
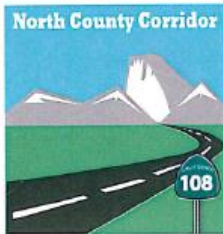
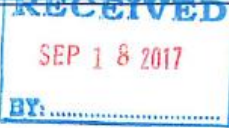


Comment 69
Comment from de Visser, Brum

		
Name (Please print): <u>Brum de Visser</u>		Date: <u>9-11-17</u>
Mailing address: <u>4500 Albans Rd.</u>		<u>Oakdale, Ca 95361</u>
Phone: <u>209-541-4737</u>	Email: <u>BrumVDAiry@AOL.com</u>	
<input checked="" type="checkbox"/> Please add my name to the North County Corridor Project mailing list.		
I would like the following comments filed in the record. (Please print.)		
1) I prefer Route 1A		
2) It disrupts the fewest homes and business's		
2) Water to Con Agra will not be affected by hoosing 12 acres		
3) John Bricetto piece for con agra water is being developed into an orchard with 1500 acres still being utilized for con agra water.		
4) City of Oakdale tax revenue will be greatly increased by Route 1A <u>NOT</u> Route 2		
5) Hetch Hetchy lines will not be disturbed by staying on north side		
6) It follows the Oakdale City boundary.		
7) It will benefit truck movement to Hi Tech business park		
Please drop comments in the comment box, email or send U.S. mail to:		
North County Corridor Project Public Outreach Coordinator P.O. Box 4436 Stockton, CA 95204 hotline@buethepr.com		

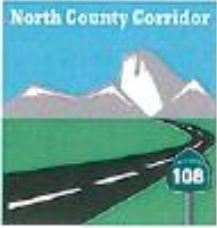

Response 69 to Brum Visser: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Under Alternative 1B, approximately 130 acres of ConAgra northern irrigation land would be removed and potentially have water irrigation access impacted from the interchange, frontage roads, and change in grade. Displaced businesses will be relocated within the county.

Businesses requiring relocation will be provided relocation assistance payments and advisory assistance in accordance with the Caltrans Relocation Assistance Program (RAP), based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations Part 24.

The project will have minimal direct effects to the Hetch-Hetchy Aqueduct, Moccasin-Newark Transmission Tower Line, or the Warnerville Substation. For more information see Chapter 3.1.8, Cultural Resources, Environmental Consequences.

Comment 70
Comment from DeShon, James



Name (Please print): James DeShon Date: 9-7-17

Mailing address: 5404 EPPERSON CT Oakdale Ca

Phone: (209) 613-5368 Email: _____

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

I would like the following comments filed in the record. (Please print.) First I am a new land owner to this area but did not receive any notification of this meeting. I saw it in the local paper. Simply, if traffic calming, reducing traffic congestion and improving traffic flow and thus improving air quality are the goals, then plan 2B appears to be the best plan of the ones I saw today. I also feel plan 1A & 1B would conflict more with the existing major power lines and railroad tracks in the area of the 1A & 1B plans. As a result of this initial examination of the available plans I would support plans 2A & 2B and work against plans 1A & 1B. Plan 2B would be my 1st choice.

Please drop comments in the comment box, email or send U.S. mail to:



North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 70 James DeShon: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Each alternative would effect railroads and utilities. Further details on how Alternative 1B effects both can be found under 2.3 Build Alternatives.

Your contact information has been added to the project contact list and you will receive all future notifications regarding the project.

Comment 71
Comment from Diesburg, Lawrence



Name (Please print): LAWRENCE DIESBURG Date: 9-7-17

Mailing address: 1717 LONGMEADOW ST. OAKDALE

Phone: 209-840-1135 Email: _____

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

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

MY VOTE GOES TO 2B

1A IS TO CLOSE TO WHERE I LIVE.

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 71 to Lawrence Diesburg: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 72

Comment from Duran, Leroy

From: leroy.duran [<mailto:leroy.duran@aol.com>]

Sent: Tuesday, October 03, 2017 7:55 PM

To: Lopez, Judith@DOT <judith.lopez@dot.ca.gov>

Subject: Hi Judith, my name is Leroy Duran, I live in the mobile home park on Claribel road between Coffee and Oakdale road, Grace had sent me a map of the expressway, I was very impressed because it looks like it veers more north than the existing Clarebel roa...

el be a dead end road? That would be great if it is, please give me some feedback,
Thank You.

Response 72 to Leroy Duran: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Yes, the project alignment is proposed as north of Claribel Road in between Coffee and Oakdale roads and would avoid property impacts to the mobile home park. A road from Coffee Road to the mobile home park will be constructed to provide access to the mobile home park as well. The project does not include changing Claribel Road into a dead end Road.

Comment 73

Comment from Eblen, Harold and Marcia



Name (Please Print): Harold and Marcia Eblen Date: 9/7/17
Mailing Address: 10113 Del Almedra Dr, Oakdale CA
Phone: 209-322-3076 Email: MLEEngineering@comcast.net

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

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

We are strongly in support of the B options, either 1B or 2B. Placing the intersection of the NCC and 120/108 at Atlas Road would adversely impact a much more densely populated area than placing it at Lancaster Rd. The cost difference between the A and B options is less than 4.5% which is within the margin of error on the calculation methods used to determine the total cost of the project. Disrupting the densely populated area verses the less populated area **is not justified** by the **alleged** cost savings.

Additionally, the idea of making this intersection a roundabout is insane. This is a VERY heavily traveled road, especially on Fridays (west bound) and Sundays (east bound). The bottle neck created for traffic would be massive. One of the employees at the open house explained that 'traffic engineers' determined this roundabout to be the most efficient way of moving the expected traffic. This is woefully not true. Not only would this massive roundabout take up more room, the many large trucks that travel this road daily would make navigating the roundabout more dangerous while they were in it. A simple flyover from west bound 120/108 to the westbound new NCC, and a single merging ramp from east bound NCC to east bound 120/108 would take up MUCH less space AND not create any major impediments to the flow of traffic. There is no need to create ways for traffic to go from east bound NCC to west bound 120/108, because people would never have that need. If they wanted to go to Oakdale from Modesto, they would simply get off the NCC earlier. Draw this up and you will see that less property will be occupied. You already own enough property in the 120/108 location to expand it to allow this to occur, while the roundabout would require you to purchase more land.

Additionally, the employee at the open house, said the 'traffic engineers' were looking twenty years out. By the time you get this completed, it will be obsolete! Look farther out, 50 years or more. Oakdale is a growing city. Placing the intersection of the NCC at Atlas, will block any growth opportunities in that direction. You must keep the traffic away from the town.

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project

Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethcpr.com

Response 73 to Harold and Marcia Eblen: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

The following supplemental information was added to the Traffic and Transportation/Pedestrian and Bicycle (Section 3.1.6) of the Final Environmental Document:

An Intersection Control Evaluation (ICE) summary was performed at each of the proposed at-grade state highway intersections to identify the most effective intersection traffic control strategy (i.e., roundabout or traffic signal). Signalized and Unsignalized Intersection Design and Research AID (SIDRA) software package operations tools were also used for assessing effectiveness of roundabouts at the proposed intersections.

It was determined that a roundabout was the most effective intersection traffic control strategy in the Traffic Operations Report and roundabouts were implemented as part of the proposed project.

According to the Federal Highway Administration, roundabouts have been “proven safer and more efficient than other types of circular intersections”

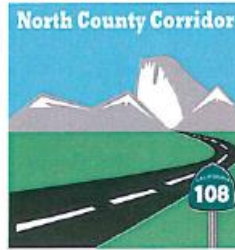
(<https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/>). The Federal Highway Administration website provides case studies regarding the effectiveness of roundabouts in California, Colorado, Florida, Kansas, Maine, Maryland, South Carolina, and Vermont. More information can be found at the following website:

<https://www.fhwa.dot.gov/research/deployment/roundabouts.cfm>.

Sections 3.1.1.1 and 3.1.6 discuss the analysis and development of improved local roads and new frontage roads that would contribute to the circulation of both urban and rural areas. As seen in Tables 3.1.6-8 and 3.1.6-9, the frontage roads are included with Coffee, Oakdale, and Roselle Roads. These roads will allow access to businesses and residences; as well as there is an improved in circulation.

Response 74 to Marcia Eblen: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 75
Comment from Emery, John



Name (Please print): JOHN EMERY Date: _____

Mailing address: 10212 BUCKMEADOWS DRIVE OAKDALE CA 95361

Phone: 209 848-1964 Email: JOHNE746@GMAIL.COM

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

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



MY MAIN EGRESS FROM HOME IS ATLAS ROAD ONTO 108/20 WESTBOUND. THIS IS A NIGHTMARE ON SUMMER WEEKENDS ESPECIALLY AS RETURNING HILL COUNTY TRAVELERS STREAM DOWN INTO OAKDALE WITH MINIMAL BARRIERS TO ALLOW ENTRANCE. GIVEN THIS SCENARIO, I WONDER HOW THE TRAFFIC CIRCLE WILL ALLEVIATE THAT SITUATION, AS TRAFFIC WESTBOUND USES 180° TO GO STRAIGHT INTO OAKDALE (AND THEN NORTH) OR USES 270° TO CONTINUE ONTO THE NEW CORRIDOR WESTBOUND. ATLAS IS TOO CLOSE TO OAKDALE AND TO HEAVILY TRAVELLED TO BE THE EASTERN TERMINAL OF THE CORRIDOR.

Please drop comments in the comment box, email or send U.S. mail to:
North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com
PS: THANKS FOR AN INFORMATIVE & COURTEOUS SESSION IN OAKDALE ON 9/7/17. WELL DONE!

Response 75 to John Emery: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

No roundabout is anticipated to be constructed at Atlas Road as a part of this project.

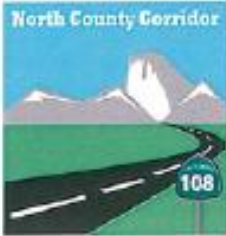

Comment 76
Comment from Evans, Denise

	
Name (Please print): <u>Denise Evans</u>	Date: <u>9-7-17</u>
Mailing address: <u>6719 Smith Rd</u>	
Phone: <u>209-945-2697</u>	Email: <u>rockline2@yahoo.com</u>
<input checked="" type="checkbox"/> Please add my name to the North County Corridor Project mailing list.	
I would like the following comments filed in the record. (Please print.)	
<u>I think it should be as close to Oakdale as possible</u> <u>to help get the necessary people to come to</u> <u>Oakdale. We lose businesses because</u> <u>the access is to far. Keep it close</u>	
Please drop comments in the comment box, email or send U.S. mail to:	
North County Corridor Project Public Outreach Coordinator P.O. Box 4436 Stockton, CA 95204 hotline@buethepr.com	

Response 76 to Denise Evans: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS for the following reasons: Alternative 1B has fewer adverse impacts to homes and businesses in the area; Alternative 1B maximizes traffic operations compared to Alternatives 2A or 2B; and is closest to the urbanized areas and planned growth areas in the region. It is anticipated the project will improve existing local roads and construct new frontage roads as part of this project, which will also contribute to improving circulation and level-of-service within the region. We understand your concerns regarding the new corridor and the potential for it to change the existing character of your neighborhood and the businesses along State Route 108. The existing State Route 108 would be relinquished to the County/City and remain in place and would still channel traffic as it currently does today

Comment 77

Comment from Field, Mrs. J.D.



Name (Please print): Mrs. J.D. Field Date: 9-17
Mailing address: 9700 Pentridge Court Oakdale
Phone: 209-845-9093 Email: suekfield@gmail.com

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

I would like the following comments filed in the record. (Please print.) I am very concerned that approx 8000 cars could be entering hwy. 120 + 108 at Atlas in a coming from a 4 lane road to a 2 lane road - continuing to head East on an accident prone area just beyond Lancaster Road. You have drivers going 55 to 60 mph suddenly facing a road that can't handle more car at that speed. The population of Knight's Ferry, Orange Blossom Road and the homes off of Wild Oak White Oak Goshet and Hillside will be able to get to Oakdale for shopping -

Owen

Please drop comments in the comment box, email or send U.S. mail to:
North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

The traffic impact is terrible
right now without the addition
of 3000 cars -

It seems that Cal Trans should
have some plans for road improve-
ment in the Area East. -

Mrs Joe Fuld

Response 77 to J.D. Field: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative.

Alternative 1B places the new highway away from the Atlas Road intersection. However, any improvements along State Route 108 east of Lancaster Road are outside of the scope of the project. If improvements to address any known safety issues east of Lancaster Road are conducted, they will be conducted as part of a separate and independent project from the North County Corridor.

Please refer to Section 3.1.6 of the NCC Final EIR/EIS – Traffic and Transportation/Pedestrian and Bicycle – for further detail on the traffic analysis and report of the project area. This report encompasses an analysis and discussion of existing traffic operations and impacts as well as those related to each of the proposed alternatives within the project description.

Ultimately, Alternative 1B will improve the level of service (LOS) in the region and accomplish the project objectives below.

- By 2046, the daily traffic volume on existing SR-108 through the communities for Riverbank and Oakdale would be reduced between 11 percent and 27 percent.
- By 2026, the project would reduce the daily vehicle hours of delay in the project area by 8 percent to 21 percent.
- The new NCC facility would be access controlled with a reduced number of conflict areas compared to existing SR-108 and, as a result, the average operating speed for trucks is expected to be between 50 and 55 miles per hour.

Comment 78
Comment from Fogarty, William and Bonnie

From: Bonnie Fogarty [<mailto:wmfogarty@sbcglobal.net>]
Sent: Wednesday, October 11, 2017 11:52 AM
To: hotline <hotline@buethecommunications.com>
Subject: North County Corridor Project

Hello,

We are residents of Oakdale, California and also own and ranch in eastern Stanislaus County.

We would like the following comments filed in the record pertaining to the North County Corridor.

Roundabout concerns: There is a roundabout planned at the eastern end of the corridor where it enters Hwy 108/120. Traffic on Hwy 108/120 is traveling at 55+ mph. The traffic entering the roundabout from the corridor will be traveling slower, creating a potential for accidents and indeed a great safety hazard. Also, due east of this roundabout, there is a blind dip & turn in the highway (a spot notorious already for many major motor accidents). Traffic will be navigating this dip & turn, and then come upon slowed traffic making their way through the roundabout, again a situation ripe for accidents.

Return on Investment: the few minutes saved in travel time by using the NCC will be negligible. The cost of construction, plus the trauma and upheaval to be inflicted on local residents, doesn't add up to a positive outcome in our opinion.

We believe we are already on the NCC Project mailing list. Please confirm that, and if not add us to it.

Thank you,

William & Bonnie Fogarty

78A
78B

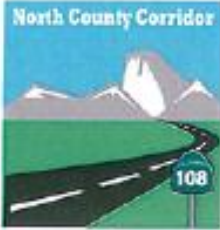

Response to William and Bonnie Fogarty: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative.

Response 78A: The following supplemental information was added to the Final Environmental Document in Section 3.1.6 – Traffic and Transportation/Pedestrian and Bicycle:

Roundabouts were selected through preparation of an Intersection Control Evaluation (ICE) summary, per Caltrans Policy Directive 13-02 (Traffic Operations Policy Directive), which was performed at each of the proposed at-grade state highway intersections to identify the most effective intersection traffic control strategy (i.e., roundabout or traffic signal). Signalized and Unsignalized Intersection Design and Research AID (SIDRA) software package operations tools were also used for assessing effectiveness of roundabouts at the proposed intersections.

Response 78B: A reduction in the average daily traffic volumes and current congestion is a primary purpose of the NCC; however, the project aims to also provide a more direct and dependable truck route, increase the average operating speeds of all vehicles, reduce the number of areas of conflict between motorized traffic and non-motorized means of travel, and improve the efficiency of interregional travel by reducing travel times for long distance commuters, recreational traffic, and interregional goods movement. Without the NCC, travel conditions in the region will continue to worsen due to regional population growth and projected traffic volume increases and traffic congestion on existing truck routes will continue to hinder the efficient movement of goods and services.

Comment 79
Comment from Fries, Mary Lou



Name (Please print): Mary Lou Fries Date: 9/7/17

Mailing address: 1001 Townhill Ave, Oakdale, 95361

Phone: (209) 847-0749 Email: -

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

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


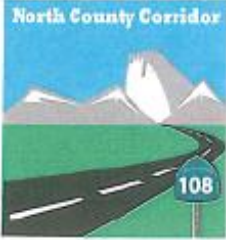

We have been walnut growers on townhill since 1958
The 20 acres were basically pasture which we transformed
into a productive orchard. In 2010, we removed our
312 acres of 50-year-old trees and replanted over
1,000 chandler variety trees. In 2016, we removed 6
acres of old Hartley trees, and planted 470 (handletrees
The 2-A route would devour much of the
newest trees, including fumes from constant traffic.
2-B is the route we, and our neighbors prefer
and allow us to keep utilizing some of the best
(Hudson fine sandy loam) soil available in Oakdale.

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethcpr.com

Response 79 to Mary Lou Fries: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. A portion of your parcel is within the project area, however, no allocation of your property is anticipated and the new highway alignment will be south of your orchard.

Comment 80
Comment from Garcia, Mary and Joe

Name (Please print): Mrs Joe Garcia Date: 9-29-17
Mailing address: 3854 Davis Road
Phone: 209-494-3528 Email: _____

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

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

we have cows & heifers on our land - why are you doing this - we wanted this property to not be disturbed. we have been here 42 years - that is rude of you to disturb our home life - our land is home of migrant life as well as ours - I resent what you are doing - there is no reason for this to happen there is plenty of land besides ours there must be an alternate route please save our land & home the way it is.

Joe & Mary Garcia

Please drop comments in the comment box, email or send U.S. mail to:
North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 80 Mary and Joe Garcia: Thank you for your comments; they have been included in the Final Environmental Document.

The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

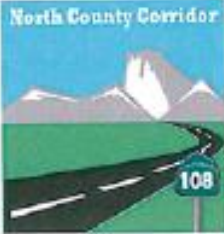

Prior to in-depth analysis of the four proposed Alternatives 1A, 1B, 2A, and 2B, 18 other alternatives were considered. However, the four proposed alternatives were put forward based on the concept that residents in the area would benefit from the improved quality of the transportation system. These benefits consist of improved accessibility and safety.

Alternative 1B will require the realignment of Claribel Road to serve as a local access road from Roselle Avenue to Davis Avenue, terminating at Claus Road. Davis Avenue will no longer provide through access to Claus Road. In order for the project to maintain access to local roads, new access roads will be required, which aim to minimize impacts to traffic circulation in the region. The proposed local access road at this location will require a partial acquisition of the northwest corner of your property as identified in the NCC Final EIR/EIS under APN 075-024-005.

Exact placement of the access road will be determined by Stanislaus County and Caltrans during the final right-of-way and design phase of the project. Stanislaus County and Caltrans are sensitive to the importance of the role housing and land plays in our lives and will take into account potential additional and specific impacts to the property to determine the necessary acquisition during the right-of-way negotiations. If it is determined that your property will be impacted by the proposed access road, then the Uniform Act will be followed. Caltrans, in coordination with Stanislaus County and Modesto City shall implement all property acquisition and relocation activities in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970 (Public Law 91-646, 84 Stat. 1894). The Uniform Act mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced by the project. The Uniform Act provides uniform and equitable treatment by federal or federally assisted programs of persons displaced from their homes, businesses, or farms, and establishes uniform and equitable land acquisition policies. See Appendix E in Volume 2 for more information on the Caltrans Relocation Assistance Program.

Also, Mitigation Measure RLC-1 (Section 3.1.4.2) includes measures that may be considered by Caltrans for incorporation into the relocation plan to minimize impacts to displaced businesses and residences. Accordingly, acquisitions would be conducted as necessary to build the approved project, and displaced businesses would be provided just compensation in accordance with the Uniform Act.

Comment 81
Comment from Garuk, Greg



Name (Please print): Greg Garuk Date: 9/7/17

Mailing address: 4951 CHARIBEL ROAD, Modesto, Ca 95357

Phone: (C) 818-970-9585 (H) 209-869-2726 Email: Rntrvr1996@yahoo.com

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

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

① The access road to the East side of my property - will it be on my side of the property line or my neighbor's? Not really clear on the map. 81A

② I am very concerned about the noise level increase on my property as I was told there would be no noise wall placed in front of my property. 81B

③ I am also concerned about how much property would be needed on the South side of my property for the access road & also about the availability access would be available for us to gain access to my property. 81C

④ If they take the front of my property with my irrigation risers & irrigation valves in it, would there be an alternative irrigation system developed so that I would continue to be able to irrigate my pastures for my cattle? 81D

Please drop comments in the comment box, email or send U.S. mail to:
North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethcpr.com

Response 81 to Greg Garuk: Thank you for your comments; they have been included in the Final Environmental Document.

Response 81A: Exact placement of the access road will be determined by Stanislaus County and Caltrans during the final right-of-way and design phase of the project. Stanislaus County and Caltrans are sensitive to the importance of the role housing and land plays in our lives and will take into account potential additional and specific impacts to the property to determine the necessary acquisition during the right-of-way negotiations. If it is determined that your property will be impacted by the proposed access road, then the Uniform Act will be followed. Caltrans, in coordination with Stanislaus County and Modesto City shall implement all property acquisition and relocation activities in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970 (Public Law 91-646, 84 Stat. 1894). The Uniform Act mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced by the project. The Uniform Act provides uniform and equitable treatment by federal or federally assisted programs of persons displaced from their homes, businesses, or farms, and establishes uniform and equitable land acquisition policies. See Appendix E in Volume 2 for more information on the Caltrans Relocation Assistance Program.

Also, Mitigation Measure RLC-1 (Section 3.1.4.2) includes measures that may be considered by Caltrans for incorporation into the relocation plan to minimize impacts to displaced businesses and residences. Accordingly, acquisitions would be conducted as necessary to build the approved project, and displaced businesses would be provided just compensation in accordance with the Uniform Act.

Response 81B: According to the Caltrans Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects (May 2011), a noise impact occurs when the predicted future noise level with the project substantially exceeds the existing noise level (defined as a 12 dBA (dBA is an expression for decibels that measure the relative loudness perceived by the human ear) or more increase) or when the future noise level with the project approaches or exceeds the noise abatement criteria (NAC). The NAC for your location is 67 dBA. Approaching the noise abatement criteria is defined as coming within 1 dBA of the noise abatement criteria.

A Noise Study Report (July 2016) and Noise Abatement Decision Report (July 2016) were prepared for this project. The Noise Study Report analyzed existing and future noise at sensitive receptors in the project vicinity. The following information is from the Noise Study Report for the project.

A model of existing conditions was developed to aid in establishing existing ambient noise levels. Tables 3.2.6-2 through 3.2.6-5 display modeled noise levels with project conditions to identify traffic noise impacts under 23 CFR 772.

At the location of your home (4951 Claribel Road, Receiver ID 21.7 in Tables 3.2.6-4 and 3.2.6-5), the existing noise was modeled at 53 dBA, and implementation of the project would increase the dBA to 57 dBA. This is a difference of 4 dBA, which does not exceed 12 dBA; therefore, no substantial increase from existing noise levels to build noise levels is anticipated at this location.

As the NAC of 67 dBA is not approached or exceeded for any receiver at this location, and no substantial increase in noise is identified, no barriers are considered at this location.

Response 81C: Final acquisitions and relocations will be determined by Stanislaus County and Caltrans during the final right-of-way and design phase of the project by Stanislaus County and Caltrans, which will include a survey of the project area, to determine how much, if any, property is needed to complete the proposed project.

Response 81D: Right-of-way acquisition will take into account potential additional and specific impacts to the property and will be addressed and/or fairly compensated for during the final phase of the right-of-way negotiations. The exact acquisition requirements for the project or any disrupted irrigation features would be determined during final design. Further, any impacts to your property or irrigation lines would require either compensation or replacement, which would be determined during right-of-way negotiations.

Comment 82
Comment from Glasgow, Gerry

-----Original Message-----

From: Gerry Glasgow [mailto:gerry.glasgow@yahoo.com]
Sent: Friday, September 15, 2017 5:27 PM
To: Magsayo, Grace B@DOT <grace.magsayo@dot.ca.gov>
Subject: NCC Roundabout

The idea of locating this Roundabout at Atlas is the kind of govt thinking that drives taxpayers nuts. Why locate a high speed Roundabout in the middle of a residential area?

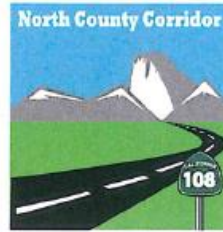
Something is beginning to smell rotten the way this decision is moving forward.

Gerry Glasgow

Response 82 to Gerry Glasgow: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative, which will move the tie-in east near the intersection of Lancaster Road and State Route 108 (see Figure 2.3.1 page 9 in Appendix A of the NCC Final EIR/EIS).

Roundabouts were selected through preparation of an Intersection Control Evaluation (ICE) summary, per Caltrans Policy Directive 13-02 (Traffic Operations Policy Directive), which was performed at each of the proposed at-grade state highway intersections to identify the most effective intersection traffic control strategy (i.e., roundabout or traffic signal). Signalized and Unsignalized Intersection Design and Research AID (SIDRA) software package operations tools were also used for assessing effectiveness of roundabouts at the proposed intersections.

Comment 83
Comment from Gomes, Joaquin



Name (Please print): Joaquin Gomes Date: 10-5-17
Mailing address: 4101 N Waring Rd Denair, Ca 95316
Phone: (209) 634-5119 Email: _____
 Please add my name to the North County Corridor Project mailing list.

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

Alternative Route 1B is the only way to travel to my beloved mountain retreats without undue hassle through Oakdale. It is better for the town of Oakdale and people from other local towns who travel the route to Sonora and beyond. Have the road come back at Lancaster Road so the residents in East Oakdale and elsewhere don't content with us tourists getting around town in daily activities.

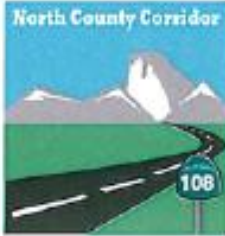

Please drop comments in the comment box, email or send U.S. mail to:

Route 1B works for me and Oakdale

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 83 to Joaquin Gomes: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 84
Comment from Grimmitt, Tracy



Name (Please print): Tracy Grimmitt Date: 9/7/2017

Mailing address: 6624 River Mesa Dr.

Phone: 209 495-9487 Email: tracygrimmitt

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

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

I am very happy with the project
on the new 108 HWY

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 84 to Tracy Grimmatt: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 85
Comment from Halbert, Evelyn

From: Magsayo, Grace B@DOT
Sent: Monday, August 14, 2017 4:39 PM
To: Matt Satow (msatow@drakehaglan.com) <msatow@drakehaglan.com>; Torres, Juan@DOT
<juan.torres@dot.ca.gov>
Subject: NCC Call from Evelyn Halbert

Hi,

I received a call from Evelyn Halbert requesting the meeting location be changed to Riverbank. I told her that unfortunately, the Gene Bianchi Community Center has been booked for the Public Hearing. She said that [this locations](#) is too small for the crowd that will be attending. I told her that I would relay the message to the project team. Thanks.

Grace B. Magsayo, P.E.
Project Manager
Program/Project Management
Office 209-948-7976
Mobile 209-483-1734

Response 85 to Evelyn Halbert: Thank you for your comments; they have been included in the Final Environmental Document.

The Bianchi Center in Oakdale has a maximum capacity of 1,000 people, while the Riverbank Community Center in Riverbank has a maximum capacity of only 300 people. For this reason, the public meeting was held in Oakdale.

Comment 86
Comment from Harris, Phillip A.

-----Original Message-----

From: Phillip Harris [mailto:paharris25@yahoo.com]

Sent: Thursday, September 14, 2017 8:06 PM

To: Torres, Juan@DOT <juan.torres@dot.ca.gov>

Subject: Northern County Corridor Oakdale

I am writing you today because of our strong displeasure of having highway roundabout in front of our neighborhood off Atlas Rd. Hillsborough Estates I and II is one of the best communities in the Stanislaus county to live in! My family and I just purchased a beautiful custom home in Hillsborough Estates and we paid top dollar to be in what we feel is up there with DelRio in Modesto real estate. By placing a major roundabout directly in front of it would ruin the value and the desire to live there!

We NEED to move this roundabout away from one of the most desirable communities in the Stanislaus county.

Thank you,
Phil A. Harris

Response 86 to Phillip A. Harris: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative, which will move the roundabout tie-in east near the intersection of Lancaster Road and State Route 108.

Comment 87
Comment from Hatfield, Darwin



Name (Please print): Darwin Hatfield Date: 9-7-17

Mailing address: 5405 EPPERSON CT, OAKDALE

Phone: _____ Email: _____

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

I would like the following comments filed in the record. (Please print.) ON Project 1A & 1b
There is no need to add onto Epperson Ct to allow
Access to the Properties south of this court, AS
There is already AN AREA they CAN Access the
Properties, which won't Affect the bypass Project
OR This court. I would be more than happy
To show these Accesses.

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
holline@buethepr.com

Response 87 to Darwin Hatfield: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Exact placement of the access road will be determined by Stanislaus County and Caltrans during the final right-of-way and design phase of the project.

Comment 88

Comment from Helbling, Michael and Vicki



Name (Please print): Michael + Vicki Helbling Date: 9-7-17

Mailing address: 501 Stewart Rd, Modesto, CA 95356

Phone: 209-652-5441 Email: vjhmoney@aol.com
209-652-5158

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

I would like the following comments filed in the record. (Please print.) Under the circumstances this has been a shock. We ~~are~~ are owners of a building in this North County Corridor. We have tenants in this building. We have had our tenants for a long time. When my husband went to collect the Rent one of the Tenants ask him about this project because a Bee Reporter had contacted him. He was speechless because we had not been notified. We talked to a friend that has been keeping an eye on this project because they have known since they bought their land it would be taken. Our daughter has told us there would be a meeting tonight. So we came and we learned a lot. Now we will share it with our tenants. Thanking your employee's for the help.


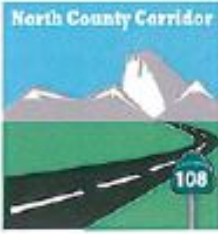
Please drop comments in the comment box, email or send U.S. mail to: Vicki Helbling

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 88 Michael and Vicki Helbling: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Your current contact information has been added to the project contact list for all future notifications.

Comment 89
Comment from Hendrix, Dan

	
Name (Please print): <u>DAN HENDRIX</u>	Date: <u>8/7/11</u>
Mailing address: <u>6913 Stoddard Rd</u>	<u>Oakdale</u>
Phone: _____	Email: _____
<input checked="" type="checkbox"/> Please add my name to the North County Corridor Project mailing list.	
I would like the following comments filed in the record. (Please print.) <u>IF YOU TAKE</u>	
<u>ANY OF MY PROPERTY BUY IT ALL.</u>	
_____ _____ _____ _____ _____ _____ _____ _____ _____ _____	
Please drop comments in the comment box, email or send U.S. mail to: North County Corridor Project Public Outreach Coordinator P.O. Box 4436 Stockton, CA 95204 hotline@buethepr.com	

Response 89 to Dan Hendrix: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. As a result, it is not anticipated the proposed project will affect your properties.

Response 90 to Kathy Hendrix: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. As a result, it is not anticipated the proposed project will affect your properties.

Comment 91
Comment from Hernandez, Diego

Subject: SEND ME ENVIRO STUDY PLEASE AND MEETING DETAILS

Diego Hernandez | Mortgage Advisor | MLO# 1097859

Phone: [925.964.5505](tel:925.964.5505)

Fax: [855.617.5979](tel:855.617.5979)



FINANCE of AMERICA
- MORTGAGE -
A BLACKSTONE COMPANY

From: Magsayo, Grace B@DOT

Sent: Monday, August 28, 2017 1:18 PM

To: Diego Hernandez <dhernandez@financeofamerica.com>

Cc: Matt Satow (msatow@drakehaglan.com) <msatow@drakehaglan.com>; Torres, Juan@DOT <juan.torres@dot.ca.gov>

Subject: RE: SEND ME ENVIRO STUDY PLEASE AND MEETING DETAILS

Good Afternoon,

Thank you for your interest on the project. Below are the links to Vol. I and II of the Draft Environmental Document for the North County Corridor. As I mentioned, the public hearing is scheduled for 9/7/17 at the Oakdale Community Center 4-8 pm.

http://www.dot.ca.gov/d10/project-docs/stanislaus/sr108northcountycorridor/NCC-Draft_EIREIS_8-2-17-voli.pdf

http://www.dot.ca.gov/d10/project-docs/stanislaus/sr108northcountycorridor/NCC-Draft_EIREIS_8-2-17-volii.pdf

Response 91 to Diego Hernandez: Thank you for your comments; they have been included in the Final Environmental Document.

The original email requested the draft environmental study and meeting details. Subsequently, a link to Volume I and II of the NCC Final EIR/EIS, along with public hearing information, was sent.

Comment 92
Comment from Hodges, Jennifer



Name (Please print): Jennifer Hodges Date: 9/7/17

Mailing address: 7054 Kemper Rd Modesto, CA 95357

Phone: 209-529-2019 Email: hodgesclan2@gmail.com

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

I would like the following comments filed in the record. (Please print.) Covenant Grove Church is located at the SW corner of Roselle and Claribel and is therefore affected no matter which alternative is chosen. We would like to be able to retain at least 5 acres of our property. This would allow us to move our buildings to the West of where they are currently located if we have to relocate. We really don't have any other location in the city to relocate to.

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project

Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 92 to Jennifer Hodges: Thank you for your comments; they have been included in the Final Environmental Document.

Final acquisitions and relocations will be determined by Stanislaus County and Caltrans during the final right-of-way and design phase of the project and will take into account potential additional and specific impacts to the property.

Also, during property owner discussions, potential options, such as minor changes to the design to address these concerns, have been discussed. These changes to the design are preliminary and will be further analyzed during final design and right-of-way negotiations.

Comment 93
Comment from Hodges, Jesse



Name (Please print): Jesse Hodges Date: 9/7/17

Mailing address: 7054 Kemper Road Modesto CA 95357

Phone: 209 918-0140 Email: hodges dan2@gmail.com

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

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

My concern is for my church's property on Rosale, close to
Claribel. We have ~11 acres, only a portion used as church
grounds & structures. The maps indicate our entire property is
subject to purchase, but if only the immediate areas to the highway
are taken, we could rebuild on the remaining 5-7 acres.

Please drop comments in the comment box, email or send U.S. mail to:



North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 93 to Jesse Hodges: Thank you for your comments; they have been included in the Final Environmental Document.

Final acquisitions and relocations will be determined by Stanislaus County and Caltrans during the final right-of-way and design phase of the project and will take into account potential additional and specific impacts to the property.

Also, during property owner discussions, potential options, such as minor changes to the design to address these concerns, have been discussed. These changes to the design are preliminary and will be further analyzed during final design and right-of-way negotiations.

Comment 94
Comment from Hoekstra, Bill

	
Name (Please print): <u>Bill Hoekstra</u>	Date: <u>9-7-17</u>
Mailing address: <u>11700 Mountain Oak Rd Oakdale</u>	
Phone: <u>209 847 3454</u>	Email: _____
<input type="checkbox"/> Please add my name to the North County Corridor Project mailing list.	
I would like the following comments filed in the record. (Please print.)	
<u>Move the Lancaster Roundabout further</u>	
<u>east to eliminate some dangerous curves</u>	
<u>and dips on the existing hwy 120</u>	
_____ _____ _____ _____ _____ _____ _____	
Please drop comments in the comment box, email or send U.S. mail to:	
North County Corridor Project	
Public Outreach Coordinator	
P.O. Box 4436	
Stockton, CA 95204	
hotline@buethepr.com	



Name (Please print): Bill Hoekstra Date: 1/7/2017

Mailing address: 11700 Mountain Oak Rd, Oakdale CA 95361

Phone: 209 847 3454 Email: BillHoekstra@msn.com

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

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

→ Mailed
Would like Legal Size photo of various routes.
Each Route from Riverbank East to Lancaster Road
Any questions Please call.

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project

Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 94 to Bill Hoekstra: Thank you for your comments; they have been included in the Final Environmental Document. Figure 2.3.1 shows each of the routes in Chapter 2 of the NCC Final EIR/EIS Volume I of II.

Alternative 1B is the preferred alternative, which proposes to place a roundabout at Lancaster Road. The project's easterly limits end at Lancaster Road; therefore, the roundabout could not be placed any further east. More easterly connections with State Route 120/108 were evaluated in the preliminary stages of the project; however, none of these alternatives met the purpose and need of the project and were eliminated from further discussion and evaluation.

Roundabouts were selected through preparation of an Intersection Control Evaluation (ICE) summary, per Caltrans Policy Directive 13-02 (Traffic Operations Policy Directive), which was performed at each of the proposed at-grade state highway intersections to identify the most effective intersection traffic control strategy (i.e., roundabout or traffic signal). A roundabout at Lancaster Road was chosen to be the most effective option.

Comment 95
Comment from Hoekstra, Jack



Name (Please print): JACK Hoekstra Date: 9-7-17

Mailing address: 10836 Hwy 120 Oakdale CA 95361

Phone: (209) 842-5872 Email: hoekstradairy71@gmail.com

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

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

There is no access at Fogarty & Emery Rd.

* concerned about Road Access during the construction phase at Fogarty Rd.

- concerned about trash & litter once the bypass is open.

} 95A
} 95B

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project

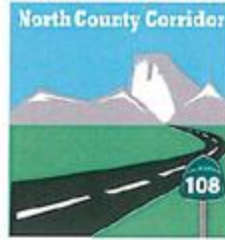
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 95 to Jack Hoekstra: Thank you for your comments; they have been included in the Final Environmental Document.

Response 95A: The current project design includes road improvements to Emery Road and Fogarty Road. Access roads and detours will be determined during the final design of the project.

Response 95B: Caltrans Division of Maintenance will perform routine litter/sweeping cleanup and graffiti abatement as part of the maintenance of the state facility.

Comment 96
Comment from Hollowell, Kathleen



Name (Please print): Kathleen Hollowell Date: 9.7.2017
Mailing address: 601 McKerny Ave, Modesto, CA 95350
Phone: (209) 577-6000 Email: khollowell@boylett.net

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

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

Population figures to justify the need for the NCC seem grossly misprojected. Please look at actual growth in all cities of Stanislaus County versus what the general plans for each respective city permits. A general plan allows for permitted growth, but history provides a better gauge as to what future growth will actually be. (See Draft EIR, p.6)

This issue needs to be analyzed very closely before our county's citizens & businesses bear the cost & expense of a potentially unnecessary roadway.

* More comments will be submitted by or before the public comment deadline of 9/22/17

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

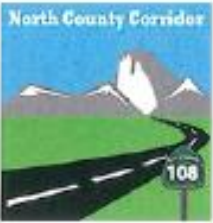

Response 96 to Kathleen Hollowell: Thank you for your comments; they have been included in the Final Environmental Document.

Both quantitative and qualitative data sources were used to analyze growth-related project impacts. Quantitative data included U.S. Census data on Stanislaus County's and cities' (Oakdale, Modesto, and Riverbank) existing populations, growth forecast from the California Department of Finance, and technical studies on the resources of concern for the proposed project. Qualitative information included the project area's County and Cities general plan goals, specific plan development goals, and future land use plans. Based on comments received, Table 1.2.2-1 – Projected Population in Northern Stanislaus County (with data sources) has been updated to reflect the 2008 Modesto Urban Area General Plan Master EIR, Executive Summary and the 2016 Riverbank Municipal Service Review and Sphere of Influence Update. The table indicates the project populations used for the proposed project (See Section 1.2 of the NCC Final EIR/EIS Volume I of II).

Response 97 to Tyler Holzum: Thank you for your comments; they have been included in the Final Environmental Document.

The contact information provided will be included on future distribution lists.

Comment 98
Comment from Hudson, Neil



Name (Please print): NEIL HUDSON Date: 9-7-17

Mailing address: 1188 RIVER AV OAKDALE

Phone: 209 847-0540 Email: nhud@comcast.net

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

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

I prefer 1A alignment w/ 1B
eastern route.

The Stearns road intersection
puts too heavy a traffic jam
on east Oakdale residents

I spent 10yrs on the Hwy 120 bypass
task force back in 1970's.
Hope this one makes it.

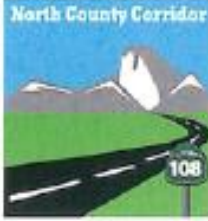

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 98 to Neil Hudson: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

With 1B being selected as the preferred alternative, traffic along Stearns Road is anticipated to be decreased as much of the traffic is anticipated to be diverted east of Oakdale.

Comment 99
Comment from Huggins, Carol A.



Name (Please print): Carol A. Huggins Date: 9-7-17
Mailing address: 10208 Del Alameda Drive
Phone: 209 602 0356 Email: lchuggins@sbcglobal.net

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

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

Atlas Road roundabout needs to be removed from this project. -It doesn't make sense
#1 - The few times that Hwy 108 was closed near Atlas - our street became a freeway with cars racing down Del Alameda to exit/enter ~~the~~ the Deo Gloria exit/entrance - I feel that the roundabout at Atlas would cause the same thing with residents/visitors wanting to avoid the ~~roundabout~~ roundabout at Atlas they will go down Del Alameda + other streets making their way thru to Deo Gloria to exit or enter. This will cause increased traffic on quiet Residential

→ due to accidents

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethcpr.com

Streets and add noise + pollution. There would also be increased noise + pollution with the roundabout with all the heavy duty vehicles/trucks ~~at~~, downshifting + slowing to go thru the roundabout

#2 Over property values will decline with the added noise + pollution

1B or 2B would be a better option as it would affect less property owners.

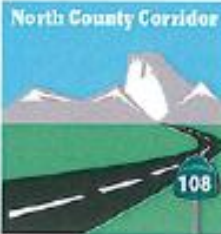

Thank you

Carl A. Fluggi
property owner for
over 20 years building
our dream house off
atlas on Del Alameda.

We need a Bypass not a Bysect
which 1A or 1B is - a Bysect
traffic needs to be pushed out as far as possible

Response 99 to Carol A. Huggins: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. No roundabout is anticipated to be constructed at Atlas Road as a part of this project.

Comment 100
Comment from Huggins, Larry



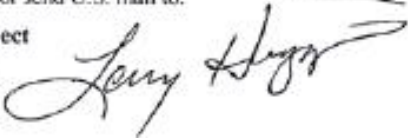
Name (Please print): LARRY HUGGINS Date: 9-7-2017
Mailing address: 10208 DEL ALMENDRA DR
(BEER MASTER @ SBC GLOBAL . NET)
Phone: 209 380 3220 Email: BEERMASTER@SBCGLOBAL.NET

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

I would like the following comments filed in the record. (Please print.)
I Live off APLAS AND AM VERY MUCH
AGAINST A ROUND ABOUT at that location.
All the CAR TRAFFIC will be FORCED TO
go THROUGH the neighborhood AND OUT
Des GLORIA which will be A NIGHT MARE.
So many home owners are already PUTTING
their houses up for sale. There are 7
signs on the CORNER Right now. Property
values will drop AND people will lose
All their equity. This should be
MOVED TO LAWESTON which only MAKES
SENCO. Please Consider the many Residents
A ROUND ABOUT in town IS NOT A Bypass. here

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com



Response 100 to Larry Huggins: Thank you for your comments; they have been included in the Final Environmental Document.

The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. No roundabout is anticipated to be constructed at Atlas Road as a part of this project.

We also understand your concerns regarding this project and the potential for it to change the existing character of your neighborhood. Property values are assessed based on a large number of variables, many of which may change as a result of this project; however, not all the changes will necessarily be detrimental to existing property values. Exact changes to individual property values cannot be assessed; however, many project features have been designed to improve characteristics in the region.

Comment 101
Comment from Imanaka, Christine

October 10, 2017

Caltrans District 6
Attention Juan Torres
P.O. Box 12616
Fresno, CA 93778-2616

Dear Mr. Torres:

I think that route 2B makes the most sense for the North County Corridor path because it totally bypasses the City of Oakdale. I do not think that route 1A, 1B or 2A are appropriate routes because the road would still put traffic into the south end of the city and that will cause problems in the future.

I lived on the east side of Modesto and, through my work, travelled from Modesto to Oakdale to Sonora to Stockton. I did not have problems with traffic when I commuted between the various cities except in the city of Oakdale because of the intersection of Yosemite Avenue and F Street in Oakdale. There would always be a back up there because of the traffic turning east off of Highway 120. Occasionally, I would run into traffic at the corner of Claribel Road and Roselle Avenue when travelling to visit my sister who lives in Riverbank,

I travel to Oakdale often because my parents live at 7575 Patterson Road, Oakdale, CA, which is along the 1A and 1B route. Their home is on 4.48 acres and is only being partially acquired. They are older and it would be very difficult for them to live with a road running right by their house. I am worried it will affect their health. This was supposed to be their quiet retirement home in the country, and this road will destroy that dream. I am also concerned that this road and partial acquirement will devastate the value of their house and they will never be able to sell it if they were to ever need the money for their care. If the road goes this route, you should buy out their whole property so they can move to a quiet place to retire.

I am already concerned about my parents' safety on the property because flooding occurs every rainy season when the converging drainage ditches flood out their property and road. If they did not have trucks and SUV's, they would be trapped on their property. I am concerned that an ambulance would not be able to get to them if one is needed. I'm worried that a road going through the property would drain more water onto their property and add to the flooding, making it worse.

I'm angry that my parents' neighbor who owns the property across the road and several other parcels of land is being fully acquired and relocated. Why are all of his parcels are being fully acquired with relocation? Why he is getting different treatment than my parents? If the neighbor is being fully acquired and relocated, then my parents should be too.

Sincerely,



Christine Imanaka

Response 101 to Christine Imanaka: Thank you for your comments; they have been included in the Final Environmental Document.

The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative, and a partial acquisition of your parent's property is required to construct the freeway; however, property acquisition and right-of-way requirements will not be finalized by Stanislaus County and Caltrans until the final design phase of the project. While no relocation is currently anticipated at your parents' property, if during right-of-way negotiations it is determined that relocation is necessary, your parents will be assigned to a Relocation Advisor, who will work closely to ensure that all benefits and payments are fully used and that all applicable regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their Relocation Assistance Program benefits. Displacees may request that family members or others who the displacee may choose also be involved in the above process, including participating in discussions regarding appropriate advisory assistance, searching for a suitable replacement dwelling, deciding on move options, and helping to facilitate and coordinate communication associated with move-related activities and the payment of all eligible relocation assistance benefits that accrue to the displacee.

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, your Relocation Advisor will provide specific information regarding comparable, functionally equivalent decent, safe and sanitary properties that are available for purchase. Such information will be provided in writing at least 90 days prior to any requirement to vacate the displaced property. As part of this process, we encourage displacees to advise their assigned Relocation Advisor of any concerns and special needs warranting consideration in the selection of potential replacement properties. These factors will be considered to the greatest extent possible under existing law. A copy of our Summary of Relocation Benefits is found in Appendix E in Volume 2 of the North County Corridor Environmental Impact Report/Environmental Impact Statement for your review and reference. You can find additional information on the Relocation Assistance Program at: <http://www.dot.ca.gov/hq/row/>. Under Publications, you will find the following:

- Relocation Assistance for Residential Relocations
- Your Property, Your Transportation Project

These publications augment the information contained here and may provide another source of valuable information that could assist you in discussions with your assigned Relocation Advisor, who will be integral in guiding you through this process to ensure that you receive all benefits for which you are entitled.

The information regarding flooding issues will be passed on to Stanislaus County. The NCC project includes detention basins and other drainage improvements to accommodate the additional surface runoff. Road improvements are proposed along the expressway as well as on a small section of Kaufman Road between Patterson Road and Brichetto Avenue. The design will take drainage into account when determining necessary features such as basins or roadside ditches near Patterson Road.

Comment 102
Comment from Imanaka, Kenneth

October 13, 2017

Caltrans District 6
Attention Juan Torres
P.O. Box 12616
Fresno, CA 93778-2616

Dear Mr Torres:

I am one of the property owners that oppose the 1A and 1B North County Corridor Project. I have lived in the Oakdale and Modesto area for 32 years and know first-hand the traffic patterns in the area. The east-west traffic flow on Claribel Road has always been excellent. The major traffic obstruction in Oakdale is where Highway 120 turns east and combines with Highway 108 and runs through the city. If the Highway 120 traffic were to be bypassed north of city, then there wouldn't be the traffic congestion on F Street in the City of Oakdale. The proposed bypass would not improve the Highway 120 traffic. No one travelling on Highway 120 is going to continue south to the proposed bypass only to backtrack north again to go east on Highway 108.

On a more personal level, I oppose the 1A and 1B North County Corridor route because it will be unsafe. The portion of the bypass that runs through our property (map#13, #238), floods up to three feet high and can last at least one week multiple times each winter. This is because it is the low point in the area and has poor drainage. If you examine topographic maps of the area, one will see that this is a significant low point and forms a bowl right where you propose to run the road. There are multiple drainage ditches that run to this area. There are drainage ditches from every direction that converge in this area so that when it rains, there is massive flooding. Our road floods and we would be trapped if we did not have trucks and SUV's, but if we were to need an ambulance or fire truck, they would not be able to access our property.

The proposed road, 1A or 1B, would have to be raised significantly and that would worsen the flooding to our house and make it impossible to use our only entrance/exit further endangering our lives. Our house is on the high point of our property, but depending on how high you have to raise the road, it may end up causing our house to be flooded and uninhabitable. The increased flooding will eventually cause our access road to deteriorate and possibly wash out, making it impossible to get to our house.

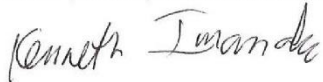
The soil of the area is primarily clay and this also leads to poor surface drainage. This is evidenced by the acres of fish ponds and the aquatic businesses in the area.

According to your map, you are fully acquiring and relocating our across the road neighbor's property, but you are only partially acquiring ours. The bypass road will make both houses uninhabitable so you should be fully acquiring and relocating us as well.

My wife and I love this property. We have saved a lifetime to buy this property to spend our retirement on it. I ask the committee to study the topography of the land and realize the low elevation point is right where you propose to build the bypass road. Please also examine the clay content of the land and the private ditch systems. There will have to be major public drainage systems built besides the road to prevent flooding.

If in your examinations, either proposal 1A or 1B is chosen, my wife and I request that you buy our property in total so that we can buy a like kind property elsewhere for our retirement.

Thank you for your consideration.



Kenneth Imanaka
7575 Patterson Road
Oakdale, CA 95361
209-606-2574
kpclmi2@yahoo.com

Response 102 to Kenneth Imanaka: Thank you for your comments; they have been included in the Final Environmental Document.

Per the project's Traffic Operations Report, it is anticipated that, once constructed, the NCC will replace State Route 108/F Street through Oakdale and the level of service at this intersection will improve from LOS E to LOS D in the afternoon peak hour as a result of the project.

Further, the information regarding flooding issues will be passed on to Stanislaus County. The NCC project includes detention basins and other drainage improvements to accommodate the additional surface runoff. Road improvements are proposed along the expressway as well as on a small section of Kaufman Road between Patterson Road and Brichetto Avenue. The design will take drainage into account when determining necessary features such as basins or roadside ditches near Patterson Road.

Lastly, The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative, and a partial acquisition of your property is required to construct the freeway; however, property acquisition and right-of-way requirements will not be finalized by Stanislaus County and Caltrans until the final design phase of the project. Caltrans is sensitive to the importance of the role housing and land plays in our lives and will take into account potential additional and specific impacts to the property to determine if a full or partial acquisition is necessary during the right-of-way negotiations. While no relocation is currently anticipated at your property, if during right-of-way negotiations it is determined that relocation is necessary, you will be assigned to a Relocation Advisor, who will work closely to ensure that all benefits and payments are fully used and that all applicable regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their Relocation Assistance Program benefits. Displacees may request that family members or others who the displacee may choose also be involved in the above process, including participating in discussions regarding appropriate advisory assistance, searching for a suitable replacement dwelling, deciding on move options, and helping to facilitate and coordinate communication associated with move-related activities and the payment of all eligible relocation assistance benefits that accrue to the displacee.

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, your Relocation Advisor will provide specific information regarding comparable, functionally equivalent decent, safe and sanitary properties that are available for purchase. Such information will be provided in writing at least 90 days prior to any requirement to vacate the displaced property. As part of this process, we encourage displacees to advise their assigned Relocation Advisor of any concerns and special needs warranting consideration in the selection of potential replacement properties. These factors will be considered to the greatest extent possible under existing law. A copy of our Summary of Relocation Benefits is found in Appendix E in Volume 2 of the North County Corridor Environmental Impact Report/Environmental Impact Statement for your review and reference. You can find additional information on the Relocation Assistance Program at: <http://www.dot.ca.gov/hq/row/>. Under Publications, you will find the following:

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- Your Property, Your Transportation Project

These publications augment the information contained here and may provide another source of valuable information that could assist you in discussions with your assigned Relocation Advisor, who will be integral in guiding you through this process to ensure that you receive all benefits for which you are entitled.

Comment 103
Comment from Imanaka, Matthew

October 10, 2017

Caltrans District 6
Attention Juan Torres
P.O. Box 12616
Fresno, CA 93778-2616

Dear Mr Torres:

I am writing to comment on the pathways of the possible North County Corridor alternatives. I do not think that route 1A, 1B or 2A are appropriate routes. I think that route 2B makes the most sense because it totally bypasses the City of Oakdale.

I currently live on the east side of Modesto and work on the west side of Oakdale. I do not have problems with traffic when I commute between the two cities. The only problem area I see when I go further into the City of Oakdale and reach the intersection of Yosemite Avenue and F Street. There is always a back up because of the traffic turning east off of Highway 120.

I do occasionally run into traffic in Riverbank at the corner of Claribel Road and Roselle Avenue.

I also want to comment on the situation of the people who are being displaced by this road. My parents live 7575 Patterson Road, Oakdale, CA, which is in line with the 1A and 2A route. I believe they are not being treated fairly. My parents' home is on 4.48 acres and is only being partially acquired. With that, the road is going to run right next to their house on the bedroom side of their house. They are both in their 60's and this will affect their health and their ability to sleep. They bought this as their retirement home, but this road and partial acquirement will devastate the value of their house and they will never be able to sell it.

My parents' neighbor owns at 4 different parcels of land and all of his parcels are being full acquired with relocation. It does not make sense that he is getting different treatment than my parents. It would only be right for you to fully acquire and relocate my parents as well.

Sincerely,



Matthew Imanaka

Response 103 to Matthew Imanaka: Thank you for your comments; they have been included in the Final Environmental Document.

Per the project's Traffic Operations Report, it is anticipated that, once constructed, the NCC will replace State Route 108/F Street through Oakdale, and Level of Service (LOS) at this intersection will improve from LOS E to LOS D in the afternoon peak hour as a result of the project. Similarly, the project will improve LOS operations at the Roselle Avenue/Claribel Road from a LOS F to a LOS C in the afternoon peak hour.

Further, the North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative, and a partial acquisition of your parent's property is required to construct the freeway; however, property acquisition and right-of-way requirements will not be finalized by Stanislaus County and Caltrans until the final design phase of the project. Caltrans is sensitive to the importance of the role housing and land plays in our lives and will take into account potential additional and specific impacts to the property to determine if a full or partial acquisition is necessary during the right-of-way negotiations. While no relocation is currently anticipated at your parents' property, if during right-of-way negotiations it is determined that relocation is necessary, your parents will be assigned to a Relocation Advisor, who will work closely to ensure that all benefits and payments are fully used and that all applicable regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their Relocation Assistance Program benefits. Displacees may request that family members or others who the displacee may choose also be involved in the above process, including participating in discussions regarding appropriate advisory assistance, searching for a suitable replacement dwelling, deciding on move options, and helping to facilitate and coordinate communication associated with move-related activities and the payment of all eligible relocation assistance benefits that accrue to the displacee.

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, your Relocation Advisor will provide specific information regarding comparable, functionally equivalent decent, safe and sanitary properties that are available for purchase. Such information will be provided in writing at least 90 days prior to any requirement to vacate the displaced property. As part of this process, we encourage displacees to advise their assigned Relocation Advisor of any concerns and special needs warranting consideration in the selection of potential replacement properties. These factors will be considered to the greatest extent possible under existing law. A copy of our Summary of Relocation Benefits is found in Appendix E in Volume 2 of the North County Corridor Environmental Impact Report/Environmental Impact Statement for your review and reference. You can find additional information on the Relocation Assistance Program at: <http://www.dot.ca.gov/hq/row/>. Under Publications, you will find the following:

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who will be integral in guiding you through this process to ensure that you receive all benefits for which you are entitled.

Comment 104
Comment from Imanaka, Peggy

Caltrans District 6
Attention Juan Torres
P.O. Box 12616
Fresno, CA 93778-2616

Dear Mr Torres:

I am writing as a homeowner whose property is in the pathway of one of the possible North County Corridor alternatives. To date, I have only received the notice of the final Public Hearing that occurred on September 7, 2017. I am very upset that I have never been notified of the earlier meetings even though I had made numerous phone calls over the past few years to offices in Sacramento, Stockton, Fresno and Modesto to get information about the progress of the project. I am thankful that I did receive this notice about the last meeting because I have serious issues that I have to address with you and the plans that are being considered.

My property falls in the 1A and/or 1B pathway alternatives. Of the final choices, I believe that the **2B pathway** is the best pathway because, if the whole purpose of the project is to bypass the City of Oakdale, this is the **ONLY** pathway that completely bypasses the city. The other two pathways go through the south end of the city which is the direction of growth of the city. With the future growth, the road placement will impinge on the traffic flow in the city.

When I attended the September 7, 2017 meeting, I saw the maps and charts and saw how you intend on acquiring the land needed for your project. At this time, I saw the inequity of how some of us landowners are being treated and those issues need to be addressed.

On Map 13, my parcel is number 063-027-033. When I looked at the acquisition map, I saw that you have it listed as #238 with partial acquisition only. My property is only 4.48 acres and your road would run next to my house. I do not want to have to live with a road right by my house. I purposely bought the house at the end of the road so that I would not have to hear road noise and traffic or be bothered by other people. By putting this road there, you will devalue my property and it will become worthless. I will not want to live there and I will not be able to sell it because no one will want to live next to a major road like the one you are constructing. I will be stuck owning unsaleable property. I have already lost value on the house since it was purchased because of the crash of the economy in 2008 and if the road goes through this pathway it will be completely devalued. If you choose to put the road through this pathway, you need to purchase the whole property and relocate us. I will have no problem moving elsewhere.

Partial acquisition of my parcel is also not fair, especially when you are doing a full acquisition with relocation of our neighbor's 19.05 acre parcel #237 which is just across the private road from my house. Why is his property being totally acquired and not mine? Additionally, you are doing a full acquisition and relocation of his homesite #233, acquisition and relocation of his 117.8 acre parcel #232(?) (which is a corn field) and a partial acquisition with relocation of his 150.17 acre parcel #235, all of which have the same amount of pathway through the properties

as mine but do not invade his living space as the road will do to me. It appears to me as though he may have some sort of undue influence over you since all of the properties that he owns in the area are getting preferential treatment over the other neighbors. He is going to get compensated for a 19-acre homesite (\$538,461 value), another homesite (\$244,279 value), a 117.8 acre parcel of crop land (\$297,238 value), and 150.17 acre parcel (\$2,561,083 value) all valued at approximately \$3.6 million according to the county assessor's values. You will be doing all that for him, but will not completely buyout my 4.48 acre parcel, but will devalue it to zero while my neighbor walks away with over \$3.6 million in land and a home.

Besides the unfairness issue, there are issues with my property that you need to be aware of before you make your decision. The photos you are working from are over 5 years old and my property is not as it is in your maps. My property no longer has the two ponds on the north side of the property and is situated at the convergence of four drainage ditches. Every year during rainy season, the ditches overflow and flood. My access road and the front and northwest sides of my property flood so much that if I did not have trucks and SUVs, I would be trapped in my property until the water recedes. I have included photos of the flooded road and one of the overflowing ditches. This is a dangerous position to be in and if the proposed road is put here, the runoff from the road would create an even more dangerous situation with the accumulation of even more water. This would be extremely dangerous if you were to expect someone to continue to live in my house.

With the ending of the drought, the return and increase of wildlife in the immediate area and exploded. There have always been the egrets, blue herons, kill deer, rabbits, ground squirrels, and swallows returning every spring and the cormorants every winter, but these past few years, the lizard, wild duck and pheasant populations have exploded. I have seen animals I never seen before: fox, quail, wild turkey, new species of duck. The Canadian geese population that just numbered a few, now number over a hundred and they stay all year round. The fish, frog and crayfish population in the ditches have also exploded. If the road is run through the 1A or 2A pathway, the habitat for these animals will be lost.

I moved to Modesto over thirty years ago and have lived in outskirts of Oakdale for over 10 years. I have seen the growth of Modesto, Riverbank and Oakdale and know that the traffic has increased, but the traffic problems are not along the Kiernan Avenue/Claribel Road corridor. Along that path, the only trouble spot is at the corner of Claribel Road and Roselle Avenue. If that intersection were made into a roundabout or a stop light, there would not be a traffic problem. I drive between Oakdale and Modesto and Oakdale and Riverbank on a daily basis and do not run into any traffic issues except at the corner of Claribel and Roselle. My daughter and her husband live just north of that intersection so I have learned the alternate routes I need to take to get to their home depending on the time of day. So if you're smart about it, that intersection is even avoidable.

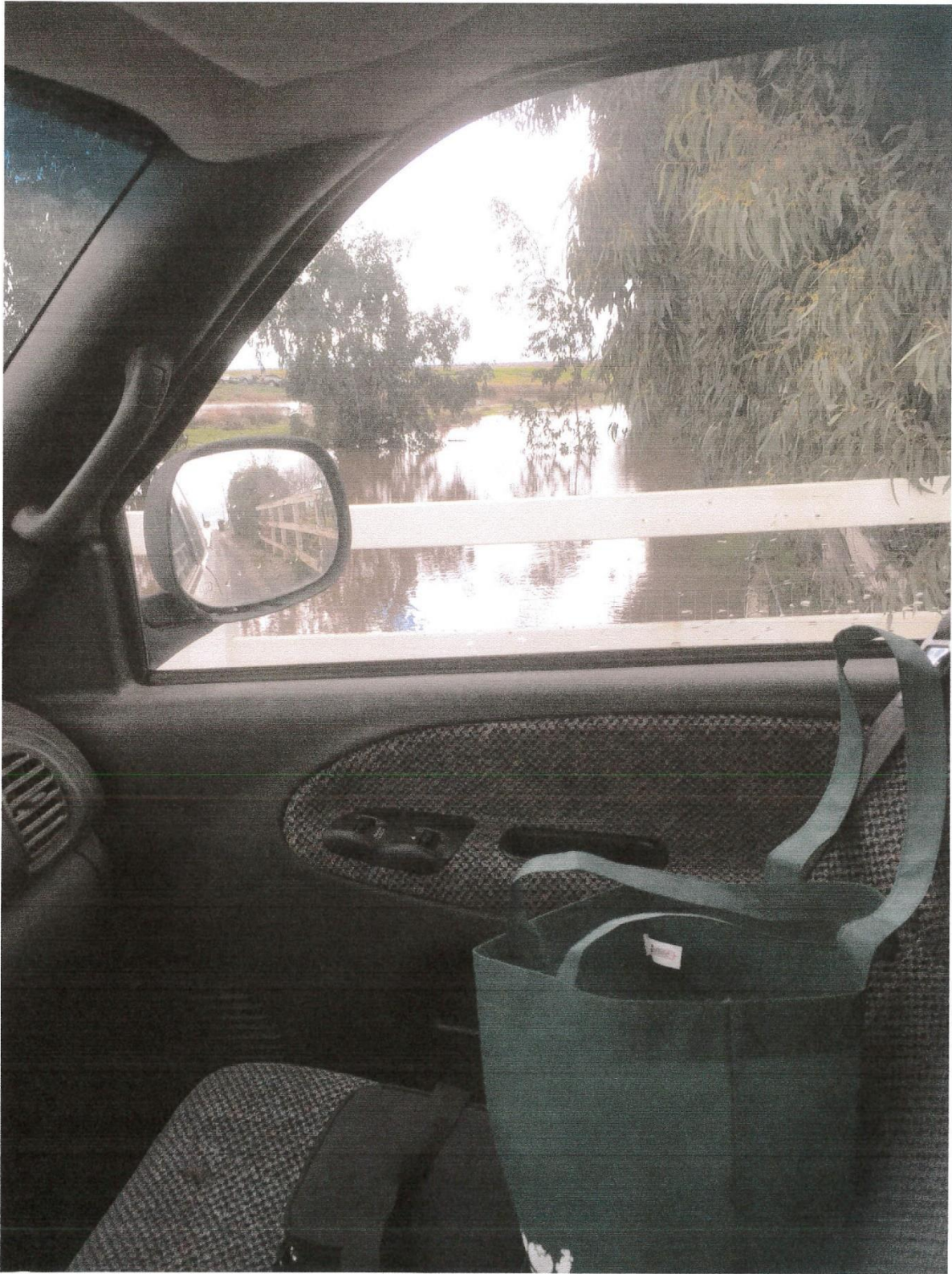
The real traffic problem is the traffic from Highway 120 when it comes through Oakdale and turn east and runs through town. There is always a traffic issue at the corner of Yosemite Avenue and F Street in Oakdale. This is the corner where Highway 120 turns east and combines

with Highway 108. It does not matter what time of day or day of the week that you go by this intersection, there is always a backup. This traffic will not change if you run the bypass road south of the City of Oakdale. It is best to have the bypass road run north of the river and north of the City. Even if you put in a bypass road south of Oakdale, the Highway 120 traffic will still be there. Those vehicles come from the west and the north, come off Highway 99 and turn off at Highway 120, and go through Oakdale to head to Sonora and Yosemite. They will not continue further south on Highway 99 to go to the Kiernan Avenue exit to take the bypass because traffic is always backed up from the Highway 120 exit in Manteca to the Standiford Avenue exit in Modesto. They will not take more time to go further south to bypass Oakdale. That would further delay their travel time. Also, Oakdale is the last stopping point for gas, food, and toilet breaks before heading to Yosemite and Sonora.

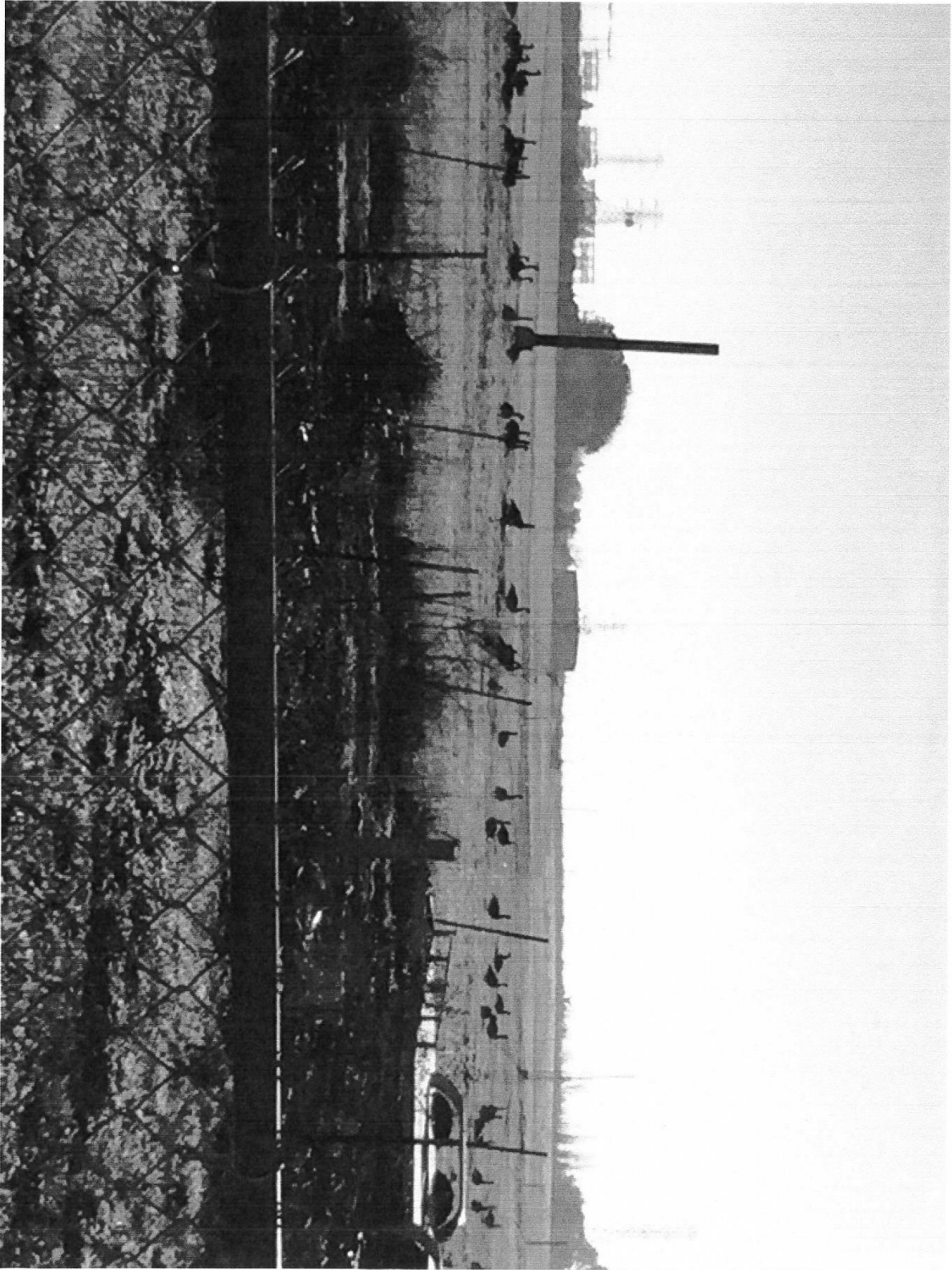
I hope you take my concerns and opinions into consideration. Having lived here for so long and seen the changes in the area, I know how devastating this can be for the area if it is done incorrectly.

On a personal note, if you choose route 1A or 1B, please acquire our whole parcel. It would be financially devastating for us if you do not. This was supposed to be our retirement home and we have already taken a financial hit with the economic collapse. My husband is 63 years old and is nearing retirement. We cannot take another financial hit and he cannot work forever. For health reasons, we will not be able to live in the house with the close proximity to the road, and we will not be able to sell it either.

Sincerely,
Peggy Imanaka
7575 Patterson Road
Oakdale, CA 95361
808-228-8520









Response 104 to Peggy Imanaka: Thank you for your comments; they have been included in the Final Environmental Document.

Per the project's Traffic Operations Report, it is anticipated that, once constructed, the NCC will replace State Route 108/F Street through Oakdale and level of service at this intersection will improve from LOS E to LOS D in the afternoon peak hour as a result of the project.

Further, this information regarding flooding issues will be passed onto Stanislaus County. The NCC project includes detention basins and other drainage improvements to accommodate the additional surface runoff. Road improvements are proposed along the expressway as well as on a small section of Kaufman Road between Patterson Road and Brichetto Avenue. The design will take drainage into account when determining necessary features such as basins or roadside ditches near Patterson Road.

Lastly, the North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative, and a partial acquisition of your property is required to construct the freeway; however, property acquisition and right-of-way requirements will not be finalized by Stanislaus County and Caltrans until by the final design phase of the project. Caltrans is sensitive to the importance of the role housing and land plays in our lives and will take into account potential additional and specific impacts to the property to determine if a full or partial acquisition is necessary during the right-of-way negotiations. Please see Table 3.1.4.2-4 for potential acquisition information.

While no relocation is currently anticipated at your property, if during right-of-way negotiations it is determined that relocation is necessary, you will be assigned to a Relocation Advisor, who will work closely to ensure that all benefits and payments are fully used and that all applicable regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their Relocation Assistance Program benefits. Displacees may request that family members or others who the displacee may choose also be involved in the above process, including participating in discussions regarding appropriate advisory assistance, searching for a suitable replacement dwelling, deciding on move options, and helping to facilitate and coordinate communication associated with move-related activities and the payment of all eligible relocation assistance benefits that accrue to the displacee.

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, your Relocation Advisor will provide specific information regarding comparable, functionally equivalent decent, safe and sanitary properties that are available for purchase. Such information will be provided in writing at least 90 days prior to any requirement to vacate the displaced property. As part of this process, we encourage displacees to advise their assigned Relocation Advisor of any concerns and special needs warranting consideration in the selection of potential replacement properties. These factors will be considered to the greatest extent possible under existing law. A copy of our Summary of Relocation Benefits is found in Appendix E in Volume 2 of the North County Corridor Environmental Impact Report/Environmental Impact Statement for your review and reference. You can find additional information on the Relocation Assistance Program at: <http://www.dot.ca.gov/hq/row/>. Under Publications, you will find the following:

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- Your Property, Your Transportation Project

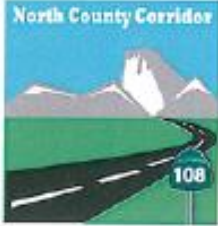

These publications augment the information contained here and may provide another source of valuable information that could assist you in discussions with your assigned Relocation Advisor, who will be integral in guiding you through this process to ensure that you receive all benefits for which you are entitled.

Prior to the selection of the four proposed Alternatives 1A, 1B, 2A, and 2B, 18 other alternatives were also considered in an Alternative Analysis Report; however, they were eliminated due to the excessive environmental impacts that would have been caused from their selection.

Impacts to endangered species habitat are disclosed in Section 3.3.5 – Threatened and Endangered Species, of the NCC Final EIR/EIS. A Natural Environment Study was completed for the proposed project in May 2017 and includes discussion and analysis of habitat and endangered species.

Final mitigation ratios for impacts to state and/or federally listed species have been determined through consultation with the California Department of Fish and Wildlife and U.S. Fish and Wildlife Service. Mitigation will occur through the purchase of mitigation credits from an approved mitigation bank or banks and/or through creation of a project-specific mitigation site.

Comment 105
Comment from Jackson, Ellen



Name (Please print): Ellen Jackson Date: 9/7/17
Mailing address: 1729 Longmeadow St. Oakdale 95361
Phone: 209-765-9953 Email: ellenjackson7@aol.com

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

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



1A and 2A impacts too many residences in Oakdale. 1B and 2B are far enough from city homes to be much more favorable to our homes and environment. In addition we are impacted by a multi-lane highway in our town, but are denied access by the present plans. The whole plan becomes a negative for us, particularly if you adopt the horrendous A routes. Its not just the homes that are sacrificed to consider, but those in close proximity. Please choose one of the B routes for only that reason. Another one so that the A route increases urban density and more smog and pollution closer to where people live and work.

Please drop comments in the comment box, email or send U.S. mail to:
North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 105 to Ellen Jackson: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Response 106 to Jackson Farrell: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 107
Comment from Jackson, James



Name (Please print): JAMES JACKSON Date: _____

Mailing address: 1729 Longmeadow St

Phone: 209 338 4064 Email: JAMES.CLOUD9@COPPER.NET

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

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

2 B (by a lot)

Please drop comments in the comment box, email or send U.S. mail to:
North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@bucthepr.com

Response 107 James Jackson: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 108
Comment from Jamison, Allen and Sue

7051 Patterson Rd.
Oakdale, CA 95361
October 9, 2017

Attention: Juan Torres, Chief, Central Sierra Environmental Analysis Branch,

We are writing this letter as instructed to by the North County Corridor officials expressing our concerns regarding the corridor coming thru our property. We realize the necessity of a corridor, but would like you to realize this is a very unfortunate and unwelcome disruption in our lives.

In 1987, we searched diligently to find property in the country to raise our family and live, as we have agrarian roots. We found this property, built a house, and moved in April 1989. This is the only home our five children have known. The last two children were actually born here at home, according to our planning. We now enjoy our grandchildren coming to see us at the same place where their parent grew up! The sentimental value of our home of 30 years is incalculable!

I will attempt to describe the very Private, Pleasant, Peaceful place that we call home. We live a half mile north of Patterson Road on a private gravel drive; no thru traffic. Extremely Quiet! There are pastures and fields all around. We enjoy hearing pheasants and birds, and seeing other small wildlife creatures. Looking out our east windows we enjoy seeing the Sierra Nevada Mountain Range, and looking out our west windows we enjoy seeing the Coastal Mountain Range. I especially enjoy the view out my kitchen window of the Sierra Nevada Range!

We have invested a lot of time and effort in our place over the years. Everything you see we have built or planted ourselves! We do have many mature trees on our property. We have a garden that helps feed the family. We also started a home business here on our property which I will discuss in the next paragraph. As you can see our roots go deep here!

In 2003, we joined a farming cooperative - Squab Producers of California and began raising squabs. (Check out their website.) Squabs are baby pigeons. These are sold for meat. We built a barn 40 feet x 144 feet for our pigeons. This business is a substantial part of our income. For 14 years now, we have enjoyed and appreciated our farming business, and we plan to continue raising squabs after Allen retires from his other job.

Writing this almost brings me to tears! When we bought this property, built a house and finally moved in; we thought we would live out the rest of our days here! But now.....

But now... Thank you for your time and attention to our story. We have spoken to very courteous, helpful, and informative people with the North County Corridor at the meetings. We have received reassurances that you will duplicate what we have here, and that no one goes "backwards" from a financial or lifestyle perspective. We appreciate those reassurances. Thank you again.

Sincerely,

Allen & Sue Jamison

Response 108 to Allen and Sue Jamison: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

We understand your concerns regarding this project and the potential for it to change the existing character of your neighborhood and lifestyle. While the proposed project will have impacts to the area, many mitigation measures will be implemented along with project features designed to lessen the disruption. Property acquisition and right-of-way requirements will not be finalized by Stanislaus County and Caltrans until the final design phase of the project. Any person to be displaced will be assigned to a Relocation Advisor, who will work closely with each displacee to ensure that all benefits and payments are fully used and that all applicable regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their Relocation Assistance Program benefits. Displacees may request that family members or others who the displacee may choose also be involved in the above process, including participating in discussions regarding appropriate advisory assistance, searching for a suitable replacement dwelling, deciding on move options, and helping to facilitate and coordinate communication associated with move-related activities and the payment of all eligible relocation assistance benefits that accrue to the displacee.


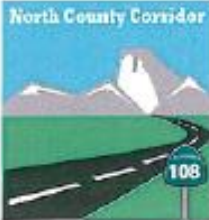
In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, your Relocation Advisor will provide specific information regarding comparable, functionally equivalent decent, safe and sanitary properties that are available for purchase. Such information will be provided in writing at least 90 days prior to any requirement to vacate the displaced property. As part of this process, we encourage displacees to advise their assigned Relocation Advisor of any concerns and special needs warranting consideration in the selection of potential replacement properties. These factors will be considered to the greatest extent possible under existing law. A copy of our Summary of Relocation Benefits is found in Appendix E in Volume 2 of the North County Corridor Environmental Impact Report/Environmental Impact Statement for your review and reference. You can find additional information on the Relocation Assistance Program at: <http://www.dot.ca.gov/hq/row/>. Under Publications, you will find the following:

- Relocation Assistance for Residential Relocations
- Your Property, Your Transportation Project

These publications augment the information contained here and may provide another source of valuable information that could assist you in discussions with your assigned Relocation Advisor, who will be integral in guiding you through this process to ensure that you receive all benefits for which you are entitled.



Response 109 Cheryl Jimenez: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 110
Comment from Jimenez, Jose

	
Name (Please print): <u>Jose Jimenez</u>	Date: <u>9/7/17</u>
Mailing address: <u>4797 Mc Gee Ave</u>	
Phone: <u>209-604-5542</u>	Email: _____
<input type="checkbox"/> Please add my name to the North County Corridor Project mailing list.	
I would like the following comments filed in the record. (Please print.)	
<u>I have a home and other structures (barn, stables)</u> <u>that I would not want to be affected by this</u> <u>project, particularly alternate 2. My My recommenda</u> <u>alternative is 1A or 1B due since it</u> <u>displaces the less businesses, provides greater</u> <u>daily traffic volume reduction, less expensive (1A)</u> <u>and affects least amount of houses (1B). If</u> <u>my property alternative 2 is selected I want</u> <u>design to be modified to spare my house.</u>	
Please drop comments in the comment box, email or send U.S. mail to:	
North County Corridor Project	
Public Outreach Coordinator	
P.O. Box 4436	
Stockton, CA 95204	
hotline@buethepr.com	

Response 110 to Jose Jimenez: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 111
Comment from Jitto, Del



Name (Please print): Del Jitto Date: 9/7/17

Mailing address: 10009 Plaza De Oro Dr Oakland CA

Phone: (925) 531 7894 Email: Magtel200@aol.com

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

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

IF interchange is to work effectively, it
must be placed prior to where traffic backs up
(stop & go traffic)

Alternate B&B would provide better flow
of individual & emergency traffic.

Because weekend traffic backs up beyond
The Atlas (2A) interchanges,
The traffic would be effected through
The interchange at Atlas because it
would be stop & go into Oakland on weekend.

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 111 to Del Jitto: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 112
Comment from Kayhanfor, Tracy, Conagra Brands



October 16, 2017

California Department of Transportation
2015 Shields, Suite 100
Fresno, CA 93726-5248

RE: Conagra Brands comments to the Draft 2017 Environmental Impact Report (EIR) for the North County Corridor State Route 108 East, Alternatives 1B and 2B

To Whom It May Concern:

On behalf of Conagra Brands, Inc. ("Conagra") please accept the following comments regarding the proposed corridor routes outlined in the referenced Draft EIR Report. As detailed below, Conagra is concerned that either of the proposed corridor alignments will impact current production operations at our Oakdale, CA facility.

Conagra operates a tomato and bean processing facility and cannery at 554 S. Yosemite Ave in Oakdale, CA. The products manufactured at the facility include Hunt's Tomato Sauce, Ketchup, Spaghetti Sauce, Manwich, consumer tomato paste, bulk tomato paste, various peeled, crushed, diced, and whole tomato products, and Rosarita Refried Beans. The cannery and the Hunt's brand have a long history in Oakdale, dating back to the early 1900s. The facility has grown over the years to become one of the largest canneries on the West Coast, and the largest employer in the Oakdale area, with more than 1,000 hourly and salaried workers at its peak production time each year. The cannery and processing operations currently utilize 79 acres and 688,000 square feet of production and warehouse space. This facility is Conagra's only fresh pack tomato canning operation. Hunt's is currently considered a strategic brand for Conagra, which makes the facility located in Oakdale critical to our business.

Conagra utilizes approximately 1,500 acres of nearby agricultural land for the application of its process water. Land application of process water is critical to the facility operations, and constitutes a beneficial reuse of food processing rinse water for irrigation on local farmland. The land application acres are owned by local ranchers with whom Conagra has entered into long-term agreements to apply our process water and manage the distribution system. The land application of our process water is conducted pursuant to permits issued by the Regional Water Quality Control Board, and is currently the only option for Conagra to dispose of its process water. The City of Oakdale does not currently have the capacity to accept our process water, and the construction of our own treatment and disposal facility is not economically feasible. Therefore, any loss of acreage for land application of process water will significantly impact the facility's operations.

Alternatives 1B and 2B will both negatively impact Conagra's ability to access and utilize land that is currently used for land application of process water, a function that is crucial to the continued operation

of our facility. Alternative 1B has a much larger impact on Conagra's existing water distribution system and land application acreage.

In our 2009 letter, Conagra opposed the proposed north ranch or Lexington Avenue alignment (now referenced as Alternative 1B) because it would effectively remove 409 acres (or 27%) of our entire northern irrigation land. By placing the road in this location, it will cut through the middle of the northern irrigation area and make it impractical to apply water to the remaining acreage on either side of Lexington Avenue. Since the alignment of the proposed expressway within each corridor is now better known, we can more accurately estimate the loss of acreage calculation. Based on the information we obtained from the DEIR and other internal sources, Alternative 2 is expected to result in the loss of up to 130 acres, or 8% of our current acreage used for land application of process water. Also, it is worth noting that the amount of lost acreage cannot be calculated by simply calculating the amount of acreage within the new right-of-way. Interchanges, frontage roads, changes in grade, effects on our pumping / monitoring stations and tailwater return systems must also be considered to fully calculate the loss.

During the process of developing the Draft Environmental Impact Report, Conagra had the opportunity to meet with Jacobs Engineering, Caltran's outside engineering firm, to discuss the potential impact on our facility. We had extensive dialogue with Jacobs Engineering in 2009, and further discussions in 2011. However, the substance of our concerns were not reflected in past reports or the most recent 2017 Environmental Impact Report (EIR). While we understand that not all information could be included in the report, we expected the EIR to make note of the negative impact on Oakdale's largest employer. We hope the information provided in this letter will provide additional data that will allow Caltrans and the NCC to more accurately evaluate the impact of the proposed freeway corridors.

For the reasons set forth above, Conagra strongly prefers Alternative 2B as the path for the new freeway, with an alignment south of the existing Claribel Road. We certainly appreciate your willingness to evaluate our comments and consider changes to the project that will minimize the negative impact on our production facility. If the impacts to our facility are effectively mitigated, the North County Corridor has potential to be of benefit to the northeast communities of Stanislaus County and will help facilitate the movement of freight and supplies, all of which are necessary for businesses to expand and/or locate to the area.

We would appreciate copies of all future meetings, hearings, decisions, and announcements regarding this project to the Conagra Oakdale Facility. Phil Brewer is the current Plant Manager of the facility and was actively involved in preparing this response. Phil is currently traveling so I am signing the letter on behalf of Conagra Brands. If you have any questions or would like to discuss this further, please feel free to contact me at (402) 238-7096.

Sincerely,
ConAgra Brands



Sr. Director, Environment

Response 112 to Tracy Kayhanfor of Conagra Brands: Thank you for your comments; they have been included in the Final Environmental Document.

The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Further discussion with ConAgra since circulation of the environmental document and engineering analysis have determined that, with slight changes to the design during final design and additional analysis, it has been determined that the irrigation demands can be met even with the proposed acquisitions. Caltrans will continue to coordinate with ConAgra throughout the final design of the NCC project.

Comment 113
Comment from Kelley, Lauren



Name (Please print): Laureen Kelley Date: 9-6-17
Mailing address: Po Box 1719 Oakdale CA 95361
Phone: 209 968-5673 Email: tweetielauréen@gmail.com

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

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

My home is the NE corner of Clairbel Rd.
and Langworth Rd. Our preferred route
would be 1A or 1B. Thank you for
your consideration

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project

Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 113 Lauren Kelley: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 114
Comment from Kline, Dave and Linda

From: dave [<mailto:dave@patchcrew.net>]
Sent: Monday, October 16, 2017 5:25 PM
To: hotline <hotline@buethecommunications.com>
Subject: North County Corridor Project

Dear Sir or Madam,

My name is Dave Kline and my wife and I reside at 4336 Claribel Rd. We attended you public hearing, at the Gene Bianchi Community Center, in Oakdale for information and how it might affect us. According to route options, we would have a county road on the east side of our property that would front our property along with the main bypass on the north side. Any of the route options would require some of our existing property. According to the maps, at the meeting, the property to the east of us, Big Basin Dog Training Facility, is to be purchased by Caltrans and the business to be relocated. If at all possible, my wife and I would ask that the new county road, on the east side of our property, be moved 100' from our existing east property line. We also would like to offer to buy this property from Caltrans so as to maintain a sense of privacy.

Thank you for holding the Public Hearing and giving us as much information as you could. Everyone there was extremely helpful.

Respectfully,

Dave Kline

Response 114 Dave and Linda Kline: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Final acquisitions and relocations will be determined by Stanislaus County and Caltrans during the final right-of-way and design phase of the project. Also, during final design right-of-way negotiations, potential options such as minor changes to the design to address these concerns will be analyzed. Potential changes to the design will be further analyzed during final design and right-of-way negotiations.

Comment 115
Comment from Kumar, Nikhil

From: Nikhil Kumar [<mailto:nkumar.pacific@gmail.com>]
Sent: Thursday, October 5, 2017 8:26 PM
To: Torres, Juan@DOT <juan.torres@dot.ca.gov>; Magsayo, Grace B@DOT <grace.magsayo@dot.ca.gov>; machadom@stancounty.com
Subject: North county corridor

Hello,

My parents live at 3608 [claribel rd](#) in [modesto](#). We understand this project will require my family to have to relocate. We understand and would like more information. We are actually thinking about moving to the Sacramento county area possibly if we are required to move from our current location. We would like to know when this project will kick off and relocation will be required? If we wanted to move sooner, is there a buyout option available now? Thank you for your time.

Thanks,
Nik Kumar
2093249811

From: Matt Machado [<mailto:machadom@stancounty.com>]
Sent: Monday, October 09, 2017 10:51 AM
To: Magsayo, Grace B@DOT <grace.magsayo@dot.ca.gov>; PE Matt Satow <MSatow@drakehaglan.com>; Nikhil Kumar <nkumar.pacific@gmail.com>
Subject: Re: North county corridor

Hi

I will add you comments / questions to the official record. The final document will address your questions.

Regarding next steps we need finalize the environmental document before we can take any next steps. I anticipate that the environmental approval and clearance will take about 12 months.

This is a large project and will happen slowly. Thank you for your patience.

Grace - please add the questions and comments below to the official record.

Matt Machado, PE, LS
Public Works Director
Stanislaus County
1716 Morgan Road
Modesto, CA 95358-5805
Phone: 209-525-4153 or

Response 115 to Nikhil Kumar: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Prior to right-of-way acquisition, the completion of environmental approval and clearance will take approximately 12 months. As the project is currently designed, your property is required to construct the freeway; however, property acquisition and right-of-way requirements will not be finalized by Stanislaus County and Caltrans until the final design phase of the project. Any person to be displaced will be assigned to a Relocation Advisor, who will work closely with each displacee to ensure that all benefits and payments are fully used and that all applicable regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their Relocation Assistance Program benefits. Displacees may request that family members or others who the displacee may choose also be involved in the above process, including participating in discussions regarding appropriate advisory assistance, searching for a suitable replacement dwelling, deciding on move options, and helping to facilitate and coordinate communication associated with move-related activities and the payment of all eligible relocation assistance benefits that accrue to the displacee.

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, your Relocation Advisor will provide specific information regarding comparable, functionally equivalent decent, safe and sanitary properties that are available for purchase. Such information will be provided in writing at least 90 days prior to any requirement to vacate the displaced property. As part of this process, we encourage displacees to advise their assigned Relocation Advisor of any concerns and special needs warranting consideration in the selection of potential replacement properties. These factors will be considered to the greatest extent possible under existing law. A copy of our Summary of Relocation Benefits is found in Appendix E in Volume 2 of the North County Corridor Environmental Impact Report/Environmental Impact Statement for your review and reference. You can find additional information on the Relocation Assistance Program at: <http://www.dot.ca.gov/hq/row/>. Under Publications, you will find the following:

- Relocation Assistance for Residential Relocations
- Your Property, Your Transportation Project

These publications augment the information contained here and may provide another source of valuable information that could assist you in discussions with your assigned Relocation Advisor, who will be integral in guiding you through this process to ensure that you receive all benefits for which you are entitled.

Comment 116

Comment from Lambert, Teresa

From: Torres, Juan@DOT
Sent: Friday, September 15, 2017 2:27 PM
To: Farris, David D@DOT <david.farris@dot.ca.gov>
Subject: NCC comment: Teresa Lambert - Telephone conversation.

I received a voice message from Teresa Lambert on Fri. Sep. 15, 9:13 am 1-209-602-8217

I returned her telephone call on Friday, September 15, 2017 @ 2:00 pm. The following items were jotted down as topic of concern for her and the proposed project:

- Wanted to voice her recommendation for the project ending down near Lancaster Rd.,
- Lancaster is the better option,
- She lives near Dillwood and Orange Blossom Rd.
- Weekend traffic is still behind her property due to traffic congestion. Experience higher levels of exhaust and noise due to recreational traffic and stated it was made worst by the installation of a signal near the Ralley's.
- She experiences high number of crashes behind her property lot on 108,
- She stated Lancaster does not have as many or as dense population of home compared to her neighborhood,
- She feels the Lancaster option provides more space between the highway option and the city of Oakdale. This give motorists an option which should lead to decreased traffic through Oakdale, as a certain amount of drivers will choose to continue west, passing Oakdale. If intersection is made at Atlas, then she feels drivers will not make a decision and will continue into Oakdale since they are so close,
- Atlas intersection has a large dairy with feed trucks and cattle transport trucks going in and out of the property which could be dangerous for the Atlas option,
- She mentioned that the Atlas intersection/neighborhood has numerous school buses that pick up students which she states is not the situation near Lancaster Rd.,
- She also mentioned that many young kids drive golf carts in and on 108 near the Atlas intersection which has led to some close calls with local traffic,
- She was also concerned that current roads do not provide bike lanes adequate enough for the clubs riding out there currently. She hopes that new options will include better bike lanes.

I informed her of D.10 website, and where project information could be found. Informed her that comment review period had been extended until Oct. 16, 2017.

Response 116 to Teresa Lambert: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 117
Comment from Laurens, Laura

October 10, 2017

Caltrans District 6
Attention Juan Torres
P.O. Box 12616
Fresno. CA 93778-2616

Dear Mr Torres:

I live along the North County Corridor route just north of the Claribel Road and Roselle Avenue intersection. I have lived there for over 6 years. Born and raised in Modesto, I have seen the increase in traffic between Modesto and Riverbank. I currently work in Modesto so I experience the traffic every day.

My parents moved from Modesto to Oakdale over 10 years ago so I have also seen and experienced the traffic between Riverbank and Oakdale as well as the traffic between Modesto and Oakdale. In my experience, the only problem area I have found is at the corner of Claribel Road and Roselle Avenue so I am happy that the new road will be creating an overpass at that point to help relieve the traffic congestion that I experience near my home. I do not know that a whole bypass road is needed to solve the problem of that intersection though. Either a light or a roundabout could solve the problem at a much cheaper cost and less pain and infringement on people's homes and businesses.

I travel on Patterson Road or Claribel Road every day to my parents at 7575 Patterson Road in Oakdale because my mother babysits my son everyday when I work. I then travel from there to Modesto to go to work. I am travelling during the rush hour times and I do not have any problems with traffic congestion. The Oakdale traffic issue is more about the traffic coming from Highway 120 turning onto Highway 108 heading east to Sonora. That traffic situation will be hard to stop because it is out of area people travelling through Oakdale to get to Sonora or Yosemite. Oakdale is the last big stop before their destination. So, no matter where you put a bypass road, there will still be the Oakdale traffic problem. If you are going ahead with this road, the best way to bypass Oakdale is to follow the route 2B. It is the only one that completely goes around and will not interfere with the city.

Also, I do not believe it is right for you to unfairly treat the people whose property you are going to take to build the road. In my parents' case, you are only planning on taking a small part of their property, but by doing so you will be completely devaluing their property and making it worthless. But then, you are completely buying out their across the street neighbor and all of the parcels of land that he owns when you are only going to use small parts of his properties. This does not make sense and is not right. Right is right. fair is fair. equal is equal so you should completely buy out my parents' small property if you are going to buy out their neighbor's 300+ acres of land and house. Why should he get his full value and my parents lose their full value?

Sincerely,



Laura Laurens

117A

117B

Response 117 to Laura Laurens: Thank you for your comments; they have been included in the Final Environmental Document.

Response 117A: The four proposed Alternatives—1A, 1B, 2A, and 2B—(The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative) have been determined to alleviate traffic congestion along the old State Route 108/State Route 120 route. These alternatives were put forward based on the concept that residents in the area and region would benefit from the improved quality of the transportation system. Please refer to Section 3.1.6 – Traffic and Transportation/Pedestrian and Bicycle of the Final Environmental Document for more information regarding the traffic data analyses used to address traffic-related issues for each of the proposed routes.

Response 117B: The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative, and your parents' property is required to construct the freeway; however, property acquisition and right-of-way requirements will not be finalized by Stanislaus County and Caltrans until the final design phase of the project. Caltrans is sensitive to the importance of the role housing and land plays in our lives and will take into account potential additional and specific impacts to the property to determine if a full or partial acquisition is necessary during the right-of-way negotiations. While no relocation is currently anticipated at your parents' property, if during right-of-way negotiations it is determined that relocation is necessary, your parents will be assigned to a Relocation Advisor, who will work closely to ensure that all benefits and payments are fully used and that all applicable regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their Relocation Assistance Program benefits. Displacees may request that family members or others who the displacee may choose also be involved in the above process, including participating in discussions regarding appropriate advisory assistance, searching for a suitable replacement dwelling, deciding on move options, and helping to facilitate and coordinate communication associated with move-related activities and the payment of all eligible relocation assistance benefits that accrue to the displacee.

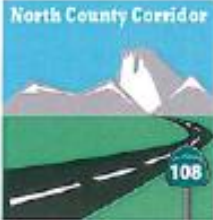

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, your Relocation Advisor will provide specific information regarding comparable, functionally equivalent decent, safe and sanitary properties that are available for purchase. Such information will be provided in writing at least 90 days prior to any requirement to vacate the displaced property. As part of this process, we encourage displacees to advise their assigned Relocation Advisor of any concerns and special needs warranting consideration in the selection of potential replacement properties. These factors will be considered to the greatest extent possible under existing law. A copy of our Summary of Relocation Benefits is found in Appendix E in Volume 2 of the North County Corridor Environmental Impact Report/Environmental Impact Statement for your review and reference. You can find additional information on the Relocation Assistance Program at: <http://www.dot.ca.gov/hq/row/>. Under Publications, you will find the following:

- Relocation Assistance for Residential Relocations
- Your Property, Your Transportation Project

These publications augment the information contained here and may provide another source of valuable information that could assist you in discussions with your assigned Relocation Advisor, who will be integral in guiding you through this process to ensure that you receive all benefits for which you are entitled.

Response 118 to Carolyn Lawrence: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 119
Comment from Lillie, Steven



Name (Please print): STEVEN LILLIE Date: 9/7/17

Mailing address: 11001 WHITE OAK DR CLARKVILLE CA 95361

Phone: 209 848 4847 Email: DEEPSEALILLIE@COMCAST.NET

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

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

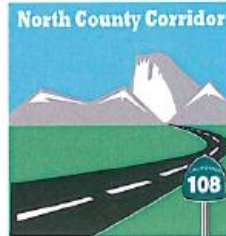
COMING OUT AT ^(1+2A) ATLAS RD IMPACTS MORE
HOUSING DEVELOPMENTS THAN THE LANCASTER (1+2B)
OPTIONS. (1+2A)

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 119 to Lillie Steven: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 120
Comment from Lindsey, Cynthia



Name (Please print): CYNTHIA LINDSEY Date: 9/20/17

Mailing address: P.O. BOX 886 RIVERBANK, CA 95267

Phone: 209-988-0252 Email: BLINDSEY@YAHOO.COM

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

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

LOSS OF PROPERTY AND BUSINESS
NO COMPARABLE PROPERTY FOR RELOCATION
IMPACT ON PROPERTY VALUES
QUESTIONS AS TO FUTURE VALUES AND
ABILITY TO DEVELOP.
HUSBANDS LEGALLY HE INTENDED TO
BE LEFT TO CHILDREN.
CURRENTLY THREE BUSINESSES OPERATING
AND UNSURE OF IMPACT OF THESE.
EXCESSIVE LAND SHOWN TAKEN FOR
DRAINAGE.
NO NOTIFICATION UNTIL SEPT. 2017.

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project

Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 120 to Cynthia Lindsey: Thank you for your comments; they have been included in the Final Environmental Document.

We understand your concerns regarding this project and the potential for it to change the existing character of your neighborhood. Property values are assessed based on a large number of variables, many of which may change as a result of this project; however, not all the changes will necessarily be detrimental to existing property values. Exact changes to individual property values cannot be assessed; however, many project features have been designed to improve characteristics in the region. The Relocation Impact Report found that there are comparable properties within the region for all affected residents and businesses.

Additionally, the Caltrans Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and Title 49 Code of Federal Regulations Part 24. The purpose of the Relocation Assistance Program is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, your Relocation Advisor will provide specific information regarding comparable, functionally equivalent decent, safe and sanitary properties that are available for purchase. Such information will be provided in writing at least 90 days prior to any requirement to vacate the displaced property. As part of this process, we encourage displacees to advise their assigned Relocation Advisor of any concerns and special needs warranting consideration in the selection of potential replacement properties. These factors will be considered to the greatest extent possible under existing law. Exact changes to individual property values cannot be assessed; however, many project features have been designed to improve characteristics in the region. See Appendix E of the NCC Final EIR/EIS for a summary of the Relocation Assistance Program.

You can find additional information on the Relocation Assistance Program at: <http://www.dot.ca.gov/hq/row/>. Under Publications, you will find the following:

- Relocation Assistance for Residential Relocations
- Your Property, Your Transportation Project

These publications augment the information contained here and may provide another source of valuable information that could assist you in discussions with your assigned Relocation Advisor who will be integral in guiding you through this process to ensure that you receive all benefits for which you are entitled.

Further, the proposed project was designed with input from the community. The project development team (composed of members from Caltrans District 10, Stanislaus County, the cities of Modesto, Riverbank and Oakdale, and engineering, environmental and public relations consultant members) have conducted and participated in a number of community outreach meetings with the general public, public entities, and interested stakeholders since 2011 in a comprehensive effort to gather input and comments from the surrounding communities. Additional information regarding public outreach efforts can be found in Section 5.3 of the NCC Final EIR/EIS.

Response 121 to Kenneth P. Lu: Thank you for your comments; they have been included in the Final Environmental Document.

Comment 122
Comment from Martin, David L.



16 October 2017

Caltrans District 6
Attn: Juan Torres, Chief
Central Sierra Environmental Analysis Branch
P.O. Box 12616
Fresno, CA 93778-2616

To Whom It May Concern:

I am a resident of the Oakdale Country Club neighborhood, and my house is on Atlas Road, which would be directly impacted by the proposed North County Corridor Project. There are four alternatives for this project, two of which (1A and 2A) would include the installation of a round-about at Atlas Road and Highway 108/120. The installation of said round-about would have massive impact on the quality of life of my family and create a major impediment to traffic flow, particularly on weekends and during the summer, when the majority of our traffic problems occur. The other two alternatives (1B and 2B) would not include a round-about at Atlas Road and Highway 108/120, but would include a round-about near Lancaster Road on Highway 108/120. While these two alternatives would decrease some of the impacts this project would have on my neighborhood, especially, on weekends and during the summer, it would still have a fairly significant impact on traffic flow patterns past my neighborhood and it fails to resolve the hazardous road conditions that are well known at the “dog-leg” in Highway 108/120 near Lovers Leap, and in fact, would make that stretch of Highway 108/120 more dangerous, in my opinion.

The round-about at Atlas Road would cause traffic both East- and West-bound to come to a stand-still because as soon as the traffic backs up, which it does nearly every weekend year-round and almost daily during the summer, the round-about would fill with extremely slow-moving cars, trucks, RVs, and thus, block the flow of traffic in both directions. Currently, most of the traffic back-up only occurs in the West-bound direction, and when travelling from Oakdale to my home it is currently possible to make a left turn between the cars stopped in traffic, whereas with the round-about this will not be possible. Thus, traffic would be stalled in both directions rather than a single direction, which is currently the case. This is an unacceptable consequence of placing a round-about at Atlas Road and would create a major inconvenience for our entire neighborhood.

122A

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The current EIR does not adequately address the traffic flow problems on weekends, holidays and during the summer, which is our major source of traffic congestion. Because of this lack of understanding of the actual problems with traffic congestion that we currently face, this EIR fails to adequately evaluate the problems this project would have on our neighborhood. Further, the Atlas Road round-about will increase traffic down Atlas Road because Atlas Road will become the major feeder street for the entire neighborhood. Atlas Road already has a fair amount of traffic on it, and in many cases the cars fail to abide by the posted 25 mph speed limit. Placing a freeway round-about off-ramp at Atlas Road, would only serve to increase traffic on Atlas Road, thereby increasing the number of individuals speeding down Atlas Road. I have a 5-year old daughter, and there are many other families in the neighborhood with small children, so having even more cars speeding on Atlas Road potentially jeopardizes the safety of all of the children who live on Atlas Road.

Additionally, the EIR suggests that the round-about would somehow magically decrease traffic noise from Highway 108/120. This conclusion is at best laughable. The number of tourists and large trucks that drive on Highway 108/120 would be required to decrease their speed from 60-70 mph (which is above the stated speed limit of 55 mph) down to 45 mph or less to navigate the round-about. Screeching tires and jake brakes will become a common occurrence, and as soon as traffic backs up, the amount of stagnant cars sitting on the freeway right here in our neighborhood is only going to increase. Therefore, it should be obvious that the noise levels will naturally increase, along with pollution levels in the local micro-climate due to the increased number of idling vehicles.

Finally, the Atlas Road round-about will significantly decrease our property values. This is an unfair and unacceptable burden on our community. My property, in particular, because it's on Atlas Road only one block from Highway 108/120, will suffer some of the largest economic impact. I did not buy my home three years ago with the intent of having its value decrease by such an ill-conceived project. This financial burden to my family and all the other families in this neighborhood is an unacceptable consequence should this project go through.

The round-about at Lancaster would decrease some of the impacts to our neighborhood; however, it would still impact the Lancaster neighborhood, and I still believe that a round-about on a busy highway (especially during the very busy weekends, holidays and summer) is only going to increase traffic backups in both the East- and West-bound directions. The West-bound back-ups are particularly concerning at Lancaster because they would back traffic up to the Lovers Leap "dog-leg," which would only serve to increase the number of serious and fatal accidents in this already-dangerous section of

122B

122C

122D

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highway. Further, navigation of a round-about at either location serves as an unnecessary impediment to the flow of traffic. If we are going to have a southern by-pass connecting at Lancaster, it should be done out past Lovers Leap, thereby decreasing the amount of traffic at the dangerous “dog-leg,” and it should be a regular freeway overpass, which is the only way traffic patterns would be improved rather than worsened.

} 122D

This project fails to adequately consider an alternative that will resolve the dangerous stretch of Highway 108/120 near Lovers Leap and fails to consider the impact to traffic flow patterns during the very busy weekends, holidays and summer. Therefore, the only reasonable conclusion at this time is for this project to be re-defined with a conventional overpass at Lovers Leap and re-conduct the environmental analysis, keeping in mind that the busiest traffic patterns are weekends and holidays, not week days. Regardless, I hope that you will heed the recommendation of both the Oakdale and Riverbank City Councils and forego the installation of an Atlas Road round-about and seriously re-consider a round-about at any point of Highway 108/120.

Sincerely,

David L. Martin, Ph. D.
David L. Martin, Ph.D.

Response 122 to David L. Martin: Thank you for your comments; they have been included in the Final Environmental Document.

Response 122A: The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

No roundabout is anticipated to be constructed at Atlas Road as a part of this project.

The project limits end at Lancaster Road and were not studied to extend to Lovers Leap, as this would vastly increase the costs of the project due to requiring extensive additional engineering, right-of-way acquisition, and construction costs. The existing State Route 108 was found to adequately handle the traffic volume demand through this stretch of highway, and improvements associated with the North County Corridor project are anticipated.

Response 122B: As Alternative 1B was selected as the Preferred Alternative, it is not anticipated the sound levels at your residence will increase as a result of the proposed project. The noise volumes for Alternatives 1A and 2A were modeled using the Federal Highway Administration's Traffic Noise Model 2.5 and were anticipated to decrease as a result of the project due to the redistribution of traffic volumes from the old State Route 108/State Route 120 route to the new NCC facility.

The existing noise level at a property along Rio Sombra Court, which is directly adjacent to Atlas Road and State Route 108/State Route 120, is 59 dBA (Receiver ID 35.2 in Tables 3.2.6-2 through 3.2.6-5) while design-year noise level was modeled at 58 dBA for Alternative 1A and at 57 dBA for Alternative 2A. The Noise Abatement Decision Criteria for residential properties is set at 67 dBA. Further, a noise impact is considered significant if a change of 12 dBA or greater occurs between existing and design-year dBA. As the modeled noise level at these adjacent properties did not approach or exceed the Noise Abatement Decision Criteria, and as the change in noise level from existing to design-year does not exceed 12 dBA, sound impacts are not considered significant and no sound protection is necessary for properties along Atlas Road or Rio Sombra Court.

Response 122C: While no roundabout is anticipated to be constructed at Atlas Road as a part of this project, we understand your concerns regarding this project and the potential for it to change the existing character of your neighborhood. Property values are assessed based on a large number of variables, many of which may change as a result of this project; however, not all the changes will necessarily be detrimental to existing property values. Exact changes to individual property values cannot be assessed; however, many project features have been designed to improve characteristics in the region.

Prior to analysis of the four proposed Alternatives 1A, 1B, 2A, and 2B, and the selection of 1B as the preferred alternative, 18 other alternatives were also considered in an Alternative Analysis Report; however, they were eliminated due to the excessive environmental impacts that would have been caused from their selection.

As part of the Alternative Analysis Report, the alternatives were screened through a preliminary screening process that focuses on determining if a specific alternative will meet the 2030 traffic needs and if any major engineering considerations would affect the safety or function of the facility. From this preliminary screening, 18 alternatives were considered during the alternative screening process.

Seven broad-based criteria of the Project Development Procedures Manual were used to screen the initial Build Alternatives. These criteria include the following:

- Purpose and need: Would the alternative meet the project's purpose and need?
- Excessive project cost: Would the alternative result in a substantially higher overall cost?
- Relocations and acreage: Would the alternative require excessive removal of businesses, residences, or urban or rural acreage?
- Operational or safety problems: Would the alternative result in operational or safety problems?
- Adverse social, economic, or environmental impacts of extraordinary magnitude: Would the alternative disrupt or divide an established community or result in economic or social impacts?
- Cumulative impacts: Would cumulative impacts result due to relocations, operational or safety problems, or social, economic, and environmental impacts?
- Rejected at an earlier stage: Was the alternative rejected at an earlier stage of project development?

Ultimately, the four chosen alternatives were found to best meet the purpose and need of the NCC project. Please refer to Section 2.6 of the NCC Final EIR/EIS for more information regarding all alternatives explored.

Response 122D: Alternative 1B was selected as the Preferred Alternative, and a roundabout is anticipated to be constructed near Lancaster Road as a part of the project. According to the Federal Highway Administration (FHWA), roundabouts have been “proven safer and more efficient than other types of circular intersections”

(<https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/>). The Federal Highway Administration website provides case studies regarding the effectiveness of roundabouts in California, Colorado, Florida, Kansas, Maine, Maryland, South Carolina, and Vermont. More information can be found at the following website:

<https://www.fhwa.dot.gov/research/deployment/roundabouts.cfm>.

The following supplemental information was added to the Final Environmental Document in Section 3.1.6 – Traffic and Transportation/Pedestrian and Bicycle:

Roundabouts were selected through preparation of an Intersection Control Evaluation (ICE) summary, per Caltrans Policy Directive 13-02 (Traffic Operations Policy Directive), which was performed at each of the proposed at-grade state highway intersections to identify the most effective intersection traffic control strategy (i.e., roundabout or traffic signal). Signalized and Unsignalized Intersection Design and Research AID (SIDRA) software package operations tools were also used for assessing effectiveness of roundabouts at the proposed intersections.

Please refer to Section 3.1.6 – Traffic and Transportation/Pedestrian and Bicycle of the Final Environmental Document for more information regarding the traffic data analyses used to address traffic-related issues for each of the proposed routes.

Comment 123
Comment from McKeon, Christopher

From: Xopher McKeon [<mailto:ovinvestments@gmail.com>]
Sent: Wednesday, October 4, 2017 3:11 PM
To: Vallejo, Philip@DOT <philip.vallejo@dot.ca.gov>
Subject: North County Corridor Project - comments supporting Alternative 1-A

Hello:

Thank you to all involved for creating such a detailed proposal that looks at the project from so many different angles.

I know the city of Oakdale has formally pushed for Alternative 1-B.

But I am writing in support of Alternative 1-A instead for the following reasons that were gleaned from your report:

The main purpose of the road is to improve an increasingly dire traffic problem. Alternative 1-A will alleviate the most traffic by far and at a much lower cost than Alternative 1-B.

Alternative 1-B faces many more environmental issues which can easily delay and prevent construction from staying on track.

Alternative 1-A meets the growth plans of both Oakdale and Stanislaus County. Alternative 1-B is not aligned with the long-term growth plans of the county and will lead to even more sprawl.

Alternative 1-B will have more round-abouts, intersections, and canal crossings versus Alternative 1-A.

As for Alternatives 2-A & 2-B: they simply don't offer enough traffic relief relative to Alternatives 1-A; they do not fit in the spheres of influence for the cities involved; and they will face even more environmental issues.

I understand that local governments are jockeying to do what they feel is best for their individual communities but I am worried that this selfishness may prevent the much needed corridor from ever being built.

The facts in your report point to Alternative 1-A as the best choice...hopefully the CA DOT will come to same conclusion.

Thanks for considering my input.

Christopher McKeon

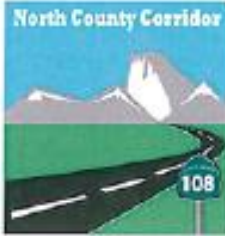

Response 123 to Christopher McKeon: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Many factors regarding traffic, safety, environmental impacts and more were considered when choosing an alternative. For example, Alternative 1B would have the least direct impact to waters of the United States, reflected in Table 3.3.2-2 and lower impact to bat roosting habitat compared to Alternative 1A, reflected in Table 3.3.4-3.

Alternative 1B does include more canal crossings, however, moving the tie-in out to Lancaster Road has less impacts to local traffic near Oakdale. Please refer to Section 3.1.6 – Traffic and Transportation/Pedestrian and Bicycle of the Final Environmental Document for more information regarding the traffic data analyses used to address traffic-related issues for each of the proposed routes.

Please see Section 2.5 of the NCC Final EIR/EIS for a more detailed description of the identification of a preferred alternative.

Comment 124
Comment from Medeiros, Andrea



Name (Please print): Andrea Medeiros Date: 9/7/17

Mailing address: 16130 Orange Blossom Rd Oakdale

Phone: 881-3881 Email: medeiros@caltel.com

Please add my name to the North County Corridor Project mailing list. *I think I'm already on it*

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

Only route 20 makes sense. It is the
least disruptive and intrusive. Round
abouts should be avoid at all costs - no
matter what route is chosen. Think
massive amounts of tourists year
round and nut trucks in fall - not
to mention other farm equipment
all year long. Also, why are the
NCC meetings in Modesto - why
not closer to Oakdale so those that
will be most affected can actually
attend!!!

2nd choice = 1B.

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethpr.com

124A

124B

Response 124 to Andrea Mederios: Thank you for your comments; they have been included in the Final Environmental Document.

Response 124A: The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative, and a roundabout is anticipated to be constructed near Lancaster Road as a part of this project. According to the Federal Highway Administration (FHWA), roundabouts have been “proven safer and more efficient than other types of circular intersections” (<https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/>). The Federal Highway Administration website provides case studies regarding the effectiveness of roundabouts in California, Colorado, Florida, Kansas, Maine, Maryland, South Carolina, and Vermont. More information can be found here:

<https://www.fhwa.dot.gov/research/deployment/roundabouts.cfm>.

The following supplemental information was added to the Final Environmental Document in Section 3.1.6 – Traffic and Transportation/Pedestrian and Bicycle:

Roundabouts were selected through preparation of an Intersection Control Evaluation (ICE) summary, per Caltrans Policy Directive 13-02 (Traffic Operations Policy Directive), which was performed at each of the proposed at-grade state highway intersections to identify the most effective intersection traffic control strategy (i.e., roundabout or traffic signal). Signalized and Unsignalized Intersection Design and Research AID (SIDRA) software package operations tools were also used for assessing effectiveness of roundabouts at the proposed intersections.

Please refer to Section 3.1.6 – Traffic and Transportation/Pedestrian and Bicycle of the Final Environmental Document for more information regarding the traffic data analyses used to address traffic-related issues for each of the proposed routes.

Response 124B: While the regularly held NCC Joint Powers Authority (JPA) meetings are always held in the Stanislaus County Board Chambers as the Stanislaus County Public Works Director is the Authority Manager of the NCC JPA, any NCC public meetings were held at locations that were chosen to accommodate the anticipated public turnout, e.g. the Oakdale and Riverbank Community Center, while considering communities impacted.

Comment 125
Comment from Meil, Jeanne and Ken

From: Judith Buethe <judith@buethecommunications.com>
Sent: Thursday, September 21, 2017 2:26 PM
To: Torres, Juan@DOT; Magsayo, Grace B@DOT; Matt Satow; Rebecca Neilon; machadom@stancounty.com
Subject: NCC Hotline

September 21, 2017

Jeanne and Ken Meil

Jmeil@aol.com

I would like to voice our desire to have Route 1B selected as the route for the North County Corridor to take through Oakdale and the surrounding area. We currently live a block off of Hwy. 120 and a block away from Atlas Rd. where a round-about is proposed. That route will potentially change how many people in this area choose to access the highway...which could have a negative impact on those who live off the Deo Gloria. Since I live on Tepopa that includes us!!

Thank you for listening to our concerns.

Sincerely,

Jeanne and Ken Meil

Dear Mr. and Mrs. Meil:

Thank you for your email, which I will share with the project team.

Feel free to contact us again at any point.

Judith Buethe

Public Outreach Coordinator

Response 125 to Jeanne and Ken Meil: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

No roundabout is anticipated to be constructed at Atlas Road as a part of this project.

Comment 126
Comment from Menghetti, Charlie

RODE FIRE SUPPRESSION OWNERS ASSOCIATION

3425 COFFEE ROAD SUITE 1B - MODESTO CA 95355 - (209) 575-0553 - FAX (209) 575-0588

September 21, 2017

Caltrans District 6
Attention Juan Torres
Chief, Central Sierra Environmental Analysis Branch
P.O. Box 12616 Fresno CA 93778-2616

Dear Mr. Torres:

Thank you for taking my phone call this afternoon regarding the North County Corridor Project (Project). As we discussed, The Rode Fire Suppression Owners Association represents 39 parcels on approximately 70 acres in the area bounded by Kiernan Ave to the South, MID Main Canal to the North, Pentecost Ave to the West and near McHenry Ave to the West. (See marked up map attached).

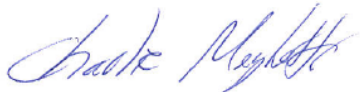
As you and I discussed, our primary concern is that as currently proposed, the Project eliminates our Kiernan Road access via Pentecost Av and leaves us with Charity Way as the sole ingress and egress to our industrial park. Our members' businesses are primarily commercial and industrial. They generate considerable medium to large truck traffic as well as much personal vehicle traffic. The proposed Project design with a single ingress/egress at Charity and McHenry would necessarily result in large amounts of traffic and the potential for collisions at Charity and McHenry.

It isn't clear to me from the documents available on your website as to whether or not the proposed design includes a traffic signal at Charity and McHenry. Even now, making a left turn from eastbound Charity onto Northbound McHenry is very difficult due to traffic. If, this is to be our sole ingress/egress then we would insist that the Project design include a traffic signal at this intersection.

Can you please ensure that these comments are recorded in the permanent record opposing the Project as presently proposed.

If you have any questions regarding the Association, please feel free to contact our Association Manager, Bob Burge at 209-575-0553 or bobb@thecooperco.com.

Charlie Menghetti, President



Rode Fire Suppression Owners Association

CC: North County Corridor Public Outreach Coordinator

126A

(Received via Phone on September 21, 2017 at 3:53 P.M.)

Contacted by Mr. Menghetti via telephone. He inquired about where he could find more mapping related to the NCC project. I walked him through finding the information contained in Vol. II of the DEIR/EIS on the internet. He specifically wanted to see how the traffic pattern would change near his place of business. He was mainly interested in the intersection of McHenry Ave. with the new proposed 219/108 alignment. I pointed out that the alternative mapping was showing a new interchange at that location and that all proposed alternatives were identical at that location. I also informed him that the comment review period had been extended to October 16, 2017. He was thankful for the additional information and would be looking deeper into the project information.

126B

Response 126 to Charlie Menghetti: Thank you for your comments; they have been included in the Final Environmental Document.

Response 126A: A signal is proposed to be installed at the McHenry Avenue/Charity Way intersection. Operational analysis of this intersection with the traffic signal can be found in Tables 3.1.6-8 and 3.1.6-9 of the NCC Final EIR/EIS.

Also, during property owner discussions, a variety of access methods have been discussed. These access methods are preliminary and will be further analyzed by Stanislaus County and Caltrans during final design and right-of-way negotiations.

Response 126B: Requested information was provided via telephone regarding the NCC Draft EIR/EIS.

Comment 127
Comment from Murray, Scott

From: scottm95350@comcast.net
To: "philip vallejo" <philip.vallejo@dot.ca.gov>, "Kendall Flint" <kflint@rqs.ca.gov>, "vito chiesa" <vito.chiesa@stancounty.com>, "withrowt" <withrowt@stancounty.com>, "demartinij" <demartinij@stancounty.com>, "monteithd" <monteithd@stancounty.com>, "Kristin Olsen" <olsenk@stancounty.com>, "mayor" <mayor@modestogov.com>, "COUNCIL" <council@modestogov.com>, "ehahn" <ehahn@stancog.org>, "rpark" <rpark@stancog.org>, "Matt Machado" <machadom@stancounty.com>, "pkelly" <pkelly@modestogov.com>, "Jeff Barnes" <jbarnes@modestogov.com>
Cc: "Ken Riddick" <kriddick@modbee.com>, "Joseph Kieta" <jkieta@modbee.com>, "Mike Dunbar" <mdunbar@modbee.com>, "Denny Jackman" <dennyjackman@gmail.com>, gstapley@modbee.com
Sent: Monday, August 14, 2017 12:13:05 PM
Subject: North County Corridor key study

To all addressees (including California Department of Transportation official comments/philip.vallejo):

Today's Modesto Bee article by Garth Stapley (Monday 08/14/17) on front page "North County Corridor key study kicks off debate over final route options" provides a wealth of information, some of which I was not aware of before even though I've been following it closely via the Bee for several years. At first I was not a fan of the NCC at all. However, I see the overall importance of the project and now fully support it - but still with some criticism as it is being and has been planned (see below).

So here is my take and official comments to the California Department of Transportation:

1) In this article according to the environmental report, Option 1A is the cheapest and most growth compact. For a project that is estimated to cost \$660 million for the cheaper option to \$699 million for the most expensive - we absolutely need to save the \$40 million and go with the cheapest. Option 1A makes the most sense anyway just looking at a map. \$40 million dollars is a lot of money that could be targeted to help finish off the NCC or redirected to other road projects such as CA132 in the county. **With that said, Option 1A is our ONLY option.**

2) The NCC needs a state highway designation. And that should be CA108. Why isn't the NCC being considered as a CA108 bypass of Oakdale and Riverbank to the juncture with McHenry Ave in Modesto? You're redirecting thru traffic via the NCC towards Modesto and Highway 99 with this project anyway, so it only makes logical and total sense to do so. The existing CA108 thru Oakdale and Riverbank should be re-designated as CA Business 108 as would be the practice elsewhere in the state. Why does Stanislaus County always seem to be treated differently?

3) No roundabouts period. The NCC should be ultimately planned as a freeway with interchanges all the way from Claus Rd to the planned Oakdale NCC/CA108/CA120 junction with as many "phases" as it takes to do so depending on when funding becomes available. Existing roundabouts in Modesto and the county tend to be ugly concrete (with weeds growing thru the cracks) reminders of the mediocrity that current local city and county officials design and create as they are doomed to tending to just "settle" for less as usual. They are certainly not the landscaped roundabouts found in gated and wealthy communities or roundabouts in other cities or states (and Europe) with fountains or statuary to welcome visitors and please the residents. **Let's just say no to the mediocrity of Modesto/Stanislaus County style roundabouts.**

4) Revival of the NCC West Extension. Well, that's my unofficial name for it since there is no official "NCC West Extension" to the portion of Kiernan/CA219 west of Tully Rd. that local officials have abandoned - and as was to be part of the NCC in early planning stages. Another example of the "Come to Modesto, We Settle for Less" mentality - and Modesto could be replaced just as easily by "Stanislaus County" in the slogan. The "NCC West Extension" would upgrade the current CA 219 from a divided highway/expressway to full freeway status with interchanges at Tully Rd., Prescott Rd (which is planned to be extended to Kiernan), Dale Rd, Chapman Ave, with a freeway to freeway interchange at CA99/CA219 and providing access to Sisk Rd, which in fact,

127A

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127C

should have been done when the current Kiernan interchange with CA99 was upgraded recently. Carver Rd would only have an overpass, as would American Ave and Stoddard. Direct access by the Stanislaus Union School would be eliminated as they would have frontage road access to Tully Rd to cross over or access the freeway. They would also have frontage road access to Carver to also cross over the freeway. The current dedicated traffic signal for the school is an absurd flaw to the current 219 divided highway upgrade and never should have been allowed in the first place. **Not planning for an "NCC West Extension" will just insure a future bottleneck of traffic signals as NCC and CA108 users approach and leave CA99 in Salida.**

127C

5) Future impact of Claus Rd/Faith Home Rd connection with the new bridge over the Tuolumne River project. This will certainly create more traffic on the Claus Rd corridor south to Ceres and those heading for southbound Freeway 99 destinations - and vice versa from northbound 99 to Riverbank/Oakdale and foothill destinations. Thus, creating a traffic bottleneck at the signal planned for the NCC/Claus. So the \$40 million saved from going to Option 1A could be used toward a full interchange at the NCC and Claus juncture. Anyone planning for this future scenario? In fact, this Claus/Faith Home connection could be considered as a future CA 108 bypass of Modesto with a CA 219 designated extension to fill the gap on the NCC between McHenry and Claus if that should happen.

127D

Please consider and address the five items above. And if I think of anything else you can be sure that I will update this email to do so.

Thanks,
Scott Murray
Modesto city resident, District 1

"Come to Modesto, We Settle for Less"

From: scottm95350@comcast.net [mailto:scottm95350@comcast.net]
Sent: Wednesday, September 6, 2017 3:17 PM
To: Vallejo, Philip@DOT <philip.vallejo@dot.ca.gov>; Kendall Flint <kflint@rgs.ca.gov>; vito.chiesa@stancounty.com; withrowt@stancounty.com; demartinij@stancounty.com; monteithd@stancounty.com; Kristin Olsen <olsenk@stancounty.com>; mayor <mayor@modestogov.com>; COUNCIL <council@modestogov.com>; ehahn <ehahn@stancog.org>; rpark <rpark@stancog.org>; machadom@stancounty.com; pkelly <pkelly@modestogov.com>; Barnes, Jeff <jbarnes@modestogov.com>
Cc: Riddick, Ken <kriddick@modbee.com>; Kieta, Joseph <jkieta@modbee.com>; Dunbar, Mike <mdunbar@modbee.com>; Jackman, Denny <dennyjackman@gmail.com>; gstapley@modbee.com
Subject: Re: North County Corridor key study

To all addressees:

I need to make a revision to my comments below. That is to item #2: State Highway Designation. Apparently I was wrong that the NCC is not being given the CA 108 designation as an official state highway bypass route. I rely mostly on the Modesto Bee articles on the subject of the NCC and the ones I went back to look at recently did not reference the NCC as a CA 108 bypass. However I saw that the StanCog site does when I revisited that site and that a recent CALTANS notice in the Modesto Bee for a public meeting in Oakdale did also. So I officially stand corrected on that matter.

However, as I addressed the subject of a Business Route 108 designation for the existing corridor in my original E-mail, where does that stand? Does the existing corridor like North McHenry Ave yet to be widened fall completely into the hand of local control without being able to use matching state funds for improvements under Measure L as it would have been /should have been as a state highway? Or does not having the state highway designation make it easier for local governments to do what they want without an extra layer of state governmental red tape?

//Scott Murray
Modesto city resident, District 1

Come to Modesto, We Settle for Less

} 127E

Response 127 to Scott Murray: Thank you for your comments; they have been included in the Final Environmental Document.

Response 127A: The proposed project will be an official state highway bypass route, which is the new State Route 108 (SR-108). The local roads where the current State Route 108/State Route 120 route exists will be returned to the local jurisdictions, and the resulting roads will not constitute a business route as Caltrans proposes to relinquish their jurisdiction to the Cities of Modesto, Riverbank and Oakdale. These local roads include McHenry Avenue, Patterson Road, Callander Avenue, Atchison Street, and West F Street.

Response 127B: The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative, and a roundabout is anticipated to be constructed near Lancaster Road as a part of this project. Figure 3.1.7-7 showing KV-7 Proposed Condition is representative of a view of the proposed roundabout. The roundabout is anticipated to be maintained similarly to the existing State Route 108.

Further, roundabouts were selected through preparation of an Intersection Control Evaluation (ICE) summary, per Caltrans Policy Directive 13-02 (Traffic Operations Policy Directive), which was performed at each of the proposed at-grade state highway intersections to identify the most effective intersection traffic control strategy (i.e., roundabout or traffic signal). Signalized and Unsignalized Intersection Design and Research AID (SIDRA) software package operations tools were also used for assessing effectiveness of roundabouts at the proposed intersections.

The supplemental information above was added to the Final Environmental Document in Section 3.1.6 – Traffic and Transportation/Pedestrian and Bicycle. Please refer to the *Final Traffic Operations Report for the North County Corridor* (March 2015) for the traffic analysis and report of the project area.

Lastly, according to the Federal Highway Administration (FHWA), roundabouts have been “proven safer and more efficient than other types of circular intersections” (<https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/>). The Federal Highway Administration website provides case studies regarding the effectiveness of roundabouts in California, Colorado, Florida, Kansas, Maine, Maryland, South Carolina, and Vermont. More information can be found here: <https://www.fhwa.dot.gov/research/deployment/roundabouts.cfm>.

Response 127C: The portions of the highway west of Kiernan/CA 219 west of Tully Road are not within the scope of the currently proposed NCC project.

Response 127D: The *Final Traffic Operations Report for the North County Corridor* (March 2015) and Section 3.1.6 of the NCC Final EIR/EIS – Traffic and Transportation/Pedestrian and Bicycle encompassed the entirety of the proposed project area and did not identify an increase in traffic on the Claus Road corridor south or north of Ceres as a result of the proposed project. The traffic study also included any potential traffic changes associated with the Faith Home Road Bridge project. Please refer to Section 3.1.6 – Traffic and Transportation/Pedestrian and Bicycle of the Final Environmental Document for more information.

Response 127E: The proposed project will be an official state highway bypass route. The roads will be returned to the local jurisdictions, and the route will not be a business route.

Comment 128
Comment from Nelson, Scott, Covenant Grove Church

August 15, 2017 (sent from Scott Nelson):

>>> Scott [REDACTED] > 8/15/2017 4:10
PM >>>

Juan and Grace,

My name is Scott Nelson, and I am the lead pastor at Covenant Grove Church in northeast Modesto. We are a growing church with almost 300 people on a Sunday morning.

I just read an article in the Modesto Bee about the North County Corridor (<http://www.modbee.com/news/article167026307.html>). The article states that our church is slated for RELOCATION, which I had not known. I called the author of the article, Garth Stapley, and he told me that he looked up the property APN, and said that Covenant Grove was on the list for relocation.

Obviously, this is a great concern to us.

Could you please clarify our position and which list we are on?

In Christ,
Scott Nelson

Lead Pastor – Covenant Grove Church

[REDACTED]
scott.nelson@covenantgrove.org <<mailto:scott.nelson@covenantgrove.org>>
www.covenantgrove.org <<http://www.covenantgrove.org>>

August 31, 2017 (sent to Scott Nelson):

From: Magsayo, Grace B@DOT [<mailto:grace.magsayo@dot.ca.gov>]
Sent: Thursday, August 31, 2017 4:43 PM
To: Scott <scott.nelson@covenantgrove.org>
Cc: Torres, Juan@DOT <juan.torres@dot.ca.gov>; Matt Satow (msatow@drakehaglan.com) <msatow@drakehaglan.com>; Farris, David D@DOT <david.farris@dot.ca.gov>
Subject: NCC Corridor 4825 Roselle Avenue Inquiry

Good afternoon Scott,

I have checked with our project team and the preliminary design does show an impact to your property at 4825 Roselle Avenue Modesto, CA. We will continue to review the design and seek ways to minimize or eliminate impact at this location. I encourage you to attend next week's public hearing to further discuss with our technical team members and also learn more about the project. We are also recording your inquiry as part of the public record for this Draft Environmental Document. Thank you.

Grace B. Magsayo, P.E.
Project Manager
Program/Project Management
Office 209-948-7976
Mobile 209-483-1734

October 16, 2017 (sent from Scott Nelson):

Grace,

Thank you so much for the reply, and I am planning on attending the meeting on Thursday.

You noted that my property will be affected, but I need to know HOW the church will be affected. The article in the newspaper stated that the church will be asked/forced to relocate. Is this true?

In Christ,
Scott Nelson

Lead Pastor – Covenant Grove Church
209-534-8036 (cell)
209-576-1559 (work)
scott.nelson@covenantgrove.org
www.covenantgrove.org

October 16, 2017 (sent from Scott Nelson):

>>> Scott <scott.nelson@covenantgrove.org> 10/16/2017 12:42 PM >>>
Matt,

I haven't heard any follow from my emails, or from the NCC meeting we attended in September.

We have two major concerns:

1. Can the drainage be moved to our fenceline? It is currently running right through the middle of our sanctuary. At the meeting on Sep 7, you told me that it should be possible to be moved south a little, to not impact the sanctuary.
2. Are we on the list for "FULL RELOCATION"? At the Sep 7 meeting, we were listed in yellow as being slated for full relocation. But when I have asked for this to be confirmed, I have not heard back. I would like to have this confirmed or not, and of course request that we NOT be relocated.

Can you answer these questions for me?

In Christ,
Scott Nelson

Lead Pastor – Covenant Grove Church
209-534-8036 (cell)
209-576-1559 (work)
scott.nelson@covenantgrove.org
www.covenantgrove.org

October 16, 2017 (sent to Scott Nelson):

From: Matt Machado [<mailto:machadom@stancounty.com>]
Sent: Monday, October 16, 2017 3:21 PM
To: Scott <scott.nelson@covenantgrove.org>
Cc: grace.magsayo@dot.ca.gov; juan.torres@dot.ca.gov
Subject: RE: Covenant Grove Church concern

Hi Scott,

We have your comments and will make them a part of the final document. That final document will include responses to your comments.

From my perspective the slight shift in the storm basin line, to miss your church / building is simple and will be accomplished during the design phase.

Thank you for your patience.

Matt Machado, PE, LS
Public Works Director
Stanislaus County
1716 Morgan Road
Modesto, CA 95358-5805
Phone: 209-525-4153 or 209-525-4179

October 16, 2017 (sent from Scott Nelson):

>>> Scott <scott.nelson@covenantgrove.org> 10/16/2017 3:24 PM >>>
Matt,

Thank you so much for your quick response.

I appreciate your insights on the storm basin line – and that would be very helpful.

But if we are set for “full relocation”, it won’t matter where the storm basin is moved to, is that right?

Is there a way of confirming that we are NOT part of the “full relocation” list or plan?

In Christ,
Scott Nelson

Lead Pastor – Covenant Grove Church
209-534-8036 (cell)
209-576-1559 (work)
scott.nelson@covenantgrove.org
www.covenantgrove.org

October 16, 2017 (sent to Scott Nelson):

From: Matt Machado [<mailto:machadom@stancounty.com>]
Sent: Monday, October 16, 2017 4:13 PM
To: Scott <scott.nelson@covenantgrove.org>
Cc: grace.magsayo@dot.ca.gov; juan.torres@dot.ca.gov
Subject: RE: Covenant Grove Church concern

If we miss the church building itself then there is no reason for full relocation. They go hand in hand. We will strive to adjust the line slightly so as to keep the church functioning

Matt Machado, PE, LS
Public Works Director

October 17, 2017 (sent from Scott Nelson):

>>> Scott <scott.nelson@covenantgrove.org> 10/17/2017 7:41 AM >>>
Thanks so much Matt.

When will the final document be released?

In Christ,
Scott Nelson

Lead Pastor – Covenant Grove Church
209-534-8036 (cell)
209-576-1559 (work)
scott.nelson@covenantgrove.org
www.covenantgrove.org

October 17, 2017 (sent to Scott Nelson):

From: Matt Machado [mailto:machadom@stancounty.com]
Sent: Tuesday, October 17, 2017 8:42 AM
To: Scott <scott.nelson@covenantgrove.org>
Cc: Magsayo, Grace B@DOT <grace.magsayo@dot.ca.gov>; Torres, Juan@DOT <juan.torres@dot.ca.gov>
Subject: RE: Covenant Grove Church concern

It could take nearly a year to get all response to comments complete and the document finalized

Matt Machado, PE, LS
Public Works Director
Stanislaus County
1716 Morgan Road
Modesto, CA 95358-5805
Phone: 209-525-4153 or 209-525-4179
Fax: 209-541-2510

Response 128 to Scott Nelson of Covenant Grove Church: Thank you for your comments; they have been included in the Final Environmental Document.

Final acquisitions and relocations will be determined by Stanislaus County and Caltrans during the final right-of-way and design phase of the project. The project team's response indicated the preliminary design did show impact to property; however, the design would be reviewed to seek ways to minimize or eliminate an impact to the location. Final design may be able to avoid moving the drainage at the property fence line.

The project team's response indicated that a slight shift in the storm basin line would be a simple design to implement to miss the church/building on the property; the change would be decided during the design phase. If the church/building is not included in the shift of the project design, full relocation would not be required. The project design team will strive to adjust the line slightly so it will keep the church/building in full functioning order.

The final document will be released in Winter 2019/Spring 2020 after completion of all responses to comments and finalization of document content.

Comment 129
Comment from Porter, Dianne



Name (Please print): Dianne Porter Date: 9/7/17
Mailing address: 305 S. Stearns Rd
Phone: 209 480-4012 Email: Cartndianne@aol.com

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

I would like the following comments filed in the record. (Please print.) I am Not in Favor of 1-A or 2-A as it will be going right over of the top of my home. # 010-014-031. A home that a Property that we have built up to not just be a house but a home! Where we have raised our Children & have lots of memories 15+ years of working, building and making it into our home. Before that My husband's Family owned the land there for more than 30 years! We are upset to think that going this Route would affect many (homes) and (families). Human environment should be top on the list! not shrimp, Sekanders or Anything else! Human environment! Please Chase the route that won't affect as many homes Route 2-B

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@bucthepr.com

Thank you

Response 129 to Dianne Porter: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 130
Comment from Poteet, David and Kathe

From: kathepoteet@aol.com [mailto:kathepoteet@aol.com]
Sent: Thursday, September 21, 2017 3:28 PM
To: Vallejo, Philip@DOT <philip.vallejo@dot.ca.gov>
Subject: Stanislaus County North County Corridor

Mr. Vallejo,

I am attaching the letter of comment I submitted at the Open House held earlier this month in Oakdale.

My husband and I would like to send these comments to you directly for your consideration when making the final decision as to which Alternative will be chosen.

Sincerely,
Kathe Poteet

September 7, 2017

To: All Public Agencies involved in the North County Corridor

As residents of East Oakdale, we have been following the development of the eastern end of the NCC. We are deeply concerned, as are many others in our neighborhood, with the possibility of a roundabout directly at the end of Atlas Road (Alternatives 1A and 2A).

There are 822 parcels with families that will be negatively impacted if either Alternative 1A or 2A is approved. We feel some of these will be:

- Loss of property value and difficulty in selling a home, possibly leading to a new wave of short sales, foreclosures, and the inability to get financing.
- Loss of desirability for one of the most affluent and desirable neighborhoods in Stanislaus County.
- An estimated 255 homes in the Atlas/Dixon neighborhood alone would lose approximately \$50,000 of value per home, leading to \$140,568.75 per year loss in tax revenue (based on the 2015 tax year.)
- A loss of revenue to the County, Oakdale Unified School District, Oak Valley Hospital District, Yosemite Community college District, Oakdale and Stanislaus Consolidated Fire Departments.
- A loss of permit and school impact fees if homeowners choose not to improve their existing properties or build on infill lots.
- A dramatic increase in noise and air pollution in our neighborhood from deceleration, acceleration, and tire scrub in the roundabout. Referring to your Soundwall Locations map, our area already has the highest existing dBA rating within the entire project.
- A reduced accessibility for fire and ambulance crews.

There will also be negative impacts on the City of Oakdale, such as:

- A loss of disposable income and support of local establishments as financial stability is eroded through loss of property value.
- The inability to expand the City's sphere of influence beyond the roundabout.
- Greater traffic congestion within the City of Oakdale when Bay Area traffic backs up into town as they are slowed to go through the roundabout towards the foothills. All Alternatives only reduce the traffic through downtown Oakdale by approximately 20%.
- These Alternatives still prevent residents of East Oakdale from shopping and visiting local venues in Oakdale during high traffic times on Fridays and Sundays in the summer.

Another 100+ parcels on the north side of the Stanislaus River, who access Oakdale via Orange Blossom Road, will also experience these difficulties and negative impacts.

With Alternatives 1A and 2A, there are also negative impacts on the NCC project itself:

- More properties will need to be either, “fully acquired with relocation” or “partially acquired”. This will increase the cost of the project and also disrupt more families within the community.
- All routes have “potential California Tiger Salamander habitat”. However, 1A and 2A also include “potential bat roosting habitat”, creating a greater ecological impact.

Alternatives 1B and 2B will:

- Fit the stated Project Objectives that the NCC will :
 - “...extend approximately 18 miles from a location near Tully Road to a location on State Route 120 approximately **6 miles east** of the City of Oakdale.
 - Better “accommodate future traffic” as it is farther from the congestion of East Oakdale and the City of Oakdale.
 - “Benefit commerce” as local residents can better access shopping and local venues without the constriction of a roundabout.
- Better meet the Project Development Team Screening Criteria for:
 - “Ability to meet the project’s purpose and need” of improving regional network circulation, relieving some existing traffic congestion, and accommodating future traffic”.
 - “Environmental effects” on:
 - Natural environment; less loss of potential habitats
 - Human environment; less impact from noise, air pollution, and congestion
 - Financial feasibility; fewer parcels to be fully purchased, fewer families to relocate, lower cost of land needing to be acquired
 - Public acceptability; better protecting the local community’s quality of life and property values
 - Operational performance; removing traffic from areas of denser population

For these reasons, we strongly urge all the groups involved in designing the North County Corridor to support Alternative 1B or 2B.

Sincerely,

David Poteet

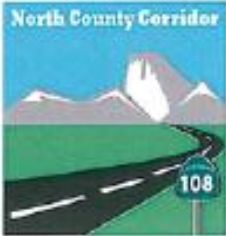

Kathe Poteet

9961 Poppy Hills Drive, Oakdale CA

209-847-6393

Response 130 to David and Kathe Poteet: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 131
Comment from Price, Dale



Name (Please print): Dale Price Date: 9-7-17

Mailing address: 7500 Oak Knoll Ave 95261

Phone: 209-847-7705 Email: Dale-price@live.com

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

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

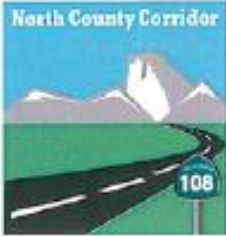

I B or 2 B would be the most practical routes.
Move the round-a-bout further out of town
to eliminate noise, congestion and fumes
near a heavily populated residential area.

Sincerely,
Dale Price

Please drop comments in the comment box, email or send U.S. mail to:
North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 131 to Dale Price: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 132
Comment from Reeves, Patty



Name (Please print): Patty Reeves Date: 9-7-17

Mailing address: 1714 Longmeadow st

Phone: 209-303-3741 Email: _____

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

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

I believe the 2B option away from our quiet small town is a better option for noise smog, garbage and homeless Please consider we love our small town and do not want the option closer to town. Thank You!

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@huethepr.com

Response 132 to Patty Reeves: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

While Alternative 1B does move the NCC project closer to Oakdale, the alternative continues further east and ties-in to Lancaster Road, which is the same location Alternative 2B would end.

Comment 133
Comment from Ribeiro, Darlene and Dave



Name (Please print): Dave & Darlene Ribeiro Date: 10/7/17
Mailing address: 3951 Davis Ave, Modesto, CA 95357
Phone: (209) 605-6562 Email: darlene@ribeirofarming.com

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

I would like the following comments filed in the record. (Please print.) This is in regards to the North County Corridor project and a new local road access that may be built. I own the property at 3951 Davis Ave, Modesto, CA 95357. At this time, new Claribel Road will take half of my property and result in a road directly behind my home. This is unacceptable. I would like to see an alternative route established in its place, which does not include my property.

Please be advised, in the late 1980s, it was discovered that activities at the Riverbank Army Ammunition Plant contaminated the groundwater on my property and nearby properties. Not only did I lose the use of my well (which to this day still cannot be used), but my family and I used contaminated water for years before action was taken. I sacrificed then, but I have no intention of sacrificing again.

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 133 to Darlene and Dave Ribeiro: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. The proposed realignment of Claribel Road to connect to Claus Road will provide for improved traffic operations in the area immediately surrounding your current residence. Any right-of-way impacts will be negotiated at the conclusion of the environmental documentation and preliminary engineering phase.

Prior to in-depth analysis of the four proposed Alternatives 1A, 1B, 2A, and 2B, 18 other alternatives were considered. However, the four proposed alternatives were put forward based on the concept that residents in the area would benefit from the improved quality of the transportation system. These benefits consist of improved accessibility and safety.


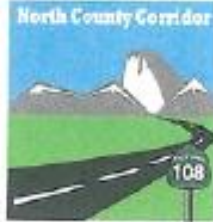

Alternative 1B will require the realignment of Claribel Road to serve as a local access road from Roselle Avenue to Davis Avenue, terminating at Claus Road. Davis Avenue will no longer provide through access to Claus Road. This local access road will require acquisition of a northern portion of your property as identified in the NCC Final EIR/EIS under APN 075-023-021.

Exact placement of the access road will be determined by Stanislaus County and Caltrans during the final right-of-way and design phase of the project. Caltrans is sensitive to the importance of the role housing and land plays in our lives and will take into account potential additional and specific impacts to the property to determine the necessary acquisition during the right-of-way negotiations. If it is determined that your property will be impacted by the proposed access road, then the Uniform Act will be followed. Caltrans, in coordination with Stanislaus County and Modesto City shall implement all property acquisition and relocation activities in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970 (Public Law 91-646, 84 Stat. 1894). The Uniform Act mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced by the project. The Uniform Act provides uniform and equitable treatment by federal or federally assisted programs of persons displaced from their homes, businesses, or farms, and establishes uniform and equitable land acquisition policies. See Appendix E in Volume 2 for more information on the Caltrans Relocation Assistance Program.

Also, Mitigation Measure RLC-1 (Section 3.1.4.2) includes measures that may be considered by Caltrans for incorporation into the relocation plan to minimize impacts to displaced businesses and residences. Accordingly, acquisitions would be conducted as necessary to build the approved project, and displaced businesses would be provided just compensation in accordance with the Uniform Act.

Comment 134

Comment from Rien, Shelley and Nathan

Name (Please print): Nathan Rien Date: Sept 18, 2017
Mailing address: 10211 FOX BOROUGH DRIVE, OAKDALE, CA 95361
Phone: 209-996-2225 Email: naterien@msn.com

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

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

My family and I live right off of Atlas Road in the Hillsborough Estates II subdivision and one of our biggest fears as our 4 boys get older is that they will have to encounter traffic and reckless drivers coming through a round about at Atlas. They are (3, 6, 7, 13 years old) young and will have to commute to school into Oakdale, and I am terrified of the Corridor coming into Atlas!

* Please take the Corridor all the way out to Lancaster Road, and keep all the kids safer in our local neighborhoods. Thank You!

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepe.com

*Nathan
Shelley
Rien*

Response 134 to Shelley and Nathan Rien: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

No roundabout is anticipated to be constructed at Atlas Road as a part of this project.

Comment 135

Comment from Romano, David O., Newman Romano

NEWMAN~ROMANO

A California Limited Liability Company

1034 12th Street
Modesto, California 95354
Phone: (209) 521-9521
Fax: (209) 521-4968

October 13, 2017

Juan Torres
Senior Environmental Planner
California Department of Transportation
855 M Street, Suite 200
Fresno, CA 93721

Via U.S. Mail

Re: North County Corridor New State Route 108 Project Route and Adoption
Draft Environmental Impact Report/Environmental Impact Statement
And Section 4(f) De Minimis Finding (the Draft EIR)

Dear Mr. Torres:

These comments on the aforementioned Draft EIR are made on behalf of the Martin Family Holdings, LLC ("Martin") property (APNs 083-002-001 & 016) located at the southeast corner of Oakdale Road and Claribel Avenue. Throughout the North County Corridor (NCC) process, we have participated in the process and provided letters of comment when appropriate. With these numerous letters, copies of which are attached (letter dated May 27, 2016 to Matt Machado, which has as attachments the letter dated December 22, 2011 to Gail Miller and the letters dated October 2, 2012 and October 31, 2014 to Matt Machado), we have made clear that to minimize environmental impacts, if an alignment was selected for the NCC approximately a quarter mile south of Claribel Avenue, it should be centered on the southern property line of the Martin property. As our prior letters have stated, this is a location which has the least amount of impact on adjacent properties and maintains their developability.

Even after all these letters, the Draft EIR continues to show the NCC alignment slightly north of the Martin property's southern boundary. We have continually been told that the project is not finally designed, and that adjustments to the alignment can be made, yet the plans continue to hold the centerline of the NCC alignment at a location slightly north of where it should be located to minimize impacts on agricultural resources, and to protect future property access to adjacent roadways. This offset alignment creates additional agricultural impacts by reducing the size of remainder parcels on the north side of the alignment to less than desirable agricultural sizes. An NCC alignment centered on the property line, like that shown on the attached Figure 2.3-1 from the Draft EIR, will assist in maintaining agricultural viability for property north of the NCC, thereby reducing agricultural impacts.

Real Estate and Development Consultants

135A

Juan Torres
October 13, 2017
Page 2 of 2

Further, the right-of-way required for the NCC should be designed to the absolute minimum width necessary to accomplish the project, while keeping as much land in agricultural production and/or available for future development. The right-of-way width shown on Figure 2.3-1 is much greater than is reasonably needed to construct the project.

135B

Finally, without centering the NCC alignment on the property line, and reducing the right-of-way to the minimum amount necessary, the project will have impacts on the ability for future access to the Martin property from Oakdale Road that could substantially affect its ability to develop and its value. The NCC alignment as shown in the Draft EIR and the proposed right-of-way take will i) compromise the future access to the Martin property from Oakdale Road; ii) compromise development options; and, iii) create substantial severance damages by devaluing the balance of the Martin property.

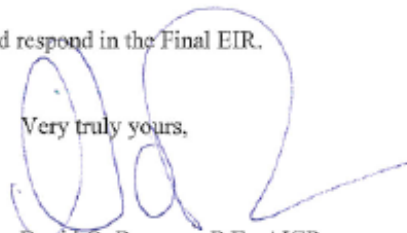
An NCC alignment centered on the Martin property's south boundary would have lesser agricultural, development, and access impacts, and should be considered a viable and more environmentally sensitive alternative in this area. Such benefits would be accomplished by a roadway adjustment of a short distance to the south.

135C

So once again, and consistent with every comment we have made for over five (5) years, we must request that the NCC alignment honor the property line by being centered on it. This comment on the Draft EIR includes the attached letters and the comments contained therein, so in the Final EIR we expect responses to the comments raised in this letter and the attached letters. The easiest response involves adjusting the alignment slightly south so the future NCC alignment is centered on the property line as shown on the attached map.

Please consider these comments and respond in the Final EIR.

Very truly yours,



David O. Romano, P.E., AICP

DOR:km
Enclosures

cc: Martin Family Holdings, LLC

NEWMAN~ROMANO

A California Limited Liability Company

1034 12th Street
Modesto, California 95354
Phone: (209) 521-9521
Fax: (209) 521-4968

May 27, 2016

Matt Machado, Authority Manager
North County Corridor Transportation Expressway Authority
Stanislaus County Public Works Department
1716 Morgan Road
Modesto, CA 95358

Re: NCC Route – Oakdale and Claribel

Dear Matt:

On behalf of the Martin Family Holdings, LLC (“Martin”), and in regards to their property (APNs 083-002-001 and 016) located at the southeast corner of Oakdale Road and Claribel Avenue, we have provided numerous comment letters on the North County Corridor (“NCC”) alignment and have participated regularly in the process. Copies of prior letters are attached.

We have made clear throughout this process that if an alignment was chosen approximately a quarter mile south of Claribel Avenue, it should be centered on the southern property line of the Martin property. This is the location which has the least amount of impact on adjacent properties, their ongoing agricultural use, and maintains their future developability. The project maps still appear to locate the NCC north of the property line in question. I have attached a copy of the alignment from the County’s GIS, marked up to show how the roadway should be moved south.

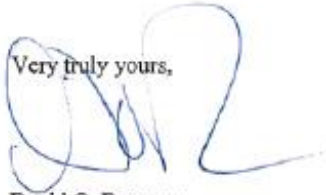
In addition, on the attached map we understand the blue line represents the environmental study area and the orange line represents the possible road right-of-way location. If this is not correct, please let me know. The orange line showing the future right-of-way limits can easily be reduced when the actual right-of-way needs are evaluated. This would allow adjacent landowners to keep more of their property and reduce project right-of-way costs.

Finally, as mentioned in previous correspondence, appropriate analysis must be performed to identify how the Martin property lying north of the NCC will receive access, taking into consideration the Hetch Hetchy right-of-way. An alignment for the NCC on the south property line will increase access options for the Martin property.

Matt Machado
May 27, 2016
Page 2 of 2

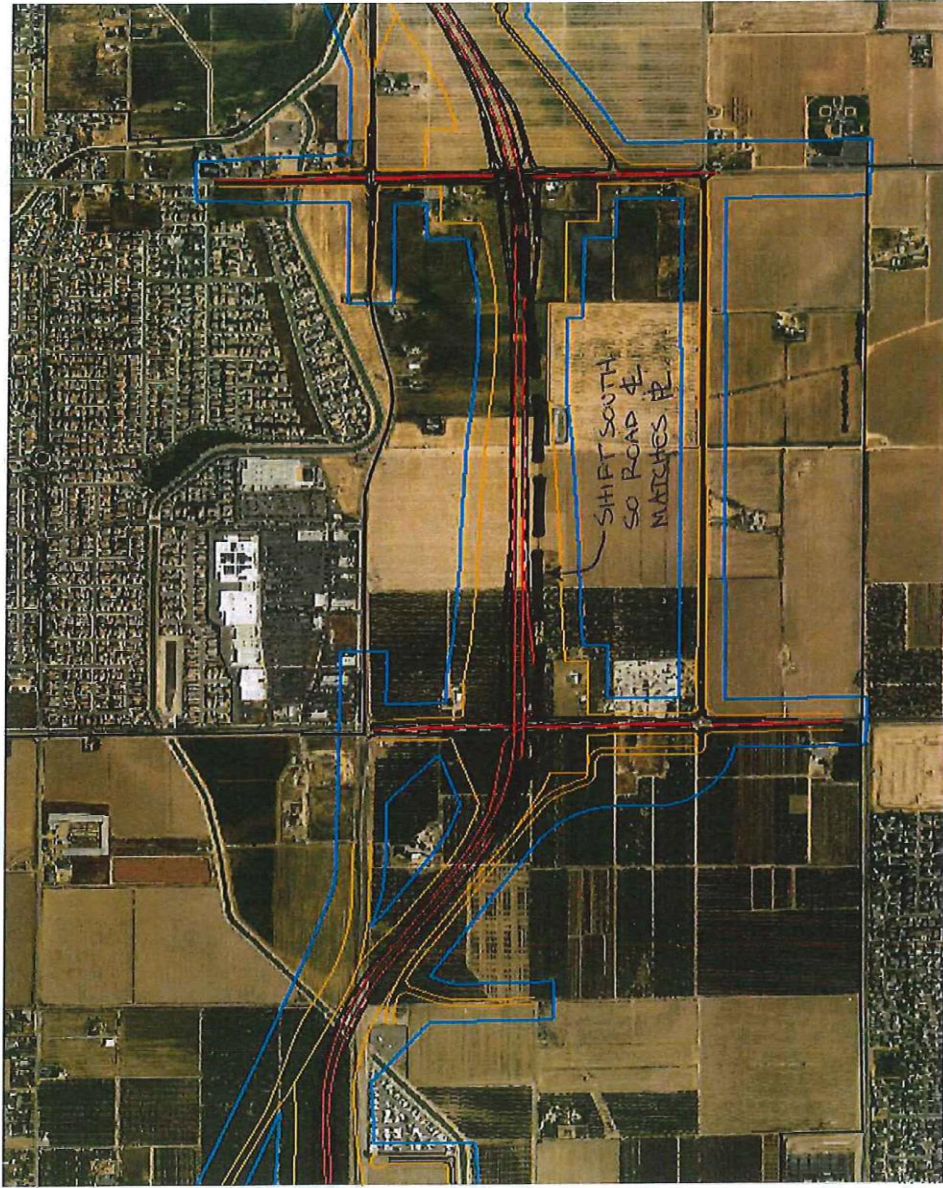
We again request that if the NCC alignment shown on the County's GIS is selected, it honor the Martin's south property line and be centered on it. This letter is being written to reconfirm with our consistent position since the beginning of the NCC process, and we believe it is an easily accommodated request.

Very truly yours,



David O. Romano

cc: Martin Family Holdings
Brent Sinclair, City of Modesto



NEWMAN~ROMANO

A California Limited Liability Company

1034 12th Street
Modesto, California 95354
Phone: (209) 521-9521
Fax: (209) 521-4968

December 22, 2011

Gail Miller, Senior Environmental Planner
Caltrans
855 M Street, Suite 200
Fresno, CA 93721

Re: **North County Corridor Environmental Study Limits**

Dear Ms. Miller:

This letter is being written on behalf of Jeff and Vicki Martin (Martin) who own property along the currently proposed North County Corridor (NCC) alignments. On Wednesday, November 16, 2011, maps showing the proposed NCC alignments, and the environmental study limits (ESL) proposed for analyzing those alignments, were presented to the North County Corridor Transportation Expressway Authority (the "Authority"). At that meeting, it was stated that any comments on these alignments and the ESL should be directed to you, and these comments would be considered in the environmental review process. The purpose of this letter is to provide such comments on behalf of Martin.

The maps presented to the Authority and available on the Caltrans website as "October 21, 2011 – Environmental Study Limit (ESL) Maps of Alternatives 1 & 2" have been reviewed and the comments contained herein relate to those maps. If these are not the most current maps, or if there have been changes to these maps, please let me know immediately.

Martin's comments on these maps are triggered by the fact that Martin owns property at the southeast corner of Oakdale Road and Claribel Road, also known as Assessor's Parcel Numbers 083-002-001 and 016, and consisting of approximately 36 acres, that will be dramatically affected by whichever alignment is selected. Maps identifying the Martin property in relation to these alignments is attached hereto. As such, we request that the issues identified herein be thoughtfully and adequately addressed as part of the project environmental review process.

Real Estate and Development Consultants

Gail Miller, Senior Environmental Planner
CalTrans
December 22, 2011
Page 2 of 3

Martin's regular agricultural operations will be impacted by both Alternative 1 and Alternative 2 as shown on the ESL maps. Alternative 1 includes one leg of an interchange on the Martin property that could impact almost half of the property. Alternative 2 would sever the Martin property. Severing the Martin farming operations will create farming inefficiencies, and add cost due to the extra time and fuel required to move from one side of the NCC to perform typical farming operations.

The Martin property is included in the City of Modesto sphere of influence and is planned for urban development. Each alternative will affect the ability of the property to be efficiently developed. For example, if Alternative 2 is not constructed immediately adjacent to Claribel Avenue, its location through the Martin property must be carefully considered so the remaining lands on each side of the NCC have sufficient depth to be developed with urban uses. As the Hetch Hetchy right-of-way could also create a barrier to access, it must be considered as an integral part of the impact the alignments have on access to the Martin property. If an alignment is selected that does not allow the planned development, then an acquisition of the entire Martin property would be required.

To make sure all options are adequately considered, we respectfully request that the ESL for Alternative 2 be extended north to the existing Claribel Road. This will allow consideration of all possible NCC alignments through the Martin property, including an alignment on or immediately adjacent to the existing Claribel Road.

The current plan for Alternative 1 also shows a large interchange with one leg on the Martin property. The interchange appears to take up 60 to 80 acres. In the environmental review, consideration must be given to agricultural impacts of such a large interchange. The environmental evaluation of the NCC should include an analysis of the smallest possible interchange as well. Evaluating a small, tight interchange will provide an evaluation of an interchange that converts less agricultural land. With this information, decision makers will be able to consider tradeoffs between a large interchange that takes up more land and a smaller interchange that converts less farmland.

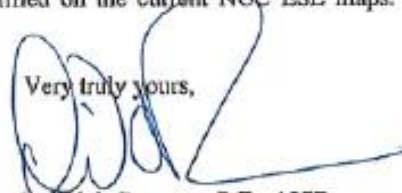
Martin respectfully requests that the NCC project environmental review consider:

1. Impacts on the current farming operations and how severing existing farming units could impact not only the efficiency of the farming operation, but would also result in increased farming costs due to this inefficiency and an increase in fuel consumption;
2. Impacts on the ability to develop the Martin property, since it is located within the City of Modesto sphere of influence. The environmental review should consider all possible locations for the NCC with an evaluation of the remaining Martin property, and whether it has adequate depth, shape and size to accommodate the planned development. The evaluation of future access to the Martin property must also consider that it is affected by the Hetch Hetchy right-of-way; and,
3. The impact of the currently shown large interchange versus a smaller interchange, and a comparison between the two that quantifies the loss of agricultural land under each scenario.

Gail Miller, Senior Environmental Planner
CalTrans
December 22, 2011
Page 3 of 3

If you have any questions, please contact me directly to discuss them. This letter should in no way be construed as identifying all impacts to the Martin property, or all impacts with which Martin may be concerned, but these comments do identify major immediate impacts that would result from the construction of the NCC project as identified on the current NSC ESL maps. Thank you for your consideration.

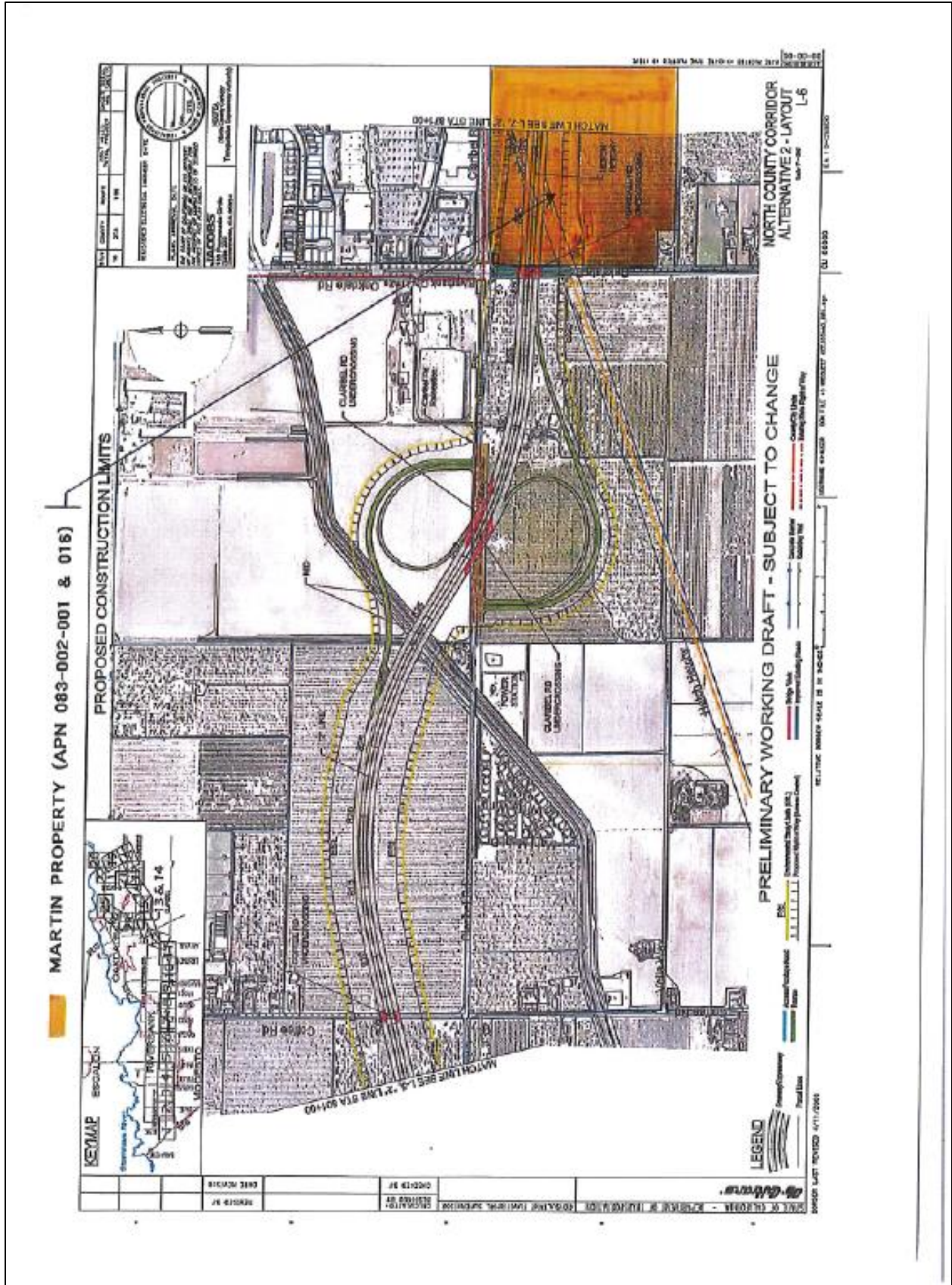
Very truly yours,



A handwritten signature in blue ink, appearing to read 'D. Romano', with a long horizontal flourish extending to the right.

David O. Romano, P.E., AICP

cc: Authority Chairman O'Brien
Authority Directors
Matt Machado, Authority Manager
Kris Balaji, Jacobs Engineering Group, Inc.
Martin Family Holdings, LLC



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1034 12th Street
Modesto, California 95354
Phone: (209) 521-9521
Fax: (209) 521-4968

October 2, 2012

Matt Machado, Authority Manager
North County Corridor Transportation Expressway Authority
C/o Stanislaus County Public Works Department
1716 Morgan Road
Modesto, CA 95358

Re: North County Corridor (NCC)

Dear Matt:

As part of the project update provided to the North County Corridor Transportation Expressway Authority ("Authority") at their regular meeting of September 19th, 2012, it was stated that the project technical studies were delayed, and the work on "right-of-way cost estimates and the Preliminary Structures Plans" was on hold pending project re-scoping.

As project re-scoping is underway, and the technical studies are being delayed, it is an appropriate time to make clear once again how the alignments impact the Martin Property located at the southeast corner of Oakdale Road and Claribel Avenue. This letter is a companion to the letter sent to Gail Miller on December 22, 2011, a copy of which is attached hereto.

As the Authority (through its staff and consultants) is in the process of evaluating roadway alignments and considering alternatives, those alternatives along Claribel Avenue which widen the existing road will have much less of an impact on adjacent properties than will alignments which sever these properties. The current preliminary alignments for the NCC will substantially impact the Martin property as identified in the attached letter.

The Martin property is located within the City of Modesto General Plan, and has been planned for development. As such, this is a high value property and any alignment must be sensitive to its future development potential. In addition to other alternatives you may be considering to minimize the impacts to adjacent properties, you should also consider a hybrid alternative with the interchange near the canal west of Oakdale Road as shown in Alternative 1 tying into the roadway alignment about ¼ mile south of

Real Estate and Development Consultants

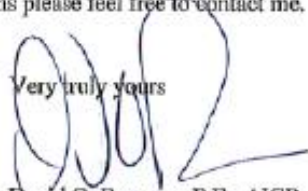
Matt Machado
October 2, 2012
Page 2 of 2

existing Claribel Avenue as shown in Alternative 2. Analyzing this and other alternatives that maintain the developability of adjacent property is critical. If an alignment is selected that splits the Martin property, it is likely to have the result of not only taking the property under the right-of-way, but diminishing the value of the balance of the Martin property. A poorly designed alignment would actually result in substantial severance damages, which could end up as a take of the entire Martin property.

While we understand the County's desires regarding the North County Corridor, and want to work with the County in this process, we cannot accept an alignment that damages most or all of this 40 acre parcel. Alignment alternatives exist that will meet project goals of providing an east/west arterial across the county, while minimizing its impact to adjacent properties, and all such alternatives must be considered.

As you are re-scoping the project, waiting for technical studies, and continuing to look at right-of-way options, it is critical during the preparation of preliminary design plans that wherever the new roadway departs from the existing road, you are sensitive to the issues raised in this letter. We appreciate your consideration. If you have any questions please feel free to contact me.

Very truly yours



David O. Romano, P.E., AICP

cc: Martin Family Holdings, LLC
Authority Directors
Gail Miller, Caltrans
H. Brent Sinclair, City of Modesto CEDD
Kris Balaji, Jacobs Engineering Group, Inc.

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1034 12th Street
Modesto, California 95354
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Fax: (209) 521-4968

October 31, 2014

Matt Machado, Authority Manager
North County Corridor Transportation Expressway Authority
C/o Stanislaus County Public Works Department
1716 Morgan Road
Modesto, Ca 95358

Via U.S. Mail

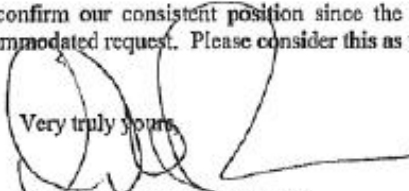
Re: North County Corridor Layouts

Dear Matt:

As you are aware, I have been monitoring the North County Corridor (NCC) alignment since the beginning of the process as it relates to the Martin Family Holdings, LLC ("Martin") property (APNs 083-002-001 & 016) located at the southeast corner of Oakdale Road and Claribel Avenue. We have provided numerous comment letters on the NCC alignment and have participated regularly in the process. We have made clear throughout this process if an alignment was chosen approximately a quarter mile south of Claribel Avenue, that it should be centered on the southern property line of the Martin property. This is a location which has the least amount of impact on adjacent properties and maintains their developability. A recent version in the project appears to have the NCC located north of the property line in question. We must request that the NCC alignment honor the property line and be centered on it.

This letter is being written to reconfirm our consistent position since the beginning of this process, and we believe it is an easily accommodated request. Please consider this as you move forward on the NCC project.

Very truly yours,


David O. Romano, P.E., AICP

DOR:bmb
Enclosures

cc: Martin Family Holdings, LLC
Brent Sinclair, City of Modesto
Colt Esenwein, County Public Works

Real Estate and Development Consultants



FIGURE 2.3-1
Build Alternatives
Page 3 of 14
EA: 10-068000, Project ID #: 1010000263
North County Corridor New State Route 108 Project
Stanislaus County, California



Response 135 to David O. Romano of Newman Romano: Thank you for your comments; they have been included in the Final Environmental Document.


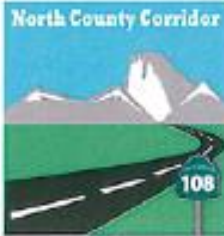
Response 135A: Caltrans has identified Alternative 1B as the Preferred Alternative. Prior to in-depth analysis of the four proposed Alternatives 1A, 1B, 2A, and 2B, 18 other alternatives were considered in an Alternative Analysis Report; however, they were eliminated due to the excessive environmental impacts that would have been caused from their selection. Section 2.6 of the FEIR/EIS contains information regarding these 18 other alternatives, and the rationale behind their elimination from further consideration. Alternative 1B was chosen as the preferred and most feasible alternative. During final design right-of-way negotiations, potential options such as minor changes to the design to address these concerns will be analyzed. The intent is to minimize the necessary impacts to property owners adjacent to the project. Please see Response 135B, below.

Response 135B: The right-of-way widths are the minimum required by Caltrans for state route facilities to minimize impacts to land, whether for agricultural production, future development, or otherwise. The engineers on the project design team will continue to refine the NCC alignment to consider indirect affects and to minimize impacts to the boundary of the Martin property.

A portion of your property may be required to construct the freeway as currently designed; however, property acquisition and right-of-way requirements will not be finalized by Stanislaus County and Caltrans until the final design phase of the project. Right-of-way acquisition will take into account potential additional and specific impacts to the property and will be addressed and/or fairly compensated for during the final phase of the right-of-way negotiations. The Right-of-Way acquisition will be for the proposed four to six lane facility.

Response 135C: During final design right-of-way negotiations, potential options such as minor changes to the design to address these concerns will be analyzed and adjusted to the extent possible.

Comment 136
Comment from Sauter, Donna

	
Name (Please print): <u>Donna Sauter</u>	Date: <u>7/5/17</u>
Mailing address: <u>1570 E F St # A210 Oakdale</u>	
Phone: <u>916 296-7925</u>	Email: <u>donnasauter@comcast.net</u>
<input checked="" type="checkbox"/> Please add my name to the North County Corridor Project mailing list.	
I would like the following comments filed in the record. (Please print.)	
<u>B option is better as it impacts to</u>	
<u>city center, community & residences</u>	
<u>in Oakdale less.</u>	
<u>Traffic @ Atlas (& Dillwood) is already</u>	
<u>congested - to move to "B" option</u>	
<u>will reduce "through-through traffic"</u>	
<u>I live off Atlas & am concerned my</u>	
<u>property value will be negatively impacted &</u>	
<u>the desirability to live in 'East Oakdale' will</u>	
<u>be greatly reduced.</u>	
<u>please choose "B" option.</u>	
Please drop comments in the comment box, email or send U.S. mail to:	
North County Corridor Project	
Public Outreach Coordinator	
P.O. Box 4436	
Stockton, CA 95204	
hotline@buethpr.com	

Response 136 to Donna Sauter: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative, which places the new highway further east of the Atlas Road intersection. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 137
Comment from Shaffer, Denise

From: shaffferhouse@aol.com [<mailto:shaffferhouse@aol.com>]

Sent: Friday, September 15, 2017 10:00 AM

To: Magsayo, Grace B@DOT <grace.magsayo@dot.ca.gov>

Subject: Re: Test email

I have lived 61 years in Oakdale. Atlas Road choice is just too close to town. Back in the day, it would have been great...Atlas was considered "way out of town." Now, it is just too near the hub of shopping, schools, and "neighborhoods." It will create a traffic nightmare! Not a viable option for future...Oakdale is moving eastward at a rapid rate. To be fair, 25-30 years ago, you'd have been onto a good idea. Too much time has passed, layout of Oakdale no longer can support the Atlas Road option.

Denise Shaffer

Response 137 to Denise Shaffer: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative, which places the new highway further east of the Atlas Road intersection. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS and will be terminating near Lancaster Road.

Please refer to Section 3.1.6 of the NCC Final EIR/EIS – Traffic and Transportation/Pedestrian and Bicycle – for the traffic analysis and report of the project area. This report encompasses an analysis and discussion of existing traffic operations and impacts as well as those related to each of the proposed alternatives within the project description.

The level of service (LOS) is a measure of traffic operating conditions, which varies from LOS A (indicating free-flow traffic conditions with little or no delay) to LOS F (representing over-saturated conditions where traffic flows exceed design capacity resulting in long queues and delays). The traffic study analysis looked at 23 intersections in the project area.

With implementation of the project, the number of intersections projected to operate below the applicable LOS standards would be reduced from three to zero. All of the intersections on existing State Route 108 within the communities of Riverbank and Oakdale would be improved with the implementation of the project.

Comment 138
Comment from Schultz, Jeff



North County Corridor Project
Public Outreach Coordinator
PO Box 4436
Stockton, CA 95204
10/16/17

Dear Public Outreach Coordinator:

I currently reside in the Oakdale City Bridle Ridge sub division that will back up to within a 0.3 of a mile from the new NCC freeway as proposed in the 1B option. I am not a fan of the 1B route and strongly favor the 2B route further south along Claribel. I am concerned that the Bridle Ridge housing sub division will be subjected to an alarming increase of freeway traffic vehicle noise, traffic/ vehicle traffic lights at night, and excessive traffic dust/ pollution. Are there any provisions to address this and maintain at current conditions? Did the environmental studies address the increases in traffic and pollution and effects on the residents of the housing sub division. Did the environmental studies address the potential for reducing the personal safety of the residents once the freeway opens the area up to everyone.

After looking at the NCC corridor routes the real optimal route to bypass traffic around Oakdale is the 2B route along Claribel and straight east connecting approximately 7-10 miles outside of the city limits. There are very dangerous curves and hills that could be bypassed making the entire new section safer and faster for truck traffic. Also, the new 1B option appears to be proposing very awkward un-natural northerly curves just to connect to the Lexington county road route. They look like they will be very dangerous during the wet, rainy, foggy winter months.

I know these projects get very political and the private residents, farmers and local businesses get pushed aside by the special interest groups serving their needs.

I am asking that these above comments and questions be considered in the final route decisions.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Schultz".

Jeff Schultz
Resident
1935 Calumet Way
Oakdale, CA 95361

Response 138 to Jeff Schultz: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Impacts to residents and subdivisions were evaluated based on proximity to the proposed NCC facility. As Bridle Ridge subdivision is approximately 2,000-3,000 feet from the facility, it is not anticipated that any residents would experience any noise or air quality impacts from the project, as those largely occur when residents are living within 500 feet of a facility. No indirect impacts to Bridle Ridge are anticipated as a result of the proposed project.

For the traffic analysis and report of the project area, please refer to the *Final Traffic Operations Report for the North County Corridor* (March 2015) and Section 3.1.6 of the NCC Final EIR/EIS – Traffic and Transportation/Pedestrian and Bicycle. Also, the proposed project is designed to follow Caltrans design and safety standards while minimizing acquisition. To minimize parcel acquisitions and avoid unnecessary impact to the community, the proposed project has been designed with input from the public. The proposed project would minimize traffic congestion on the existing State Route 108/State Route 120 and the regional traffic network through the communities of Modesto, Riverbank, and Oakdale by reducing average daily traffic volumes, which would minimize the effects of hazardous conditions that might cause loss of life and property.

The Air Quality Report (January 2017) and Section 3.2.5 of the NCC Final EIR/EIS – Air Quality – for the proposed project discusses and addresses the existing and potential air quality impacts. The study was conducted in accordance with the air quality analysis guidance provided in the Caltrans *Standard Environmental Reference* and the San Joaquin Valley Air Pollution Control District *Guide for Assessing and Mitigation Air Quality Impacts* (2002).

Comment 139

Comment from Shelton-Allen, Pamela, State Farm Agent

From: Pam Shelton [mailto:pam.shelton.pkj9@statefarm.com]
Sent: Friday, September 8, 2017 3:30 PM
To: hotline <hotline@buethecommunications.com>; olsenk@stancounty.com; machadom@stancounty.com
Subject: North County Corridor Project

I would like my comments filed as point of record concerning the North County Corridor Project.

September 8, 2017

Kristin Olsen, Matt Machado, and/or NCCP Public Outreach Coordinator,

I have evaluated each of the proposed routes and **I am strongly opposed to any route (1A or 2A) where it ends at 108/120 and Atlas Road.** I would support the routes that are proposed to end at or near Lancaster Road. (I believe that would be either 1B or 2B.) If I were to support one of those routes over the other, it would be 2B.

I am a home owner in the Atlas Road Area and travel the route from Modesto to Oakdale every day. I know the traffic patterns and noise associated with this traffic very well. Having the roundabout at Atlas Road will definitely cause traffic congestion at Atlas and 108 for the thousands of residents in that area. I also firmly believe that any version of the NCC that ends with a roundabout at Atlas Road would cause a significant negative effect on the property values in and around that area. As a homeowner in that neighborhood, had I known that a possible end point for the NCC was Atlas Road, I would never have purchased my home there. Every resident in that neighborhood feels the same as I do. In fact, if you go to the corner of Atlas and 108 right now, you will see at least a dozen for sale signs. There are more signs there now than I have ever seen; I do not believe this to be a coincidence as the NCC becomes more of a reality for us. Please remember too, there are far more individual property owners (voters) that would be negatively impacted by the routes ending at Atlas Road than the alternative ending at or near Lancaster Road.

Finally, I support the 2B route over 1B because of Stearns Road. 2B, as I understand it, would bypass Stearns Road where as 1B would create an exit point from the NCC onto Stearns Road. I believe this will create even more problems for the intersection at Stearns and 108. In the past 3 years, there have been 2 fatal accidents at that intersection. This is already a problem point and I do not believe the intent of the NCC is to create more fatalities. If route 1B is chosen, then I would strongly urge the planning commission to fix Stearns Road and address the intersection at Stearns and 108. Failing to do so WILL result in fatalities. This is why I support route 2B over route 1B.


Based on the aforementioned, I urge you not to use routes 1A or 2A.

Feel free to contact me for additional questions and concerns.

Pamela Shelton
9994 Fox Borough Drive
Oakdale, CA 95361
pam@pamshelton.biz

Pam Shelton-Allen

Pam Shelton-Allen, State Farm Agent
Lic#0F07891
Providing Insurance and Financial Services
3520 Oakdale Rd, Ste E
Modesto CA 95357
Ph: 209-551-0221
Fax: 209-551-0244
www.pamshelton.biz

 Like us on Facebook.


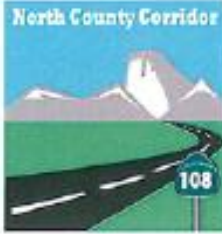
Response 139 to Pamela Shelton-Allen, State Farm Agent: Thank you for your comments; they have been included in the Final Environmental Document.

The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Under this alternative, the tie-in would be at Lancaster Road and the level of service will be improved with a reduced number of conflict areas compared to existing SR-108. All four proposed alternatives were put forward based on the concept that residents in the area would benefit from the improved quality of the transportation system. These benefits consist of improved accessibility and safety. No improvements would be made to the South Stearns Road and State Route 108 intersection; however, the traffic data shows that existing traffic levels at this location would decrease with the proposed project, thereby improving intersection operation.

Response 140 to Charles R. Shetron: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS for the following reasons. Alternative 1B has fewer adverse impacts to homes and businesses in the area; Alternative 1B maximizes traffic operations compared to Alternatives 2A or 2B; and is closest to the urbanized areas and planned growth areas in the region. Frontage road and local road improvements will be created to accommodate private and commercial needs. These roads are discussed in Section 3.1.1.1 and 3.1.6 in the NCC Final EIR/EIS.

Comment 141
Comment from Sousa, Debbie

	
Name (Please print): <u>Debbie Sousa</u>	Date: <u>9/6/17</u>
Mailing address: <u>4936 Terminal Ave.</u>	
Phone: <u>2094967328</u>	Email: <u>berdie@live.com</u>
<input type="checkbox"/> Please add my name to the North County Corridor Project mailing list.	
I would like the following comments filed in the record. (Please print.) <u>It is my</u> <u>hope that the project move along expeditiously</u> <u>as I believe the best it to be the</u> <u>only solution to a recent issue that has</u> <u>developed at the intersection of Terminal</u> <u>Ave. and Claribel Ave. I am referring to</u> <u>the automobile collisions (most of them are</u> <u>head on collisions) that began upon the</u> <u>completion of the traffic signal. There has</u> <u>been at least 25 serious accidents in</u> <u>a 1yr. period. I would like someone</u> <u>to look into this matter A.S.A.P.</u>	
Please drop comments in the comment box, email or send U.S. mail to:	
North County Corridor Project Public Outreach Coordinator P.O. Box 4436 Stockton, CA 95204 hotline@buethepr.com	

Response 141 to Debbie Sousa: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

This route will construct three overpasses along the new State Route 108 alignment running east-west over the Claribel Road and Terminal Avenue intersection. The local road (Terminal Avenue) would travel beneath the overpasses, which would reduce the chance of accidents because the intersection would be eliminated and traffic would flow above Terminal Avenue.

Comment 142
Comment from Stephens, Cheryl



Name (Please print): Cheryl Stephens Date: 9/7/17

Mailing address: 4836 McGee Ave, MADERA Ca 95357

Phone: 209 869-3934 Email: cherstep2@aol.com

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

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

If this project is done with 2A & 2B it will directly affect us. The way the maps show it looks like we will have a frontage road at our front door & at our back door. It will also be very hard for us to get out on the roads. It looks like 1A & 1B would use from land not where housing is. That would be a better route.

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project


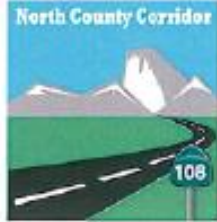
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethpr.com

Response 142 to Cheryl Stephens: Thank you for your comments; they have been included in the Final Environmental Document.

The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Final placement of access roads will be determined during the final design phase of the project.

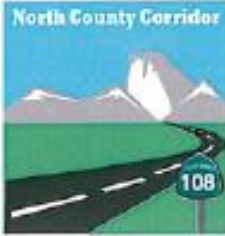

Comment 143
Comment from Stephens, Donald

	
Name (Please print): <u>Donald Stephens</u>	Date: <u>9/7/17</u>
Mailing address: <u>4836 McGee Ave.</u>	
Phone: <u>209-869-3934</u>	Email: <u>dkstephenscales@aol.com</u>
<input checked="" type="checkbox"/> Please add my name to the North County Corridor Project mailing list.	
I would like the following comments filed in the record. (Please print.)	
<u>THE B PLANS TAKE TOO MANY DWELLINGS</u> <u>IT'S BAD ENOUGH THAT PEOPLES LOVE THEIR LAND THAT</u> <u>THEY'VE WORKED FOR AND HAS BEEN IN THE FAMILY</u> <u>FOR YEARS BUT TAKING THEIR HOMES IS A WHOLE NEW</u> <u>LEVEL OF POOR PLANNING</u>	
Please drop comments in the comment box, email or send U.S. mail to:	
North County Corridor Project Public Outreach Coordinator P.O. Box 4436 Stockton, CA 95204 hotline@buethepr.com	

Response 143 to Donald Stephens: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Caltrans is sensitive to the importance of the role housing and land plays in our lives and will take into account any specific impacts to the property to determine what level of acquisition is necessary during the right-of-way negotiations. Right-of-way acquisition will take into account potential additional and specific impacts to the property and will be addressed and/or fairly compensated for by Stanislaus County and Caltrans during the final phase of the right-of-way negotiations.

Comment 144
Comment from Taylor, Catherine G.



Name (Please print): Catherine G Taylor Date: Sept 7, 2017
Mailing address: 10600 Dixon Rd Oakdale
Phone: 209 847-6456 Email: c-g-taylor@hotmail.com

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

I would like the following comments filed in the record. (Please print.) After attending meetings prior to this one and viewing the maps & various proposed routes, I want to be on record firmly OPPOSED to the "A" routes. If the project must be done then go with plan B. "A" route would have a very negative impact and raise many SAFETY concerns for our neighborhood. We have a lot of runners, joggers, children on bikes & skates, dog walkers and many golf carters going to OCG, and even horses using the streets, especially Dixon Rd. If a round-a-bout, as proposed w/ "A," ^{"goes in"} many cars will use Dixon as an alternate route/short cut from Dillewood to

OVER

Please drop comments in the comment box, email or send U.S. mail to:
North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethpr.com

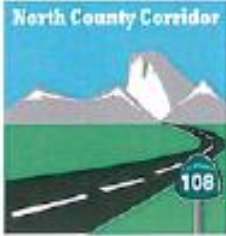

Deo Gloria to avoid the traffic & slow down the round-a-bout would cause. People need to be safe in their own neighborhoods to walk, run, bike, whatever they enjoy doing. Another factor would be the noise and exhaust fumes generated on Hwy 108/120 as trucks slow down for the round-a-bout.

No on "A" - if necessary yes on "B"

Catharina Taylor

Response 144 to Catherine G. Taylor: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 145
Comment from Thayer, Vicki



Name (Please print): VICKI THAYER Date: 9-7-17

Mailing address: 1631 MELVA AVE 95361

Phone: 209 896 7566 Email: _____

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

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

DO NOT DISTURB PROTECTED HABITATS

NO Roundabouts Please

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 145 to Vicki Thayer: Thank you for your comments; they have been included in the Final Environmental Document.

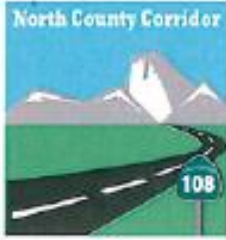

Impacts to endangered species habitat are disclosed in Section 3.3.5 – Threatened and Endangered Species, of the NCC Final EIR/EIS. A Natural Environment Study was completed for the proposed project in May 2017 and includes discussion and analysis of habitat and endangered species.

Final mitigation ratios for impacts to state and/or federally listed species have been determined through consultation with the California Department of Fish and Wildlife and U.S. Fish and Wildlife Service. Mitigation will occur through the purchase of mitigation credits from an approved mitigation bank or banks and/or through creation of a project-specific mitigation site. Please see the Biological Opinion from the USFWS located in Appendix I of the NCC Final EIR/EIS

Roundabouts were selected through preparation of an Intersection Control Evaluation (ICE) summary, per Caltrans Policy Directive 13-02 (Traffic Operations Policy Directive), which was performed at each of the proposed at-grade state highway intersections to identify the most effective intersection traffic control strategy (i.e., roundabout or traffic signal). Signalized and Unsignalized Intersection Design and Research AID (SIDRA) software package operations tools were also used for assessing effectiveness of roundabouts at the proposed intersections.

Please refer to Section 3.1.6 – Traffic and Transportation/Pedestrian and Bicycle of the Final Environmental Document for more information regarding the traffic data analyses used to address traffic-related issues for each of the proposed routes.

Comment 146
Comment from Torre, Al



Name (Please print): AL TORRE Date: 9.6.2017

Mailing address: 11200 VALLEY SPRING DRIVE STOCKTON CA 95204

Phone: 209.847.5175 Email: _____

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

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

_____ *Al Torre*

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 146 Al Torre: Thank you for your comments; they have been included in the Final Environmental Document. The contact information provided will be included on future distribution lists.

Response 147 to Ken Van Dyke: Thank you for your comments; they have been included in the Final Environmental Document.

Comment 148
Comment from Van Dyke, Ken and Roberta

From: Gayle Higgins [<mailto:gaylethiggins@gmail.com>]
Sent: Monday, October 16, 2017 5:43 PM
To: Matt Satow <MSatow@drakehaglan.com>; juan_torres@dot.ca.gov
Cc: tberta56@yahoo.com
Subject: Objection to Kaufman Road Oakdale Expressway

October 16,2017

To Matt Satow P.E.,

This letter is in regard to our meeting today with you and your colleagues.
We hereby submit our objections regarding the proposed 1A and 1B Kaufman Road access/bypass.
As Kaufman road homeowners, we seriously object to the configuration of the bypass plan and its impact on Kaufman Roads proximity to our property. It will greatly diminish the value of said home site and acreage. We have resided here since 1964 in a quiet and rural atmosphere. We know these changes will dramatically effect our quality of life in the most negative way.

Respectfully,
Ken and Roberta Van Dyke

Call 

Response 148 to Ken and Roberta Van Dyke: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

As discussed during the ongoing focused property owner meetings, potential options such as minor changes to the design to address these concerns will be analyzed during final design right-of-way negotiations.

We understand your concerns regarding this project and the potential for it to change the existing character of your neighborhood. Property values are assessed based on a large number of variables, many of which may change as a result of this project; however, not all the changes will necessarily be detrimental to existing property values. Exact changes to individual property values cannot be assessed; however, many project features have been designed to improve characteristics in the region.

Comment 149
Comment from Van Patten, Judy



Name (Please print): Judy Van Patten Date: 10-7-17
Mailing address: 920 Murphy Drive Turlock, Ca
Phone: (209) 664-9283 Email: 95380

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


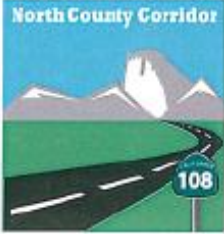
I would like the following comments filed in the record. (Please print.) Please choose route "Alternative 1B"! I own property on Dixon Road in Oakdale. Other routes besides 1B would make it difficult getting in and out of Atlas Road to Dixon. There would be congested traffic due to only two roads into the area. There would be noise problems with motorcycle police enforcements, added big truck traffic and tourist traffic. Getting to downtown Oakdale to shop, go to doctor's appointments etc would be a challenge from Dixon Road. Choose "1B"!

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 149 to Judy Van Patten: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 150
Comment from Van Patten, Kevin

	
Name (Please print): <u>Kevin Van Patten</u>	Date: <u>10-8-17</u>
Mailing address: <u>920 Murphy Drive, Turlock, Ca</u>	<u>95380</u>
Phone: <u>(209) 664-9283</u>	Email: _____
<input checked="" type="checkbox"/> Please add my name to the North County Corridor Project mailing list.	
I would like the following comments filed in the record. (Please print.) <u>The best route is Alternative 1B because those of us who own property in the Hunter Ranch area of Oakdale have only 2 roads to get into our homes. These roads would become congested, noise from trucks, police cars ambulances etc would increase, access to downtown Oakdale, Modesto to work would be difficult. We don't buy 1/2 acre lots in Hunter Ranch to listen to freeway noise, to contend with freeway traffic or to not be able to get home without bay area type traffic.</u>	
<u>Alternative 1B</u> <u>is best for</u> <u>The community.</u>	<small>Please drop comments in the comment box, email or send U.S. mail to:</small> North County Corridor Project Public Outreach Coordinator P.O. Box 4436 Stockton, CA 95204 hotline@buethepr.com

Response 150 Kevin Van Patten: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 151
Comment from Vandagriff, Terri

Judith Buethe

From: Terri Vandagriff <tvandagriff@ojusd.org>
Sent: Thursday, October 19, 2017 12:09 PM
To: hotline

Asa Merry

6836 Stoddard Rd

Oakdale, Ca 95361

209-606-8075

Tlvmouse1@gmail.com

tvandagriff@ojusd.org

October 19, 2017

Caltrans bypass option 2b

Parcel 010-016-019

6836 & 6718 Stoddard Rd

I would like the following comments filed in the record.

Please add me to the North County Corridor Project mailing list.

In regards to the route of bypass option 2b, and parcel 010-016-019 located on Stoddard rd. This parcel is comprised of 20 acres and two family homes. The property has been part of the same family for 50 years and is a working cattle ranch and farm. As it stands now the proposal cuts the property in half which in turn cuts the pasture in half and splits the two family homes. To be able to work the cattle and move them around or

travel from one house to the other it would be a 4-mile detour around from one pasture to the other. If the road was moved to the north edge of the property as to not cut the property in half and the home, barn and shop relocated with a variance to the other side of the 20-acre parcel this would save a family farm from hardship and allow it to continue to stay in the family for years to come.

-
Thank You!!
Terri Vandagriff
Instructional Aide
For Nick Bauman OHS

Response 151 to Terri Vandagriff: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

As The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative, the project would not impact your property and the NCC alignment would be placed approximately 0.5 mile north of your northern property boundary.

Comment 152
Comment from Vasut, Velinda

From: Velinda Vasut [<mailto:vlvasut@gmail.com>]
Sent: Tuesday, October 17, 2017 8:30 AM
To: Magsayo, Grace B@DOT <grace.magsayo@dot.ca.gov>
Subject: NCC Comment

Hi Ms Magsayo,
I have the following comments on choosing the NCC route:



Please select route 2B.

1. 2B route would do the most to move traffic well into the future without again impacting the local cities again.
2. 2B is the only route that somewhat intersects with the Oakdale-Waterford Highway - thus more likely to be used by recreational travelers to local reservoirs.
3. 2B fulfills the original plan to bypass Oakdale and end east of Oakdale.
4. 2B doesn't impact the largest employer in Oakdale - over 1,000 employees.

Thank you,
Velinda Vasut

Response 152 Velinda Vasut: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS for the following reasons. Alternative 1B has fewer adverse impacts to homes and businesses in the area; Alternative 1B maximizes traffic operations compared to Alternatives 2A or 2B; and is closest to the urbanized areas and planned growth areas in the region. Alternative 1B will also tie-in at Lancaster Road east of Oakdale. The project design team will continue to have ongoing coordination with Conagra to minimize impacts to their operation.

Comment 153
Comment from Villagomez, Carlos

	
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Name (Please print): Carlos Villagomez Date: 9-7-17
Mailing address: 6313 Stoddard Road Oakdale CA 95361
Phone: 209-410-9554 Email: carlosv@Hilltopranch.com

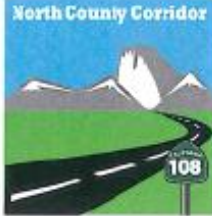

Please add my name to the North County Corridor Project mailing list.

I would like the following comments filed in the record. (Please print.)
I am not agree with option 2A or 2B

Please drop comments in the comment box, email or send U.S. mail to:
North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepc.com

Response 153 to Carlos Villagomez: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 154
Comment from Wade, Hazel



Name (Please print): Hazel Wade Date: 10-6-17

Mailing address: 4101 N. Waring Rd Denair Ca

Phone: (209) 634-5119 Email: 95316

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

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

I have family in Oakdale who own property on the east side of town. Please choose Alternative 1B for the route ~~50~~ 1B so I can continue to visit them without undue struggles with traffic into their property. They live in a beautiful area that other routes will not be good for living there. Please consider route 1B to save a nice neighborhood for residents who live there. Route 1B is best for the town of Oakdale.


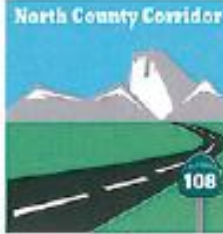
Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 154 to Hazel Wade: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 155

Comment from Wagner-McFarlin, Sandra

ApN: 064-019-017

Name (Please print): Sandra Wagner-McFarlin Date: 9-7-2017

Mailing address: Oakdale Mini Storage 2113 E. "F" street, Oakdale CA 95361

Phone: (209) 845-8033 Email: sandramarie57@yahoo.com
home 840-9710 2nd Email: Fiscusawe@yahoo.com

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

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

Thank you for showing such great maps for proposals. Our family believes the North County Corridor proposal will just by-pass our Mini storage/office complex business near Stearns Rd. We are very concerned of property value will be significantly lowered, and not to mention the visibility of storage will go away. We are only storage on directly Hwy 120/108, which will be Erased with this by-pass. We also are quite concerned of Oakdale's Economy of other businesses being drastically affected such as McDonald's gas stations, K-Mart, Denny's and many many other Restaurants, (Ferreses, Motels).

Please drop comments in the comment box, email or send U.S. mail to:

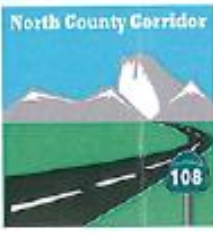

Thank you for your time to listen,
Sandra Wagner-McFarlin
owner, Oakdale Mini Storage

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethopr.com

(I am inheriting this property right now from my mother, Alice Wagner. Appraisal is being done right now.)

Response 155 to Sandra Wagner-McFarlin: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative for the following reasons. Alternative 1B has fewer adverse impacts to homes and businesses in the area; Alternative 1B maximizes traffic operations compared to Alternatives 2A or 2B; and is closest to the urbanized areas and planned growth areas in the region. We understand your concerns regarding the new corridor and the potential for it to change the existing character of your neighborhood and the businesses along State Route 108. The existing State Route 108 would be relinquished to the County/City and remain in place and would still channel traffic as it currently does today.

Comment 156
Comment from Washburn, Tom




Name (Please print): TOM WASHBURN Date: SEPT-7-17

Mailing address: 867 TOWNHILL AVE OAKDALE CA 95361

Phone: 209-842-1050 Email: _____

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


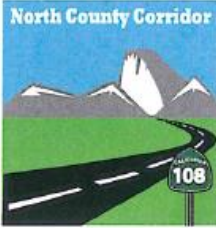

I would like the following comments filed in the record. (Please print.) I DO NOT WANT
1-A OR 2-A ROUTE IT TO CLOSE TO TOWN IT WOULD
BE LIKE SONORA RD AND THEN MOVE IT AGAIN
ALSO IT WOULD TAKE OUT MY HOUSE # 272 THE
OTHER ROUTE WILL KEEP IT IN ~~CENTRAL~~ THE COUNTRY
PUT IT OUT WHERE IT NEEDS TO BE

THANK YOU


Please drop comments in the comment box, email or send U.S. mail to:
North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 156 to Tom Washburn: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 157
Comment from Wetzel, Kurt

		
Name (Please print): <u>Kurt Wetzel</u> Date: <u>9/10/2017</u>		
Mailing address: <u>10400 Fox Borough Drive, Oakdale, CA 95361</u>		
Phone: <u>209-606-0245</u> Email: <u>KWetzel@comcast.net</u>		
<input checked="" type="checkbox"/> Please add my name to the North County Corridor Project mailing list.		
I would like the following comments filed in the record. (Please print.) <u>To Whom It May Concern:</u>		
<u>I am a home owner in Hillsborough Estates II (Atlas road area) and feel</u>		
<u>very strong that Caltrans should adopt plan 1B or 2B (intersections east of</u>		
<u>Wamble Road) for the North County Corridor Project for the following reasons:</u>		
<ul style="list-style-type: none"><u>• Significant traffic congestion for the current residents around Atlas Road.</u><u>• Increased traffic in a developed neighborhood (Atlas) could result in more accidents.</u><u>• Significant traffic noise for current Atlas residents (options 1A+2A) ↑</u><u>• Increased traffic through existing neighborhoods in the Atlas area</u><u> <u>due to avoidance of the increased congestion at the Atlas intersection.</u></u><u>• Improved safety at the Wamble intersection which has been historically</u><u> <u>a dangerous intersection with several severe accidents.</u></u><u>• The intersection at Atlas would most likely negatively impact the</u><u> <u>value of the homes in the Atlas area. Thank you,</u></u>		
Please drop comments in the comment box, email or send U.S. mail to: <u>Kurt Wetzel</u>		
North County Corridor Project Public Outreach Coordinator P.O. Box 4436 Stockton, CA 95204 hotline@buethepr.com		

Response 157 to Kurt Wetzel: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

Comment 158
Comment from Wincentsen, Chris

From: Chris Wincentsen [mailto:cdwincentsen@gmail.com]
Sent: Monday, September 25, 2017 1:39 PM
To: Vallejo, Philip@DOT <philip.vallejo@dot.ca.gov>
Subject: North County Corridor Project - followup

Hello Mr. Vallejo,

I was at a recent "town hall" meeting in Oakdale, concerning the North County Corridor Project. My wife and I left comments with the court reports and talked to a couple of the PR/engineer people there.

However, I have not heard back yet from anyone. Would you be able to tell me how long it will be before I am contacted about my concerns? Can you help with that question? If not, can you refer me to the proper person?

Thanks.

My name is Chris Wincentsen. I live on Davis Ave., directly across Claus Road from the (former) Riverbank Ammunition Plant.

My concern is that after the previous meeting in Riverbank, a little over 3 years ago, I was assured that the property lines could be adjusted to preserve my large metal shop building which is currently in the path of widening Claus Road. At the Oakdale meeting, I saw that the property lines were the same as they had been before!

This is of a great and immediate concern to me. Your assistance and quick response are greatly appreciated!

Thank you.

Chris Wincentsen

158A

Response from Caltrans September 28, 2017 at 9:05 A.M.

Spoke to Mr. Wincentsen this morning. Replying to an email received from him earlier. He was/is concern with the R/W impacts to his property, particularly to the impacts adjacent to his property on Claus Road which on the mapping provided at various meeting, will be impacting a large workshed on his property. He mentioned that individuals came out to his property in the past and mentioned that the r/w impacts could be adjusted to avoid his shed. He was surprised to see the mapping presented at the public meeting still depicted the r/w going through the shed.

I informed him that the images presented at the public meeting was our best representation of what the project may impact. In relation to actual real world information, we would need precise survey data taken out in the field to determine the exact implications on his property. I explained to him that we were in the environmental phase of the project and that much of the mapping has been processed without real world survey data. If engineering staff did meet with him and confirm the shed could be avoided, they were probably assessing how the survey data would refine the design enough to avoid the impact. I explained that in the next phase of the project both our R/W department and Surveys would be working hand in hand to present property owners exact impact information to their parcels and that they would be in continuing contact with the property owners. I explained to him that his concerns would be passed onto the engineering team and that his comments would have a response within the final environmental document. He was happy with the feedback and mentioned he was satisfied with response and would wait for future contact.

158B

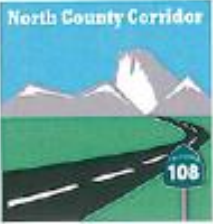

Response 158 to Chris Wincentzen: Thank you for your comments; they have been included in the Final Environmental Document.

Response 158A: The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Also, during property owner talks, potential options such as minor changes to the design to address these concerns were discussed. These changes to the design are preliminary and will be further analyzed during final design and right-of-way negotiations.

Response from Caltrans 158B: Caltrans responded to Mr. Wincentzen. The response indicated that images presented at the public meeting were the best representation of what the project may impact; however, in relation to “real world” information, precise survey data taken from the field would be used to determine the exact implications for the property.

Final acquisition and relocation will be determined by Stanislaus County and Caltrans in the final right-of-way and design phase of the project. Loss of lands will be mitigated for through the fair purchase and relocation of comparable lands. Right-of-way acquisition will take into account potential additional and specific impacts to the property and will be addressed and/or fairly compensated for during the final phase of the right-of-way negotiations. Displaced businesses would be relocated within the county. Businesses requiring relocation will be provided relocation assistance payments and advisory assistance in accordance with the Caltrans Relocation Assistance Program (RAP), based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations Part 24. Details are provided in Section 3.1.4.2, Relocation, of the NCC Final EIR/EIS.

Comment 159
Comment from Woods, Joshua



Name (Please print): Joshua Woods Date: 9-7-2017

Mailing address: 1741 Long Meadow St Danville, CA 95361

Phone: (209) 488-7355 Email: Jwoods209@yahoo.com

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

I would like the following comments filed in the record. (Please print.) I don't like or want to fund any of them, but the least bad idea is

ZB.

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 159 to Joshua Woods: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS for the following reasons. Alternative 1B has fewer adverse impacts to homes and businesses in the area; Alternative 1B maximizes traffic operations compared to Alternatives 2A or 2B; and is closest to the urbanized areas and planned growth areas in the region.

Comment 160
Comment from Yonbe, Sam



Name (Please print): Sam Yonbe Date: 9/7/17

Mailing address: P O Box 577674

Phone: (209) 634-1116 Email: Sam1564@yahoo.com

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

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

THE RESIDENTS SHOULD BE PROTECTED FROM
VISUAL AS WELL AS NOISE AT THE ELEVATED
AREAS OF THE ROAD FREEWAY ETC.
PARTICULARLY, THE OVERPASSES AT COFFEE, OAKDALE
AND THE NEW FRONTAGE ROAD WITH SOME VISUAL
BLACK SO THAT THE RESIDENTS ARE NOT
SUBJECTED TO TRAFFIC NOISE OR VISUALLY BY
SEEING TRAFFIC OR TRAFFIC LOOKING AT PROPERTIES.
MOREOVER, THE AREA BETWEEN COFFEE RD AND
OAKDALE RD WHERE A NEW FRONTAGE ROAD WILL BE
AND OVERPASS @ COFFEE WITH BEND TO AVOID THE
SIGHTLINE CENTER AT OAKDALE, I.E. CRAWFORD RD
RESIDENTS. PLEASE CONTACT IF ANY QUESTIONS.

Please drop comments in the comment box, email or send U.S. mail to:

North County Corridor Project
Public Outreach Coordinator
P.O. Box 4436
Stockton, CA 95204
hotline@buethepr.com

Response 160 to Sam Yonbe: Thank you for your comments; they have been included in the Final Environmental Document. The North County Corridor Project Development Team has recommended Alternative 1B as the Preferred Alternative. Alternative 1B was selected by the NCC Project Development Team as provided in Section 2.5 of the NCC Final EIR/EIS.

The proposed project was designed to avoid, minimize, and/or mitigate any adverse noise or visual impacts. Noise impacts are analyzed and discussed in the Noise Section 3.2.6 and visual impacts are discussed in the Visual Resources Section 3.1.7 of the NCC Final EIR/EIS.

A Noise Study Report (July 2016) and Noise Abatement Decision Report (July 2016) were prepared for this project and determined that two soundwalls are recommended for noise abatement; this would encompass Coffee Road.

Noise measurements and modeling along the proposed frontage road between Coffee Road and Oakdale Road, south of the overcrossings, showed that existing noise levels in this area range from 51 dBA to 64 dBA (dBA is an expression for decibels that measure the relative loudness perceived by the human ear) while design year noise levels ranged from 59 to 65 dBA. The Noise Abatement Decision Criterion for residential properties is set at 67 dBA. Further, a noise impact is considered significant if a change of 12 dBA or greater occurs between existing and design year dBA. As the modeled noise level at these residential properties did not approach or exceed the Noise Abatement Decision Criteria sound impacts are not considered significant and no sound protection is necessary for these properties.

Project changes within Alternative 1B include the extension of Kiernan Avenue/State Route 219 at the Tully Road intersection to the end of the North County Corridor at the intersection of State Route 108/State Route 120, about half a mile southwest of Lancaster Road, which will require new roadway construction through the region. The overall visual impact of Alternative 1B is considered to be moderate to moderate-low as the project would not substantially alter the visual character or quality of the project corridor. Visual impacts requiring avoidance and minimization include the transition from an agricultural landscape to a transportation use, including additional and wider pavement areas as well as implementation of large structures, exposed slopes associated with the large overhead structures, potential loss of vegetation and trees, and potential for additional lighting that could affect sensitive receptors. Additional discussion regarding visual analysis and impacts can be found in the Visual Impact Assessment (October 2014).