

Dist.	County	Route	PM	EA
10	Stanislaus	SR-108 / SR-120 / SR-219	SR-108 27.5-44.5 SR-120 6.9-11.6 SR-219 3.7-4.8	10-0S800
<p>Project Description: The proposed project is located in Caltrans District 10 within portions of the Oakdale, Riverbank, and Modesto communities, Stanislaus County, California. The North County Corridor New State Route (SR) 108 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.</p> <p>The western terminus of all alternatives is at the SR-219 (Kiernan Avenue)/Tully Road intersection. The alternatives proceed to the vicinity of the Claus Road/Claribel Road intersection, where Segment 2 begins and the alternatives separate into two different alignments (A and B). In Segment 2, Alternatives 1A and 1B veer northeast near the Claus Road/Claribel Road intersection and pass through the southern boundary of Oakdale, and Alternatives 2A and 2B continue easterly along Claribel Road and turn northeastward past the intersection of Claribel Road/Bentley Road. Each of the alternatives then breaks into two possible alignments to their eastern terminus in Segment 3, just past the Oakdale-Waterford Highway. The eastern terminus of Alternatives 1A and 2A end along SR-108/120 just east of the City of Oakdale boundary. Alternatives 1B and 2B end farther east of the Alternatives 1A and 2A terminus, along SR-108/120 in the vicinity of Lancaster Road. The purpose of the project is to reduce existing and future traffic congestion in northern Stanislaus County, enhance traffic safety on existing SR-108, support the efficient movement of goods, and improve interregional travel.</p>				
			Federal Project No.: 1000000263	

I. Purpose of the Relocation Impact Statement

The purpose of this Draft/Final Relocation Impact Statement is to provide the Department of Transportation, local agencies and the public with information on the impact this project will have on residential and nonresidential occupants within the preferred project alternative. Relocation impacts within the project area are noncomplex and adequate relocation resources are available for displacees. All displacees will be treated in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the California Relocation Act.

The following discussion summarizes the alternatives under consideration and continued study:

No-Build Alternative: No alternations to the existing facilities leaving SR-108 in existing conditions.

Alternative 1A: Generally is an east/west facility commencing at the Tully Road to Claus Road with undercrossings proposed at McHenry Avenue, Coffee Road, Oakdale Road, and Roselle Avenue, and standard intersections at grade at Tully Road and Claus Road. From Claus Road to Crane Road, the facility generally travels northeasterly/southwesterly with proposed overcrossings at Eleanor Avenue, Langworth Road, and Patterson Road. From Crane Road to Albers Road, the proposed facility becomes an east/west facility with a proposed overcrossing at Kaufman Road. From Albers Road to the termination at SR-108/SR-120, the proposed facility generally travels northeasterly/southwesterly with proposed overcrossings at Sierra Railroad and S. Stearns Road, and traffic circles just northeast of the S. Stearns Road overcrossing and at the SR-120 connection.

Alternative 1B: Generally is an east/west facility commencing at the Tully Road to Claus Road with undercrossings proposed at McHenry Avenue, Coffee Road, Oakdale Road, and Roselle Avenue, and standard intersections at grade at Tully Road and Claus Road. From Claus Road to Crane Road, the facility generally travels northeasterly/southwesterly with proposed overcrossings at Eleanor Avenue, Langworth Road, and Patterson Road. From Crane Road to Smith Road, the proposed facility becomes an east/west facility with proposed overcrossings at Kaufman Road and standard intersections at grade at Albers Road and S. Stearns Road. From Smith Road to the termination at SR-108/SR-120, the proposed facility generally travels northeasterly/southwesterly with proposed overcrossings at Fogerty Road and Sierra Railroad, and traffic circles just northeast of the S. Stearns Road overcrossing and at the SR-120 connection.

Alternative 2A: Generally is an east/west facility commencing at the Tully Road to Bentley Road with undercrossings proposed at McHenry Avenue, Coffee Road, Oakdale Road, and Roselle Avenue, overcrossings proposed at Eleanor Avenue and Langworth Road, and standard intersections at grade at Tully Road, Claus Road, and Bentley Road. From Bentley Road to SR-108/SR-120, the facility generally travels northeasterly/southwesterly with proposed overcrossings at Oakdale-Waterford Highway, Sierra Railroad and S. Stearns Road, a standard intersection at grade at Albers Road, and traffic circles just northeast of the Sierra Railroad overcrossing and at the SR-120 connection.

Alternative 2B: Generally is an east/west facility commencing at the Tully Road to Bentley Road with undercrossings proposed at McHenry Avenue, Coffee Road, Oakdale Road, and Roselle Avenue, overcrossings proposed at Eleanor Avenue and Langworth Road, and standard intersections at grade at Tully Road, Claus Road, and Bentley Road. From Bentley Road to SR-108/SR-120, the facility generally travels northeasterly/southwesterly with proposed overcrossings at Oakdale-Waterford Highway and Sierra Railroad, a standard intersection at grade at Albers Road and Smith Road, and traffic circles just northeast of the Sierra Railroad overcrossing and at the SR-120 connection.

II. Summary of Residential and Nonresidential Displacements

Alternative	Single Family Units	Mobile Homes	Multi-Family Units	Residential Displacements (Units/Residents)*	Nonresidential Displacements (Type/Employees)**
1A	72	22	30	124 / 356	21 Commercial Business / Approximately 1-20 Employees per Business 5 Industrial / Manufacturing Business / Approximately 21-100 Employees 10 Agricultural Farms / Approximately 1-20 Employees per Farm
1B	68	16	30	114 / 327	21 Commercial Business / Approximately 1-20 Employees per Business 5 Industrial / Manufacturing Business / Approximately 21-100 Employees 7 Agricultural Farms / Approximately 1-20 Employees per Farm
2A	88	16	32	136 / 390	21 Commercial Business / Approximately 1-20 Employees per Business 5 Industrial / Manufacturing Business / Approximately 21-100 Employees 16 Agricultural Farms / Approximately 1-20 Employees per Farm
2B	74	8	32	114 / 327	21 Commercial Business / Approximately 1-20 Employees per Business 5 Industrial / Manufacturing Business / Approximately 21-100 Employees 12 Agricultural Farms / Approximately 1-20 Employees per Farm

* Estimate of residents is based upon an average of 2.87 residents per unit (U.S. Census Bureau/Households and Families: 2010). Residential displaces were not interviewed nor contacted.

** Type of Nonresidential units and the number of employees is based upon visual observation and research. Nonresidential displaces were not interviewed nor contacted.

III. Summary of Relocation Resources Available to Displacees (Residential)

Relocation Resource	For Rent	For Sale	Total Units
Two Bedroom Houses	20	15	35
Three Bedroom Houses	49	80	129
Four+ Bedroom Houses	13	50	63
Condominiums	0	62	62
Multi-Family Residences	119	19	138
Mobile Homes	0	26	26

Source: Information obtained from: Zillow.com, ApartmentHunterz.com, MLS.com, Trulia.com, GoSection8.com

IV. Summary of Relocation Resources Available to Displacees (Nonresidential)

Relocation Resource	For Rent – appropriate zoning and site requirements	For Sale – appropriate zoning and site requirements	Total Units
Commercial Retail	121	35	156
Commercial Office / Special Services	116	49	165
Industrial Complex	56	22	78
Industrial / Commercial Properties	8	4	12
Farmland	3	0	3

Source: Information obtained from LoopNet.com, and Craigslist.com.

V. Statement of Findings

Research indicates that adequate resources, including such factors as, availability, funding, staffing, and time, exist for all residential and non-residential displacees. In particular, the availability of replacement site resources is critical to the relocation process from planning to implementation. Displaced residential households must be provided assistance in relocating to comparable replacement housing, and displaced non-residential occupants must be provided assistance in relocating to suitable replacement sites.

VI. All displacees will be contacted by a Relocation Agent, who will ensure that eligible displacees receive their full relocation benefits, including advisory assistance, and that all activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources shall be available to all displacees free of discrimination. At the time of the first written offer to purchase, owner occupants are given a detailed explanation of Caltrans' "Relocation Program and Services." Tenant occupants of properties to be acquired are contacted soon after the first written offer to purchase, and also are given a detailed explanation of Caltrans' "Relocation Program and Services." In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans 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.



Josh Cospers, Project Manager
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January 6, 2016
Date

APPROVED


Senior Right of Way Agent

3/10/2017
Date

Cc: Project Manager, Project Engineer, Environmental, Region/District RW DDC, Region/District P&M