR 108 IAC Memo for PM10 and PM2.5 Hot Spot Conformity Assessment - SC-03, EIR 327 UPDATE

From: "OConnor, Karina" <OConnor.Karina@epa.gov>
To: Arthur Chen <achen@Stancog.org>, "Cari@ARB Anderson" <Cari.Anderson@arb....
Date: 1/29/2015 8:20 PM
Subject: RE: North County Corridor New SR 108 IAC Memo for PM10 and PM2.5 Hot Spot Conformity Assessment - SC-03, EIR 327 UPDATE
CC: "Daniel@BAKERSFIELD Padilla" <dpadilla@bakersfieldcity.us>, "Michael DHo...

EPA concurs that this is not a project of air quality concern.

Karina OConnor
EPA, Region 9
Air Planning Office (AIR-2)
(775) 434-8176
oconnor.karina@epa.gov

From: Arthur Chen [achen@Stancog.org]
Sent: Tuesday, January 13, 2015 10:43 AM
To: Cari@ARB Anderson; Jason@ARB Crow; Jennifer@ARB Gray; Jonathan@ARB Taylor; Sylvia@ARB Vanderspek; Bruce Abanathie; Christina Lehn; Kara Bounds; AbhijitJ@DOT Bagde; Ann@DOT Mahaney; David T@DOT Ipps; David Cortez; Dennis J@DOT Jacobs; Gwyn Reese; James R@DOT Perrault; Ken J@DOT Romero; Lilibeth I@DOT Green; Lima A@DOT Huy; Marcus B@DOT Evans; Marilee C@DOT Mortenson; Michael@DOT Navarro; Pat@DOT Robledo; Paul Albert@DOT Marquez; Pedro@DOT Ramirez; Rodney A@DOT Tavitas; Stephen R@DOT Tracey; Terry@DOT Goewert; Thomas A@DOT Dumas; Cecilia Crenshaw; jack.lord@dot.gov; Joseph Vaughn; Scott Carson; OConnor, Karina; Wicher, Frances; Kristine Cai; Kai Han; ldawson@fresnocog.org; Mike Bitner; Melissa Garza; Ted Matley; jstramaglia@kerncog.org; RobBall; Raquel Pacheco; Troy Hightower; Vincent Liu; MikeAronson; Dylan Stone; JeffFindley; Matt Fell; TyPhimmasone; Alexandra Marcucci (AMarcucci@sierraresearch.com); Kim Kloeb; Wil@SJCOG Ridder; Tanisha Taylor; AnthonyZepeda; Jeanette Fabela; Rosa Park; Ben Giuliani; Elizabeth Wright; Mark Hays; Roberto Brady; Chelsea Gonzales; Errol Villegas; Jessica Fierro
Cc: Daniel@BAKERSFIELD Padilla; Michael D Hollier; terri.king@co.kings.ca.us; tboren@fresnocog.org; ahakimi@kerncog.org; Robert Phipps; patricia@maderactc.org; Marjie.Kirn@mcagov.org; Michael Sigala; chesley@sjcog.org; DianeNguyen; Carlos Yamzon; Ted Smalley
Subject: North County Corridor New SR 108 IAC Memo for PM10 and PM2.5 Hot Spot Conformity Assessment - SC-03, EIR 327 UPDATE

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If you have any questions regarding this e-mail or the attached memo, please feel free to contact me directly. Thank you.

Arthur Y. Chen
Associate Planner
Stanislaus Council of Governments
1111 I St. #308
Modesto, CA 95354
T: 209-525-4643
E: achen@stancog.org

Arthur Chen - RE: North County Corridor New SR 108 IAC Memo for PM10 and PM2.5 Hot Spot Conformity Assessment - SC-03, EIR 327 UPDATE

From: <Joseph.Vaughn@dot.gov>
To: <achen@Stancog.org>
Date: 1/29/2015 2:41 PM
Subject: RE: North County Corridor New SR 108 IAC Memo for PM10 and PM2.5 Hot Spot Conformity Assessment - SC-03, EIR 327 UPDATE
CC: <oconnor.karina@epa.gov>, <rodney.tavitas@dot.ca.gov>, <ken.j.romero@dot...

FHWA concurs that this is not a project of air quality concern.

Joseph Vaughn
Air Quality Specialist/MPO Coordinator
FHWA, CA Division
(916) 498-5346

From: Arthur Chen [achen@Stancog.org]
Sent: Tuesday, January 13, 2015 10:43 AM
To: Cari@ARB Anderson; Jason@ARB Crow; Jennifer@ARB Gray; Jonathan@ARB Taylor; Sylvia@ARB Vanderspek; Bruce Abanathie; Christina Lehn; Kara Bounds; AbhijitJ@DOT Bagde; Ann@DOT Mahaney; David T@DOT Ipps; David Cortez; Dennis J@DOT Jacobs; Gwyn Reese; James R@DOT Perrault; Ken J@DOT Romero; Lilibeth I@DOT Green; Lima A@DOT Huy; Marcus B@DOT Evans; Marilee C@DOT Mortenson; Michael@DOT Navarro; Pat@DOT Robledo; Paul Albert@DOT Marquez; Pedro@DOT Ramirez; Rodney A@DOT Tavitas; Stephen R@DOT Tracey; Terry@DOT Goewert; Thomas A@DOT Dumas; Crenshaw, Cecilia (FHWA); Lord, Jack (FHWA); Vaughn, Joseph (FHWA); Carson, Scott (FHWA); KarinaO'Connor; Frances Wicher; Kristine Cai; Kai Han; ldawson@fresnocog.org; Mike Bitner; Melissa Garza; Matley, Ted (FTA); jstramaglia@kerncog.org; RobBall; Raquel Pacheco; Troy Hightower; Vincent Liu; MikeAronson; Dylan Stone; JeffFindley; Matt Fell; TyPhimmasone; Alexandra Marcucci(AMarcucci@sierraresearch.com); Kim Kloeb; Wil@SJCOG Ridder; Tanisha Taylor; AnthonyZepeda; Jeanette Fabela; Rosa Park; Ben Giuliani; Elizabeth Wright; Mark Hays; Roberto Brady; Chelsea Gonzales; Errol Villegas; Jessica Fierro
Cc: Daniel@BAKERSFIELD Padilla; Michael D Hollier; terri.king@co.kings.ca.us; tboren@fresnocog.org; ahakimi@kerncog.org; Robert Phipps; patricia@maderactc.org; Marjie.Kirn@mcagov.org; Michael Sigala; chesley@sjcog.org; DianeNguyen; Carlos Yamzon; Ted Smalley
Subject: North County Corridor New SR 108 IAC Memo for PM10 and PM2.5 Hot Spot Conformity Assessment - SC-03, EIR 327 UPDATE

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If you have any questions regarding this e-mail or the attached memo, please feel free to contact me directly. Thank you.

Arthur Y. Chen
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Modesto, CA 95354
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E: achen@stancog.org

Appendix L List of Acronyms

A	absent
AB	Assembly Bill
ADA	Americans with Disabilities Act
ADL	Aerially Deposited Lead
ADT	Average Daily Traffic
amsl	above mean sea level
APD	Area of Potential Disturbance
APE	Area of Potential Effects
APN	Assessor's Parcel Number
AQ	Air Quality
AQR	Air Quality Report
ARB	California Air Resources Board
ASR	Archaeological Survey Report
AST	above ground storage tank
ATS	Average Travel Speed
AT&T	American Telephone & Telegraph Company
AWSC	All-Way Stop-Controlled
BMPs	Best Management Practices
BFFS	Base Free-Flow Speed
BNSF	Burlington Northern Santa Fe
BP	before present
BT&H	Business, Transportation, and Housing Agency
CA	California
CAAA	Clean Air Act Amendments
CAFÉ	Corporate Average Fuel Economy
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CA SA	California Special Animal
Caltrans	California Department of Transportation
CCIC	Central California Information Center
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CDF	California Department of Finance
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEEA	cumulative effects evaluation area
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CERFA	Community Environmental Response Facilitation Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH	critical habitat
CH_4	methane
CIA	Community Impact Assessment
CLFS	California Linderiella Fairy Shrimp
CNDDB	California Natural Diversity Database
CNG	Compressed Natural Gas
CNPS	California Native Plant Society

CO	carbon monoxide
CO_2	carbon dioxide
CO-CAT	Coastal Ocean Climate Action Team
CPA	Conservation Planning and Assistance
CSC	California Species of Special Concern
CS	chlorinated solvents
CRHR	California Register of Historical Resources
CTC	California Transportation Committee
CTP	California Transportation Plan
CTS	California Tiger Salamander
CVRWQCB	Central Valley Regional Water Quality Control Board
CWA	Clean Water Act
dB	decibels
dBA	A-weighted decibels
DED	Draft Environmental Document
DP	Director's Policy
DRIR	Draft Relocation Impact Report
DS&S	Decent, Safe, and Sanitary
DTS	Department of Toxic Substances Control
DWR	Department of Water Resources
EA	Environmental Assessment
EB	eastbound
EDD	Employment Development Department
EDR	Environmental Data Resources, Inc.
EIS	Environmental Impact Statement
EIR	Environmental Impact Report
EMFAC	Emission Factors
EO	Executive Order
EOP	edge of pavement
EPA	United States Environmental Protection Agency
ESA	Environmentally Sensitive Areas
FA	Full Acquisition
FC	Federal Candidate
FCAA	Federal Clean Air Act
FE	Federally listed, Endangered
FEIR	Final Environmental Impact Report
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FMMP	Farmland Mapping and Monitoring Program
FPE	Federally Proposed for Listing as Endangered
FPPA	Farmland Protection Policy Act
FPT	Federally Proposed for Listing as Threatened
FRIR	Final Relocation Impact Report
FT	Federally listed, Threatened
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY	Fiscal Year
GDP	Gross Domestic Product
GHG	Greenhouse Gas
GIS	Geographic Information System

GWC	groundwater contamination
h	hertz
HCD	California Department of Housing and Community Development
HCM	Highway Capacity Manual
H_2S	Hydrogen Sulfide
HFC-23	Fluoroform
HFC-134a	s, s, s, 2-Tetrafluoroethane
HFC-152a	Difluoroethane
HM	heavy metals
HOV	High Occupancy Vehicle
HP	Herbicides/Pesticides
HaP	Habitat is, or may be present
HPSR	Historical Property Survey Report
HRER	Historical Resources Evaluation Report
ID #	Identification Number
IGR	Intergovernmental Review
IPCC	Intergovernmental Panel on Climate Change
IRIS	Integrated Risk Information System
ITS	Intelligent Transportation Systems
KV	key view
JPA	Joint Powers Authority
LDV	Light Duty Vehicle
LED	Light-emitting diode
LEDPA	Least Environmentally Damaging Practicable Alternative
L_{eq}	equivalent noise level
LNG	Liquefied Natural Gas
LOS	level of service
LSA	LSA Associates, Inc.
LUST	leaky underground storage tank
MAX	Modesto Area Express
MBTA	Migratory Bird Treaty Act
MC	miscellaneous chemical waste
MFR	Multi-Family Residential
MMP	Mitigation Monitoring Plan
MMT	million metric ton
MOVES	Motor Vehicle Emissions Simulator
mph	miles per hour
MPO	Metropolitan Planning Organization
µg	micrograms
MSAT	Mobile Source Air Toxics
MS4	Municipal Separate Storm Sewer System
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NADR	Noise Abatement Decision Report
NB	Northbound
NCC	North County Corridor
NCCTEA	North County Corridor Transportation Expressway Authority
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NGO	non-governmental organization
NHM	Natural History Museum of Los Angeles County

NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NMFS SC	National Marine Fisheries Service Species of Concern
NNL	National Natural Landmarks
NO_x	nitrogen oxides
NO_2	nitrogen dioxide
N_2O	nitrous oxide
NOA	Naturally Occurring Asbestos
NOAA	National Oceanic and Atmospheric Administration
NOD	Notice of Determination
NOI	Notice of Intent
NOP	Notice of Preparation
NPDES	National Pollution Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O_3	ozone
OPR	Office of Planning and Research
OSTP	Office of Science and Technology Policy
PA	Partial Acquisition
PA&ED	Project Approximation and Environmental Document
Pb	lead
PCB	polychlorinated biphenyl
PCWQCA	Porter-Cologne Water Quality Control Act
PDT	Project Development Team
PER	Paleontological Evaluation Report
PH	petroleum hydrocarbons
PM	particulate matter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PMP	Paleontological Mitigation Plan
PM_{10}	particulate matter less than 10 microns in diameter
POAQC	Project of Air Quality Concern
ppm	parts per million
PPMP	Preliminary Paleontological Mitigation Report
PRC	Public Resources Code
PG&E	Pacific Gas and Electric Company
PS&E	Plans, Specifications, and Estimates
PSI	Preliminary Site Investigation
PSR	Project Study Report
PTE	Permit to Enter
PTSF	Percent Time Spent Following
R	Relocation
RBAAP	Riverbank Army Ammunition Plant District
RCRA	Resource Conservation and Recovery Act
REACT	Re-entry Alternatives to Custody and Transition
REC	Recognized Environmental Condition
RFQ	Request for Qualifications
RHP	Replacement Housing Payment
ROD	Record of Determination
ROG	Reactive Organic Gas
ROW	Right of Way
RTP	Regional Transportation Plan

RV	Recreational Vehicle
RWQCB	Regional Water Quality Control Board
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
SB	South Bound
SC	State Candidate
SCS	Sustainable Communities Strategy
SDC	Seismic Design Criteria
SE	State listed, Endangered
sf	square feet
SF_6	sulfur hexafluoride
SFP	State Fully Protected
SFPUC	San Francisco Public Utilities Commission
SFR	Single-Family Residential
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SJKF	San Joaquin kit fox
SJV	San Joaquin Valley
SJVAB	San Joaquin Valley Air Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO_x	Sulfur Oxides
SO_2	sulfur dioxide
SP	species present
SPE	State Proposed for Listing as Endangered
SPT	State Proposed for Listing as Threatened
SPUI	single-point urban interchanges
SR	State Route
SSP	Standard Special Provision
ST	State listed, Threatened
STIP	State Transportation Improvement Program
SW	soundwall
SWL	State Watch List
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Technical Advisory Committee
TASAS	Traffic, Accident, Surveillance, and Analysis System
TDF	Travel Demand Forecasting
TDM	Transportation Demand Management
TID	Turlock Irrigation District
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load
TNM	Traffic Noise Model
TSM	Transportation System Management
UCD ITS	University of California, Davis Institute of Transportation Studies
US	United States
USC	United States Code
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation

USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
VA	Veterans Affairs
VAU	Visual Assessment Units
VELB	Valley Elderberry Longhorn Beetle
VHD	Vehicle Hours of Delay
VIA	Visual Impact Assessment
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
VPFS	Vernal Pool Fairy Shrimp
VPTS	Vernal Pool Tadpole Shrimp
VRP	Visibility-Reducing Particles
WB	westbound
WPCP	Water Pollution Control Plan

Appendix M List of Technical Studies

Technical Study	Approval Date
Air Quality Impact Assessment	January 2017
Community Impact Assessment	February 2016
Hazardous Waste Initial Site Assessment	October 2015
Historical Property Survey Report	May 2015 & SHPO Concurrence July 2016
Archaeological Survey Report (confidential and not available for public circulation)	April 2015 & SHPO Concurrence July 2016
Historic Resources Evaluation Report	May 2015 & SHPO Concurrence July 2016
Jurisdictional Delineation	March 2015
Location Hydraulic Study	December 2015
Natural Environment Study	May 2017
Noise Abatement Decision Report	July 2016
Noise Study Report	January 2017
Paleontological Evaluation Report	June 2016
Traffic Operations Report	May 2015
Visual Impact Assessment	October 2014
Water Quality Assessment Report	May 2015
Draft Relocaton Impact Report	January 2016