

**North County Corridor
Transportation Expressway Authority**
1716 Morgan Road
Modesto, CA 95358
209.525.4130

DATE: September 10, 2014
TO: Board of Directors, Ex-Officio Members, Technical Advisory Committee
cc: City Councils, Board of Supervisors, County CEO's Office, City Managers
FROM: Colt Esenwein, NCC Project Manager
SUBJECT: North County Corridor Meeting Date Changes and Status Report

There is no action needed to be taken by the North County Corridor Transportation Expressway Authority (NCC TEA) Board (also known as JPA, Joint Powers Authority) at this time, so the September 17, 2014 meeting will be cancelled. Also, there will be a Special Meeting on November 5, 2014 in lieu of the November 19, 2014 scheduled meeting. The November 5th Special Meeting will be at 4:30 p.m. in the Tenth Street Place, Board Chambers at 1010 10th Street (basement), Modesto.

The Drake Haglan and Associates Team has continued to make progress in completing the Project Approval and Environmental Documentation (PA&ED) phase for the North County Corridor project. Since the last NCC TEA Board report in May, the team has completed a number of milestones in the schedule and is on track to deliver an Administrative Draft environmental document to Caltrans by November 2014.

The following is a summary of the ongoing tasks in support of this.

Traffic

The draft traffic operations report was submitted to Caltrans in May 2014. Comments were received from Caltrans in August and the team is working towards a final submittal of the traffic operations report later this month.

Environmental

The environmental field study work has been completed. Staff has drafted the technical reports and the following is a status summary of the various reports/studies:

- Natural Environment Study (Biological Studies) – Submitted to Caltrans
- Jurisdictional Delineation – Submitted to Caltrans
- Historic Properties Survey Report – Submitted to Caltrans
- Archaeological Survey Report – Submitted to Caltrans
- Historic Resources Evaluation Report – Submitted to Caltrans
- Paleontological Study – Submitted and Approved by Caltrans
- Water Quality Study – Submitted to Caltrans
- Air Quality Assessment – Will Submit on September 17th
- Noise Study Report – Submitted to Caltrans
- Visual Impact Assessment – Submitted to Caltrans
- Hazardous Waste Assessment – Submitted to Caltrans
- Community Impact Assessment – Will Submit on September 17th
- Relocation Impact Report – Will Submit on September 17th

It is anticipated that the team will have approval of the required technical studies in late October/early November, and the Administrative Draft Environmental Document will be ready for submission in November.

Public Outreach

Responses have been prepared for any comments received at the March 6th public information meeting held in Riverbank. The questions and responses have been posted on the County's website and are included as an attachment to this update.

The NCC team has also made project presentations and provided status updates to the Oakdale Planning Commission, Oakdale City Council, Riverbank City Council, and Modesto City Council. The team is planning on providing similar presentations to the Stanislaus Council of Governments in September and the Stanislaus County Board of Supervisors in October.

A number of residents have requested meetings at their properties and JPA staff along with the consultant team members have been conducting these.

Engineering

The preliminary geometric drawings were submitted to Caltrans in July and are currently being reviewed by Caltrans design staff.

For highway projects with an estimated construction value of \$50 million or higher, the Federal Highway Administration (FHWA) requires a Value Analysis (VA) Study be

performed. The purpose of the five day VA Study is to review the proposed project and identify measures that could improve the performance of the facility, reduce the future life-cycle costs or improve the delivery of the project through construction.

The VA team for the NCC project was comprised of experts in the fields of roadway and bridge engineering, construction, traffic operations and environmental. The JPA member agencies attended the first day of the VA Study and were given the opportunity to communicate each agency's concerns and constraints with the various alignment alternatives.

The recommendations of the VA team will be presented to the Project Development Team (PDT) on September 25th. The PDT will discuss the VA team recommendations and compile a draft list of which recommendations the PDT accepts, conditionally accepts or rejects. This draft list will be presented to Caltrans and JPA member agency management for their review and acceptance before going to the JPA Board In November for final approval.

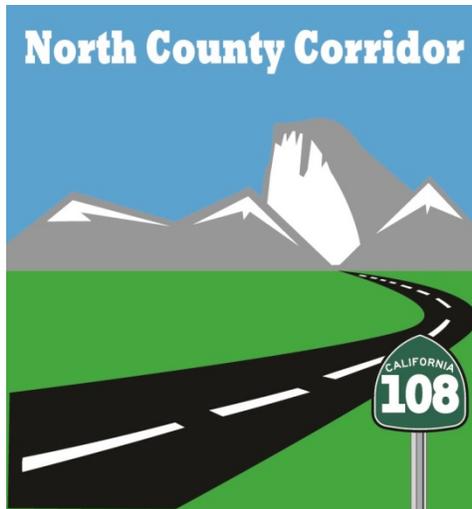
Schedule

The following key milestones are anticipated for the project:

- November 2014 – Submit Administrative Draft Environmental Document to Caltrans
- April 2015 – Public Circulation of Draft Environmental Document
- May 2015 – Public Hearing for Draft Environmental Document
- February 2016 – Public Availability of Final Environmental Document
- August 2016 – Final Approval of Environmental Document

Staff anticipates presenting a status update and asking the Board to take action on recommendations from the Value Analysis study and the NCC TEA schedule of meetings for the 2015 calendar year.

If you have any questions, please feel free to contact me at (209) 525-4184. Thank you for your continued support.



The following is a summary of the comments received at the March 6, 2014 public information meeting in Riverbank and the team's responses.

Comment #1: *Routes 1A and 2A make the most sense.*

Response#1: Comment Noted

Comment #2: *Our house (the Bald Eagle Ranch House) was recently listed in the National Register of Historic Places. We therefore request that any environmental studies take this into consideration, which is a benefit we are entitled to.*

Response#2: Thank you for your comment. The Bald Eagle Ranch House located at 511 Crawford Road, Modesto, CA is outside the Environmental Study Limits for the North County Corridor New State Route 108 Project. Careful consideration was given to the Environmental Study Limit boundaries. All structures that have the potential to have physical, visual, or audible impacts are included within the Environmental Study Limits. All structures within the Environmental Study Limits that are over 45 years old have been evaluated for listing on the National Register of Historic Places.

Comment #3: *Why extend Charity Way to the East beyond McHenry? It's all farmland and there is no need for a road where there are no houses or buildings.*

Response#3: Comment noted and from additional discussions with property owners it was determined that all parcels had access to a public road. Plans have been updated to reflect this change.

Comment #4: *Alternative Route 1B is the best route through East Oakdale. A roundabout at Stearns Rd. would be located in a residential area. There are new homes currently under construction with more to come along with retail and office spaces. The roundabout near Lancaster would accommodate the traffic before it would impede local Oakdale traffic. Route 1B is the best choice.*

Response#4: Comment noted.

Comment #5: *Keep Hwy 108 as is. The new Hwy 219 finish to Oakdale. Don't let fast food buy hwy land. Keep North Corridor green like the picture.*

Response#5: Comment noted.

Comment #6: *Claribel (North Frontage) directly west of Oakdale should be re-aligned to a southerly direction to minimize take of Bosio/McGrave NWC Claribel/Oakdale.*

Response#6: Comment noted.

Comment #7: *No requirement for Bosio/McGrave property to fund any of the NCC Project construction.*

Response#7: Comment is unclear; however, Funding for the project is currently through the Interregional Transportation Improvement Program. Additional funding required for the project is anticipated to come from a combination of a future regional transportation sales tax measure, state and federal transportation funds, land based financing and development impact fees.

Comment #8: *No County/Caltrans limitations on frontage road access.*

Response#8: Frontage roads outside of Caltrans right-of-way will be considered local roads and access points will be in conformance with the local agency's policies.

Comment #9: *No need for a Coffee Off-Ramp.*

Response#9: Intersection layouts, lane configurations, interchange locations and on/off ramp configurations are determined and selected to accommodate the existing and future projected traffic volumes.

Comment #10: *Frontage Rd. needs to build concurrently.*

Response#10: Frontage roads and access to public roads will be built early in the project to ensure that all parcels have access to public roads during and after the project is constructed.

Comment #11: *Make Claribel/Kiernan Work.*

Response#11: Comment noted.

Comment #12: *My house is at 4797 McGee Ave and frontage road from 2A/2B route goes through my house; need to design frontage road avoiding my house (and neighbor). This route is not a good route (design). Most houses along Claribel Rd will be affected by route 2A/2B. Need to design route that avoids houses.*

Response#1: Route alternatives have been designed to minimize impacts to the greatest extent possible. The team will meet with this owner to determine if adjustments can be made to the frontage road to avoid their home.

Comment #13: *I don't understand why it has taken so much of our tax dollars to come to this point of the so-called "North County Corridor." This is after property was purchased for the Oakdale Bypass & now sold (by Caltrans). Probably less than what it was purchased for! Our tax dollars at work. If I were to operate my ranching business in such a manner, I would have been out of business long ago. I guess tax dollars are never ending.*

Response#13: Comment noted.

Comment #14: *(Not For Stearns Rd) NO*

Response#14: Comment noted.

Comment #15 *From McHenry to Oakdale Road, use improved highway to be completed 2015. Do not destroy road (more cost) to put in freeway ramps. Do not take more farmland to make access roads. Traffic lights like on Pelandale will work. By 2020 you will know if really needed. Only do if in 2020 traffic then demands ramps. Having left and right hand turning lanes will be adequate at intersection McHenry, Tully, Coffee, Oakdale & Roselle. Save farm land and money. If ramps become needed, use on ramps as service road for access to freeway/expressway. Do not cut through farmland and make bigger imprint. Each land owner should have a say on whether a road is needed through his property. Make 2015 road work. SAVE money. Do not waste new road.*

Response#15: Comment noted.

Comment #16: *First choice for Con Agra foods that would minimally affect irrigation requirements is the 2a/2b route along Claribel Road. We need to evaluate both routes through the engineered proposals/recommendations with the Drake & Dokken Engineering teams.*

Response#16: Comment noted.

Comment #17: *We have cattle trucks & trucks that haul the corn when it is ready. They would have a problem with a roundabout.*

Response#17: Roundabouts will be designed to accommodate large trucks and truck turning simulation software will be utilized in the design of the roundabouts to ensure that the largest expected vehicle can maneuver through the intersection.

Comment #18: *We and all of our neighbors love the view of the cross & church in the field south of the new Riverbank Crossroads neighborhood south of Claribel at the Roselle intersection.*

**We are glad you have kept the highway south of this Living Faith Church that cross view of the cows grazing around it out of the eminent domain freeway areas.*

Response#18: Comment noted.

Comment #19: *I am against the South Stearns route and would like to see the route further east be utilized.*

Response#19: Comment noted.

Comment #20: *The orange right-of-way boundary goes right down the middle of my large shop building. I am concerned about preserving my shop, so I'm wondering how definite that line is and whether my building can be preserved. Thanks.*

Response#20: The team will meet with the owner to discuss options to avoid building.

Comment #21 *We would like to on the record opposing alternative 2B for the corridor. As per your meeting on March 6, 2014 spokespeople stated that studies have shown shorter routes, 1A and 2A are more cost effective and also attract more traffic. Isn't that the purpose? Alternate 2B will run approx 300' from our door and we moved our house 1,000' from the road to avoid noise and traffic. A sound wall won't even make a difference in the noise and disruption to our quiet rural life. Ducks, geese, red tailed hawks, great horned owls, will all be gone. Also, the routes closer to town*

(Oakdale) will help prevent urban sprawl and let Oakdale enjoy some of the commerce benefits. Thank you for your diligence and hopefully you will make a wise decision. Thank you.

Response#21: Comment noted.

Comment #22: *It appears that all routes affect our property. We do not want a wall. We would like the opportunity to relocate to the end of our property with road access.*

Response#22: Comment noted. Discussions on right-of-way acquisition and ways to mitigate impacts (such as moving a home) can occur during the Right-of-Way phase which occurs after an alignment is selected and environmental clearance is completed.

Comment #23: *Consider using existing roads instead of cutting through so many properties.*

Response#23: Comment noted

Comment #24: *With traffic coming down the hill toward Oakdale from mountains and reservoirs cutting through 1B and 2B would be helpful to homeowners along 120.*

Response#24: Comment noted.

Comment #25: *The roundabouts would certainly slow down traffic on a Hwy like 108/129. Not sure how safe that would be however.*

Response#25: Historically, roundabouts are safer than signalized intersections. Per the Federal Highway Administration, roundabouts have a 90% reduction in fatal accidents, 76% reduction in injury accidents and 35% reduction in all types of collisions.

Comment #26: *I am not interested in having by-pass down Sterns!*

Response#26: Comment noted.

Comment #27 *Regarding the proposed North County Corridor East end placement to 108/120. Legend 2A is dumb as it dumps right into a housing development. Legend 2B is almost as bad as it also dumps right into a housing development – just fewer houses. The original proposal was to get it out toward Lovers leap. Keep to the original plan please. The proposal was stated to be a “by pass” 2A and 2B is not a bypass. They are a noise maker, traffic maker and an affront to the country life style living. And, a sound wall won’t get it. So please get that entrance/exit out by lovers leap.*

Response#27: Comment noted. All four alternatives being studied meet the purpose and need of the project by providing a bypass to existing State Route 108.

Comment #28: *Regarding the access -- the frontage access road between McHenry and Coffee, is that really -- on the north side of the proposed quarter -- is that really necessary since there's already frontage roads in that section?*

Response#28: Comment noted and from additional discussions with property owners it was determined that all parcels had access to a public road. Plans have been updated to reflect this change.

Comment #29: *You should have maps printed out like this to hand out to everybody and eliminate all this running around business. It would take me all might to find our ranch. This would put us*

right out of business. They should have big labels above each one, there's nothing. No map handouts. Not enough chairs. No mic. Mickey mouse projection screen. Poor projection quality. Nobody could see half the stuff that was there. They didn't have signs. The name tags are okay I guess expect they have their name but you have to get really close to see what they know about. So they need to improve their name tags. And I looked up the Stanislaus County site before I came and we couldn't find the agenda for tonight. There must be one. I think I was on the right website. I finally got this map, so I had to be on the right website. So I just think this thing needs a better job of organizing it. I can't help what they do with our route. A highway turn around is the most ridiculous thing I've heard of. I guess it's good for some traffic. I don't know.

Response#29: Comment noted about the meeting setup. The Caltrans and County websites have been updated with the latest maps and information. Additionally, the County maintains a Geographical Information System (GIS) with the latest alignment information shown. It can be accessed at:

<http://gis.stancounty.com/giscentral/public/map/esri/flex/Projects/Index.html>

Comment #30: *With the 1-A and the 2-A eastern section where it connects to the highway it seems like it connects right at a highly populated area on East Oakdale. I would prefer that it go farther east and that would be plan 1-B and 2-B. It's a less dense -- less densely populated area.*

Response#30: Comment noted.

Comment #31: *I want to thank the committee for staying on Kiernan and Claribel making that work on the existing road that is the best thing to do. I hope where they exit onto 120, they're able to do the least destruction to people's farm parcels and houses. They still need to be considerate regarding these people's houses when they are building overpasses around because the people will lose the value you on the property. Besides that, I wanted to reiterate thanking you for staying on Kiernan and Claribel.*

Response#31: Comment noted

Comment #32: *We are very upset. Losing the front of our house as an entrance and making an access road so we can access our property from the rear of our property which is a -- we have a 3200-foot custom built home and you are destroying the value of our home. There's no reason why the "road" cannot be further north between -- they're going to build another road anyway, then why can't they build the road between McHenry and Coffee or McHenry and Oakdale, further to the north and just make existing Claribel Road a dead end road for the residence of those roads rather than making us access our property from the rear of our property which totally destroys our value. The back road is dissecting agricultural land of which is another destruction. They're destroying the value of our property and all of our neighbors on the south side of the street between McHenry and Oakdale Roads. For the last hundred years we've been coming to the front of the house and now they want to change to the back of the house and lose value on our house.*

Response#32: Comment noted.

Comment #33: *I just want to say that I'm against route 1-A and 2-A as they are too close in town and prefer route 1-B and 2-B.*

Response#33: Comment noted

Comment #34 *I think 1-A corridor would probably be better to take because it would use less property and less road construction to get to highway 120 this is the main object of this bypass. It would be close enough to Oakdale where it would generate a little tax revenue because it is industrial. So I can understand if industrial parts are close to the main throughway. It just seems like it would be a quicker way to get to 120.*

Response#34: Comment noted

Comment #35: *We live on Claribel and Eleanor. It's really the second house north of Claribel. And it shows the road going right up either taking our house right up to the house and we don't like the idea -- they talk about just putting sound walls up or we prefer if they did go that far to take our house and we could have the property in the back and let us build another house back there on our 16 acres that we own. We just don't like the idea of a sound wall. We don't want to stay in our current home if there's going to be an overpass over it or a freeway next to it.*

Response#35: Comment noted. Discussions on right-of-way acquisition and ways to mitigate impacts can occur during the Right-of-Way phase which occurs after an alignment is selected and environmental clearance is completed.

Comment #36: *I'm talking about the dead end of Wren Road near the Oakdale Airport, and we would rather that the easement road follows the OID canal bank rather than cutting through the private property. So the OID canal bank East of the dead end of Wren Road where I think the easement road should go to access the Gilbert property.*

Response#36: Comment noted. From discussions with owners it was determined that access could be provided from the dead end of Wren Road to the east and plans have been modified to reflect this.

Comment #37: *I'm really unhappy with the planning that went into this meeting. All of these maps should have been available to the public prior to the meeting so that we had a chance to review them and ask intelligent questions. The Cal Trans website has not been updated. I did see some maps on the county website that do not necessarily match what I'm seeing here tonight. Even the small differences do make a difference. The scale for the maps is ridiculously made. Proposed roads verse proposed north county quarter are both in blue only one has a dotted line and one has a solid line. How easy would it have been to make it a different color to make the maps more easily readable? And is there a chance that a route not presented here tonight could still be chosen? It needs to be addressed if it affects a parcel that is no longer able to be used as a home site due to county restrictions if certain routes are chosen. And they've made it appear that there's not a lot of forethought given to which roads to close or end in culs-de-sac that addresses local traffic situations, specifically the commute route both morning and evening down Smith to Warnerville to South Stearns to 120.*

Response#37: The Caltrans and County websites have been updated with the latest maps and information. Additionally, the County maintains a Geographical Information System (GIS) with the latest alignment information shown. It can be accessed at:

<http://gis.stancounty.com/giscentral/public/map/esri/flex/Projects/Index.html>

Comment #38: *As far as move the project east of Oakdale as far as you can. The 1-B and 2-B section is best for the community of Oakdale, in my opinion. With 1-A and 2-A, the proposed shopping center will turn the downtown of Oakdale into a ghost town very much like what has happened to Riverbank, and you'll lose the quaintness of the community the community will have a much harder time gaining profit money from the downtown. 2. The 1-A and 2-A will devalue the properties at or near Atlas. The noise will be terrible, and the smog will increase adversely affecting the quality of life in the area. 1-A and 2-A are definitely a mistake for the community of Oakdale. It will create more congestion, and it will devalue the properties.*

Response#38: Comment noted.

Comment #39: *How is this road going to affect 6000 Albers Road property?*

- a) I now have one gate direct to Albers Road.*
- b) I now have one gate direct to Valk Road.*
- c) How close to building does this new road come?*
- d) How about noise?*
- e) Does this new road affect my garage, etc.?*
- f) What about can I still enter Albers Road, same place?*
- g) What about fence moving and survey?*
- h) What about electric tower if moved, cost \$100,000 or more?*
- i) What about a road barrier on this curve by my house? And other things? Butane tank*
- j) hook up to a different spot?*
- k) What about a lot of stuff being left? No fence. Unprotected.*
- l) What about a safe place to live, period?*
- m) Why not avoid underground OID water systems as much as possible? Such as Brichetto*
- n) line across my property and under Albers Road now?"*

Response#39(a): The improvements to Albers are not anticipated to affect the existing access to Albers Road.

Response#39(b): The improvements to Albers are not anticipated to affect the existing access to Valk Road.

Response#39(c): It is not anticipated that the Albers Road improvements will move the road any closer to the home/buildings at 6000 Albers Road.

Response#39(d): Noise is being studied for the entire project and will be addressed in the Draft Environmental Document.

Response#39(e): It is not anticipated that the Albers Road improvements will move the road any closer to the home/buildings at 6000 Albers Road.

Response#39(f): The improvements to Albers are not anticipated to affect the existing access to Albers Road.

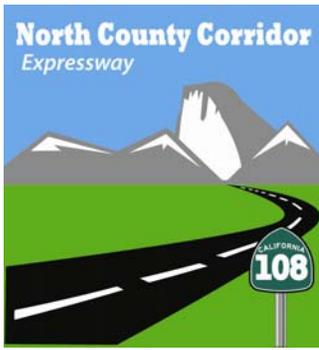
Response#39(g): It is not anticipated that the Albers Road improvements will move the road any closer to the home/buildings at 6000 Albers Road or require the fence at 6000 Albers Road to be relocated.

Response#39(h): Utility relocations will be required for the project and have been accounted and budgeted for in the planning process.

Response#39(i,j,k,l): The improvements to Albers are not anticipated to go beyond Valk Road and affect the physical features of the property at 6000 Albers Road.

Response#39(m): The project is being designed to minimize impacts to OID water systems to the greatest extent possible.

Response#39(n): The preliminary right-of-way line through the property at 6000 Albers Road will be adjusted to reflect the improvements to Albers stopping short of it.



MEETINGS CANCELED

**NORTH COUNTY CORRIDOR
TRANSPORTATION EXPRESSWAY
AUTHORITY**

**SEPTEMBER 17, 2014 - CANCELED
&
NOVEMBER 19, 2014 - CANCELED**

NEXT SPECIAL MEETING

NOVEMBER 5, 2014 (WEDNESDAY) AT 4:30 P.M.

TENTH STREET PLACE

BOARD CHAMBERS (BASEMENT)

1010 10TH STREET, MODESTO