

Claribel Road Widening Project

STANISLAUS COUNTY, CALIFORNIA
10-STA-MODESTO
Federal Aid No: CML5938(184)

Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact and Section 4(f) *De Minimis* Evaluation



Prepared by the
State of California Department of Transportation
and Stanislaus County Department of Public Works

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



April 2012

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General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), has prepared this Initial Study/Environmental Assessment (IS/EA), which examines the potential environmental impacts of the alternatives being considered for the proposed project located in Stanislaus County, California. Caltrans is the lead agency under the National Environmental Policy Act (NEPA). The Stanislaus County Department of Public Works is the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this Initial Study/Environmental Assessment.
- Additional copies of this document, as well as of the technical studies we relied on in preparing it, are available for review at the Stanislaus County Department of Public Works office located at 1716 Morgan Road, Modesto CA 95358, (209)-525-4130.
- Attend the public hearing. May 22, 2012.
- We'd like to hear what you think. If you have any comments regarding the proposed project, please attend the public hearing and/or send your written comments to the Department by the deadline.
 - Submit comments via postal mail to: Aja Verburg, Associate Civil Engineer, Stanislaus County Department of Public Works, 1716 Morgan Road, Modesto CA 95358
 - Submit comments via email to: verburga@stancounty.com.
- Be sure to submit comments by the deadline: May 10, 2012

What happens next:

After comments are received from the public and reviewing agencies, Stanislaus County and Caltrans, as assigned by the Federal Highway Administration, may: (1) give environmental approval to the proposed project, (2) do additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is appropriated, Stanislaus County could design and construct all or part of the project.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Stanislaus County, Attn: Aja Verburg, Associate Civil Engineer, Stanislaus County Department of Public Works, 1716 Morgan Road, Modesto CA 95358, (209)-525-4130 Voice, or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or 711.

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Widen Claribel Road from McHenry Avenue to Oakdale Road

**Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment with
Finding of No Significant Impact and Section 4(f) *De Minimis* Evaluation**Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C) and 49 USC 303THE STATE OF CALIFORNIA
Department of Transportation
and
Stanislaus County Department of Public Works4/12/12

Date of Approval

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PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

Stanislaus County proposes to widen Claribel Road from Oakdale Road to McHenry Avenue (the Project) to improve safety and operational conditions. The Proposed Build Alternative considers widening the Claribel Road corridor from 2-lanes to 4-lanes with bike lanes and intersection improvements at the Claribel Road/Coffee Road and Claribel Road/Oakdale Road intersections. Major features of the Proposed Build Alternative include the following:

- Addition of one travel lane in each direction.
- Improvements to be skewed to the north to avoid impacts to the Modesto Irrigation District (MID), Claribel Station (electrical sub-station) and the Morningside Mobile Park.
- Construction of Class I bike lanes on both the north and south sides of Claribel Road.
- Construction of roadside swales along the north and south sides of Claribel Road.
- Replacement of the existing Claribel Road bridge over the Modesto Irrigation District (MID) lateral with a culvert/ siphon.
- Construction of an unpaved center median.
- Signalization of the Claribel Road/Coffee Road Intersection

Construction of the proposed Project is planned to commence in the fall/ winter of 2012.

Determination

This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is Stanislaus County's intent to adopt an MND for this project. This does not mean that Stanislaus County's decision regarding the project is final. This MND is subject to modification based on comments received by interested agencies and the public.

Stanislaus County has prepared an Initial Study (CEQA Checklist is in Appendix A) for this project, and pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the reasons outlined at the beginning of Chapter 2 and in various sections of Chapter 2.

The proposed project would have no impact on the following resources categories: geology and soils, hydrology and water quality, land use and planning, mineral resources, public services, recreation, transportation/traffic, and mandatory findings of significance.

In addition, the proposed project would have no significant impact on following resources categories: aesthetics, agriculture and forest resources, air quality, biological resources, cultural resources, hazards and hazardous materials, noise, population and housing, and utilities and service systems.

The following environmental protection measures have been incorporated into the project description:

- COMMUNITY-1: Implement the provisions of the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
- TRAFFIC-1: Prepare and implement a Traffic Management Plan.
- VISUAL-1: To minimize potential visual impacts, residential owners will be compensated at the time of right of way purchase for removal of screening trees or shrubs.
- VISUAL-2: The sound wall in front of the Morningside mobile home park will be designed and constructed in accordance with applicable Caltrans and FHWA standards, including A Guide to Visual Quality in Noise Barrier Design (FHWA 1976).
- CULTURAL-1: Implement State Health and Safety Code Section 7050.5. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted.
- CULTURAL-2: Implement Public Resources Code Section 5097.98. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the

Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). Further provisions of PRC 5097.98 are to be followed as applicable.

- CULTURAL-3: Implement Public Resources Code Section 5097.5 et seq. Pursuant to Public Resources Code Section 5097.5 no person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.
- WATER QUALITY-1: The Project will obtain a Statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 2009-0009-DWQ)—a required permit for projects that result in more than 1 ac of ground disturbance. The Statewide General Permit requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will list Best Management Practices (BMPs) the Project will use to protect storm water runoff and identify the placement of those BMPs. Implementation of the SWPPP BMPs will protect water quality in waters receiving surface runoff from the project area during the construction period.
- PALEONTOLOGY-1: If paleontological resources are discovered during earth-moving activities, the contractor will immediately cease work in the vicinity of the find, and the County Department of Public Works will be notified. A qualified paleontologist will evaluate the resource and prepare a mitigation plan in accordance with Society of Vertebrate Paleontology guidelines. The proposed mitigation plan may include a field survey of additional construction areas, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations determined by the lead agency to be necessary and feasible will be implemented before construction activities can resume at the site where the paleontological resources were discovered.
- PALEONTOLOGY-2: Implement Public Resources Code Section 5097.5 et seq. Pursuant to Public Resources Code Section 5097.5 no person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.
- HAZ WASTE-1: Prior to ground disturbance an agricultural impact assessment will be conducted within areas of proposed ground disturbance within the Project footprint.
- HAZ WASTE-2: An asbestos-containing materials (ACM) and lead-based paint (LBP) survey will be conducted prior to any building demolition within the boundaries of the Project.
- HAZ WASTE-3: The appropriate Caltrans Standard Special Provision should be edited based on the level of lead concentration found during testing and the method of removal and should indicate the appropriate testing criteria and disposal of generated waste.
- HAZ WASTE-4: A Lead Compliance Plan under Section 7-1.07, Lead Compliance Plan, of the Standard Specifications, will be required to address health and safety for workers during construction. Special handling, treatment, or disposal of aerially deposited lead in soils during construction activities shall be consistent with the Department of Toxic Substance Control Lead Variance (No. VO9HQSCD006) dated July 1, 2009.
- AIR QUALITY-1: The Project will comply with Rule 9510 by submitting an air impact assessment (AIA) application to the SJVAPCD prior to construction.
- AIR QUALITY-2: The Project will comply with all of the construction-related provisions of SJVAPCD Regulation VIII (including preparation and approval of a Dust Control Plan). Construction activities shall not commence until the SJVAPCD has approved or conditionally approved the Dust Control Plan.
- NOISE-1: Implement Caltrans Standard Specifications Section 14-8.02 and applicable local noise standards.
- NOISE-2: All equipment will have sound-control devices that are no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust.
- NOISE-3: As directed by Stanislaus County, the contractor will implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off unnecessary idling equipment, rescheduling construction activity to limit nighttime noise exposures, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.
- NOISE-4: The County intends to incorporate noise abatement in the form of (a) barrier(s) at the Morningside Mobile Home Park, with respective lengths and average heights of approximately 650 ft by

8 ft. Calculations based on preliminary design data indicate that the barrier(s) will reduce noise levels by 5 dBA for 11 residences at a cost of approximately \$300,000. If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision of the noise abatement will be made upon completion of the project design and the public involvement processes.

- **BIOLOGY-1: Western Pond Turtle (WPT):** No avoidance and minimization measures will be necessary if Lateral No.6 is dry during the bridge replacement. The following avoidance and minimization efforts will be implemented if water is present.
 - If construction personnel observe that a WPT is trapped in, or has retreated to, the active construction zone, construction will cease and a qualified biologist will be notified. Construction will resume when the biologist has either removed the WPT from the construction zone, or, after thorough inspection, determined that the WPT has moved away from the construction zone.
 - Stanislaus County will implement best management practices (BMPs) to prevent impacts to water quality in the irrigation lateral.
- **BIOLOGY-2: Birds of Prey and Migratory Birds (including swallows):** Under the MBTA, nests that contain eggs or unfledged young are not to be disturbed during the breeding season. The nesting season for migratory birds and birds of prey is generally 1 February through 31 August. Preconstruction nest surveys will be conducted.

Swallows: Cliff swallows arrive in mid-February, increase in numbers until late March, and remain until October. Nesting begins in April, peaks in June, and continues into August. Measures shall be taken to prevent establishment of cliff swallow nests prior to construction. Techniques to prevent nest establishment should be initiated prior to the start of the nesting season while the canal is dry. Because the water level in the canal is only several inches from the undersides of the bridge while water is present, washing nests off the underside of the bridge during this time is not practical. During the non-nesting season, while the canal is dry, old nests should be removed from the bridge. Netting should then be hung from the bridge before nesting begins and before the canal fills with water. Netting should be left in place until bridge demolition occurs.


Under the Migratory Bird Treaty Act, nests of migratory birds that contain eggs are not to be disturbed during the breeding season. The breeding season is generally 1 February through 31 August. If construction begins outside the breeding season, there will be no need to conduct a preconstruction survey for active nests. If a nest becomes active after construction has started, then the bird is considered adapted to construction disturbance.

If construction begins during the 1 February to 31 August breeding season, the following avoidance and minimization measures will be implemented:

- A qualified biologist shall conduct a preconstruction survey for active nests at the construction site and within 250 ft of the construction site from publicly accessible areas within 2 weeks prior to construction. If no active nest of a bird of prey or MBTA bird is found, then no further mitigation measures are necessary.
 - If an active nest of a bird of prey or MBTA bird is found, then the biologist shall flag a minimum 250-ft Environmentally Sensitive Area (ESA) around the nest if the nest is of a bird of prey, and a minimum 50-ft ESA around the nest if the nest is of a MBTA bird other than a bird of prey.
 - No construction activity shall be allowed in the buffer until the biologist determines that the nest is no longer active, or unless monitoring determines that a smaller buffer will protect the active nest.
 - The buffer may be reduced if the biologist monitors the construction activities and determines that no disturbance to the active nest is occurring. The size of suitable buffers depends on the species of bird, the location of the nest relative to the project, project activities during the time the nest is active, and other project-specific conditions.
- **BIOLOGY-3: Burrowing Owl,**
 - During the burrowing owl non-breeding season (1 September to 31 January) of the winter prior to construction, it is recommended that a biologist survey the project area for wintering burrowing owls or potential denning habitat. If wintering burrowing owls are found in the project area, they should be passively excluded in accordance with the DFG 1995 guidelines, prior to the start of the nesting season. If unoccupied burrows suitable for burrowing owl are found, the burrows should be collapsed. The project area should be maintained free of burrows until construction commences to avoid the potential for a nesting burrowing owl in the project area.
 - Prior to construction, the applicant shall retain a qualified biologist to conduct a preconstruction survey for burrowing owls of all potential burrowing owl habitat in the project area and within 500 ft of the project area. Habitat located on privately owned land shall be surveyed visually from the project area or publicly accessible areas. The presence of individual burrowing owls, sign of burrowing owls

(i.e., fecal whitewash at the entrance to burrows, feathers, etc.), and all burrows that are in use by burrowing owls will be recorded. The preconstruction surveys shall be conducted two weeks prior to construction. If active burrowing owl nests are found, the applicant will inform DFG and implement burrowing owl mitigation in accordance with the DFG 1995 guidelines.

- INVASIVE SPECIES-1: In compliance with the Executive Order on Invasive Species, EO 13112, and subsequent guidance from the Federal Highway Administration, the landscaping and erosion control included in the project will not use species listed as noxious weeds.
- CUMULATIVE-1: One or more of the following measures, adapted from the recommendations in the EPA report (EPA 2009), could be implemented by the project to reduce construction-related GHG emissions:
 - Reduce unnecessary idling. Unnecessary idling occurs when trucks wait for extended periods of time to load or unload, or when equipment that is not being used is left on. Reducing unnecessary idling reduces fuel consumption and thereby reduces GHG emissions. Idling reductions can be achieved through changes in work practices, such as training drivers to turn off equipment rather than idle, or through changes in equipment, such as adding fuel-efficient auxiliary power for the heat or air conditioning needed for driver comfort.
 - Properly maintain equipment. Proper maintenance often results in fuel savings. For example, improperly inflated tires and poor wheel alignment can adversely affect the fuel efficiency of a small truck by 3–4%.
 - Provide driver training. Improved vehicle operating practices can incrementally improve fuel consumption. For examples, excavator operators can improve fuel consumption by eliminating needless shifting of hydraulic levers while already at the equipment's maximum capacity.
 - Use properly sized equipment. Truck engines too large for an application burn more fuel by adding unnecessary weight. In addition, drivers may be prone to use the excess horsepower needlessly, causing additional fuel consumption. Likewise, an undersized engine easily becomes overworked, leading to excess fuel consumption and accelerated engine wear.
 - Replace older, less fuel-efficient equipment. Through advances in engine technology, reduced equipment weight, and hybrid technologies, new equipment is often more fuel efficient than older equipment.
 - Use biofuels for trucks and nonroad equipment. Using low-carbon fuels in place of petroleum gasoline or diesel reduces GHG emissions. The amount of GHG emission reduction is dependent on the biofuel source (soybeans, palm oil, etc.) and the fuel's blend percentage with traditional gasoline or diesel.
 - Use alternative-fuel-source generators. Use of dual-fuel generators (mix of natural gas or propane and diesel), grid electricity, or on-site solar panels may provide GHG emissions reductions and provide long-term cost savings.
 - Encourage employee carpooling to the job site. Carpooling reduces vehicle trips and thereby reduces GHG emissions.



Matt Machado, PE
Director
Stanislaus County
Department of Public Works

4/11/12

Date

Table of Contents

Chapter 1. Proposed Project	1
1.1 Introduction.....	1
1.2 Purpose and Need.....	7
1.2.1 Purpose.....	7
1.2.2 Need.....	7
1.2.3 Independent Utility and Logical Termini.....	7
1.3 Project Description.....	8
1.3.1 Alternatives.....	8
1.4 Alternatives Considered but Eliminated from Further Discussion.....	15
1.5 Cost Estimate and Funding Sources.....	15
1.6 Schedule.....	16
1.7 Permits and Approvals Needed.....	16
Chapter 2. Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures	17
2.1 Human Environment.....	17
2.1.1 Land Use.....	17
2.1.2 Growth.....	25
2.1.3 Farmlands.....	27
2.1.4 Community Impacts: Community Character and Cohesion.....	30
2.1.5 Community Impacts: Relocations and Real Property Acquisition.....	31
2.1.6 Community Impacts: Environmental Justice.....	32
2.1.7 Utilities/Emergency Services.....	33
2.1.8 Traffic and Transportation/Pedestrian and Bicycle Facilities.....	35
2.1.9 Visual/Aesthetics.....	38
2.1.10 Cultural Resources.....	53
2.2 Physical Environment.....	58
2.2.1 Hydrology and Floodplain.....	58
2.2.2 Water Quality and Storm Water Runoff.....	59
2.2.3 Paleontology.....	62
2.2.4 Hazardous Waste/Materials.....	64
2.2.5 Air Quality.....	69
2.2.6 Noise.....	80
2.3 Biological Environment.....	96
2.3.1 Natural Communities.....	96
2.3.2 Wetlands and Other Waters.....	105
2.3.3 Plant Species.....	107
2.3.4 Animal Species.....	107
2.3.5 Threatened and Endangered Species.....	111
2.3.6 Invasive Species.....	112
2.4 Cumulative Impacts.....	113
2.4.1 Cumulative Impacts.....	113
2.4.2 Climate Change (CEQA).....	115
Chapter 3. Comments and Coordination	119
3.1 Scoping Process.....	119
3.2 Consultation and Coordination with Public Agencies.....	119
3.3 Public Participation.....	120
3.4 Comments and Responding To Comments.....	120

Chapter 4. List of Preparers	121
Chapter 5. Distribution List	123
Appendix A. CEQA Checklist.....	133
Appendix B. Title VI Policy Statement	143
Appendix C. Summary of Relocation Benefits.....	145
Appendix D. Minimization and/or Mitigation Summary	149
Appendix E. CPA-106 Form.....	155
Appendix F. Non-POAQC Concurrence: StanCOG, FHWA, & EPA	159
Appendix G. USFWS List.....	167
Appendix H. Literature Cited.....	175
Appendix I. Correspondence	177
Appendix J. Technical Studies that are Bound Separately.....	203

List of Figures

Figure 1. Project Location Map	3
Figure 2. Aerial Photograph	5
Figure 3. Proposed Project Typical Cross Section.....	9
Figure 4. Proposed Claribel Road and Coffee Road Intersection Improvements	13
Figure 5. Existing Land Use and Zoning Map.	19
Figure 6. Comparison of Minority Populations (U.S. Census Bureau 2011a).....	34
Figure 7. Percent of People with Income Below the Poverty Level in the Last 12 Months (U.S. Census Bureau 2011b).....	35
Figure 8. Key View Locations.....	43
Figure 9. Noise levels of common activities.....	81
Figure 10. Locations of receptors and proposed walls/berms.....	83
Figure 11. Measured Hourly Noise Levels (LT-1).	91
Figure 12. Biological Communities Map.....	99

List of Tables

Table 1. Planned Development Projects in the Vicinity of the Project.	18
Table 2. Farmland Conversion.....	28
Table 3. Potential right of way acquisition APNs.....	32
Table 4. Claribel Road Traffic Analysis: No-Build Conditions	36
Table 5. Intersection Traffic Analysis: No-Build Conditions	37
Table 6. Claribel Road Traffic Analysis With Proposed Build Alternative	37
Table 7. Intersection Traffic Analysis: No-Build vs. Proposed Build Alternative Conditions	38
Table 8. Adjacent APN's Evaluated	65
Table 9. Ambient air quality data from the Modesto (14 th Street) monitoring station	74
Table 10. NAAQS and CAAQS attainment status in the Project area (nonattainment and maintenance areas highlighted).....	75
Table 11. Construction-Related Emissions	77
Table 12. Activity Categories and Noise Abatement Criteria	81
Table 13. Summary of Short-Term Measurements.....	90
Table 14. Existing and Future Noise Modeling Analysis	92
Table 15. Calculation of Reasonable Allowance.....	93
Table 16. Summary of Reasonableness Determination Data—Barrier NB-1a	94
Table 17. Analysis of barrier NB-1.	95
Table 18. Construction Equipment Noise.....	95

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Chapter 1. Proposed Project

1.1 Introduction

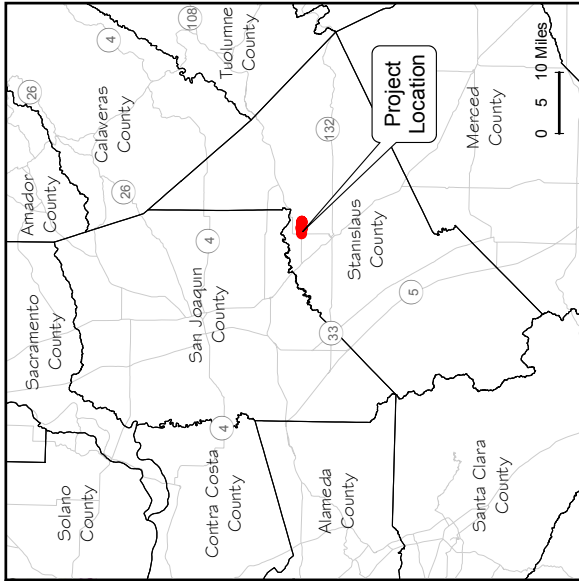
The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA) is the lead agency under the National Environmental Policy Act (NEPA). The Stanislaus County Department of Public Works is the lead agency under the California Environmental Quality Act (CEQA).

Claribel Road is a two-lane road that serves as an interregional transportation facility between the cities of Riverbank, Modesto, and Oakdale to State Route (SR) 108, SR 219/ Kiernan Avenue, and SR 99. Due to high traffic volumes, Claribel Road is nearing capacity as a two-lane rural road. The Stanislaus County Department of Public Works intends to widen Claribel Road from Oakdale Road to McHenry Avenue to improve safety and operational conditions. The Project will address the need to improve this regional corridor for the anticipated growth within the General Plan Area Sphere of Influence of neighboring communities. Construction of the proposed Project is planned to commence in the fall/ winter of 2012. The replacement of the Claribel Road bridge over the Modesto Irrigation District (MID) Lateral No. 6 may require a two-season build due to irrigation schedules. Utility relocations may occur in 2014.

The project area includes approximately 2.1 mi of the Claribel Road corridor from just east of Oakdale Road to McHenry Avenue, 0.25 mi of Coffee Road north and south of Claribel Road, and 0.1 mi of Oakdale Avenue south of Claribel Road (Figure 1, Figure 2). Primary improvements include widening Claribel Road from two lanes to four lanes, signaling the intersection at Coffee Road, replacing a bridge crossing the MID Lateral No. 6, reconfiguring the lane striping at the intersection at Oakdale Road, and constructing Class I bike lanes along both the north and south sides of the Claribel Road corridor. The Project will relieve existing traffic congestion and accommodate future regional growth.

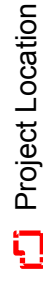
The Project is included as a Tier 1 roadway project in the 2011 Stanislaus Council of Governments (StanCOG) Regional Transportation Plan (RTP). Funding sources for the proposed Project include the Congestion Mitigation and Air Quality Improvement (CMAQ) program, Statewide Transportation Improvement Program (STIP), and County Transportation Improvement Program (CTIP).

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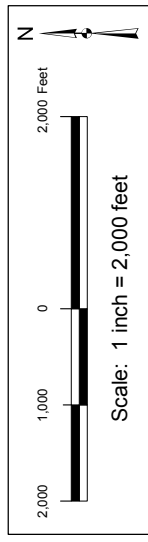


**Claribel Road Widening Project
Stanislaus County, CA
4 April 2012**

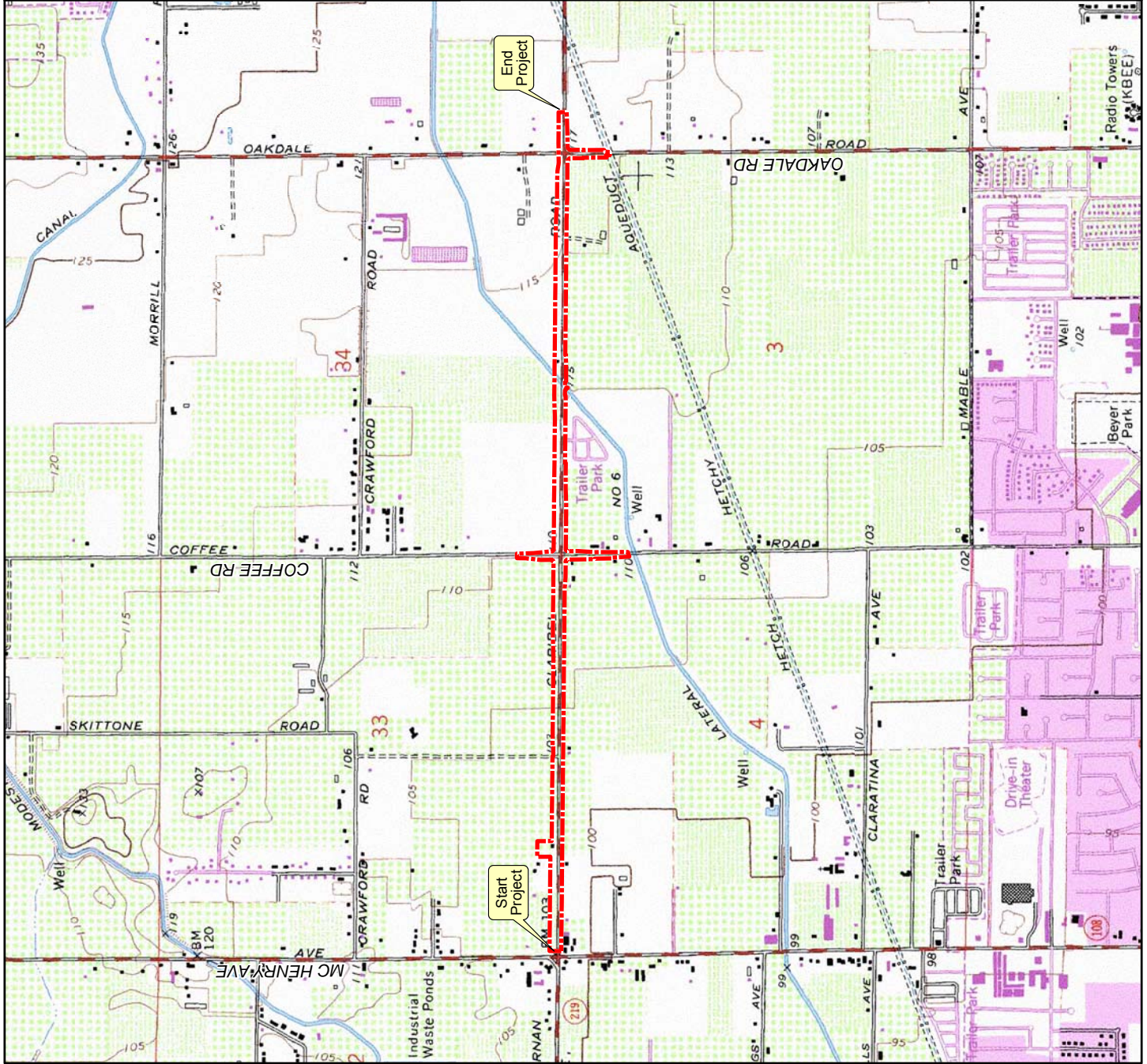
Figure 1. Project Location Map



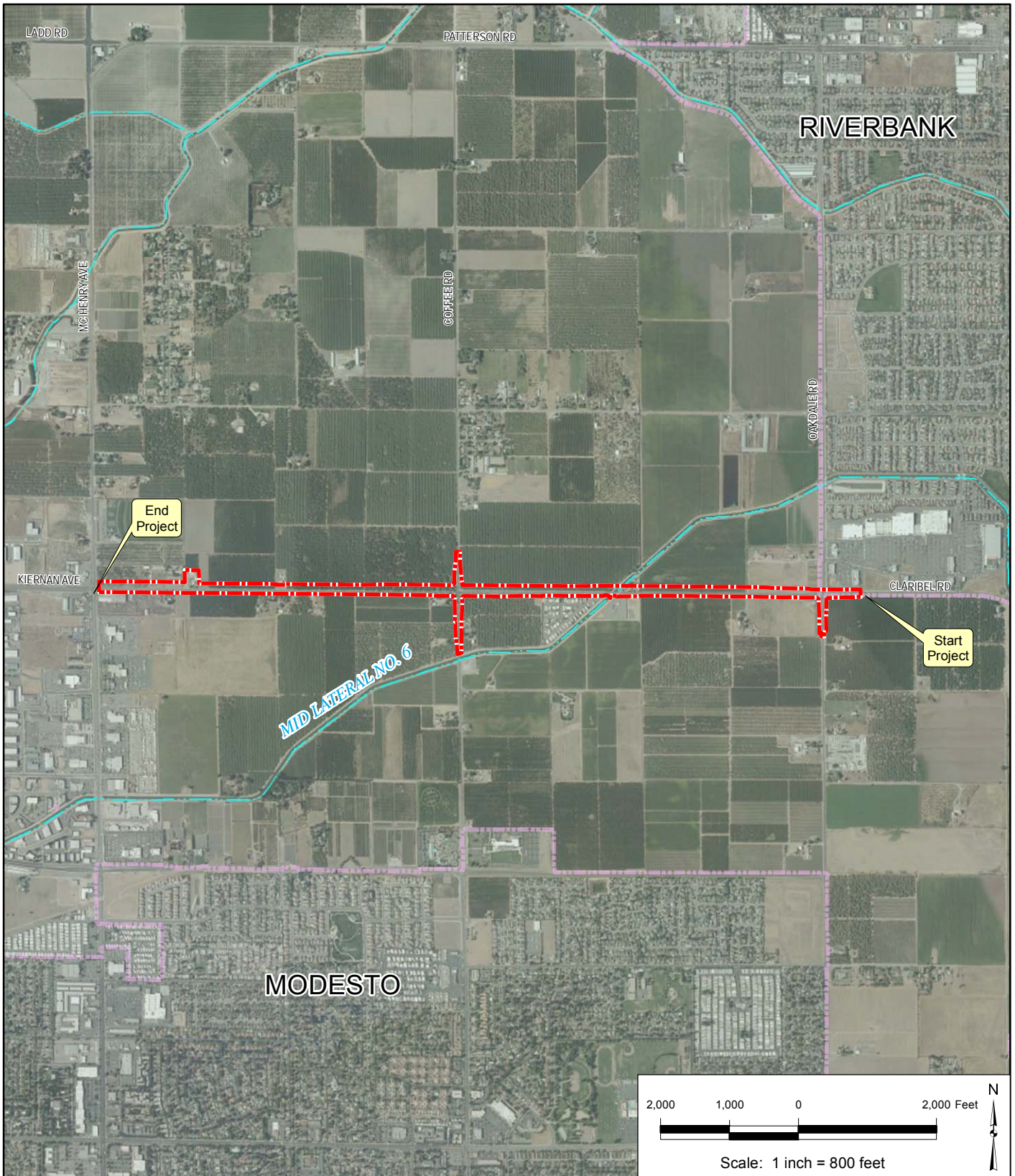
Project Location



USGS Quadrangle: Riverbank, CA (Revised 1987)
 o_sw0201.sid
 7.5 Minute (C) Series, Albers Nad83 Mosaics (MrSID),
 CASIL California USGS Digital Raster Graphics (DRG)






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Claribel Road Widening Project
 Stanislaus County, CA
 4 April 2012

Figure 2. Aerial Photograph

-  Project Location
-  City Limits
-  Creeks and Canals

Aerial Photograph: 15 January 1999
 I-cubed World 1999 Satellite Imagery - eSAT
 ESRI Imagery Basemap layer

Creeks & Canals:
 USGS NHD Flowlines
 NHD Geodatabase
 NHDH_21005.gdb (2 June 2010)

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1.2 Purpose and Need

1.2.1 Purpose

The purpose of the Project is to improve the Claribel Road corridor to accommodate west-east interregional traffic between the cities of Riverbank, Modesto, Oakdale and greater Stanislaus County to State Route 108 (SR, McHenry Avenue). The Project purposes include:

1. Relieve existing traffic congestion and delay
2. Accommodate future traffic
3. Promote non-motorized modes of transportation

1.2.2 Need

The following “need” statements correspond to the project purpose:

1. The proposed Project is needed to relieve existing traffic congestion within this regional corridor which serves the residents and businesses within the General Plan Sphere of Influence Area of neighboring communities. Furthermore, capacity and Level of Service at Coffee Road intersection is not met at the existing conditions resulting in traffic delays. See for discussion below.
2. The proposed Project is needed to accommodate future traffic. Currently the existing two-lane rural road (Claribel Rd.) is approaching capacity due to high traffic volumes, resulting in traffic congestion. See discussion below.
3. The proposed Project is needed because currently there are no formal bike lanes on Claribel Road within the project area. This is a potential safety hazard to bicyclists using the Project corridor.

1.2.3 Independent Utility and Logical Termini

FHWA regulations (23 CFR 771.111 [f]) require that the action evaluated in the EA or finding of no significant impact (FONSI) shall have independent utility, logical termini, and not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. FHWA defines logical termini as “rational end points for a transportation improvement and review of environmental impacts.” Independent utility means that a project must “be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made”.

The Project end points are logical termini for the Project given the existing conditions in the project segment of Claribel Road and the ongoing and planned transportation projects listed in Section 2.1.1.1. The proposed Project would be usable, and meet the project purpose if no additional transportation improvements in the area are made. The Project has independent utility. The proposed Project does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements in the area.

1.3 Project Description

This section describes the proposed action and the design alternatives that were developed to meet the identified need through accomplishing the defined purpose, while avoiding or minimizing environmental impacts. The proposed Project is needed to improve this regional corridor to accommodate existing residents and businesses within the General Plan Sphere of Influence Area of neighboring communities. The purpose of the Project is to improve the Claribel Road corridor to accommodate west-east interregional traffic between the cities of Riverbank, Modesto, Oakdale and greater Stanislaus County to State Route 108. The County has incorporated environmental protection measures into the project design and is committed to implementing these measures to reduce potential project impacts. Project Environmental Protection Measures are listed in Appendix D.

After comparing and weighing the benefits and impacts of all of the feasible alternatives, the Stanislaus County Department of Public Works has identified the Proposed Build Alternative as the Locally Preferred Alternative, subject to public review. Final identification of a preferred alternative will occur after the public review and comment period.

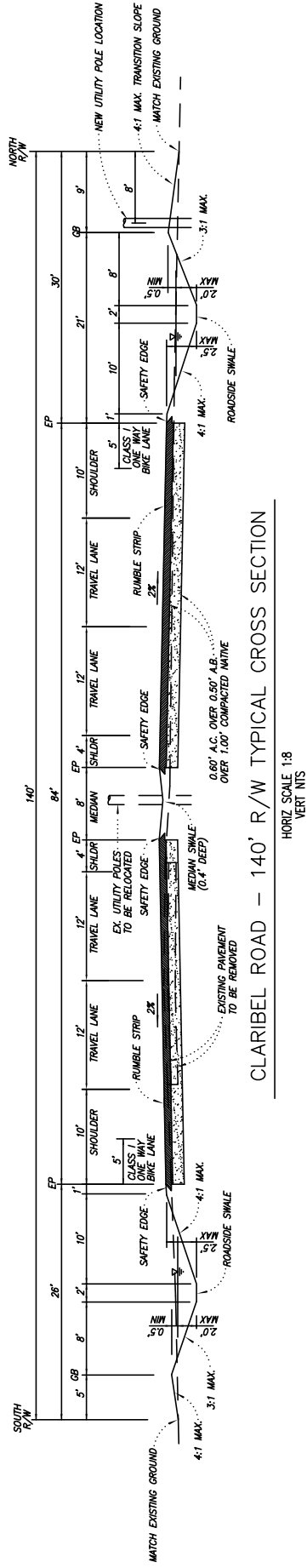
After the public circulation period, all comments will be considered, and a final determination of the project's effect on the environment will be completed. In accordance with CEQA, if no unmitigable significant adverse impacts are identified, Stanislaus County will prepare a Mitigated Negative Declaration. Similarly, if Caltrans determines the action does not significantly impact the environment, Caltrans, as assigned by FHWA, will issue a Finding of No Significant Impact (FONSI) in accordance with NEPA.

1.3.1 Alternatives

1.3.1.1 Proposed Build Alternative

The Proposed Build Alternative considers widening the Claribel Road corridor from 2-lanes to 4-lanes with bike lanes and intersection improvements at the Claribel Road/Coffee Road and Claribel Road/Oakdale Road intersections (Figure 3).

Figure 3. Proposed Project Typical Cross Section



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Major features of the Proposed Build Alternative include the following and would increase the LOS from the existing E/F to C in 2035.

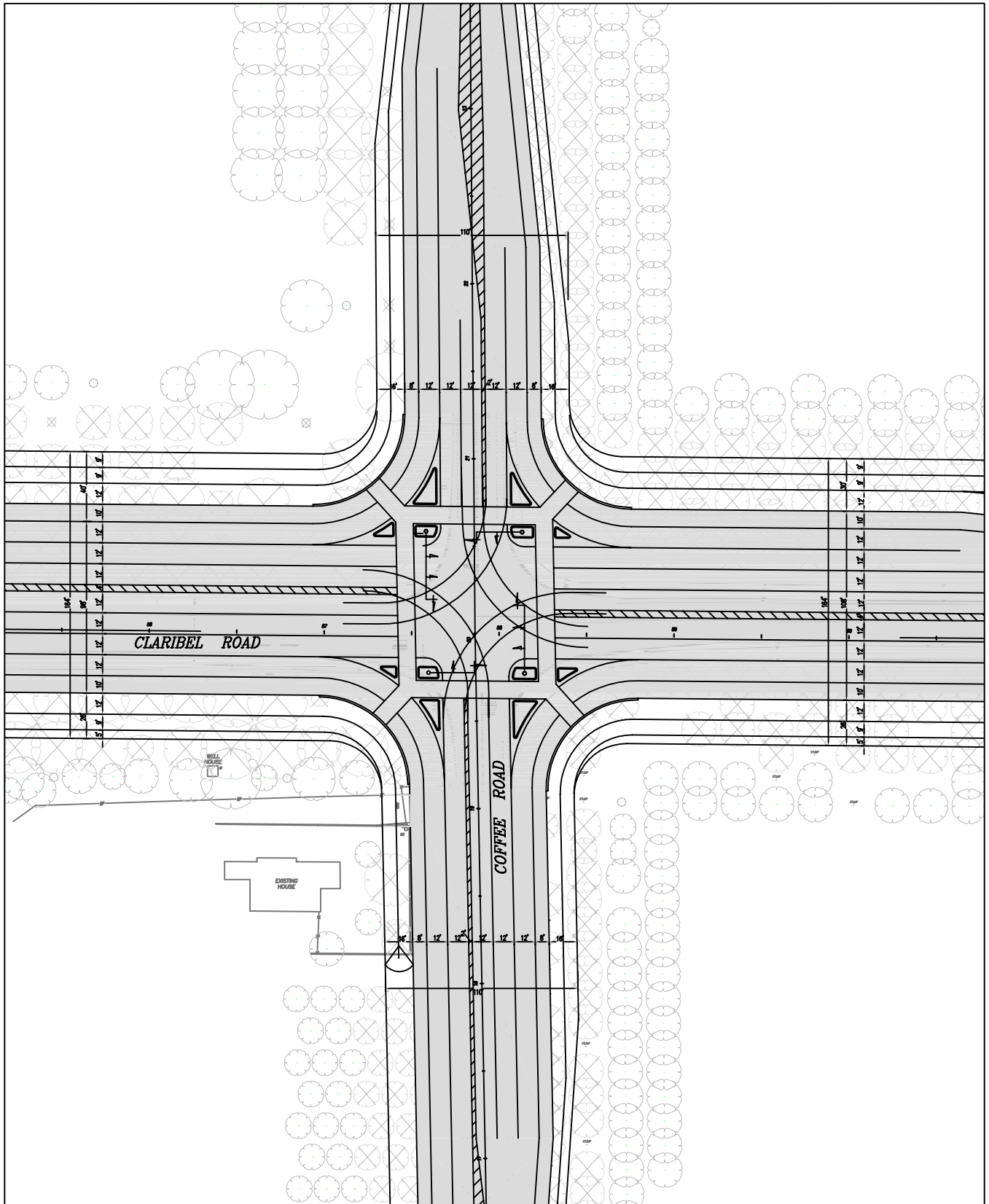
- Addition of one travel lane in each direction.
- Improvements to be skewed to the north to avoid impacts to the Modesto Irrigation District (MID), Claribel Station (electrical sub-station) and the Morningside Mobile Park.
- Construction of Class I bike lanes on both the north and south sides of Claribel Road.
- Construction of roadside swales along the north and south sides of Claribel Road.
- Replacement of the existing Claribel Road bridge over the Modesto Irrigation District (MID) lateral with a culvert/ siphon.
- Construction of an unpaved center median.
- Signalization of the Claribel Road/Coffee Road Intersection

Additional improvements to the Coffee Road intersection would include one through lane in each direction and a left turn lane and right turn lane in each direction on Coffee Road (Figure 4). Claribel Road would have two through lanes in each direction and a left turn lane and right turn lane in each direction. Improvements to the Coffee Road intersection would increase the LOS from F to B in 2035.

Improvements to the Oakdale Road intersection would require reconfiguration of the lane striping with minimal construction activity. Claribel Road would have one through lane, one left turn lane, and one combined through/right turn lane for eastbound traffic and two through lanes, one left turn lane, and use of the existing right turn lane for westbound traffic. Oakdale Road would have one through lane, one left turn lane, and one combined through/right turn lane for northbound and southbound traffic. The final corridor alignment would consider utility relocation.

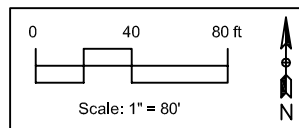
The Proposed Build Alternative would require right of way (ROW) acquisition. The majority of the ROW will be acquired from the properties north of Claribel Road. Final ROW width along Claribel Road corridor within the project area would range from approximately 130 ft to 160 ft.

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Claribel Road Widening Project
 Stanislaus County, CA
 4 April 2012

Figure 4. Proposed Claribel Road and Coffee Road Intersection Improvements



Basemap: Claribel Road Improvement Project
 35% Plans (10 November 2011 -
 9732_base_2BikePaths.dwg & 9732_topo.dwg
 by Stanislaus County Dept. of Public Works

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1.3.1.2 No-Build Alternative

With no improvement to the Claribel Road corridor or the intersections of Claribel Road/ Coffee Road and Claribel Road/ Oakdale Road, the existing traffic demand exceeds capacity of the corridor and intersections. LOS would remain at LOS E/ F for Claribel Road and at LOS F for the Claribel Road/ Coffee Road intersection. This situation would further worsen with future traffic growth, and, as a result, decrease efficiency and safety, and likely increase the collision rate. This alternative will not meet the purpose or need identified for the Project.

1.4 Alternatives Considered but Eliminated from Further Discussion

A 6-lane Claribel Road corridor with a bike lane alternative was also evaluated. Improvements at the Oakdale Road and Coffee Road intersections would be similar to The Proposed Build Alternative. In addition to the shared Claribel Road improvements listed above, this alternative would include the addition of two travel lanes in each direction. Although a 6-lane corridor would increase the LOS on Claribel Road even further, there is no need to improve the corridor to six lanes because the Proposed Build Alternative sufficiently accommodates traffic at an acceptable LOS in the 20-year design life of the Project, with or without the NCC. The 6-lane corridor would also require more ROW acquisition than the 4-lane, resulting in additional impacts to adjacent farmland and residential housing. Furthermore the 6-lane alternative is inconsistent with the current StanCOG Regional Transportation Plan.

1.5 Cost Estimate and Funding Sources

The estimated Project costs are summarized below.

- Engineering Design – \$1.2 million
- Right of Way – \$3.0 million
- Construction – \$11.2 million
- Total Estimated Cost – \$15.4 million

Funding for the proposed project come from the following federal, state, and local sources:

- Federal:
 - Congestion Mitigation Air Quality (CMAQ) - \$1 million (Signal Design and Construction)
- State
 - Proposition 1B Corridor Mobility Improvement Accounts (CMIA) - \$6.3 million (Construction)
 - State Transportation Improvement Program (STIP) – \$4.09 million (Construction)
- Local
 - Regional Transportation Improvement Funds (RTIF)/Public Facility Fees (PFF) - \$4 million (Design and Construction)

1.6 Schedule

The projected Project schedule is outlined below:

- Environmental Phase Completion: May 2012
- Right of Way: May 2012 – July 2012
- Construction
 - Start in winter 2012/ 2013
 - Complete in November 2013

1.7 Permits and Approvals Needed

The following permits, reviews, and approvals would be required for project construction:

Agency	Permit/Approval	Status
State Water Resources Control Board	Section 402 of the Clean Water Act: Statewide General Permit (NPDES) for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 2009-0009-DWQ)	Application to be submitted after IS/EA circulation.

Chapter 2. Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

As part of the scoping and environmental analysis conducted for the project, the following environmental issues were considered but no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in this document.

Forest Resources: Forest resources do not occur within the project area and are not discussed further in this document. Farmlands occur within the project area and are discussed further below.

Mineral Resources: The Project is not located in a mineral-producing area.

Public Services: The Project does not require the provisioning of new or physically altered governmental facilities.

Geology and Soils: No earthquake faults are delineated in central Stanislaus County on the Alquist-Priolo Earthquake Fault Zoning Map. The widened road will be constructed over engineered soils on level ground. The Project will not expose people to substantial adverse effects of seismic ground shaking, seismic-related ground failure, liquefaction, landslides, lateral spreading, subsidence, or collapse. The Project does not involve the use of septic tanks or alternative waste water disposal systems.

The Project will disturb topsoil during construction. Soils will be stabilized during construction according to the requirements of the Project's Stormwater Pollution Prevention Plan (SWPPP).

Parks and Recreation: The Project does not propose new or altered recreational facilities. No recreational facilities occur within the project area, and the Project would not increase the use of existing recreational facilities in the region. Recreational facilities are not discussed further in this document. The Project does propose Class I bike lanes on both the north and south sides Claribel Road. Bicycle facilities are evaluated in the transportation and traffic section.

2.1 Human Environment

A Community Impact Assessment (CIA) report was prepared for the proposed Project and approved in February 2012. The CIA analyzed the community within the project area, and identified social and economic effects of the proposed project. A wide range of community issues was examined in the CIA, including land use consistency and growth inducement, traffic patterns, environmental justice, relocation, farmland, and pedestrian and bicycle facilities.

2.1.1 Land Use

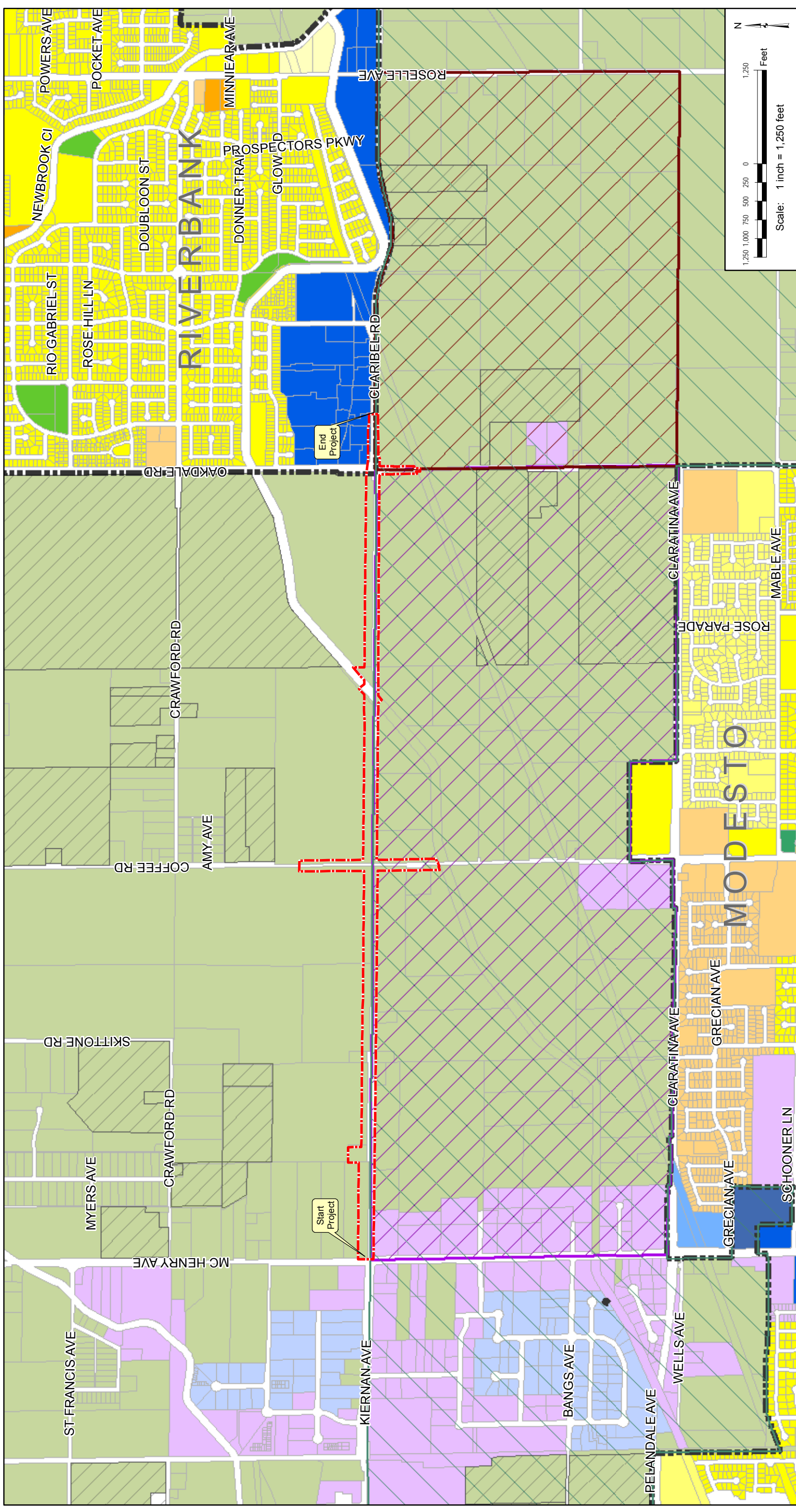
The Project is located in north-central Stanislaus County, southwest of the City of Riverbank and north of the City of Modesto. The eastern corner of the project area is located within the incorporated limits of Riverbank, and Claribel Road is located within the Sphere of Influence of the City Modesto.

2.1.1.1 Affected Environment

A CIA report was prepared for the proposed Project and approved in February 2012. The CIA was used in the preparation of land use section. The area to the northeast of the Project is located within the City of Riverbank and is heavily urbanized. The area near the Claribel Road/McHenry Road intersection supports a mix of industrial and commercial land uses. A mobile home park is located adjacent to the Modesto Irrigation District Lateral No.6, south of Claribel Road. The primary land use in and around the project area is agricultural, with scattered rural residential and farm-related structures. Figure 5 shows the existing land use and zoning designation in and adjacent to the project area. Current and Planned Development Projects in the vicinity of the project area are listed in Table 1. Transportation project are discussed in more detail below.

Table 1. Planned Development Projects in the Vicinity of the Project.

Name	Jurisdiction	Proposed Uses	Status
North County Corridor (NCC)	Caltrans and Stanislaus County	A new 25-mi corridor for SR 108 from SR 99 in the vicinity of Kiernan Avenue to a location on SR 120, approximately six miles east of the City of Oakdale.	Public outreach and technical studies continue for NCC. Project alternatives are being evaluated.
SR 219/Kiernan Avenue Widening	Caltrans	Widening SR 219 from SR 99 to SR 108/McHenry Avenue.	Phase 1 construction complete. Phase 2 scheduled for 2012.
SR 99/ SR 219 (Kiernan Avenue) Interchange	Caltrans and Stanislaus County	Reconstruct the existing SR 99/SR 219 interchange.	Preliminary engineering and environmental phases are complete. Funding applications have been made.
McHenry Avenue Widening	Stanislaus County	Widen McHenry Ave from Ladd Rd to Hogue Rd as one project. Partner with San Joaquin County to replace the Stanislaus River bridge and widen south to Hogue Rd	Preliminary engineering and technical studies are being prepared.
Tivoli Specific Plan	City of Modesto	454-ac residential, commercial, professional offices, parks, and a school development.	Environmental approved in 2008. Annexed by City of Modesto in 2008. No site-specific development plans or applications submitted as of January 2012.
Crossroads at Riverbank	City of Riverbank	Commercial/retail center on the northeast corner of Claribel/Oakdale intersection	Approved. The center is approximately 60% built out with additional development in the future. No current development applications.
Riverbank Army Ammunition Plan (former)	City of Riverbank	Redevelopment of a former 146-ac military site as mixed-industry commercial park.	The Base Reuse Plan was prepared in 2009. A Specific Plan and EIR are in preparation.



Claribel Road Widening Project
 Stanislaus County, CA
 5 April 2012

Figure 5. Existing Land Use and Zoning Map

Project Study Area (54.5 ac)

- Williamson Act Parcels (2009); none in PSA
- City of Modesto Sphere of Influence
- Roselle-Claribel Comprehensive Planning District
- Hetch Hetchy Comprehensive Planning District
- City Limits

City of Riverbank Zoning

- Highway Commercial
- Rural to Low Residential
- Single Family Residential
- Neighborhood Residential
- Multiple Family Residential
- Park

City of Modesto Zoning

- C-3: Highway Commercial Zone
- P-D: Planned Development Zone
- P-O: Planned Office Zone
- P-SP: Planned Specific Plan
- R-1 and R-2: Low to Medium Residential Zone
- SP-C-3: Specific Plan, Neighborhood Commercial Zone
- SP-C-3: Specific Plan, Highway Commercial Zone
- SP-R-1: Specific Plan, Low-Density Residential Zone

Stanislaus County Zoning

- A-2: General Agricultural District
- P-D: Planned Development District
- P-I: Planned Industrial District

Zoning Info:

- City of Modesto's Zoning Codes and Public GIS System
<http://gis.modestogov.com/gis/>
- City of Riverbank Web-Based GIS Application (Public)
<http://gis.riverbank.org/home/index.aspx>
- Stanislaus County Code Title - 21 - Zoning Ordinance
<http://gis.staniscounty.com/giscentral>
- Stanislaus County GIS Data - Zoning Layer
<http://gis.staniscounty.com/giscentral>
- Williamson Act Info: Stanislaus County GIS
<http://gis.staniscounty.com/giscentral>
- Parcel Data (27 May 2009)

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Parcels within the project area are designated as A-2-40 (general agriculture, 40-acre minimum) north of Claribel Road and A-2-10 (general agriculture, 10-acre minimum, urban transition) south of Claribel Road. The area south of Claribel Road is located within the City of Modesto Sphere of Influence and is included in the Hetch Hetchy Comprehensive Planning District and the Roselle-Claribel Comprehensive Planning District. These areas are planned for urban expansion in the form of “village residential” and commercial centers. See section below for further discussion of these Comprehensive Planning Districts.

Stanislaus County has experienced significant population growth over the past decade. The overall county population increased from approximately 447,000 people in 2000 to 518,000 in 2011 (16% increase; California Department of Finance 2010 & 2011). During this period, Modesto’s population increased from approximately 189,000 in 2000 to 202,000 in 2011 (7% increase), and Riverbank’s population increased from approximately 16,000 in 2000 to 23,000 in 2011 (44% increase; California Department of Finance 2010 & 2011). The City of Modesto 2008 general plan anticipates further growth within the City’s planning area over the next 20 years, with an estimated 334,000 to 357,000 people in the City’s Sphere of Influence by 2030 (City of Modesto 2008).

The project occurs along the northern border of Modesto’s Sphere of Influence, and the area south of Claribel Road occurs within Modesto’s Planned Urbanizing Area (PUA). The 19,500-acre PUA includes land that is predominantly flat, vacant or agriculturally developed, and minimally served with urban services and infrastructure (City of Modesto 2008). New development within the Modesto Sphere of Influence is expected to be concentrated within the PUA as the City’s population increases. Development of the PUA is expected to occur in a comprehensively planned manner by 2025 (City of Modesto 2008).

The following local and regional land use plans were reviewed:

- *Stanislaus Council of Governments 2011 Regional Transportation Plan*
- *Stanislaus Council of Governments 2011 Federal Transportation Improvement Program*
- *Stanislaus County General Plan, 1994, last updated in April 2010*
- *City of Riverbank General Plan, 2005–2025*
- *City of Modesto 2008 Urban Area General Plan*
- *Master Environmental Impact Report for the City of Modesto 2008 Urban Area General Plan*
- *City of Modesto 2006 Non-Motorized Transportation Master Plan*

Stanislaus Council of Governments (StanCOG): The Project was included in the regional emissions analysis conducted by StanCOG for the conforming 2011 Regional Transportation Plan (RTP, StanCOG 2010b). The project’s design concept and scope have not changed from what was analyzed in the 2011 RTP. Appendix M-1 of the RTP described the Project as “widen to 5” lanes. The Project is also included in, and is consistent with, StanCOG’s 2011 Federal Transportation Improvement Program (StanCOG 2010a).

Stanislaus County: The Stanislaus County General Plan, Circulation Element (Stanislaus County 2006) guides future growth in the county. Its goals, policies, and implementation measures are used to direct development within the unincorporated areas throughout the county. Circulation policies related to the Project include the following:

- **Policy 2:** Circulation systems shall be designed and maintained to promote safety and minimize traffic congestion.
- **Policy 4:** The circulation system shall provide for roads in all classifications (Freeway, Expressway, Major, Collector, Local, Minor and Private) as necessary to provide access to all parts of the County and shall be expanded or improved to provide acceptable levels of service based on anticipated land use.
- **Policy 6:** The County shall strive to reduce motor vehicle emissions and vehicle trips by encouraging the use of alternatives to the single occupant vehicle.
- **Policy 7:** Bikeways and pedestrian facilities shall be designed to provide reasonable access from residential areas to major bicycle and pedestrian traffic destinations such as schools, recreation and transportation facilities, centers of employment, and shopping areas.
- **Policy 9:** The County shall promote the development of inter-city and interregional transportation facilities that more efficiently moves goods and freight within and through the region.

The Project is designed to promote safety, minimize traffic congestion, and provide an acceptable level of service (Policies 2 & 4). The Project provides Class I bike lanes on both the north and south sides of Claribel Road, which encourages the use of alternatives to the single-occupant vehicle to destinations within and surrounding the project area (Policies 6 & 7; see further discussion of the bike lane in the City of Modesto section below). The Project enhances traffic flow on Claribel Road, an interregional transportation facility (Policy 9). Improving the transportation corridor along Claribel Road is consistent with the goals and policies of the Stanislaus County General Plan and will assist the County in achieving its long-range vision for the region.

City of Modesto: The project is not located within the incorporated area of the City of Modesto. However, the northern border of the City of Modesto Sphere of Influence is located along Claribel Road within the project area. Thus, the southern portion of the project area is located within the City of Modesto Planned Urbanizing Area, which forms the outer perimeter of the City's General Plan area. Future projects in the Planned Urbanizing Area are guided by focused policies in the form of Comprehensive Planning Districts. Development sequencing in the Planned Urbanizing Area is guided by the policies of this General Plan and two voter initiatives, Measures A and M. The Planned Urbanizing Area is expected to absorb substantial urban development in a comprehensively planned manner.

The portion of the Project located south of Claribel Road and west of Oakdale Avenue is located within the City of Modesto's Hetch Hetchy Comprehensive Planning District. This approximately

960-acre planning district proposes predominantly village residential uses, with a smaller area of regional commercial use. Implementing the vision of this planning district will require the elimination of most or all of the existing agricultural lands in the district area, including all of the land south of Claribel Road and west of Oakdale Avenue within the Project area. Improving the transportation corridor along Claribel Road is consistent with the vision for this planning district.

The portion of the Project located south of Claribel Road and east of Oakdale Road is located within the City of Modesto's Roselle-Claribel Comprehensive Planning District. This approximately 1,620-ac planning district is intended to create a mixed-use, pedestrian-oriented community. In addition, a business park is proposed adjacent to the Burlington Northern–Santa Fe Railroad. Implementing the vision of this planning district will require the elimination of most or all of the existing agricultural lands in the district area, including all of the land south of Claribel Road and east of Oakdale Avenue within the Project area. Improving the transportation corridor along Claribel Road is consistent with the vision for this planning district.

The Modesto Non-Motorized Transportation Master Plan (City of Modesto 2006) identifies a Class I bike lane along Claribel Road as a high priority project. As described in the Plan, the lane would extend from Highway 99 to the west and Claus Road to the east and would connect with other proposed non-motorized facilities where Kiernan Avenue/ Claribel Road intersects with the Virginia Corridor Trail, the Hetch-Hetchy Trail, Tully Road, Coffee Road, and Oakdale Road. By providing two Class I bike lanes, one on the north side and one on the south side of Claribel Road, from McHenry Avenue to Oakdale Road, the Project is consistent with the vision for the Claribel Road corridor identified in the Plan.

City of Riverbank: The eastern portion of the Project, north of Claribel Road and east of Oakdale Avenue, is located within the incorporated area of the City of Riverbank. The entire portion of the project area north of Claribel Road is also located within the greater Riverbank Planning Area, as defined in the City of Riverbank General Plan, 2005–2025. The only Project activity that will occur within the Riverbank city limits is the reconstruction of the Claribel Road/Oakdale Avenue intersection. The intersection reconstruction will improve traffic flow at the intersection and is consistent with City of Riverbank goals and policies. The portion of the project within the greater Riverbank Planning Area is shown on Figure LAND-4 of the City's General Plan. This figure identifies planned land use within and adjacent to the project area as civic, medium-density residential, lower-density residential, community commercial, and infill opportunity areas. Agriculture is not a planned land use within or adjacent to the project area. Improving the transportation corridor along Claribel Road, including widening the corridor into existing agricultural lands, is consistent with the vision for the Riverbank Planning Area.

Several regional transportation projects currently being planned or constructed are described briefly below. These projects are considered here due to their potential effect on the development of Claribel Road Widening Project.

- **North County Corridor Project (NCC):** The NCC proposes a new 25-mile corridor for SR 108 to provide a high capacity, west-east roadway that will meet future traffic projections, improve safety, accommodate multi-modal travel, provide interregional transportation and regional connectivity, accommodate planned economic growth, and reduce projected vehicle emissions. The NCC route would start in northern Stanislaus County from a location on SR 99 in the vicinity of Kiernan Avenue to a location on SR 120, approximately six miles east of the City of Oakdale.

- **SR 219/Kiernan Avenue Widening Project:** SR 219 is currently under construction by Caltrans for improvements from SR 99 east to McHenry Avenue. Phase 1 of the project includes the widening of SR 219 from SR 99 to the Dale Road intersection. Phase 1 began construction in 2008 and was completed in 2010. Phase 2 of this project includes the widening of SR 219 from the Dale Road intersection to the McHenry Avenue intersection. Phase 2 of the project is scheduled to begin construction in the spring of 2012. The Caltrans District 10 State Route 219 Corridor System Management Plan, dated September 2008, states that the Claribel Road Widening Project is one of the projects that will ease traffic on SR 219 and preserve a west-east corridor for eastern Stanislaus County.

The SR 219/Kiernan Avenue Widening Project includes the SR 108/McHenry Avenue intersection. SR 219 is on the west side of McHenry Avenue intersection; Claribel Avenue is on the east side. The SR 219 improvements to the McHenry Avenue intersection extend north and south on McHenry Avenue and east onto Claribel Road. The SR 219 improvements on Claribel Road are not part of Stanislaus County's Claribel Road Widening project. East of the McHenry Avenue intersection for approximately 1,600 feet, the SR 219 project will widen Claribel Road to two eastbound lanes and one westbound lane. The improvements transition into the existing, two-lane Claribel Road by approximately 2,600 feet east of the McHenry Avenue intersection.

The SR 219 Widening project will construct a storm water detention basin on APN 074-015-014 on the north side of Claribel Road, which is approximately 180 feet east of the McHenry Avenue intersection. Caltrans has acquired the needed ROW from APNs within the SR 219/Kiernan Avenue Widening Project area. The Claribel Road Widening Project described in this document will not acquire additional ROW from the parcels addressed by the SR 219 project.

- **McHenry Avenue Widening:** Stanislaus County is also planning the widening of McHenry Avenue with two separate projects. The first project includes the widening of McHenry Avenue from Ladd Road to Hogue Road. The second project is the McHenry Avenue Bridge at Stanislaus River project that would replace the bridge over the Stanislaus River. Each of these projects includes the accommodation of Class II or Class III bicycle facilities. Stanislaus County is currently partnering with San Joaquin County in completing the replacement of the Stanislaus River Bridge. These two projects will also aid in relieving traffic congestion along this northern corridor in Stanislaus County.
- **Highway 99/Kiernan Avenue Interchange:** Stanislaus County, in cooperation with Caltrans District 10, proposes to reconstruct the SR 99/ SR 219 (Kiernan Avenue) interchange in the community of Salida. This project will help to alleviate traffic congestion, improve operations, and increase the capacity of the interchange. The region is experiencing increased growth, which will lead to higher traffic volumes on the existing facility in the near future.

2.1.1.2 Environmental Consequences

The proposed project is consistent with all applicable local and regional land use planning documents as discussed above. The Project is not located in the Coastal Zone and does not involve any features identified as Wild and Scenic Rivers. Stanislaus County does not have a habitat conservation plan. No land use changes are proposed with this project.

2.1.1.3 Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization, and/or mitigation measures are not required.

2.1.2 Growth

2.1.2.1 Regulatory Setting

The Council on Environmental Quality (CEQ) regulations, which established the steps necessary to comply with the National Environmental Policy Act of 1969, require evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 CFR 1508.8, refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The California Environmental Quality Act (CEQA) also requires the analysis of a project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents "...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

2.1.2.2 Affected Environment

A CIA report was prepared for the proposed Project and approved in February 2012. The CIA was used in the preparation of the growth section. Growth inducement is defined as the relationship between the proposed transportation project and growth within the project area. This relationship is often difficult to establish with a high degree of precision and is sometimes looked at as either one of facilitating planned growth or inducing unplanned growth. Both types of growth, however, must be evaluated because they will each have varying degrees of beneficial and adverse effects.

A highway project can induce unplanned growth by removing existing constraints to growth (e.g., eliminating congestion) or by directly promoting growth (e.g., providing access to previously inaccessible sites). In assessing the potential growth inducement of this project, it is important to distinguish growth induced by the Project beyond that already anticipated and planned for by local community planners. The Caltrans Environmental Handbook Volume 4: Community Impact Assessment contains a planner's checklist to assist in the evaluation of growth inducing effects of a project. This checklist is provided below, with Project-specific responses.

- a. *Will the project attract more residential development or new population into the community or planning area?*

No. Continued population growth in Modesto and the County is expected. Growth forecasts developed by the Stanislaus Council of Governments (the designated Regional Transportation Planning Agency for Stanislaus County) indicate that population growth will occur. In 2006, the population of Stanislaus County was approximately 511,622. Projections indicate that the population of Stanislaus County could grow to 722,766 by 2030 (StanCOG 2010c).

Likewise, Modesto is planning for growth in its 2008 General Plan. Modesto plans to expand its infrastructure and public services, decreasing congestion and improving community safety. Growth will occur in the area surrounding the Project if the Project were built or not.

b. Will the project encourage the development of more acreage of employment generating land uses in the area (such as commercial, industrial or office)?

No. See response to Question 1 above.

c. Will the project lead to the increase of roadway, intersection, sewer, water supply, or drainage capacity?

Yes. The project will lead directly to an increase in roadway and intersection capacity.

If yes, would it be beyond that projected or planned for in the local general plan?

No. See response to Question 1 above.

d. Will the project encourage the rezoning or reclassification of lands in the community general plan from agriculture, open space or low density residential to a more intensive land use?

No. The Project proposes to widen approximately 2.1 mi of an existing 2-lane road to 4 lanes to accommodate existing and projected growth. The Project is compatible with the existing agricultural and rural residential land uses in the area and will not encourage the rezoning or reclassification of lands to a more intensive land use.

e. Is the project not in conformance with the growth related policies, goals or objectives of the local general plan or the area growth management plan? Or, is it in conflict with implementation measures contained in the area's growth management plan?

No. The Project conforms to the growth related policies of the surrounding communities and County.

f. Will the project lead to the intensification of development densities or accelerate the schedule for development or will it facilitate actions by private interests to redevelop properties within two miles of an existing or future major arterial roadway or within four miles of a limited access highway interchange?

No. Currently the local planning policy and zoning activities are being implemented.

g. Will the project measurably and significantly decrease home to work commuter travel times to and from or within the project area (more than 10% overall reduction or five minutes or more in commute time savings)?

No available data.

h. Is the project directly related to the generation of cumulative effects as defined by CEQA guidelines?

No. The effects of the cumulative development in the planning area will not exceed the planned limits for growth in the local community plans.

2.1.2.3 Environmental Consequences

The results of the analysis above indicate that the Project would not attract new development, that the Project is consistent with the planning assumptions in the area, and that no land use changes are proposed with this project. The Project would not be a causal factor in inducing growth within the project area.

2.1.2.4 Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization, and/or mitigation measures are not required.

2.1.3 Farmlands

2.1.3.1 Regulatory Setting

The National Environmental Policy Act (NEPA) and the Farmland Protection Policy Act (FPPA, 7 USC 4201-4209; and its regulations, 7 CFR Part 658) require federal agencies, such as FHWA, to coordinate with the Natural Resources Conservation Service (NRCS) if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. Projects where farmland may be adversely affected require the completion of the "Farmland Conversion Impact Rating for Corridor-Type Projects" Form (NRCS-CPA-106). The rating form provides a basis for assessing the extent of farmland impacts relative to federally established criteria. For purposes of the FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance.

The California Environmental Quality Act requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to deter the early conversion of agricultural and open space lands to other uses.

The Stanislaus County General Plan (Open Space and Conservation Element and Agricultural Element) contains goals and policies relating farmland/ agriculture include.

2.1.3.2 Affected Environment

A CIA report was prepared for the proposed Project and approved in February 2012. The CIA was used in the preparation of the farmlands section. Agriculture is the leading industry in Stanislaus County, generating an annual gross value in excess of one billion dollars into the local economy. Stanislaus County consistently ranks among the top ten agricultural counties in the state and plays a major role in agriculture at the national level, based on market value of agricultural product sold (Stanislaus County 1994, CDFA 2010). Agricultural land use in Stanislaus County includes approximately 256,165 ac of Prime Farmland, 31,448 ac of Farmland of Statewide Importance, 81,368 ac of Unique Farmland, and 31,159 ac of Farmland of Local Importance (CDOC 2008). Agricultural land uses include livestock grazing; hay production; dairies; walnut; almond; and various fruit orchards; row crops; and nurseries.

In 1973, Stanislaus County adopted a new General Plan concept called urban transition. This designation was placed on property outside the city limits but within the city's general plan boundary. The purpose of the urban transition designation is to ensure that land remains in agricultural usage until urban development consistent with an incorporated jurisdiction's or unincorporated community's general plan designation is approved. Agricultural lands along the southern edge of the project area (south of Claribel Road) are designated as urban transition lands due to their proximity to the City of Modesto. Agricultural lands to the north of Claribel Road are not designated as urban transition lands.

2.1.3.3 Environmental Consequences

The Project would convert approximately 22.1 acres of prime and unique farmland to public right-of-way (ROW) in order to accommodate the increased width of the Claribel Road transportation corridor (Table 2). This represents approximately 0.006% of the farmable land in Stanislaus County. All ROW acquisition on agricultural parcels would occur immediately adjacent to the existing road corridor. No agricultural parcels would be bisected or otherwise rendered not viable for agricultural uses as a result of the Project. During the right of way acquisition phase farmers will be compensated for farmland acquired for the proposed Project.

Table 2. Farmland Conversion

Farmland Conversion by Alternative				
Alternatives	Land Converted (acres)	Prime and Unique Farmland (acres)	Percent of Farmland in County	Farmland Conversion Impact Rating
1	22.1	22.1	.006	140

Source: Form NRCS-CPA-106 (Farmland Conversion Impact Rating for Corridor-Type Projects).

To minimize impacts to existing single-family dwellings along the southern edge of Claribel Road, the majority of ROW acquisition will occur to the north of the existing ROW. Farmland to the north of Claribel Road is immediately outside the planning area of the Modesto Urbanized Area and is not considered urban transition land. Agricultural lands south of Claribel Road are within the Modesto Urbanized Area and are considered urban transition.

2.1.3.3.1 Farmland Protection Policy Act

The federal process to assess farmland impacts is guided by the provisions of the Farmland Protection Policy Act (FPPA), which calls for completing Form CPA-106 for linear transportation projects. In accordance with the instructions for CPA-106, sections I and III were completed and the form was sent to the NRCS office in the USDA Service Center in Modesto, CA. Upon receipt of the form, NRCS staff determined that the project area contains 22.1 acres of prime and unique farmland subject to the FPPA, completed sections II, IV, and V of the form, and returned the form to the County. After receiving the form from NRCS, sections VI and VII were completed, yielding a total corridor assessment value for the farmlands in the project area. A determination was then made whether the proposed conversion is consistent with the FPPA.

The farmlands in the project area received a total corridor assessment value of 141 points on Form CPA-106 (Appendix E). The farmland conversion guidance in Appendix C of the Caltrans Environmental Handbook, Volume 4, indicates that "sites receiving a total score of less than 160 points shall be given minimal level of consideration for protection and no further alternative analysis need be evaluated for farmland issues under the FPPA."

2.1.3.3.2 Existing Zoning and Williamson Act Lands

The Project will not conflict with existing zoning. Acquisition of ROW to widen an existing transportation corridor is consistent with the existing zoning on agricultural parcels within the project area. No agricultural lands within the project area are currently under Williamson Act contracts. The Project will have no effect on Williamson Act lands.

2.1.3.3.3 Stanislaus County General Plan

The Stanislaus County General Plan goals and policies that relate to farmland include the following:

Conservation/Open Space Element

Goal 3: *Provide for the long-term conservation and use of agricultural lands.*

- **Policy 10:** Discourage the division of land which forces the premature cessation of agricultural uses.
- **Policy 11:** In areas designated "Agriculture" on the Land Use Element, discourage land uses which are incompatible with agriculture.

The Project will not conflict with Policy 10 or 11. The Project does not restrict access to existing agricultural land or encourage the division of land that could force the premature cessation of agricultural uses. Likewise, a public transportation corridor is not a land use that is incompatible with agriculture.

Agricultural Element

Goal 1: *Strengthen the agricultural sector of our economy.*

Widening the Claribel transportation corridor will not conflict with the County's goal of strengthening the agricultural portion of its economy. The Project will not inhibit the County's efforts to market and promote local agriculture, nor will it prevent the County from supporting the development of agriculture-related uses. The Project will not prevent the County from enforcing the establishment of buffers and setbacks between agricultural lands and adjacent incompatible development. The Project will not interfere with the provisioning of adequate housing for farmworkers. The Project will not interfere with the County's efforts to provide agricultural education and technical assistance to local farmers to help them pursue new market opportunities and develop new products. The Project will not affect food safety or the use of pesticides. Lastly, the Project will not interfere with the County's objective to encourage regional coordination on agricultural issues in the Central Valley.

Goal 2: *Conserve our agricultural lands for agricultural uses.*

The Project will not interfere with the County's objective of encouraging continued participation in the Williamson Act. No lands under Williamson Act contracts are located within the project area. The Project will not affect the County's regulation of or involvement in the expansion of cities and unincorporated communities within the county limits. The Project will not inhibit the County's policy of encouraging high-density development and in-filling to preserve existing agricultural lands or of directing development away from the County's most productive agricultural areas. The "most productive agricultural area" designation does not apply to lands located within established spheres of influence. Lot-line adjustments related to ROW increase

associated with the Project will not materially decrease the agricultural use of adjacent parcels. ROW acquisition associated with the Project will not affect the economic viability of any agricultural parcels. The Project will not interfere with the County's ongoing efforts to assess and mitigate the impacts of farmland conversion. Lastly, the Project will not affect the impact of antiquated subdivisions created in the early part of the 1900s.

Goal 3: *Protect the natural resources that sustain our agricultural industry.*

The Project will not affect the availability of soil resources, high water quality, or clean air in the County. The Project will not interfere in the County's ongoing coordination efforts with the San Joaquin Valley Air Pollution Control District to control air quality. The Project will not interfere with water conservation efforts in the County. The Project will not interfere with the County's efforts to support local Resource Conservation Districts in their activities to support local agriculture.

In addition to the agricultural goals and policies discussed above, the Stanislaus County general plan also specifies buffer and setback guidelines for new or expanded development and mitigation program guidelines for residential development. The purpose of the buffer and setback guidelines is "to protect the long-term health of local agriculture by minimizing conflicts resulting from normal agricultural practices as a consequence of new or expanding nonagricultural uses approved in or adjacent to the A-2 (General Agriculture) zoning district." These guidelines apply to all projects requiring approval by a discretionary permit. The Claribel Road Widening Project is not a development project and does not require a discretionary permit from Stanislaus County. The County's buffer and setback guidelines do not apply to the Project. Likewise, the project is not a residential development project, and the County's farmland mitigation program guidelines do not apply to the Project. Potential project impacts to farmlands are less than significant.

2.1.3.4 Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization, and/or mitigation measures are not required.

2.1.4 Community Impacts: Community Character and Cohesion

2.1.4.1 Regulatory Setting

The National Environmental Policy Act of 1969 as amended (NEPA), established that the federal government use all practicable means to ensure that all Americans have safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 USC 4331[b][2]). The Federal Highway Administration in its implementation of NEPA (23 USC 109[h]) directs that final decisions regarding projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under the California Environmental Quality Act, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

2.1.4.2 Affected Environment

A CIA report was prepared for the proposed Project and approved in February 2012. The CIA was used in the preparation of the Community Character and Cohesion section. The area to the northeast of the Project is located within the City of Riverbank and is heavily urbanized. The area near the Claribel Road/McHenry Road intersection supports a mix of industrial and commercial land uses. A mobile home park is located adjacent to the Modesto Irrigation District Lateral No.6, south of Claribel Road. The primary land use in and around the project area is agricultural, with scattered rural residential and farm-related structures.

The Project is located in a rural setting. No urban neighborhoods occur within or immediately adjacent to the project area. No community facilities, services, or schools are located within the project area. Commercial services are located adjacent to the east and west project termini along McHenry Avenue and Oakdale Avenue. These services include gas stations, fast food restaurants, office supply stores, and assorted shops at the Crossroads at Riverbank mall.

2.1.4.3 Environmental Consequences

The proposed project will not decrease public access to commercial services, will not divide neighborhood, will not separate residences from community facilities, and will not increase urbanization or isolation.

2.1.4.4 Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization, and/or mitigation measures are not required.

2.1.5 Community Impacts: Relocations and Real Property Acquisition

2.1.5.1 Regulatory Setting

The purpose of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24. 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. Appendix C contains a summary of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 USC 2000d, et seq.). Please see Appendix B for a copy of the Department's Title VI Policy Statement.

2.1.5.2 Affected Environment

A CIA report was prepared for the proposed Project and approved in February 2012. The CIA was used in the preparation of the Relocations and Real Property Acquisition section. The Proposed Build Alternative will require relocation from one residential parcel north of Claribel Road and east of MID Lateral No.6 (APN 074-014-008). Structures on APN 074-014-008 include a one-story, ranch-style, single-family house and several prefabricated metal utility buildings/sheds adjacent to the residence. The new road alignment will extend into the southern portion of the parcel where the residential structures are located. The remainder of the parcel will likely be used for equipment staging during construction. No other residential, business, nonprofit, or agricultural relocations are anticipated for the Proposed Build Alternative.

The no-build alternative would not affect any existing parcels, and no relocations would be needed.

In addition to the APN 074-014-008 approximately 19.1 ac of right of way may need be acquired from the APN's listed in Table 3.

Table 3. Potential right of way acquisition APNs.

APN	Address
074-015-015	Claribel Road
074-015-006	707 Claribel Road
074-015-007	Claribel Road
074-015-010	Coffee Road
074-014-010	5212 Coffee Road
074-014-009	Claribel Road
074-014-008	1743 Claribel Road
074-014-007	5101 Oakdale Road
083-002-001	Claribel Road
082-004-004	2030 Claribel Road
082-004-038	Claribel Road
082-004-030	4912 Coffee Road
082-006-056	Coffee Road
082-006-058	4821 Coffee Road
082-006-004	4929 Coffee Road

2.1.5.3 Environmental Consequences

Due to the small number of people affected and the adequate relocation resources available in the area, relocation impacts are expected to be minimal. For this project, residential replacement dwellings would be in equal or better neighborhoods at rents or prices within the financial ability of the individuals and families displaced. Only comparable replacement dwellings that are consistent with the requirements of Title VI of the 1964 Civil Rights Act would be offered. People eligible for relocation payment would be given at least 90 days written notice and would not be asked to move unless at least one decent, safe, and sanitary residence is available and offered to them by the County.

2.1.5.4 Avoidance, Minimization, and/or Mitigation Measures

The County will implement the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

COMMUNITY-1

- Implement the provisions of the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

2.1.6 Community Impacts: Environmental Justice

2.1.6.1 Regulatory Setting

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by President Clinton on February 11, 1994. This Executive Order directs federal agencies to take the appropriate and necessary steps to identify

and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For 2011, this was \$22,350 for a family of four.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. The Department's commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Director, which can be found in Appendix B of this document.

2.1.6.2 Affected Environment

A CIA report was prepared for the proposed Project and approved in February 2012. The CIA was used in the preparation of the Environmental Justice section. The project area traverses three census tracts (U.S. Census Bureau 2011a). Data collected by the Census Bureau within these tracts have been used to identify minority and low income populations within the project area. Data regarding minority groups was obtained from 2010 Census (U.S. Census Bureau 2011a) and income data was obtained from the 2005-2009 American Community Survey (U.S. Census Bureau 2011b). Population statistics regarding race and low income populations from census tract data within the project area were compared to the census data for the entire County of Stanislaus (Figures 6 and 7).

No minority or low-income populations that would be adversely affected by the proposed project have been identified as determined above. Therefore, this project is not subject to the provisions of EO 12898.

2.1.6.3 Environmental Consequences

The comparison between racial groups within the census tracts in the project area and Stanislaus County showed no appreciable difference between the project area and the county (Figure 6). Figure 7 indicates that the percent of households below the poverty threshold within the project area is lower than that for the County as a whole.

2.1.6.4 Avoidance, Minimization, and/or Mitigation Measures

Based on the above discussion and analysis, the build alternative(s) will not cause disproportionately high and adverse effects on any minority or low-income populations as per EO 12898 regarding environmental justice. Avoidance, minimization, and/or mitigation measures are not required.

2.1.7 Utilities/Emergency Services

2.1.7.1 Affected Environment

Utilities in the project area include power lines, telecommunications, natural gas pipes, irrigation supply lines, and roadside drainage. The proposed Project traverses the MID Lateral No. 6. The MID, Claribel Substation (electricity) occurs immediately south of and outside the eastern portion of the project area. An aerial electrical transmission line traverses Claribel Road on the west side of the MID Lateral No. 6. The proposed project will require the relocation of the existing utility poles along the north side of Claribel Road. No emergency service providers occur in or immediately adjacent to the project area.

The Project will not affect wastewater treatment facilities or requirements, will not require the construction of new water or wastewater treatment facilities or expansion of existing facilities,

will not require a permanent water supply, and will not require the service of a landfill during project operation. Solid waste generated during construction may be transferred to a landfill for disposal. The quantity of solid waste material on a project of this scope would not strain the landfill's permitted capacity. The construction contractors will adhere to all applicable federal, state, and local statutes and regulations during solid waste disposal.

2.1.7.2 Environmental Consequences

The proposed project will require the relocation of the existing utility poles along the north side of Claribel Road. Roadside drainage will be realigned to conform to the proposed design. The proposed Project will not affect the MID Claribel Substation or the aerial electrical transmission line traverses Claribel Road on the west side of the MID Lateral No. 6. No other utility impacts are anticipated.

Claribel Road will remain open for the duration of the construction period. The proposed Project will not affect emergency service provider access properties within the project area. Project construction activities would be coordinated with local law enforcement and emergency services providers. Potential Project impacts to utilities and emergency services are less than significant.

Figure 6. Comparison of Minority Populations (U.S. Census Bureau 2011a).

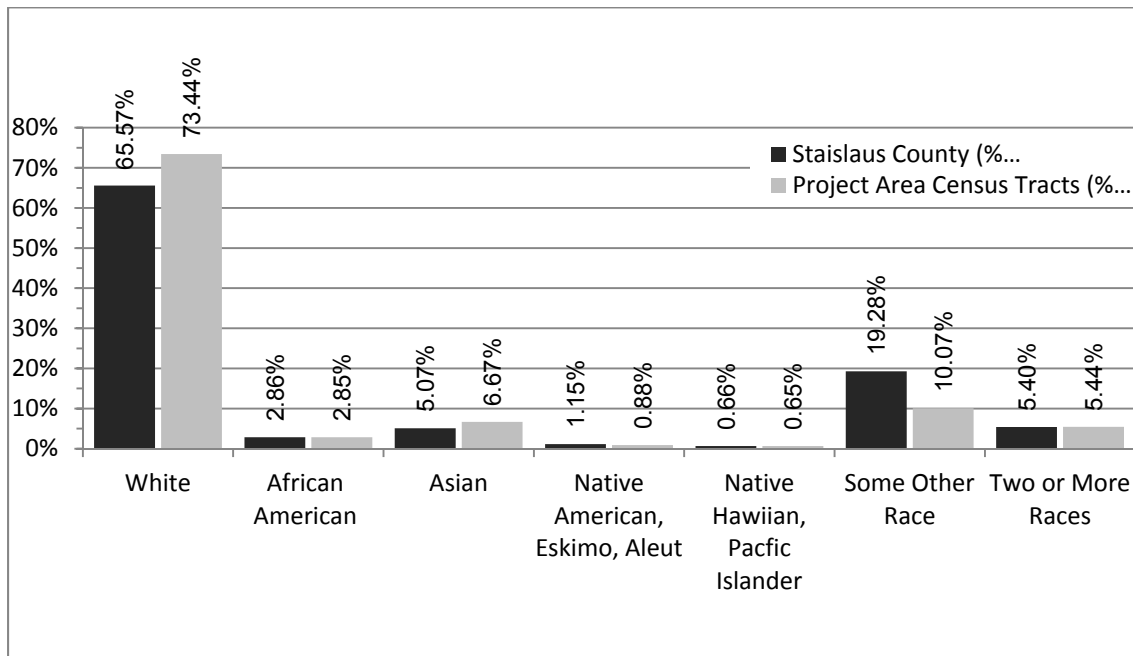
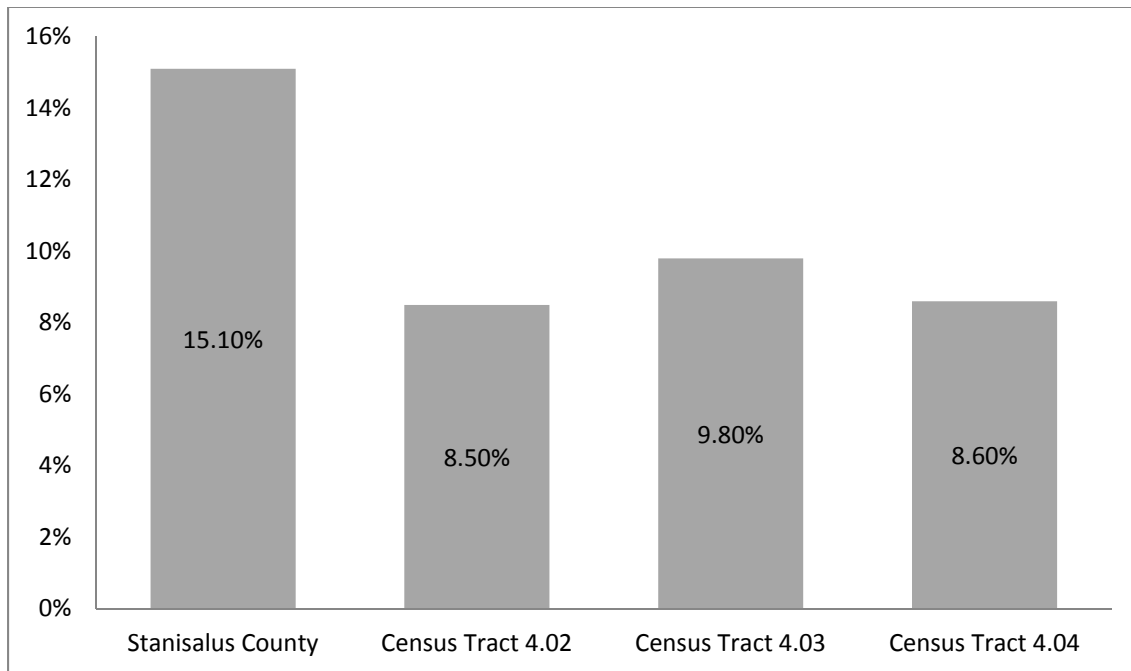


Figure 7. Percent of People with Income Below the Poverty Level in the Last 12 Months (U.S. Census Bureau 2011b)



2.1.7.3 Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization, and/or mitigation measures are not required.

2.1.8 Traffic and Transportation/Pedestrian and Bicycle Facilities

The traffic section discusses the project's impacts on traffic and circulation, both during construction (construction impacts) and after completion of the project (long-term impacts).

2.1.8.1 Regulatory Setting

Caltrans, as assigned by FHWA, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 CFR 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

The Department is committed to carrying out the 1990 Americans with Disabilities Act (ADA) by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public will be provided to persons with disabilities.

2.1.8.2 Affected Environment

A Project Design Study Report, approved in 2010, and a Project Design Study addendum approved in 2011, were prepared for the proposed Project and were used in the preparation of the Traffic and Transportation/Pedestrian and Bicycle Facilities section.

Existing and projected future traffic conditions in the project area were analyzed in the Project Design Study Report. The traffic modeling was reviewed and approved by Caltrans. Traffic conditions were modeled for the segment of Claribel Road between McHenry Avenue to the west and Oakdale Road to the east, including additional analyses of the Claribel Road/Coffee Road intersection and the Claribel Road/Oakdale Road intersection. The Claribel Road/McHenry Avenue intersection was not included in this analysis because improvements are ongoing at that intersection through the Kiernan Avenue (SR 219) widening project. The design life of the Project is 20 years from the project implementation date of 2015.

The Project would not result in a change in air traffic patterns. The Project improves traffic flow along the Claribel Road corridor and does not increase any hazards due to a design feature or incompatible uses. The Project would improve emergency access along the Claribel Road corridor by improving traffic flow. The Project creates new Class I bike lanes parallel to the north and south sides of Claribel Road and does not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.

2.1.8.2.1 Claribel Road

Claribel Road was split into two segments for the traffic analysis. The first segment spans from the intersection with McHenry Avenue (SR 108) on the west to the intersection with Coffee Road on the east. The second segment spans from the intersection of Coffee Road on the west to the intersection with Oakdale Road on the east. Table 4 below shows the estimated level of service (LOS) along Claribel Road in 2015, 2025, and 2035 assuming the No-Build Alternative is selected and Claribel Road remains a 2-lane transportation corridor. LOS estimates for 2035 assume the presence of the North County Corridor (NCC), which is scheduled to open in 2030.

Table 4. Claribel Road Traffic Analysis: No-Build Conditions

Segment	2015	2025	2035
McHenry to Coffee	E	F	D
Coffee to Oakdale	E	F	E

Under no-build conditions, Claribel Road will continue to operate at LOS E until the year 2025, when the two-way flow rate exceeds 3,200 passenger cars per hour, which is the limit between E and F. With the anticipated addition of the NCC in 2030, the no-build condition would operate at D/E in 2035. Current and future traffic conditions do not meet the County’s required LOS of C or better under the no-build condition.

2.1.8.2.2 Intersections

The Claribel Road/Coffee Road intersection is currently controlled by an all-way stop. Current and future LOS estimates for this intersection are shown in Table 5. The intersection currently operates at LOS F during AM and PM peak hours. Under the no-build condition, the intersection will continue to operate at LOS F in 2035, with average delays increasing to 520 seconds (AM) and 770 seconds (PM).

The Claribel Road/Oakdale Road intersection is currently signalized. Current and future LOS estimates for this intersection are also shown in Table 5. The intersection currently operates at LOS B during AM and PM peak hours. Under the no-build condition, the intersection will

operate at LOS F in 2035, with average delays increasing to 135 seconds (AM) and 242 seconds (PM).

Table 5. Intersection Traffic Analysis: No-Build Conditions

Segment	2015 AM		2015 PM		2035 AM		2035 PM	
	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
Claribel Road/Coffee Road Intersection	84	F	206	F	520	F	770	F
Claribel Road/Oakdale Road Intersection	12	B	16	B	135	F	242	F

2.1.8.3 Environmental Consequences

2.1.8.3.1 Claribel Road

Projected LOS for the Proposed Build Alternative is shown in Table 6. The Proposed Build Alternative would construct one additional travel lane in each direction along Claribel Road. Eastbound and westbound lanes would be separated by an unpaved median. The Proposed Build Alternative would increase 2015 LOS along the McHenry to Coffee segment to LOS B/A (westbound/eastbound) and along the Coffee to Oakdale segment to LOS A/B. By 2035, after construction of the NCC, the LOS along both the McHenry to Coffee segment and the Coffee to Oakdale segment would improve to A/A.

Table 6. Claribel Road Traffic Analysis With Proposed Build Alternative

Segment	4-Lane Alternative			
	2015		2035	
	WB	EB	WB	EB
McHenry to Coffee	B	A	A	A
Coffee to Oakdale	A	B	A	A

2.1.8.3.2 Intersections

The Project improves traffic flow along the Claribel Road corridor and does not increase any hazards due to a design feature or incompatible uses. The Project would signalize the existing Claribel Road/Coffee Road intersection to improve traffic flow. Additional improvements to this intersection would include one through lane in each direction and a left turn lane and right turn lane in each direction on Coffee Road. Claribel Road would have two through lanes in each direction and a left turn lane and right turn lane in each direction. Improvements to the Coffee Road intersection would increase the LOS from F to B in 2035, as shown in Table 7.

Improvements to the Oakdale Road intersection would reconfigure the lane striping with minimal construction activity. Claribel Road would have one through lane, one left turn lane, and one combined through/right turn lane for eastbound traffic and two through lanes, one left turn lane, and use of the existing right turn lane for westbound traffic. Oakdale Road would have one through lane, one left turn lane, and one combined through/right turn lane for northbound and southbound traffic. This intersection currently operates at LOS B, with minimal wait times, and

would continue to operate at this level with the project improvements. By 2035, improvements to the Oakdale intersection are estimated to increase the AM LOS from F to E. The PM LOS in 2035 would remain at F, but wait times would be reduced from an estimated 242.3 seconds to 139.1 seconds, a 43% decrease in delay. The final corridor alignment would consider utility relocation.

Table 7. Intersection Traffic Analysis: No-Build vs. Proposed Build Alternative Conditions

	2035 AM		2035 PM	
	Delay (sec.)	LOS	Delay (sec.)	LOS
Claribel Road/Coffee Road Intersection				
No-Build Conditions (Baseline)	520	F	770	F
Post-Project Conditions	12	B	12	B
Claribel Road/Oakdale Road Intersection				
No-Build Conditions (Baseline)	135	F	242	F
Post-Project Conditions	65	E	139	F

2.1.8.3.3 Construction-Related Impacts

Claribel Road will remain open for the duration of the construction period. A Traffic Management Plan would be required to direct traffic around activities during construction to minimize potential impacts.

2.1.8.4 Avoidance, Minimization, and/or Mitigation Measures

The County will implement the following measure(s).

TRAFFIC-1

- Prepare and implement a Traffic Management Plan.

2.1.9 Visual/Aesthetics

The project occurs within an agricultural/rural residential area and will not affect scenic vistas. The Project is not located on a state scenic highway. Scenic vistas and scenic highways are not discussed further in this report.

2.1.9.1 Regulatory Setting

The National Environmental Policy Act of 1969 as amended (NEPA) establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and aesthetically (emphasis added) and culturally pleasing surroundings (42 USC 4331[b][2]). To further emphasize this point, the Federal Highway administration in its implementation of NEPA (23 USC 109[h]) directs that final decisions regarding projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

Likewise, the California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of aesthetic, natural, scenic and historic environmental qualities.” (CA Public Resources Code Section 21001[b])

2.1.9.2 Affected Environment

The following information and analysis is adapted from the Abbreviated Visual Impacts Assessment (AVIA) prepared for the proposed Project and approved in February 2012. The process used in the Project AVIA generally follows the guidelines outlined in the publication Visual Impact Assessment for Highway Projects, Federal Highway Administration (U.S. DOT 1981).

The six steps performed to assess visual impacts include:

- Define the project setting and viewshed.
- Identify key views for visual assessment.
- Analyze existing visual resources and viewer response.
- Depict the visual appearance of project alternatives.
- Assess the visual impacts of project alternatives.
- Propose methods to mitigate adverse visual impacts.

2.1.9.2.1 Project Setting

The regional landscape establishes the general visual environment of the project, but the specific visual environment upon which this assessment will focus is determined by defining landscape units and the project viewshed.

The Project is located in north-central Stanislaus County in the San Joaquin Valley, southwest of the City of Riverbank and north of the City of Modesto on the Riverbank USGS topographic quad. The Project is in an agricultural area consisting primarily of orchard, row crops, and private residences. The Project is not located on a designated scenic highway.

The project area includes approximately 2.1 miles of the Claribel Road corridor from McHenry Avenue to just east of the intersection with Oakdale Road, approximately 0.25 mile of Coffee Road north and south of the Claribel Road intersection, 0.1 mile of Oakdale Road south of the Claribel Road intersection, and portions of privately owned parcels adjacent to the right-of-way. The MID Lateral No. 6 flows southwest under Claribel Road, east of the Coffee Road intersection.

Considerable human induced disturbance has occurred in the project area. Claribel Road, Coffee Road, and Oakdale Road are paved two-lane roads with gravel road shoulders that support little or no vegetation. The MID lateral is a concrete lined irrigation ditch constructed in uplands. Biological communities in the project area include orchard, row crop, dry pasture, ruderal, and irrigation canal.

2.1.9.2.2 Landscape Units

A landscape unit is a portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. A landscape unit will often correspond to a place or district that is commonly known among local viewers.

The project is located in a topographically level agricultural landscape common to the region. The landscape unit in the project area is orchard and row crop agriculture with sparsely distributed rural residential housing and farm buildings and is typical of the regional landscape in the area.

2.1.9.2.3 Project Viewshed

A viewshed is a subset of a landscape unit and is comprised of all the surface areas visible from an observer's viewpoint. The limits of a viewshed are defined as the visual limits of the views located from the proposed project. The viewshed also includes the locations of viewers likely to be affected by visual changes brought about by project features.

Because the project is located on a linear transportation corridor, the Project's viewshed consists of a composite of overlapping areas visible from 1) a continuous linear sequence of viewpoints along the road and from 2) a network of viewpoints surrounding the road. The existing viewshed limit for drivers, passengers, and pedestrians/bicyclists on Claribel Road is constrained along the majority of the corridor by existing orchard trees, residential structures, commercial structures, and farm buildings adjacent to the right-of-way. The area north of Claribel Road and east of the MID lateral has more expansive views due to the presence of row-crop agriculture rather than orchard. In this area, the background portion of the view from Claribel Road includes distant agricultural lands to the north and south, as well as residential and commercial/retail development at the outskirts of the City of Riverbank to the northeast. Views in and of the project area are typical of the surrounding region.

Residences along the Claribel Road corridor have viewpoints of the road, as well as agricultural lands behind the road, that are partially obscured by landscaping and fencing in their own yards. These yard improvements serve as visual and noise buffers to the residents at these locations from the road corridor and are desirable features of these homes. Project activities related to the widening of Claribel Road will eliminate a portion of these yard improvements on multiple residential properties and will affect observers at these viewpoints.

The Morningside mobile home park is located on the south side of Claribel Road, west of the MID lateral. A 4-to-5-ft-tall wooden privacy fence occurs along the entire length of the park, parallel with Claribel Road, providing visual and aural separation for those residents whose houses are adjacent to the road. The viewpoints from these houses are therefore partially constrained by the existing fence. However, because mobile homes are lifted 2-3 feet off the ground, views from the windows extend over the top of the fence and include a portion of Claribel Road in the foreground and orchard trees behind Claribel Road in the middleground.

2.1.9.2.4 Existing Visual Resources

Existing Visual Character

The project is located in a rural agricultural area in San Joaquin Valley. Views of surrounding orchards and row crops are typical of the area.

Existing Visual Quality

The landscape surrounding the project is typical of agricultural areas in San Joaquin Valley and is not distinctive or unique. The project area is an intact, well-kept rural agricultural landscape. Due to the large area of contiguous orchard surrounding the road corridor, with scattered residences and farm buildings, the overall visual unity of the site is relatively high. The MID Claribel power station is located immediately east of the MID irrigation lateral. This power station interrupts the visual continuity of the remainder of the corridor and lowers the compositional unity of the site to a small degree. No notable aesthetic features are visible from within the project area. Likewise, no notable aesthetic features occur within the project area that are visible from viewpoints outside the project area.

2.1.9.2.5 Existing Viewer Sensitivity

Claribel Road is an existing 2-lane, interregional transportation corridor. Existing viewer groups in the area are accustomed to viewing this transportation corridor and its associated traffic. Viewer sensitivity to transportation-related improvements along the existing transportation corridor is correspondingly low.

2.1.9.2.6 Existing Viewer Groups, Viewer Exposure, and Viewer Awareness

The Adjacent Neighbors viewer group is comprised of those persons who live on Claribel Road, Coffee Road, and Oakdale Road. This viewer group has the most exposure to changes resulting from the road improvements. The exposure to the project improvements may include seeing a 4-lane transportation corridor (rather than the existing 2-lane corridor), a traffic signal at the Claribel Road/Coffee Road intersection, and the Class I bike lanes from residential windows or from front and back yards.

The Regional viewer group is comprised of those persons who live in the vicinity and travel on the roads in the project area. This viewer group has exposure to changes resulting from the road improvements. The exposure to the project improvements is limited to the time it takes to transit the project area at posted speeds.

The Recreational/Tourist viewer group includes those persons who are traveling through the area for recreational purposes. This viewer group has comparatively less exposure to changes resulting from the road improvements. The exposure to the project improvements is limited to the time it takes to transit the project area at posted speeds. The motoring public will have observed similar transportation improvement projects in surrounding areas.

2.1.9.3 Environmental Consequences

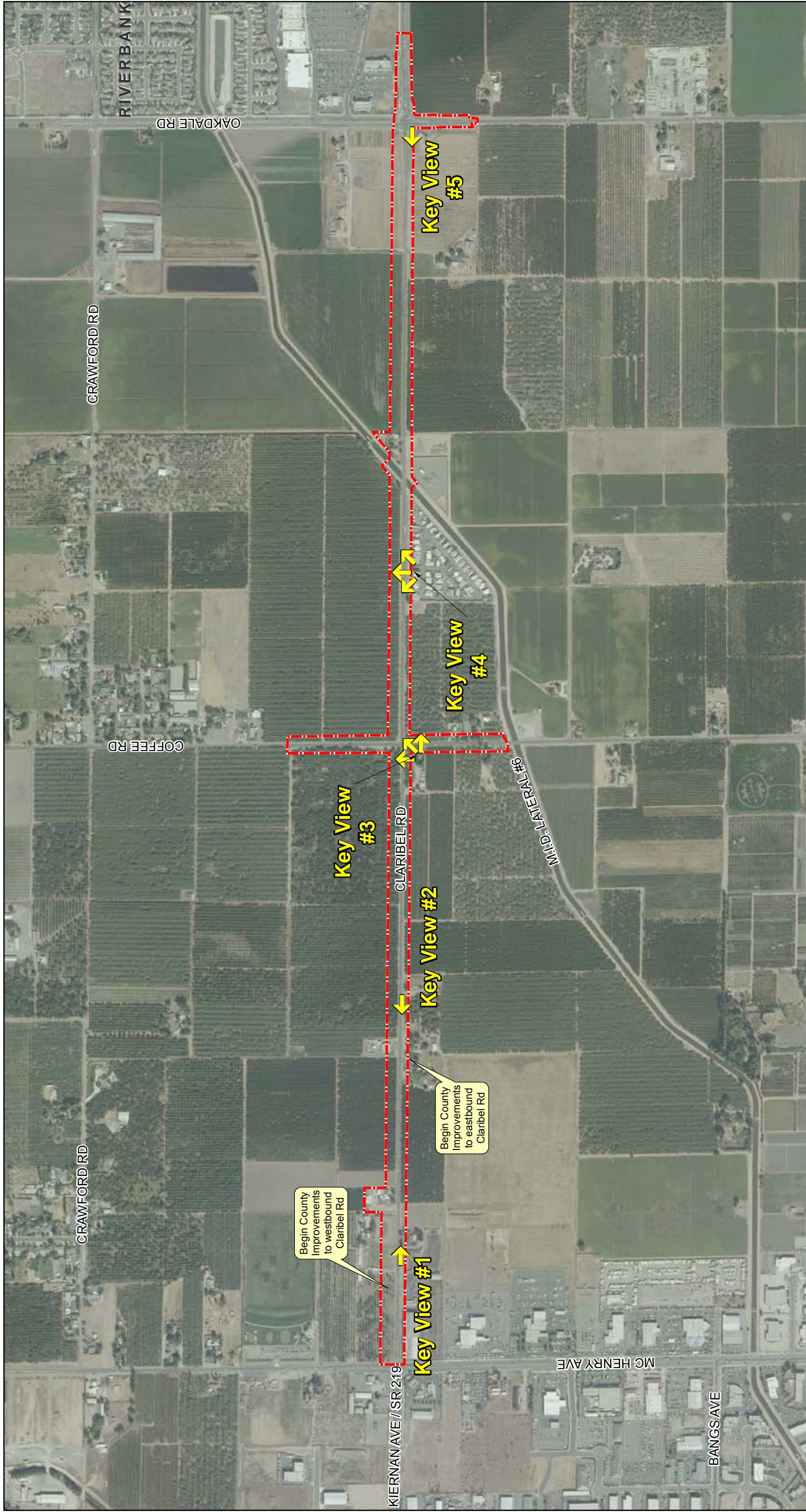
It is necessary to select key viewpoints that most clearly display the visual effects of the project because it is not feasible to analyze all the views in which the proposed project would be seen. Key views also represent the primary viewer groups that would potentially be affected by the project. Key view locations are shown on Figure 8.

2.1.9.3.1 Key view #1

Key view #1 is eastbound Claribel Road starting approximately 670 feet east of the Claribel Road/McHenry Avenue intersection (Figure 8). The 670 feet segment of Claribel west of Key View # 1 will be improved as part of the approved Caltrans SR 219/Kiernan Avenue Widening Project and is not discussed further in this document.

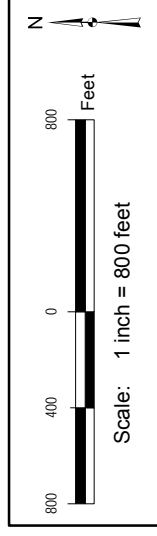
From Key View #1 views to the south are obstructed by the Bambacigno Steel Company fence. An orchard and open grassy area are visible along the north side of the road.

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Claribel Road Widening Project
Stanislaus County, CA
4 April 2012

 Project Study Area
 Key view location and orientation



Aerial Photograph: 15 January 1999
I-cubed World 1999 Satellite Imagery - eSAT
ESRI Imagery Basemap layer

Figure 8. Visual Assessment Key Views

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Photograph:



Photo 5 May 2011.

2.1.9.3.1.1 Orientation

View from western portion of project area looking east at Claribel Road.

2.1.9.3.1.2 Existing Visual Quality/Character

The existing visual environment along Claribel Road consists of a mix of commercial/industrial, agricultural land, and residential uses. Claribel Road itself provides an abrupt transition between these various land uses. Due to the abrupt mix of land uses, very little visual unity exists at this location.

2.1.9.3.1.3 Proposed Project Features

Improvements east of Key view #1 include a Class 1 bike lane located along the north edge of Claribel Road (left side of photo above). Additionally, the edge of pavement along the northern edge of Claribel Road would be extended to the north to accommodate the additional through lanes on Claribel Road (left side of photo above). Improvements along the south side of Claribel Road in this segment will consist of conforming to the existing striping.

2.1.9.3.1.4 Change to Visual Quality/Character

The visual quality of the view would not change substantially. The Claribel Road corridor would be wider but the existing visual elements would remain largely intact.

2.1.9.3.1.5 Viewer Response

All viewer groups are expected to have a neutral viewer response at this location given that the existing visual elements would remain largely intact.

2.1.9.3.1.6 Resulting Visual Impact

No substantial visual impacts would occur at Key View #1.

2.1.9.3.2 Key view #2

Key view #2 is westbound Claribel Road starting approximately 3,050 ft east of the Claribel Road/McHenry Avenue intersection (Figure 8). The Caltrans SR 219/Kiernan Avenue Widening Project ends by this point and is not discussed further in this document.

2.1.9.3.2.1 Photograph:



Photo 19 October 2012.

2.1.9.3.2.1 Orientation

View looking west from approximately 400 ft east of the point where County improvements to the east bound portion of Claribel will begin (Figure 8).

2.1.9.3.2.2 Existing Visual Quality/Character

The existing visual environment along the south side Claribel Road consists of a mix of agricultural land and residential uses. Claribel Road itself provides an abrupt transition between these various land uses. Due to the abrupt mix of land uses, very little visual unity exists at this location.

2.1.9.3.2.3 Proposed Project Features

Class 1 bike lanes would be located along the north and south edge of Claribel Road. Additionally, the edge of pavement along the northern edge of Claribel Road would be extended to the north to accommodate the additional through lanes on Claribel Road (right side of photo above). Improvements to the south side are limited to the Class 1 bike lane and a road side drainage swale.

2.1.9.3.2.4 Change to Visual Quality/Character

The visual quality of the view would not change substantially. The Claribel Road corridor would be wider but the existing visual elements would remain largely intact.

2.1.9.3.2.5 Viewer Response

All viewer groups are expected to have a neutral viewer response at this location given that the existing visual elements would remain largely intact.

2.1.9.3.2.6 Resulting Visual Impact

No substantial visual impacts would occur at Key View #2.

2.1.9.3.3 Key view #3

Key view #3 is located in front of the residence at the southwest corner of the Claribel Road/Coffee Road intersection (4929 Coffee Road).

2.1.9.3.3.1 Photograph:



View from Claribel Road at Coffee Road intersection looking east. Photo 19 October 2012.



View from Claribel Road at Coffee Road intersection looking southwest at 4929 Coffee Road. Photo 19 October 2012.

2.1.9.3.3.2 Orientation

View looking north, northeast, and east at Claribel Road and Coffee Road from the edge of the house.

2.1.9.3.3.3 Existing Visual Quality/Character

The existing view to the north includes three rows of orchard trees along the north edge of the property that visually separate the residence from the Claribel Road corridor. Behind these orchard trees are Claribel Road in the middleground and additional orchard in the background. The existing view to the east includes residential landscaping in the foreground that visually separates the residence from the Coffee Road corridor. Behind the landscaping are Coffee Road in the middleground and orchard in the background. The existing intersection to the northeast is a 4-way, stop-sign-controlled intersection with no dedicated turn lanes.

2.1.9.3.3.4 Proposed Project Features

The project would signalize the existing intersection, widen Claribel Road east and west of the intersection to accommodate new turning and through lanes, and widen Coffee Road north and south of the intersection to accommodate new turning lanes.

2.1.9.3.3.5 Change to Visual Quality/Character

The edges of the two road corridors would be shifted closer to the residence as a result of the project. The Claribel Road edge of pavement (EOP) would shift approximately 22 ft closer to the house. Expansion of the Claribel Road surface would eliminate a portion of the three rows of orchard trees that currently visually separate the residence from the Claribel Road corridor, north of the house. The Coffee Road EOP would shift approximately 23 ft closer to the house. Expansion of the Coffee Road surface would likely affect a portion of the existing residential landscaping along the east side of the house and would eliminate most or all of the existing gravel and rock area in between the landscaping and the existing road (see photo above).

In addition to the wider road surfaces, the existing stop-sign-controlled intersection would be upgraded to a signalized intersection with dedicated turn lanes. From a visual perspective, the

expansion and signalization of the intersection represents an increase in the transportation-related infrastructure visible from the house, decreasing the rural aesthetic that is currently found at this location.

2.1.9.3.3.6 *Viewer Response*

The Regional and Recreational/Tourist viewer groups are expected to have a neutral viewer response at this location. The Adjacent Neighbors viewer group will be most affected by the proposed Project at this location and are expected to have a low to moderate response. No negative comments regarding visual impacts were voiced at a community meeting held on 19 October 2011.

2.1.9.3.3.7 *Resulting Visual Impact*

The removal of residential landscape vegetation and orchard trees adjacent to the residence at 4929 Coffee Road will have a low to moderate adverse visual impact. To minimize potential visual impacts, residential owners will be compensated at the time of right of way purchase for removal of screening trees or shrubs.

2.1.9.3.4 *Key view #4*

Key view #4 is located in front of the residences in the Morningside mobile home park located immediately south of Claribel Road, east of the Claribel Road/Coffee Road intersection.

2.1.9.3.4.1 *Photographs:*



View from the eastbound lane of Claribel Road Looking southeast at mobile home residences adjacent to Claribel Road. Photo 19 October 2012.



View from the eastbound lane of Claribel Road looking east at mobile home residences adjacent to Claribel Road to the south and orchard to the north. Photo 19 October 2012.

2.1.9.3.4.2 Orientation

View looking northwest, north, and northeast.

2.1.9.3.4.3 Existing Visual Quality/Character

The existing views, looking north, from the backyards of the eleven mobile homes adjacent to Claribel Road are partially obstructed by an existing 4-5-ft-tall fence that runs the length of the mobile home park. The first floor windows adjacent to the fence are high enough to allow views over the top of the fence. Viewers at these windows have views of the wooden fence in the foreground, Claribel Road in the middleground, and orchard in the background. Views at this location are not especially vivid, as there are no memorable landscape components or visual patterns. The visual integrity at this location is moderate; the wooden fence, orchard, and transportation corridor are well-kept, manmade components of the landscape. The visual unity at this location is disrupted by the existing wooden fence and the abrupt transition between residential, transportation, and agricultural land uses.

2.1.9.3.4.4 Proposed Project Features

The Project would widen Claribel Road to accommodate four through lanes and construct Class 1 bike lanes along the north and south sides of Claribel Road. To reduce noise impacts to the mobile home residents, the Project would construct a sound wall, approximately 8 ft in height, the entire length of the mobile home park in the same approximate location as the existing wooden fence (visible in the photos above).

2.1.9.3.4.5 Change to Visual Quality/Character

Although the southern edge of Claribel Road would be shifted closer to the residences, this shift would not be visible from the residences due to the new 8-ft sound wall that would be located between the residences and the road. The new sound wall would eliminate northerly views from the eleven residences adjacent to the road.

2.1.9.3.4.6 Viewer Response

The Regional and Recreational/Tourist viewer groups are expected to have a neutral viewer response at this location. The Adjacent Neighbors viewer group will be most affected by the proposed Project at this location.

The existing fence and the lack of memorable landscape components or visual patterns reduce the potential viewer response at this location. During a public meeting held on 19 October 2011 the need for a sound wall was introduced. No specific comments or question regarding the sound wall were received. The partial views over the existing fence may be desirable to affected viewers. Installation of an approximately 8 ft tall sound wall at this location will likely obstruct any partial view to the north and may create a feeling of enclosure for affected viewers. The Adjacent Neighbors viewer group is expected to have a low to moderate response to the change in visual quality/character.

2.1.9.3.4.7 Resulting Visual Impact

No substantial visual impacts would occur at this key view location. The new sound wall will be designed and constructed in accordance with applicable Caltrans and FHWA standards, including A Guide to Visual Quality in Noise Barrier Design (FHWA 1976). In addition to being acoustically effective, structurally sound, safe for the motorist, and durable a successful, noise barriers must be visually attractive. Visual factors to be considered during the design of the sound wall including but are not limited to wall color, texture, pattern, and screening to reduce visual impact. The County will coordinate with and provide an opportunity for the affected residents in the Morningside mobile home park to review comment on the sound wall design.

2.1.9.3.5 Key view #5

Key view #5 is the Claribel Road corridor immediately west of the Claribel Road/Oakdale Road intersection.

2.1.9.3.5.1 Photograph



View from Claribel Road looking west along the Claribel Road corridor immediately west of the Claribel Road/Oakdale Road intersection. Photo 5 May 2011.

2.1.9.3.5.2 Orientation

View looking west.

2.1.9.3.5.3 Existing Visual Quality/Character

The existing visual environment at the Claribel Road/ Oakdale Road intersection consists of a mix of commercial land use to the northeast and agricultural land uses to the northwest, southwest, and southeast. Aside from the commercial visual elements to the northeast, the visual coherence and compositional harmony at this location are relatively high and are representative of typical rural agricultural views in the region. The visual elements are not particularly vivid and do not combine to form distinctive visual patterns.

2.1.9.3.5.4 Proposed Project Features

The Project would widen Claribel Road to accommodate two through lanes in each direction, a dedicated eastbound left-turn lane, and a dedicated eastbound right-turn lane. The Project would also construct Class 1 bike lanes along the north and south sides of Claribel Road.

2.1.9.3.5.5 Change to Visual Quality/Character

The visual quality of the view would not change substantially. The Claribel Road corridor would be wider but the existing visual elements would remain largely intact.

2.1.9.3.5.6 Viewer Response

Viewer response is expected to be neutral at this location.

2.1.9.3.5.7 Resulting Visual Impact

No substantial visual impacts would occur at this key view location.

2.1.9.3.6 Summary of Environmental Consequences

The proposed Project will remove some orchard trees and residential screening vegetation within the project limits. The removal of these orchard trees will have a minimal visual impact, as the existing rows behind the removed trees will provide a like visual character. The removal of trees and shrubs providing screens for the residents will have a low negative visual impact. The vegetation creates a visual barrier from the houses to the road and from the highway to the houses. To minimize potential visual impacts residential owners will be compensated at the time of right of way purchase for removal of screening trees or shrubs.

A new sound wall will be constructed in front of the Morningside mobile home park. No substantial visual impacts would occur at this key view location. The new sound wall will be designed constructed in accordance with applicable Caltrans and FHWA standards, including *A Guide to Visual Quality in Noise Barrier Design* (FHWA 1976).

2.1.9.4 Avoidance, Minimization, and/or Mitigation Measures

The County has incorporated the following measures into the project design to avoid and minimize potential visual impacts.

VISUAL-1

- To minimize potential visual impacts, residential owners will be compensated at the time of right of way purchase for removal of screening trees or shrubs.

VISUAL-2

- The sound wall in front of the Morningside mobile home park will be designed and constructed in accordance with applicable Caltrans and FHWA standards, including A Guide to Visual Quality in Noise Barrier Design (FHWA 1976).). In addition to being acoustically effective, structurally sound, safe for the motorist, and durable a successful, noise barriers must be visually attractive. Visual factors to be considered during the design of the sound wall including but are not limited to wall color, texture, pattern, and screening to reduce visual impact. The County will coordinate with and provide an opportunity for the affected residents in the Morningside mobile home park to review comment on the sound wall design.

2.1.10 Cultural Resources

2.1.10.1 Regulatory Setting

“Cultural resources” as used in this document refers to all “built environment” resources (structures, bridges, railroads, water conveyance systems, etc.), culturally important resources, and archaeological resources (both prehistoric and historic), regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act of 1966, as amended, (NHPA) sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places. Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and the Department went into effect for Department projects, both state and local, with FHWA involvement. The PA implements the Advisory Council’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to the Department. The FHWA’s responsibilities under the PA have been assigned to the Department as part of the Surface Transportation Project Delivery Pilot Program (23 CFR 327) (July 1, 2007).

Historic properties may also be covered under Section 4(f) of the U.S. Department of Transportation Act, which regulates the “use” of land from historic properties.

Historical resources are considered under the California Environmental Quality Act (CEQA), as well as California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet National Register of Historic Places listing criteria. It further specifically requires the Department to inventory state-owned structures in its rights-of-way.

2.1.10.2 Affected Environment

Two cultural resources studies were completed for this project: an Archaeological Survey Report (ASR) and a Historical Resources Evaluation Report (HRER). The results of the cultural resources studies are summarized in the project’s Historic Property Survey Report (HPSR) (2011). The HPSR serves as the cover document for the ASR and HRER and provides the basic document for consultation with the State Historic Preservation Officer (SHPO) and other parties. The ASR, HRER, and HPSR were approved by Caltrans in December 2011 and sent to SHPO for concurrence on 22 December 2011. The SHPO concurred with the findings in a letter dated 8 February 2012. The Finding of No Adverse Effect was prepared in January 2012,

approved by Caltrans on 15 February 2012, and delivered to the SHPO for review and concurrence on 22 March 2012.

2.1.10.2.1 Archaeological Resources

The archaeological Area of Potential Effects (APE) encompasses approximately 54.96-ac and encapsulates the maximum area needed for the construction of this project. As ground-disturbing work will occur to implement the project design, the Project has the potential to affect historic and prehistoric cultural resources, including any historic properties within the APE. The ASR study consisted of a records search, literature review, consultation with interested Native American parties and local preservation societies, and intensive pedestrian survey of the APE on May 4, 2011.

The Native American Heritage Commission (NAHC) was contacted on April 25, 2011, with a request for a query of their Sacred Lands File and a list of Native American contacts. The NAHC responded on May 6, 2011, indicating that the Sacred Lands File revealed no Native American cultural resources within the project area. The NAHC also provided a list of Native American individuals and organizations that might have concerns with or interest in the undertaking. All of the listed individuals and organizations were contacted by letter on May 9, 2011. These included Ryan Garfield, Tule River Indian Tribe; Katherine Erolinda Perez, North Valley Yokut Tribe; and members of the South Sierra Miwuk Nation, including Jay Johnson, Anthony Brochini, and Les James. Follow-up phone calls to all individuals/groups were conducted on June 2, 2011. To date, no responses have been received.

In an effort to establish public outreach and to inquire about the local history of the project area, relevant preservation groups within Stanislaus County were contacted. A letter, dated April 26, 2011, was sent to the McHenry Museum and Historical Society to inquire whether they have any particular knowledge of the project area or could provide helpful contacts. To date, no response has been received.

The pedestrian survey failed to identify any prehistoric or historic cultural resources. Generally, ground visibility was excellent, reaching well over 80 to 90 percent for most of the project area. While the findings were negative, it is possible that buried resources are present given the depositional environment. That being said, the setting does not appear to be especially sensitive, as it is not situated near any historic waterway or topographic features that are known to have been attractive locations for settlement or resource procurement. Thus, no subsurface testing was recommended.

2.1.10.2.2 Historical Resources

The project's APE for built environment resources includes the first tier of parcels located along Claribel Road between McHenry Avenue and Oakdale Road. The purpose of the HRER was to identify built environment resources that are 50 years or older within the APE and evaluate eligibility for listing in the National Register of Historical Places (National Register) or the California Register of Historical Resources (California Register). Work followed the guidance provided in Caltrans' Standard Environmental Reference (SER), Volume 2 – Cultural.

A record search was requested from the Central California Information Center, California State University, Stanislaus (CCIC File No.75240) for previously recorded cultural resources within one quarter-mile of the project site. The search was completed October 5, 2009. The search identified no properties within the APE for built environment resources listed in or determined eligible for listing in the National Register or California Register. No built environment resources

are listed as California Historical Landmarks, California Points of Historical Interest, or in the State Office of Historic Preservation's Historic Property Directory.

A field survey of the APE for built environment resources was completed to document and photograph each property at least 50 years of age or that may have achieved exceptional significance within the last 50 years, in accordance with National Register Bulletin 22, and as outlined in the SER. The field survey was completed May 10 and 11, 2011, with built environment resources within the APE inspected from the public right-of-way. High-resolution digital images and descriptive information were recorded for resources visible from the public right-of-way.

Based on archival research and field investigation, nine properties were identified for evaluation, including eight ranches/residences and one Modesto Irrigation District (MID) canal (MID Lateral No. 6). An additional property, Bridge 38C0113 over Claribel Road, was previously evaluated for National Register eligibility by Caltrans and determined to be ineligible (see below). The eight ranches/residences were found to be not eligible for listing in the National Register or the California Register. One property, the MID Lateral No. 6 canal segment at Claribel Road, was evaluated following the direction found in the SER, Volume 2, Chapter 7, Section 7-8.5 regarding linear resources. The MID Lateral No. 6 canal segment was found to contribute to the significance of the larger MID canal system and is treated as eligible for purposes of the National and California Registers.

Bridge 38C0113 crosses the MID Lateral No. 6 canal segment and is within the APE. This continuous concrete slab bridge, constructed in 1939 and reconstructed in 1959, has been evaluated for National Register eligibility in the Caltrans Historic Bridge Inventory (1986, updated 2010), and determined not eligible for listing in the National Register. The bridge was not constructed as a part of the MID Lateral No. 6 canal.

MID Lateral No. 6 is part of the larger MID canal system that extends approximately 208 miles. MID Lateral No. 6 is one of eight laterals within the MID system constructed in 1904 to provide field irrigation to small farms and orchards north of the city of Modesto in the area known locally as Paradise Valley. The MID canal system was found to be the earliest irrigation system in the county and one of the earliest in the San Joaquin Valley. It played a pivotal role in the shift of the local agrarian economy from wheat and grain production, carried out on large ranch holdings, to a fruit and ground vegetable agrarian economy, carried out on small holdings and dependent on irrigation. This shift is an important local trend under the theme of agriculture.

Evaluation of the MID Lateral No. 6 canal segment was carried out in the context of the MID canal system as a whole. The MID canal system is assumed to be significant under Criterion A of the National Register and Criterion 1 of the California Register for its contribution to important trends in agricultural development in Stanislaus County. Under Criterion C/3 the MID research does not suggest that the canal system is representative of important engineering or design of irrigation canal systems in the Stanislaus County area or the larger San Joaquin Valley. It was originally an earthen ditch structure and is now a combination of concrete lined open channel and manufactured pipe. It is not considered significant or assumed eligible under Criterion C of the National Register or Criterion 3 of the California Register.

The primary character-defining feature of the MID Lateral No. 6 canal segment at Claribel Road is its open linear channel. Other features of irrigation canal systems (e.g. pumping stations, gates etc.) are not present within this segment of MID Lateral No. 6.

The MID Lateral No. 6 canal segment has been modified over time as part of MID upgrade and maintenance activities. MID Lateral No. 6 was constructed in 1904 as an earthen canal. Between 1933 and 1965 the entire 208-mile MID canal system was either concrete lined or replaced with metal pipe. The MID Lateral No. 6 segment at Claribel Road was concrete lined in 1955. The concrete lined portions of MID Lateral No. 6 were covered in gunite c.2000. The MID Lateral No. 6 canal segment consists of an open concrete lined canal located at the intersection of Claribel Road and Bridge 38C0113 that spans the canal and carries Claribel Road over the canal structure. The cement lining of the canal occurred within the period of significance. The gunite applied to the canal falls outside the period of significance and impairs its integrity of materials and workmanship. However, under Criterion A/1 it retains the other aspects of integrity and retains its ability to convey its association with important trends in agricultural development in Stanislaus County. The MID Lateral No. 6 canal segment was found to contribute to the significance of the larger MID canal system and is treated as eligible for purposes of the National and California Registers. The canal segment boundaries extend to the east and west to include the edges of the canal structure, the approximate length of Bridge 38C0113 that spans the canal, and to the north and south to encompass the anticipated work area.

2.1.10.2.3 Discovery of Cultural Materials and Human Remains

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact the District 10 Environmental Branch as well as the Stanislaus County Department of Public Works so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

2.1.10.3 Environmental Consequences

No human remains were identified within the project area (ASR 2011). There is the possibility of accidental discoveries of human remains during construction-related ground-disturbing activities. The procedures identified in State Health and Safety Code Section 7050.5 will reduce potential impact. State Health and Safety Code Section 7050.5 requires that if human remains are found no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98.

The MID Lateral No. 6 canal segment was found to contribute to the significance of the larger MID canal system and is treated as eligible for purposes of the National and California Registers. The effects of the Project, particularly when viewed within the context of the overall MID canal system, will not result in the loss or impairment of the character-defining features, essential physical features, or aspects of integrity that convey the associative qualities of MID Lateral No. 6 under Criterion A. The removal of a small portion of MID Lateral No. 6 represents a minor loss and does not rise to a level of change that would render it ineligible for listing in the National Register as a contributing resource to the MID canal system for the purposes on this Project.

Caltrans has determined that the replacement of the existing bridge over the MID Lateral No. 6 with a new culvert structure will not have an adverse effect according to Section 106. The replacement of the existing bridge over the MID Lateral No. 6 with a new culvert structure will not result in a substantial adverse change to the MID Lateral No. 6 and therefore the potential impact is less than significant under CEQA.

Section 4(f) *De Minimis* Findings

Regulatory Setting

Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 USC 138 and 49 USC 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f).

FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 CFR 774.3 and 23 CFR 774.17.

In the first substantive revision to Section 4(f) since its enactment, SAFETEA-LU amended the law to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This revision provides that once the U.S. Department of Transportation (DOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. Responsibility for compliance with Section 4(f) have been assigned to the Caltrans pursuant to the MOUs under SAFETEA-LU Sections 6004 and 6005, including determinations and approval of Section 4(f) evaluations as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

Section 4(f) of the U.S. Department of Transportation Act regulates the "use" of land from historic properties. The replacement of the existing bridge over the MID Lateral No. 6 will use land from a historic property. Use occurs when 1) the property is acquired for a transportation project, 2) there is an occupancy of land that is adverse to the preservationist purpose of Section 4(f), or 3) there is (are) proximity impact(s) that substantially impair(s) the purpose of the land (this is called constructive use). The proposed Project's use of land from a historic property is in the form of property acquisition.

The Project will have a *de minimis* impact on a Section 4(f) resource. In accordance with 23 CFR 774.17 *de minimis* impacts on historic sites are defined as the determination of either "no adverse effect" or "no historic properties affected" in compliance with Section 106 regulations. Caltrans approved a Finding of No Adverse Effect prepared for the project in January 2012. On 22 March 2012 Caltrans sent a letter to SHPO requesting concurrence with the Section 106 Finding of No Adverse Effect and providing notification of the Section 4(f) *de minimis* finding.

2.1.10.4 Avoidance, Minimization, and/or Mitigation Measures

The County will implement the following measures;

CULTURAL-1

- Implement State Health and Safety Code Section 7050.5. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further

disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted.

CULTURAL-2

- Implement Public Resources Code Section 5097.9 et seq. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). Further provisions of PRC 5097.9 et seq are to be followed as applicable.

CULTURAL-3

- Implement Public Resources Code Section 5097.5 et seq. Pursuant to Public Resources Code Section 5097.5 no person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

2.2 Physical Environment

2.2.1 Hydrology and Floodplain

2.2.1.1 Regulatory Setting

Executive Order 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The Federal Highway Administration requirements for compliance are outlined in 23 CFR 650 Subpart A.

In order to comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments
- Risks of the action
- Impacts on natural and beneficial floodplain values
- Support of incompatible floodplain development
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values impacted by the project.

The base floodplain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” An encroachment is defined as “an action within the limits of the base floodplain.”

2.2.1.2 Affected Environment

A Floodplain Memo was prepared for the proposed Project and approved in December 2011. The Project is located in an area mapped as Zone X (areas determined to be outside the 0.2% annual chance floodplain, aka the 500 year floodplain) on the FEMA Flood Insurance Rate Map

(panel #06099C0330E). As shown in the “Floodplain Decision Tree” in Chapter 17 (Floodplains) of the Caltrans Standard Environmental Reference (SER) projects not located in the base floodplain need only document this fact in the project file. The Project is not located within the limits of a base floodplain.

2.2.1.3 Environmental Consequences

The Project is not located within the limits of a base floodplain and will not expose people or structures to significant risk as a result of the failure of a levee or dam. The Project is not at risk of inundation by seiche, tsunami, or mudflow. The Project is a surface transportation project and will not deplete groundwater supplies or interfere substantially with groundwater recharge. No further action is needed to comply with Executive Order 11988 Floodplain Management.

2.2.1.4 Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization, and/or mitigation measures are not required.

2.2.2 Water Quality and Storm Water Runoff

2.2.2.1 Regulatory Setting

Federal Requirements: Clean Water Act

In 1972 Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. Known today as the Clean Water Act (CWA), Congress has amended it several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. Important CWA sections are:

- Sections 303 and 304 require states to promulgate water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for a federal license or permit to conduct any activity, which may result in a discharge to waters of the U.S. to obtain certification from the State that the discharge will comply with other provisions of the CWA. (Most frequently required in tandem with a Section 404 permit request. See below.)
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCB) administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the U.S. Army Corps of Engineers (USACE).

The objective of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.”

USACE issues two types of 404 permits: Standard and General permits. There are two types of General permits, Regional permits and Nationwide permits. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal

environmental effect. Nationwide permits are issued to authorize a variety of minor project activities with no more than minimal effects.

There are two types of Standard permits: Individual permits and Letters of Permission. Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of USACE's Standard permits. For Standard permits, the USACE decision to approve is based on compliance with U.S. EPA's Section 404 (b)(1) Guidelines (U.S. EPA CFR 40 Part 230), and whether permit approval is in the public interest. The Section 404(b)(1) Guidelines were developed by the U.S. EPA in conjunction with USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA), to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences. Per Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause "significant degradation" to waters of the U.S. In addition every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4. A discussion of the LEDPA determination, if any, for the document is included in the Wetlands and Other Waters section.

State Requirements: Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This Act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the State. It predates the CWA and regulates discharges to waters of the State. Waters of the State include more than just Waters of the U.S., like groundwater and surface waters not considered Waters of the U.S. Additionally, it prohibits discharges of "waste" as defined and this definition is broader than the CWA definition of "pollutant". Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA, and regulating discharges to ensure compliance with the water quality standards. Details regarding water quality standards in a project area are contained in the applicable RWQCB Basin Plan. States designate beneficial uses for all water body segments, and then set criteria necessary to protect these uses. Consequently, the water quality standards developed for particular water segments are based on the designated use and vary depending on such use. In addition, each state identifies waters failing to meet standards for specific pollutants, which are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source controls, the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB administers water rights, water pollution control, and water quality functions throughout the state. RWQCBs are responsible for protecting beneficial uses of water

resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

- **National Pollution Discharge Elimination System (NPDES) Program**

Construction General Permit

Construction General Permit (Order No. 2009-009-DWQ), adopted on September 2, 2009, became effective on July 1, 2010. The permit regulates storm water discharges from construction sites which result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop storm water pollution prevention plans; to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

The 2009 Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases, and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and before construction and after construction aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPPP). In accordance with the Department's Standard Specifications, a Water Pollution Control Plan (WPCP) is necessary for projects with DSA less than one acre.

Section 401 Permitting

Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water body must obtain a 401 Certification, which certifies that the project will be in compliance with State water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by USACE. The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before USACE issues a 404 permit.

In some cases the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as Waste Discharge Requirements (WDRs) under the State Water Code that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

2.2.2.2 Affected Environment

The Project is located in the Middle San Joaquin-Lower hydrologic unit (hydrologic unit code 18040002). Wetlands and waters were evaluated in the Project's NES. Six wetland determination data points were sampled within the project area on 5, 20, and 21 May 2011, the data forms are included in the NES. The field review identified no wetlands in the project area. MID Lateral No.6 is not a waters of the U.S. The Project will not require permits from the Army Corps of Engineers. California Department of Fish and Game (DFG) has determined that a

1602 Streambed Alteration Agreement is not required for work in MID Lateral No.6. The project will require a Statewide General Permit (NPDES) for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 2009-0009-DWQ) from the Regional Water Quality Control Board (RWQCB).

2.2.2.3 Environmental Consequences

General construction activity will disturb the topsoil in the nonpaved portions of the project area. In addition, the Project will alter the existing roadside drainage swales within the project area to accommodate the increased width of the Claribel Road corridor. To protect water quality during the construction period and to prevent excessive topsoil erosion, the Project will obtain a Statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 2009-0009-DWQ)—a required permit for projects that result in more than 1 ac of ground disturbance. The Statewide General Permit requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will list Best Management Practices (BMPs) the Project will use to protect storm water runoff and identify the placement of those BMPs. Implementation of the SWPPP BMPs will protect water quality in waters receiving surface runoff from the project area during the construction period. The Project will not violate any water quality standards or waste discharge requirements. The Project will not appreciably increase the amount of surface water runoff or otherwise degrade water quality during project operation.

2.2.2.4 Avoidance, Minimization, and/or Mitigation Measures

The County will implement the following measures;

WATER QUALITY-1

- The Project will obtain a Statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 2009-0009-DWQ)—a required permit for projects that result in more than 1 ac of ground disturbance. The Statewide General Permit requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will list Best Management Practices (BMPs) the Project will use to protect storm water runoff and identify the placement of those BMPs. Implementation of the SWPPP BMPs will protect water quality in waters receiving surface runoff from the project area during the construction period.

2.2.3 Paleontology

Information pertaining to paleontological resources was derived from the *Paleontological Resources Technical Memorandum* prepared for the North County Corridor State Route 108 East Route Adoption Project (ICF 2009). The geographic area addressed in the Paleontological Resources Technical Memorandum includes the Claribel Road Widening Project area.

2.2.3.1 Regulatory Setting

Paleontology is the study of life in past geologic time based on fossil plants and animals. A number of federal statutes specifically address paleontological resources, their treatment, and funding for mitigation as a part of federally authorized or funded projects. (e.g., Antiquities Act of 1906 [16 USC 431-433], Federal-Aid Highway Act of 1956 [23 USC 305]). Under California law, paleontological resources are protected by the California Environmental Quality Act.

2.2.3.2 Affected Environment

Geologic units present in the project area include the Modesto Formation and the Riverbank Formation (ICF 2009). Within the project area the Modesto Formation extends from the intersection of Claribel Road and McHenry/ SR108 to approximately where Claribel Road crosses the MID Lateral No.6. The Modesto Formation consists of alluvial sedimentary deposits from the Pleistocene that were deposited by streams. This formation has been split into upper and lower components. The upper component is described as unconsolidated, unweathered gravel, sand, silt, and clay, and the lower member is described as unconsolidated, slightly weathered gravel, sand, silt, and clay. Age-dating indicates that the upper component is approximately 12,000 to 26,000 years old and the lower component is approximately 29,000 to 42,000 years old. The Modesto Formation contains vertebrate fossils, including remains of rodents and snakes, as well as plant fossils. Because of its vertebrate content, the Modesto Formation is considered highly sensitive for paleontological resources (ICF 2009).

In the project area the Riverbank Formation extends (approximately) from where Claribel Road crosses the MID Lateral No.6 the eastern project terminus. The Riverbank Formation is from the Pleistocene and consists of weathered reddish gravels, sand, silt, and clay and ranges from less than 1 foot to more than 200 feet in thickness depending on location. The Riverbank Formation is known to contain fossil remains of ground sloth, dire wolf, horse, rabbit, birds, wood rat, bison, camel, coyote, antelope, deer, and mammoth, as well as clams, fish, turtles, frogs, snakes, and land plant wood, leaves, and seeds. Because of its vertebrate content, the Modesto Formation is considered highly sensitive for paleontological resources (ICF 2009).

There are no known records of paleontological resources in the project area (ICF 2009).

2.2.3.3 Environmental Consequences

There is the possibility of accidental paleontological discoveries during construction-related ground-disturbing activities. Implementation of County policies and state law to protect paleontological resources will reduce potential impacts to less-than-significant. These policies include stopping all work in the vicinity of the discovered resources and requiring that a professional paleontologist complete a determination of their significance prior to resuming any work in the area of the discovery.

2.2.3.4 Avoidance, Minimization, and/or Mitigation Measures

The County will implement the following measures.

PALEONTOLOGY-1:

- If paleontological resources are discovered during earth-moving activities, the contractor will immediately cease work in the vicinity of the find, and the County Department of Public Works will be notified. A qualified paleontologist will evaluate the resource and prepare a mitigation plan in accordance with Society of Vertebrate Paleontology guidelines. The proposed mitigation plan may include a field survey of additional construction areas, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations determined by the lead agency to be necessary and feasible will be implemented before construction activities can resume at the site where the paleontological resources were discovered.

PALEONTOLOGY-2

- Implement Public Resources Code Section 5097.5 et seq. Pursuant to Public Resources Code Section 5097.5 no person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

2.2.4 Hazardous Waste/Materials

2.2.4.1 Regulatory Setting

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for “cradle to grave” regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

2.2.4.2 Affected Environment

A Phase I, Environmental Site Assessment (ESA) report was prepared for the proposed Project and approved in May 2011. In addition to the existing road right of way the project may encroach on the APN's listed below (Table 8).

Table 8. Adjacent APN's Evaluated

074-015-003	319 Claribel Road
074-015-014	343 Claribel Road
074-015-015	Claribel Road
074-015-006	707 Claribel Road
074-015-007	Claribel Road
074-015-010	Coffee Road
074-014-010	5212 Coffee Road
074-014-009	Claribel Road
074-014-008	1743 Claribel Road
074-014-007	5101 Oakdale Road
083-002-004	Claribel Road
082-004-004	2030 Claribel Road
082-004-038	Claribel Road
082-004-030	4912 Coffee Road
082-006-056	Coffee Road
082-006-058	4821 Coffee Road
082-006-004	4929 Coffee Road

As part of the ESA the following agencies were contacted pertaining to possible past development and/or activity within the project area.

- Stanislaus County Department of Environmental Resources
- Stanislaus County Planning and Community Development Department
- Stanislaus County Assessor's Office
- Stanislaus County Office of the Fire Marshall- Fire Prevention Bureau
- Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR)
- California Regional Water Quality Control Board (RWQCB)
- Department of Toxic Substances Control (DTSC)
- California Environmental Protection Agency (EPA)

During a site reconnaissance of the Project area the following items were noted:

- Structures: With the exception of wooden power poles, an aluminum light pole and two bridges, no other permanent structures were observed on the Property during the site reconnaissance. It is our understanding that part or all of the structures located at 1743 Claribel may be demolished. This residence consists of a single-story ranch-style house and at least one metal shed.
- Hazardous Substances and Petroleum Products in Connection with Identified Uses. No hazardous substances were observed in the project area at the time of the reconnaissance.

- Storage Tanks. No storage tanks were observed on the Property at the time of our reconnaissance.
- Odors. No odors were encountered in the project area at the time of the reconnaissance.
- Pools of Potentially Hazardous Liquid. No pools of potentially hazardous liquid were observed in the project area at the time of the reconnaissance.
- Drums. No drums were observed in the project area at the time of the reconnaissance.
- Hazardous Substance and Petroleum Product Containers. No other hazardous substances were observed on the Property at the time of our reconnaissance.
- Polychlorinated Biphenyls (PCBs). With the possible exception of pole-mounted transformers along the roadways, no PCB-containing materials, including pad- or vault-mounted transformers, were observed in the project area at the time of the reconnaissance.
- Pits, Ponds and Lagoons. No pits, ponds or lagoons were observed in the project area at the time of the reconnaissance.
- Stained Soil/Pavement. No stained soil or pavement were observed in the project area at the time of the reconnaissance.
- Stressed Vegetation. No signs of stressed vegetation were observed in the project area at the time of the reconnaissance.

A public records request was submitted to the Stanislaus County Environmental Health Department for addresses/parcels within the Project. County file information was limited to the following facilities.

- W.E. Mussman; 319 Claribel Road - This Property address was listed on the SWEEPS database as having a 220-gallon leaded gasoline tank registered for the property. There were no indications of any significant spills or leaks that would be expected to impact the project area.
- KB Farms; 707 Claribel Road - This Property address was listed as having a Business Plan on file for the property. A Business Plan generally indicates the presence of hazardous or potential hazardous materials used in support of a particular business type and is not an indication of a spill or release of any hazardous product.
- B&L Farms; 5212 Coffee Road - This Property address was listed as having a Business Plan on file for the property. A Business Plan generally indicates the presence of hazardous or potential hazardous materials used in support of a particular business type and is not an indication of a spill or release of any hazardous product.

The Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) web site and map database (Region 5, Map #W5-3) to determine if any historic oil and/or gas wells were located within the project area. No abandoned/plugged oil/gas wells were mapped within approximately one mile of the project area.

The DTSC ENVIROSTOR database was reviewed for known contaminated sites within the immediate vicinity of the project area. No sites are listed on the database that would be suspected of impacting the project area.

The California RWQCB GEOTRACKER database was reviewed for known contaminated sites within the immediate vicinity of the project area. No sites are listed on the database that would be suspected of impacting the project area.

In addition to those listed above a search of federal, tribal, state, and local databases regarding nearby properties was conducted. The search results indicate that the property at 319 Claribel Road is listed on the CA FID, HIST USA, and SWEEPS databases. The Mussman property (319 Claribel, APN 074-015-003) is located northeast of the intersection of Claribel Road and McHenry Ave. Caltrans acquired ROW from APN 074-015-003 as part of the SR 219/Kiernan Avenue Widening Project. The Claribel Road Widening project will not acquire ROW from this parcel.

Stanislaus County personnel were contacted during the preparation of the ESA regarding potential hazardous materials issues, permits or violations within or adjacent to the Claribel Road Project. County personnel were not aware of any other hazardous material related information related to the SWEEPS listing of 319 Claribel Road.

Based on the distances to the identified database sites, regional topographic gradient, proposed project construction, and findings in the ISA report, it is unlikely that the above-stated database site poses an environmental risk to the project area.

Government Code Section 65962.5 requires the state to compile a list of hazardous materials sites located in California (commonly referred to as the "Cortese List"). The list is maintained by numerous public agencies, and the California EPA maintains an online register of the data resources that provide information on the Cortese List sites throughout the state. No Cortese List sites are located within the project area (California EPA 2011).

Claribel Road, Coffee Road, and Oakdale Road have been in place at their approximate current locations since the early 1910s. The ESA states that it is conceivable that aerially deposited lead (ADL) may exist along the shoulders of the roads. The ESA does not consider ADL to be a Recognized Environmental Condition (REC) or historic REC for the project. The ESA does not recommend further surveys.

The Project will not emit hazardous emissions or handle hazardous materials in the vicinity of a school. No existing or planned schools are located within ¼ mile of the Project.

The Project is not located near a public airport or landing strip. Widening Claribel Road would not result in a hazard for people residing or working near an airport or landing strip.

The Project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Claribel Road, Oakdale Road, and Coffee Road will remain open during construction, and emergency access will not be affected. Project construction activities would be coordinated with local law enforcement and emergency services providers.

The Project would not increase people's exposure to wildland fires.

2.2.4.3 Environmental Consequences

The site reconnaissance and records review did not find documentation or physical evidence of soil or groundwater impairments associated with the use or past use of the project area. A review of regulatory databases maintained by county, state, tribal, and federal agencies found no documentation of hazardous materials violations or discharge in the project area and did not identify contaminated facilities within the appropriate American Society for Testing and Materials (ASTM) search distances that would reasonably be expected to impact the project area.

Based on the findings of this assessment, no Recognized Environmental Conditions (RECs) and no historical RECs were identified for the project area. Potential project impacts are less than significant.

The ESA report makes the following recommendations:

- Extensive orchard cultivation has occurred within the project boundaries. It is conceivable that persistent agrichemicals have been used historically for these orchards. Significant levels of residual organochlorine pesticides, arsenic, or lead could prompt soil management requirements if material is exported from the Project. An agrichemical impact assessment should be conducted within areas of proposed ground disturbance within the Project footprint.
- Given the age of the existing bridge, it is conceivable that asbestos-containing materials (ACM) or lead-based paint (LBP) may have been used in construction. An ACM and LBP survey should be conducted prior to any building demolition within the boundaries of the Project.

2.2.4.4 Avoidance, Minimization, and/or Mitigation Measures

The County will implement the following measures to reduce potential impacts.

HAZ WASTE-1:

- Prior to ground disturbance an agrichemical impact assessment will be conducted within areas of proposed ground disturbance within the Project footprint.

HAZ WASTE-2:

- An asbestos-containing materials (ACM) and lead-based paint (LBP) survey will be conducted prior to any building demolition within the boundaries of the Project.

HAZ WASTE-3

- The appropriate Caltrans Standard Special Provision should be edited based on the level of lead concentration found during testing and the method of removal and should indicate the appropriate testing criteria and disposal of generated waste.

HAZ WASTE-4

- A Lead Compliance Plan under Section 7-1.07, Lead Compliance Plan, of the Standard Specifications, will be required to address health and safety for workers during construction. Special handling, treatment, or disposal of aerially deposited lead in soils during construction activities shall be consistent with the Department of Toxic Substance Control Lead Variance (No. VO9HQSCD006) dated July 1, 2009.

2.2.5 Air Quality

2.2.5.1 Regulatory Setting

The Federal Clean Air Act (FCAA) as amended in 1990 is the federal law that governs air quality. The California Clean Air Act of 1988 is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA) and California Air Resources Board (ARB), set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and State ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns. The criteria pollutants are: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM, broken down for regulatory purposes into particles of 10 micrometers or smaller – PM₁₀ and particles of 2.5 micrometers and smaller – PM_{2.5}), lead (Pb), and sulfur dioxide (SO₂). In addition, State standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H₂S), and vinyl chloride. The NAAQS and State standards are set at a level that protects public health with a margin of safety, and are subject to periodic review and revision. Both State and Federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics within their general definition.

Federal and State air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). In addition to this type of environmental analysis, a parallel “Conformity” requirement under the FCAA also applies.

FCAA Section 176(c) prohibits the U.S. Department of Transportation and other Federal agencies from funding, authorizing, or approving plans, programs or projects that are not first found to conform to State Implementation Plan (SIP) for achieving the goals of Clean Air Act requirements related to the NAAQS. “Transportation Conformity” takes place on two levels: the regional, or planning and programming, level, and the project level. The proposed project must conform at both levels to be approved. Conformity requirements apply only in nonattainment and “maintenance” (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. U.S. EPA regulations at 40 CFR 93 govern the conformity process.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the standards set for carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and in some areas sulfur dioxide (SO₂). California

has attainment or maintenance areas for all of these transportation-related “criteria pollutants” except SO₂, and also has a nonattainment area for lead (Pb). However, lead is not currently required by the FCAA to be covered in transportation conformity analysis. Regional conformity is based on Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all of the transportation projects planned for a region over a period of at least 20 years for the RTP) and 4 years (for the FTIP). RTP and FTIP conformity is based on use of travel demand and air quality models to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that requirements of the Clean Air Act and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA), make determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept, scope, and “open to traffic” schedule of a proposed transportation project are the same as described in the RTP and FTIP, then the proposed project is deemed to meet regional conformity requirements for purposes of project-level analysis.

Conformity at the project-level also requires “hot spot” analysis if an area is “nonattainment” or “maintenance” for carbon monoxide (CO) and/or particulate matter (PM₁₀ or PM_{2.5}). A region is “nonattainment” if one or more of the monitoring stations in the region measures violation of the relevant standard and U.S. EPA officially designates the area nonattainment. Areas that were previously designated as nonattainment areas but subsequently meet the standard may be officially redesignated to attainment by U.S. EPA and are then called “maintenance” areas. “Hot spot” analysis is essentially the same, for technical purposes, as CO or particulate matter analysis performed for NEPA purposes. Conformity does include some specific procedural and documentation standards for projects that require a hot spot analysis. In general, projects must not cause the “hot spot”-related standard to be violated, and must not cause any increase in the number and severity of violations in nonattainment areas. If a known CO or particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

2.2.5.2 Affected Environment

An Air Quality Analysis report and an Air Quality Conformity Analysis report were prepared for the proposed Project. Both reports were approved in December 2011. The California Air Resources Board (ARB) has divided California into 15 regional air basins. The air basins generally have similar meteorological and geographic conditions throughout. The Project occurs within the San Joaquin Valley Air Basin (SJVAB), which is approximately 250 miles long and averages 35 miles wide. The SJVAB includes all of seven counties (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, and Tulare), as well as the western portion of Kern County.

2.2.5.2.1 Topography

Air pollution is directly related to a region’s topographic features. The SJVAB is defined by the Sierra Nevada mountains in the east (8,000 to 14,000 feet in elevation), the Coast Ranges in the west (averaging 3,000 feet in elevation), and the Tehachapi mountains in the south (6,000 to 8,000 feet in elevation). The valley is basically flat with a slight downward gradient to the northwest. The valley opens to the sea at the Carquinez Straits where the San Joaquin-Sacramento Delta empties into San Francisco Bay. The San Joaquin Valley (SJV), thus, could be considered a “bowl” open only to the north.

Although marine air generally flows into the basin from the San Joaquin River Delta, the region's topographic features restrict air movement through and out of the basin. The Coastal Range hinders wind access into the SJV from the west, the Tehachapi's prevent southerly passage of airflow, and the high Sierra Nevada range is a significant barrier to the east. These topographic features result in weak airflow, which becomes blocked vertically by high barometric pressure over the SJV. As a result, the SJVAB is highly susceptible to pollutant accumulation over time. Most of the surrounding mountains are above the normal height of summer inversion layers (1,500-3,000 feet).

2.2.5.2.2 Wind Speed and Direction

Wind speed and direction play an important role in dispersion and transport of air pollutants. Wind at the surface and aloft can disperse pollution by mixing vertically and by transporting it to other locations. Some pollutants, such as carbon monoxide (CO), dissipate easily and therefore may form highest concentrations when wind speed is low. Concentrations of other pollutants, such as ozone, are less susceptible to local wind speeds in part because of the time required for ozone formation.

During the summer, winds usually originate at the north end of the SJV and flow in a south-southeasterly direction through the SJV, through Tehachapi pass, and into the Southeast Desert Air Basin. During the winter, winds occasionally originate from the south end of the SJV and flow in a north-northwesterly direction. Also during the winter months, the SJV experiences light, variable winds less than 10 mph. Low wind speeds, combined with low inversion layers in the winter, create a climate conducive to high CO and PM10 concentrations.

Superimposed on this seasonal regime is the diurnal wind cycle. In the SJV, this cycle takes the form of a combination of sea breeze-land breeze and mountain-valley regimes. The sea breeze-land breeze regime has a sea breeze flowing into the SJV from the north during the day and a land breeze flowing out of the SJV at night. The mountain-valley regime has an upslope (mountain) flow during the day and a downslope (valley) flow at night. These phenomena add to the complexity of regional wind flow and pollutant transport within the SJVAB.

2.2.5.2.3 Temperature

Temperature and solar radiation are particularly important in the chemistry of ozone formation. Ozone is formed in a photochemical reaction requiring sunlight. Generally, the higher the temperature, the more ozone formed, since reaction rates increase with temperature. Temperature is not as important to formation of high CO or PM10 levels.

The SJVAB has an "inland Mediterranean" climate averaging over 260 sunny days per year. The valley floor is characterized by warm, dry summers and cooler winters. Summer high temperatures often exceed 100 °F, averaging in the low 90s in the northern valley and high 90s in the south. In the entire SJV, high daily temperature readings in summer average 95 °F. Over the last 30 years, the SJV averaged 106 days a year 90 °F or hotter, and 40 days a year 100 °F or hotter. The daily summer temperature variation can be as high as 30 °F.

In winter, the high mountains to the east prevent the cold, continental air masses of the interior from influencing the valley. Thus, winters are mild and humid. Average high temperatures in the winter are in the 50s, but highs in the 30s and 40s can occur on days with persistent fog and low cloudiness. The average daily low temperature is 45 °F.

2.2.5.2.4 Temperature Inversions

The vertical dispersion of air pollutants in the SJV is limited by the presence of persistent temperature inversions. Because of expansional cooling of the atmosphere, air temperature usually decreases with altitude. A reversal of this atmospheric state, where the air temperature increases with height, is termed an inversion. Inversions can exist at the surface, or at any height above the ground. The height of the base of the inversion is known as the “mixing height”. This is the level to which pollutants can mix vertically. Semi-permanent systems of high barometric pressure fronts frequently establish themselves over the SJVAB, deflecting low-pressure systems that might otherwise bring cleansing rain and winds.

Air above and below the inversion base does not mix because of differences in air density. Inversion layers are significant in determining ozone formation and CO and PM10 concentrations. Ozone and its precursors will mix and react to produce higher concentrations under an inversion, and inversions trap and hold directly emitted pollutants like CO. PM10 is both directly emitted and created in the atmosphere as a chemical reaction. Concentration levels are directly related to inversion layers due to the limitation of mixing space.

2.2.5.2.5 Precipitation and Fog

Precipitation and fog tend to reduce or limit some pollutant concentrations. Ozone needs sunlight for its formation, and clouds and fog block the required radiation. CO is slightly water-soluble so precipitation and fog tends to “reduce” CO concentrations in the atmosphere. PM10 is somewhat “washed” from the atmosphere with precipitation.

Precipitation in the SJV is strongly influenced by the position of the semi-permanent subtropical high-pressure belt located off the Pacific coast referred to as the Pacific High. In the winter, this high-pressure system moves southward, allowing Pacific storms to move through the SJV. The majority of the precipitation falling in the SJV is produced by those storms during the winter. Precipitation during the summer months is in the form of convective rain showers and is rare. Average annual rainfall for the entire SJV is 9.25 inches on the SJV floor.

Between winter storms, high pressure and light winds allow cold moist air to pool on the SJV floor. This creates strong low-level temperature inversions and very stable air conditions. This situation leads to the SJV’s famous “Tule Fog”. Conditions favorable to fog formation are also conditions favorable to high concentrations of CO and PM10. Ozone levels are low during these periods because of the lack of sunlight to drive the photochemical reaction. Maximum CO concentrations tend to occur on clear, cold nights when a strong surface inversion is present and large numbers of fireplaces are in use. A secondary peak in CO concentrations occurs during morning commute hours when a large number of motorists are on the road and the surface inversion has not yet broken.

The water droplets in fog, however, can act as a sink for CO and nitrogen oxides (NO_x), lowering pollutant concentrations. At the same time, fog can contribute to the formation of secondary particulates such as ammonium sulfate. These secondary particulates are believed to be a significant contributor of winter season violations of the PM10 and PM2.5 standards.

2.2.5.2.6 Existing Air Quality Conditions in the Vicinity of the Project

The California Environmental Protection Agency’s (CalEPA) Air Resources Board (ARB) air quality monitoring program collects accurate real-time measurements of ambient level pollutants at over 40 sites located throughout the state. The data generated are used to define the nature and severity of pollution in California, determine which areas of California are in attainment or

nonattainment, identify pollution trends in the state, support agricultural burn forecasting, and develop air models and emission inventories.

The closest ARB air quality monitoring station to the Project is located on 14th Street in Modesto. A summary of 2007–2009 monitoring data from this station is included in Table 9 (California Air Resources Board 2011). Ambient nitrogen dioxide concentration is not monitored at the Modesto station. The nearest station that monitors nitrogen dioxide is in Turlock. Nitrogen dioxide data from the Turlock station is shown in Table 9. Ambient sulfur dioxide concentration is not monitored at the Modesto station. The nearest station that monitors sulfur dioxide is located in Fresno, which is not near the affected area of the project. Therefore, Table 9 does not include sulfur dioxide data.

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As shown in Table 9, the area surrounding the project did not exceed the state or federal standards for nitrogen dioxide or 8-hour carbon monoxide in the period 2007–2009. Levels of ozone exceeded the state 1-hour standard on at least one day in all three years, and levels of ozone exceeded the state and federal 8-hour standards on multiple days in all three years. Levels of PM₁₀ exceeded the state 24-hour standard on multiple days in all three years and exceeded the state annual mean standard in both years for which data were available. Levels of PM₁₀ did not exceed the federal 24-hour standard. Levels of PM_{2.5} exceeded federal annual mean standard in multiple years and exceeded the federal 24-hour standard on multiple days in all three years. Levels of PM_{2.5} also exceeded the state annual mean standard in all three years.

Table 9. Ambient air quality data from the Modesto (14th Street) monitoring station

Pollutant	Ambient Air Quality Standard	2007	2008	2009
Ozone (O₃)				
<i>Maximum 1 Hour Concentration (ppm)</i>		0.100	0.127	0.112
Number of Days Exceeded	State: > 0.09	1	10	1
	Federal: N/A	--	--	--
<i>Maximum 8 Hour Concentration (ppm)</i>		0.081	0.107	0.098
Number of Days Exceeded	State: > 0.07	10	24	14
	Federal: > 0.075	4	18	7
Respirable Particulate Matter (PM10)				
<i>Maximum 24 Hour Concentration (µg/m³)</i>		83.0	111.1	65.6
Number of Days Exceeded (Estimated)	State: > 50	37.7	N/D	36.4
	Federal: > 150	0	0	0
<i>Annual Arithmetic Mean Concentration (µg/m³)</i>		27.7	N/D	26.6
Exceeded for the Year	State: > 20	Yes	N/D	Yes
	Federal: N/A	--	--	--
Fine Particulate Matter (PM2.5)				
<i>Maximum 24 Hour Concentration (µg/m³)</i>		64.0	88.3	59.3
<i>98th Percentile 24 hour concentration (µg/m³)</i>		57.4	53.9	54.5
Exceeded 98th Percentile	State: N/A	--	--	--
	Federal: > 35	Yes	Yes	Yes
<i>State Annual Standard Design Value (µg/m³)</i>		16.0	16.0	16.0
Exceeded for the Year	State: > 12	Yes	Yes	Yes
<i>National Annual Standard Design Value (µg/m³)</i>		14.6	15.3	14.7
Exceeded for the Year	Federal: > 15	No	No	No
Carbon Monoxide (CO)				
<i>Maximum 1 Hour Concentration (ppm)</i>		N/D	N/D	N/D
Number of Days Exceeded	State: > 20	N/D	N/D	N/D
	Federal: > 35	N/D	N/D	N/D
<i>Maximum 8 Hour Concentration (ppm)</i>		3.16	1.94	2.41
Number of Days Exceeded	State: > 9	0	0	0
	Federal: > 9	0	0	0
Nitrogen Dioxide (NO₂)				
<i>Maximum 1 Hour Concentration (ppm)</i>		0.053	0.063	0.058
Number of Days Exceeded	State: > 0.18	0	0	0
	Federal: > 0.100	0	0	0
<i>Annual Arithmetic Mean Concentration (ppm)</i>		0.012	0.012	0.012
Exceeded for the Year	State: > 0.030	No	No	No
	Federal: > 0.053	No	No	No

2.2.5.2.7 State and Federal Attainment Status

State law requires ARB to designate areas of the state as attainment, nonattainment, nonattainment-transitional, or unclassified for each California Ambient Air Quality Standard (CAAQS). A pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a three-year period. A pollutant is designated nonattainment if there was at least one violation of a state standard for that pollutant in the area. A pollutant is designated nonattainment-transitional if the area is close to attaining the standard for that pollutant. A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment. To identify the severity of the problem and the extent of planning required, nonattainment areas are assigned a classification that is commensurate with the severity of their air quality problem (e.g., moderate, serious, severe, extreme).

The Federal Clean Air Act requires the EPA to designate areas as attainment, nonattainment, or unclassified for the National Ambient Air Quality Standards (NAAQS). These designations are similar to their state-level counterparts. Areas that were nonattainment but have recently achieved attainment are referred to as maintenance areas. Table 10 provides a summary of the NAAQS and CAAQS attainment status in the vicinity of the Project. Pollutants that are in attainment or unclassified are not included.

Table 10. NAAQS and CAAQS attainment status in the Project area (nonattainment and maintenance areas highlighted)

Pollutant	Designation	
	Federal	State
Ozone (O ₃)	Extreme Nonattainment (8-Hour)	Nonattainment (8-Hour) Severe Nonattainment (1-Hour)
Respirable Particulate Matter (PM ₁₀)	Attainment (Maintenance)	Nonattainment
Fine Particulate Matter (PM _{2.5})	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment (Maintenance) Modesto Urbanized Area	Attainment
Nitrogen Dioxide (NO ₂)	Unclassified/Attainment	Attainment
Sulfur Dioxide (SO ₂)	Unclassified	Attainment
Lead	No Designation	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	No Designation

As shown in Table 10, the SJVAB is classified as extreme nonattainment for the federal 8-hour ozone standard, attainment (maintenance) for PM₁₀, nonattainment for PM_{2.5}, and attainment (maintenance) for CO in the vicinity of the Project. Additionally, the area is classified as

nonattainment for the state 8-hour ozone standard, severe nonattainment for 1-hour ozone, nonattainment for PM10, and nonattainment for PM2.5.

2.2.5.3 Environmental Consequences

2.2.5.3.1 Regional Air Quality Conformity

The proposed project is fully funded and is in the Stanislaus Council of Governments (StanCOG) 2011 Regional Transportation Plan (StanCOG 2010a) which was found to conform by the StanCOG on 21 July 2010, and FHWA and FTA adopted the air quality conformity finding on 14 December 2010. The project is also included in StanCOG financially constrained 2010 Regional Transportation Improvement Program, pages 13, Appendix C, Appendix E, and Appendix F. The StanCOG 2010 Regional Transportation Improvement Program was found to conform by FHWA and FTA. The design concept and scope of the proposed project is consistent with the project description in the 2011 RTP, the 2010 RTIP and the assumptions in the StanCOG's regional emissions analysis.

2.2.5.3.2 Project Level Air Quality Conformity

The ambient air quality effects of traffic emissions resulting from the Project were evaluated qualitatively according to the California Project-Level Carbon Monoxide Protocol (CO Protocol). The CO Protocol indicated that total CO concentrations resulting from the project would not cause or contribute to any new localized violations of the federal 1-hour or 8-hour CO ambient standards. Further analysis was not necessary, and a detailed hotspot analysis was not conducted.

Particulate matter hot-spot analysis is required under the USEPA Transportation Conformity rule for Projects of Air Quality Concern (POAQC), as described in USEPA's Final Rule of March 10, 2006. Projects that are not POAQC do not require detailed PM hot-spot analysis. The AQCA found that the Project is not a POAQC for particulate matter, and a hot-spot analysis was not conducted. On November 30, 2011, the EPA provided concurrence that this project is not a POAQC. The FHWA provided concurrence that this project is not a POAQC on December 1, 2011 (Appendix F). For full details, please see the Air Quality Conformity Analysis report for this project.

2.2.5.3.3 Construction Impacts

The SJVAPCD recommends separating emissions occurring in the construction phase of a project from emissions occurring in the operational phase for analysis purposes. Although construction activities can produce substantial emissions and can represent a significant air quality impact, the effect is not permanent. The Project will not result in operational emissions of air pollutants.

Common construction activities include site preparation, earthmoving, and general construction. Site preparation includes activities such as general land clearing and grubbing. Earthmoving activities include cut and fill operations, trenching, soil compaction, and grading. General construction includes adding improvements such as roadway surfaces, utilities, structures and facilities. Emissions generated from these common construction activities include:

- Combustion emissions (ROG, NO_x, CO, SO_x, PM10) from mobile heavy-duty diesel- and gasoline-powered equipment, portable auxiliary equipment, and worker commute trips.
- Combustion emissions from heavy-duty diesel-fueled equipment containing diesel particulate matter (diesel PM), which has been identified as a potential health risk.

- Fugitive dust (PM10) from soil disturbance or demolition.
- Evaporative emissions (ROG) from asphalt paving and architectural coating applications.

Demolition and renovation of buildings also generate PM10 emissions, and are of particular concern if the buildings contain any asbestos-bearing materials.

ROG and NOx

SJVAPCD set a significance threshold for ROG and NOx emissions at 10 tons/year. This threshold applies to both the construction and operational phases of a project. The Sacramento Metropolitan AQMD Road Construction Emissions Model, v6.3.2, was used to estimate construction-related ROG and NOx emissions generated by the project. As shown in Table 11 below, total construction emissions of both ROG and NOx would not exceed 10 tons. ROG and NOx emissions do not exceed the SJVAPCD's significance threshold and no mitigation is necessary.

Table 11. Construction-Related Emissions

Project Phase	ROG (lb/day)	NO_x (lb/day)
Grubbing/Land Clearing	5.3	34.0
Grading/Excavation	5.9	36.8
Drainage/Utilities/Sub-Grade	5.3	31.4
Paving	4.5	20.5
Maximum (lb/day)	5.9	36.8
Total (tons/project)	0.7	4.3
Threshold (tons/year)	10	10
Exceeds Threshold?	No	No

Notes: Modeling assumptions: start year: 2013; project length: 12 months; total project area: 43 ac; linear project length: 2.5 mi; maximum disturbed area per day: 5 ac.

SJVAPCD also regulates ozone-precursor and particulate emissions through its Indirect Source Review Rule (9510). This rule applies to the construction phase of transportation projects that produce more than 2 tons/year of NOx or 2 tons/year of PM10. Construction emissions modeling for this project indicates that total NOx and PM10 emissions will be greater than 2 tons/year; therefore, the Project is subject to the provisions of Rule 9510.

Rule 9510 requires construction exhaust emissions of NOx and PM10 to be reduced by 20% and 45% respectively, as compared to the statewide fleet average. If these reductions are not achieved, an off-site fee is imposed on the project. The Project will comply with Rule 9510 by submitting an air impact assessment (AIA) application to the SJVAPCD prior to construction. Compliance with Rule 9510 does not constitute mitigation because it is already required by law.

PM10

SJVAPCD does not require quantitative modeling of PM10 emissions to demonstrate compliance. Instead, the SJVAPCD considers all projects that comply with the requirements of a series of SJVAPCD rules, known collectively as Regulation VIII, to have less than significant PM10 emissions. Compliance with Regulation VIII does not constitute mitigation because it is already required by law. The Project will comply with all of the construction-related provisions of Regulation VIII.

Because the size of the project exceeds 5 acres of surface area disturbance, Regulation VIII requires the County to submit a Dust Control Plan to the SJVAPCD prior to the start of any construction activity on the site. The Dust Control Plan will be prepared in accordance with SJVAPCD requirements and the air pollution control requirements of the Caltrans Standard Specifications. Construction activities shall not commence until the SJVAPCD has approved or conditionally approved the Dust Control Plan.

Demolition-Related Asbestos Emissions

Asbestos is considered a hazardous air pollutant, and demolition of existing structures could result in entrainment of asbestos fibers into the air. The demolition, renovation, or removal of asbestos-containing materials is subject to the limitations of the National Emissions Standards for Hazardous Air Pollutants (NESHAP) regulations as listed in the Code of Federal Regulations, requiring notification and inspection. Most demolitions and many renovations are subject to an asbestos inspection prior to starting the activity. The SJVAPCD's Compliance Division in the appropriate region should be consulted prior to commencing any demolition or renovation of any building to determine inspection and compliance requirements. Strict compliance with existing asbestos regulations will normally prevent asbestos from being considered a significant adverse impact.

Naturally Occurring Asbestos Emissions

Naturally occurring asbestos (NOA) includes fibrous minerals found in certain types of rock formations. Natural weathering or human disturbance can break NOA down to microscopic fibers, easily suspended in air. There is no health threat if NOA remains undisturbed and does not become airborne. When airborne NOA is inhaled, these thin fibers irritate tissues and resist the body's natural defenses.

NOA is not likely to be present in north-central Stanislaus County, according to the California Department of Conservation's *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos* (California Department of Conservation 2000). No impacts are anticipated and no mitigation measures are required.

Odors

Operation of construction equipment and asphalt paving produce odors that may be offensive to some people. However, these odors would be short-term in nature and would not result in a significant impact. No mitigation for construction-related odors is required.

Mobile Source Air Toxics (MSATs)

The purpose of this project is to designate a corridor to accommodate west-east interregional traffic between the cities of Riverbank, Modesto, Oakdale and greater Stanislaus County to State Highway 108 (McHenry Avenue), which would do the following:

- Improve regional network circulation
- Relieve existing traffic congestion
- Reduce traffic delay
- Accommodate future traffic
- Promote non-motorized modes of transportation

The Proposed Build Alternative includes the following improvements:

- Improvements would be skewed to the north to avoid impacts to the Modesto Irrigation District (MID), Claribel Station (electrical sub-station) and the Morningside Mobile Park.
- Construction of Class I bike lanes on both the north and south sides of Claribel Road.
- Construction of roadside swales along the north and south sides of Claribel Road.
- Replacement of the existing Claribel Road bridge over the Modesto Irrigation District (MID) lateral with a culvert/ siphon.
- Construction of an unpaved center median.
- Signalization of the Claribel Road and Coffee Road intersection

This project has been determined to generate minimal air quality impacts for Clean Air Act Amendments (CAAA) criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the no-build alternative.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOBILE6.2 model forecasts a combined reduction of 72 percent in the total annual emission rate for the priority MSAT from 1999 to 2050 while vehicle-miles of travel are projected to increase by 145 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

Impacts from the proposed Project to air quality are less than significant.

Climate change is analyzed in Chapter 2 under "Climate Change (CEQA)". Neither EPA nor FHWA has promulgated explicit guidance or methodology to conduct project-level greenhouse gas analysis. As stated on FHWA's climate change website (<http://www.fhwa.dot.gov/hep/climate/index.htm>), climate change considerations should be integrated throughout the transportation decision-making process—from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will facilitate decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project level decision-making. Climate change considerations can easily be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

Because there have been more requirements set forth in California legislation and executive orders regarding climate change, the issue is addressed in Chapter 2 under "Climate Change (CEQA)" and may be used to inform the NEPA decision. The four strategies set forth by FHWA to lessen climate change impacts do correlate with efforts that the State has undertaken and is

undertaking to deal with transportation and climate change; the strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and reduction in the growth of vehicle hours travelled.

2.2.5.4 Avoidance, Minimization, and/or Mitigation Measures

The County will implement the following measures to reduce potential air quality impacts.

AIR QUALITY 1:

- The Project will comply with Rule 9510 by submitting an air impact assessment (AIA) application to the SJVAPCD prior to construction.

AIR QUALITY 2:

- The Project will comply with all of the construction-related provisions of SJVAPCD Regulation VIII (including preparation and approval of a Dust Control Plan). Construction activities shall not commence until the SJVAPCD has approved or conditionally approved the Dust Control Plan.

AIR QUALITY 3:

- The construction contractor shall comply with Caltrans' Standard Specifications Section 7-1.01F and Section 10, as applicable, of Caltrans' Standard Specifications (1999).

2.2.6 Noise

2.2.6.1 Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

California Environmental Quality Act

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless such measures are not feasible.

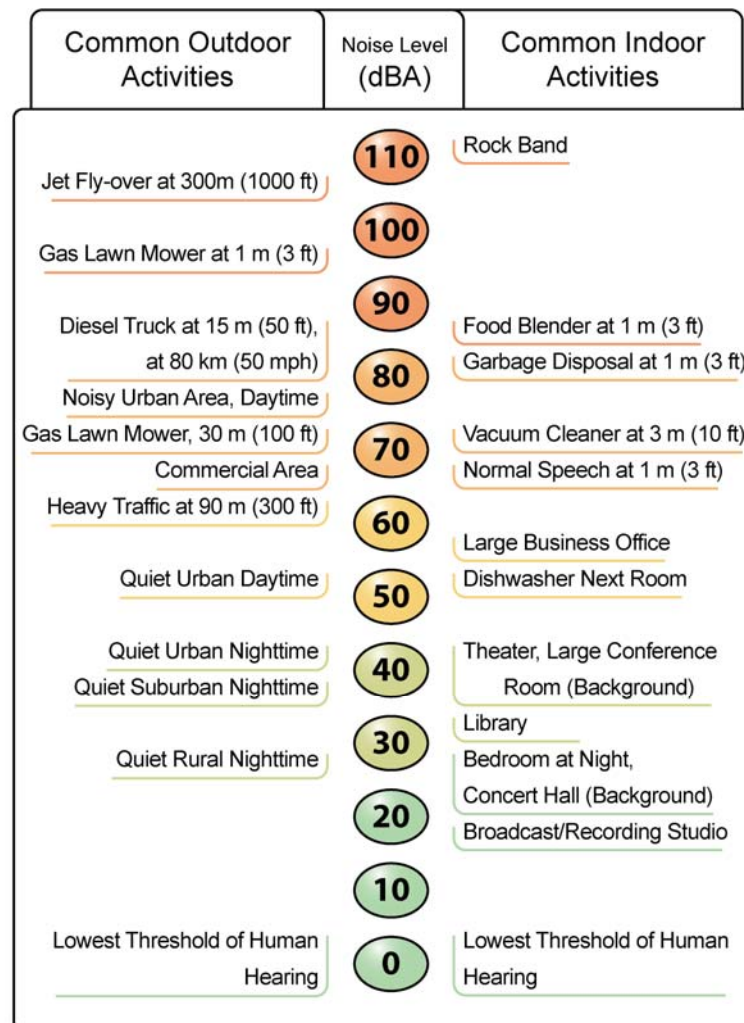
National Environmental Policy Act and 23 CFR 772

For highway transportation projects with FHWA (and the Department, as assigned) involvement, the federal-Aid Highway Act of 1970 and the associated implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations contain noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 dBA) is lower than the NAC for commercial areas (72 dBA). Table 12 lists the noise abatement criteria for use in the NEPA-23 CFR 772 analysis. Figure 9 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise-levels discussed in this section with common activities.

Table 12. Activity Categories and Noise Abatement Criteria

Activity Category	NAC, Hourly A- Weighted Noise Level, dBA L _{eq} (h)	Description of Activities
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B above
D	–	Undeveloped lands.
E	52 Interior	Residence, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

Figure 9. Noise levels of common activities.



In accordance with the Department's *Traffic Noise Analysis Protocol, August 2006* (Caltrans 2006), a noise impact occurs when the future noise level with the project results in a substantial increase in noise level (defined as a 12 dBA or more increase) or when the future noise level

with the project approaches or exceeds the NAC. Approaching the NAC is defined as coming within 1 dBA of the NAC.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

The Department's *Traffic Noise Analysis Protocol* (Protocol) sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 5 dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources and safety considerations. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include: residents acceptance, the absolute noise level, build versus existing noise, environmental impacts of abatement, public and local agencies input, newly constructed development versus development pre-dating 1978 and the cost per benefited residence.

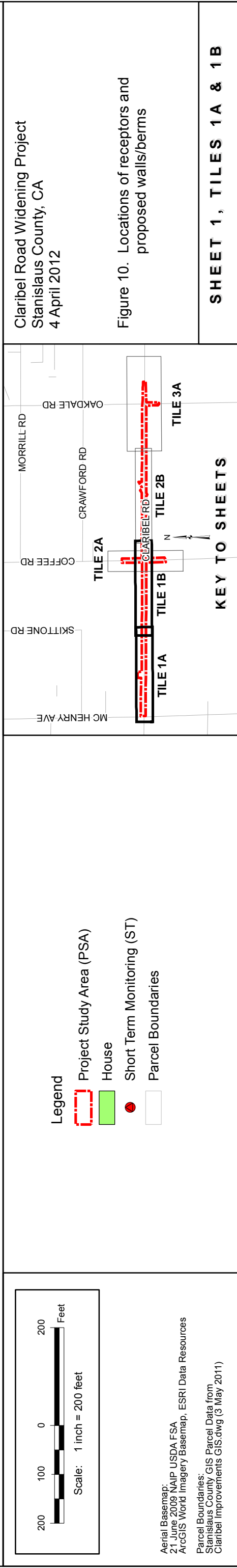
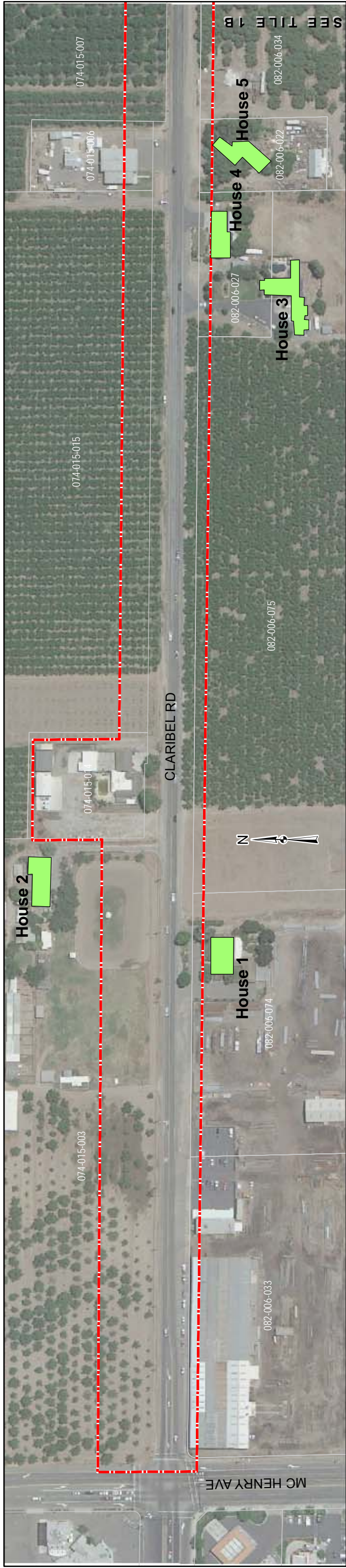
2.2.6.2 Affected Environment

Information pertaining to noise was derived from the *Noise Study Report: Claribel Road Widening Project* that was approved in February 2012. A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts from the proposed project. Single-family residences were identified as Activity Category B land uses in the project area.

As required by the Protocol, although all developed land uses are evaluated in this analysis, noise abatement is only considered for areas of frequent human use that would benefit from a lowered noise level. Accordingly, the impact analysis focuses on locations with defined outdoor activity areas, such as residential back yards.

Residential land uses in the project area are represented by nine houses located on the north and south sides of Claribel Road, eleven mobile homes in a mobile home park on the south side of Claribel Road, and one house on the east side of Coffee Road, south of Claribel Road (Figure 10).

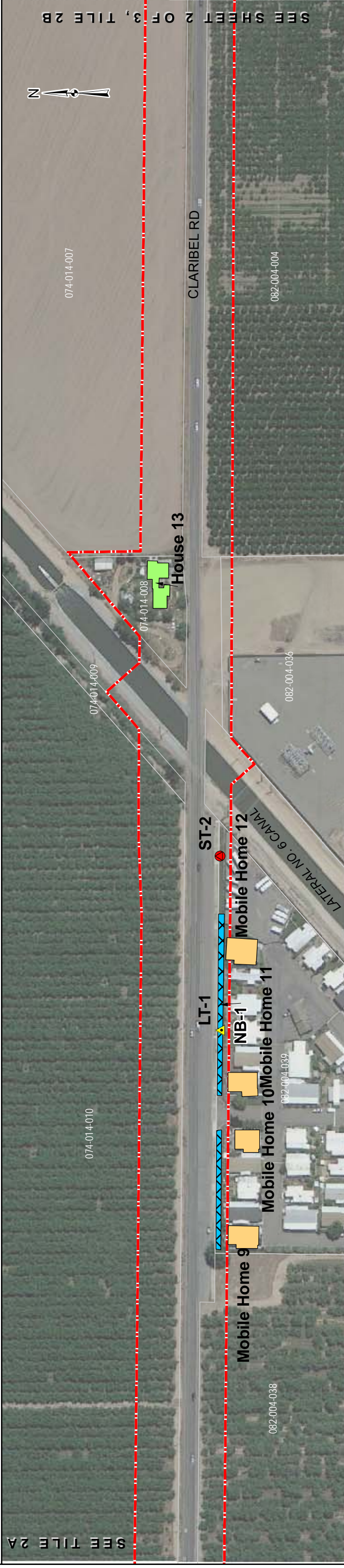
- **House 1:** House 1 is located on the south side of Claribel Road about 1,000 feet east of McHenry Road. This area is generally flat. The sensitive receiver location was assumed to be the back yard of the residence, which faces the roadway. No sound barriers or topographical shielding occurs between the roadway and the residential use, but the house shields the back yard.



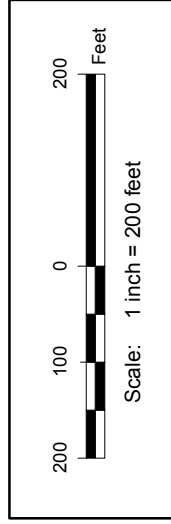
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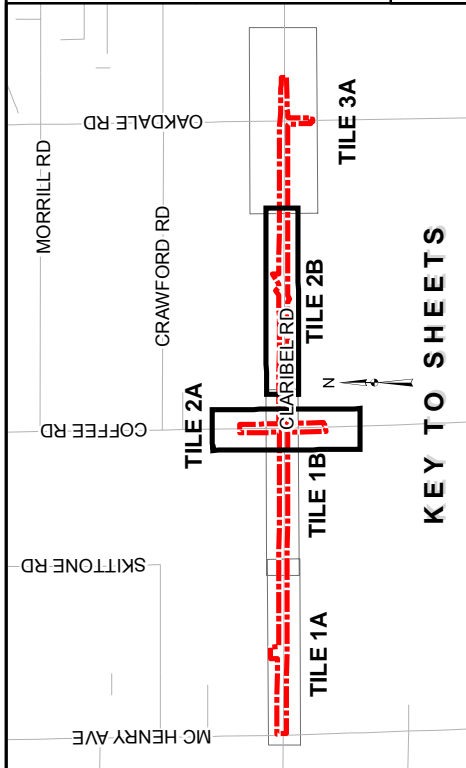


TILE 2B



Aerial Basemap:
21 June 2009 NAIP USDA FSA
ArcGIS World Imagery Basemap, ESRI Data Resources
Parcel Boundaries:
Stanislaus County GIS Parcel Data from
Claribel Improvements GIS.dwg (3 May 2011)

- Legend**
- Project Study Area (PSA) Monitoring Locations
 - House
 - Mobile Home
 - Long Term Monitoring (LT)
 - Short Term Monitoring (ST)
 - Noise Barrier (NB)
 - Parcel Boundaries



KEY TO SHEETS

Claribel Road Widening Project
Stanislaus County, CA
4 April 2012

Figure 10. Locations of receptors and proposed walls/berms

SHEET 2, TILES 2A & 2B

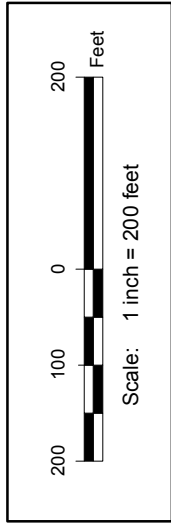
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SEE SHEET 2 OF 3, TILE 2B







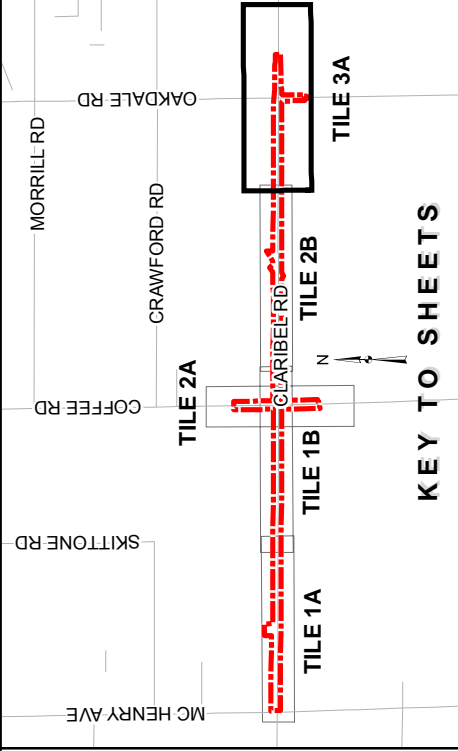
House 14

TILE 3A



Aerial Basemap:
 21 June, 2009 NAIP USDA, FSA
 ArcGIS World Imagery Basemap, ESRI Data Resources
 Parcel Boundaries:
 Stanislaus County GIS Parcel Data from
 Claribel Improvements GIS.dwg (3 May 2011)

- Legend**
-  Project Study Area (PSA)
 - Monitoring Locations**
 -  House
 -  Mobile Home
 -  Parcel Boundaries



Claribel Road Widening Project
 Stanislaus County, CA
 4 April 2012

Figure 10. Locations of receptors and proposed walls/berms

SHEET 3, TILE 3A

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- **House 2:** House 2 is located on the north side of Claribel Road about 1,200 feet east of McHenry Road. This area is generally flat. The sensitive receiver location was assumed to be the back yard of the residence, which faces the roadway. No sound barriers or topographical shielding occurs between the roadway and the residential use, but the house shields the back yard.
- **House 3:** House 3 is located on the south side of Claribel Road about 2,400 feet east of McHenry Road. This area is generally flat. The sensitive receiver location was assumed to be adjacent to the residence, which is oriented perpendicular to the roadway. No sound barriers or topographical shielding occurs between the roadway and the outdoor activity area (a swimming pool).
- **House 4:** House 4 is located on the south side of Claribel Road about 2,500 feet east of McHenry Road. This area is generally flat. The sensitive receiver location was assumed to be the back yard of the residence, which faces the roadway. No sound barriers or topographical shielding occurs between the roadway and the residential use, but the house shields the back yard.
- **House 5:** House 5 is located on the north side of Claribel Road about 2,700 feet east of McHenry Road. This area is generally flat. The sensitive receiver location was assumed to be adjacent to the residence, which faces the roadway. No sound barriers or topographical shielding occurs between the roadway and the outdoor activity area at the east side of the house.
- **House 6:** House 6 is located on the south side of Claribel Road about 3,200 feet east of McHenry Road. This area is generally flat. The sensitive receiver location was assumed to be the back yard of the residence, which faces the roadway. No sound barriers or topographical shielding occurs between the roadway and the residential use, but the house shields the back yard.
- **House 7:** House 7 is located on the south side of Claribel Road about 65 feet west of Coffee Road. This area is generally flat. The sensitive receiver location was assumed to be the back yard of the residence, which faces Coffee Road. Noise from traffic on Claribel Road affects the north façade of the house, while noise from traffic on Coffee Road affects the east façade of the house. No sound barriers or topographical shielding occurs between Claribel Road and the back yard, but the house shields the back yard from Coffee Road traffic noise.
- **House 8:** House 8 is located on Coffee Road south of Claribel Road, about 75 feet east of Coffee Road. This area is generally flat. The sensitive receiver location was assumed to be the back yard of the residence, which faces Coffee Road. Noise from traffic on Coffee Road affects the front façade of the house. No sound barriers or topographical shielding occurs between the roadway and the residential use, but the house shields the back yard.
- **Mobile Homes 9 through 12:** These receivers are four of the individual mobile homes within the mobile home park on the south side of Claribel Road, from about 1,200 feet east of Coffee Road to about 1,850 feet east of Coffee Road. The sensitive receiver locations were assumed to be the back yards adjacent to the roadway. No sound barriers or topographical shielding occurs between the roadway and the back yards.

- **House 13:** House 13 is located on the north side of Claribel Road about 2,500 feet east of Coffee Road. This house would be removed as part of the project design. This area is generally flat. The sensitive receiver location was assumed to be the back yard of the residence, which faces the roadway. No sound barriers or topographical shielding occurs between the roadway and the residential use, but the house shields the back yard.
- **House 14:** House 14 is located on the south side of Claribel Road about 4,000 feet east of Coffee Road. This area is generally flat. The sensitive receiver location was assumed to be adjacent to the residence, which faces the roadway. No sound barriers or topographical shielding occurs between the roadway and the back yard, which is located at the east side of the house.

The existing noise environment in the project area is characterized below based on the short-term and long-term noise monitoring that were conducted. The locations of the short-term and long-term noise monitoring stations are shown on Figure 10. Table 13 summarizes the results of the short-term noise monitoring conducted in the project area.

Table 13. Summary of Short-Term Measurements

Position	Location	Land Use	Start Time	Duration (minutes)	Measured L_{eq}	Autos	Medium Trucks	Heavy Trucks	Estimated Speed (mph)
ST-1	South Side of Claribel Road near House 6	Residential	1145	15	72.4 dB	198	4	5	55
			1338	15	73.2 dB	208	5	8	55
ST-2	South side of Claribel Road near Receiver 12	Residential	1256	15	74.4 dB	203	4	11	55
			1314	15	74.7 dB	215	6	8	55

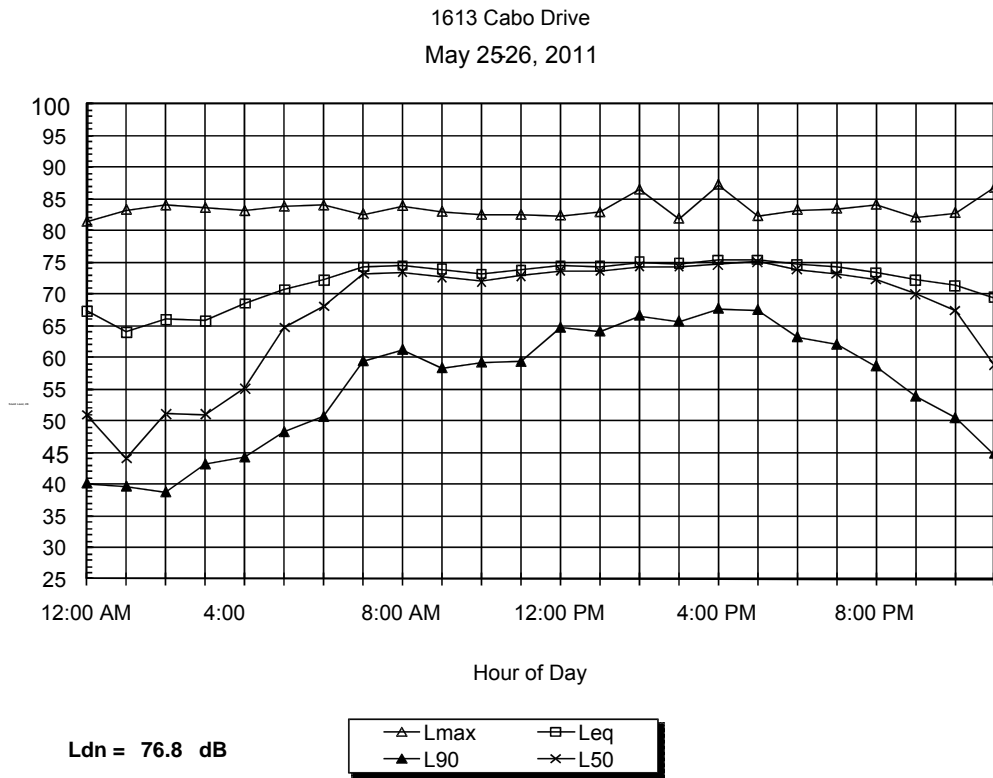
Note: Refer to Figure 10 for measurement locations.

The FHWA Traffic Noise Model Version 2.5 (TNM 2.5) was used to compare measured traffic noise levels to modeled noise levels at field measurement locations. The predicted sound levels were not within 2 dB of the measured sound levels and, therefore, were not considered to be in reasonable agreement with the measured sound levels. This result is believed to be due to the fact that the existing roadway was relatively rough, yielding higher than usual tire/roadway noise levels. At ST-2, additional noise was generated by the rough transition from the road to the bridge. For predicting traffic noise levels under existing and future no-build conditions, a +3 dB adjustment factor is appropriate to calibrate the model. For the build condition, it will be assumed that the new pavement will result in normal tire/roadway noise levels, so no adjustment factor will be necessary to calibrate of the model for future conditions.

Long-term monitoring was conducted at one location (Figure 10). The purpose of these measurements was to identify variations in sound levels throughout the day. The long-term sound level data were collected over a single 24-hour period. Long-term monitoring location LT-1 was located in the back yard of the mobile home at 1613 Cabo Drive on the south side of Claribel Road.

Typical average (L_{eq}) daytime ambient noise levels were in the range of 71 to 75 dB, due to traffic on Claribel Road. The loudest hours assumed to be due to peak hour traffic occurred between 4 p.m. and 6 p.m., where both measured $L_{eq}(h)$ values were 74.5 dB. Figure 11 summarize the results of the long-term monitoring.

Figure 11. Measured Hourly Noise Levels (LT-1).



2.2.6.3 Environmental Consequences

2.2.6.3.1 Future Noise Environment and Impacts

Table 14 summarizes the traffic noise modeling results for existing conditions (Year 2015) and design-year conditions (Year 2035) with and without the project. The proposed Project is a Type 1 project (defined in part as ‘the addition of a through-traffic lane(s)’). For this analysis, it was assumed that the North County Connector (NCC) project would have been implemented by the year 2035. Construction of the NCC would result in a reduction in traffic volumes on Claribel Road of about 21% as compared to existing (Year 2015) conditions. Predicted design-year traffic noise levels with the Project are compared to existing conditions and to design-year no-project conditions. The comparison to existing conditions is included in the analysis to identify traffic noise impacts under 23 CFR 772. The comparison to no-project conditions indicates the direct effect of the Project.

As stated in the Caltrans’ Technical Noise Supplement (TeNS), modeling results are rounded to the nearest decibel before comparisons are made. In some cases, this can result in relative changes that may not appear intuitive. An example would be a comparison between sound levels of 64.4 and 64.5 dBA. The difference between these two values is 0.1 dB. However, after rounding, the difference is reported as 1 dB.

Table 14. Existing and Future Noise Modeling Analysis

Receiver	Location	Land Use	Calculated Traffic Noise Level, dB Leq					Activity Category	Impact Project	Impact No Project
			Existing	Future No Project	Future Project	Project minus No Project	Project minus Existing			
1	House 1	Residential	65	64	60	-4	-5	B	None	None
2	House 2	Residential	59	57	56	-1	-3	B	None	None
3	House 3	Residential	67	63	60	-3	-7	B	None	None
4	House 4	Residential	65	64	60	-4	-5	B	None	None
5	House 5	Residential	69	68	65	-3	-4	B	None	A/E¹
6	House 6	Residential	58	57	54	-3	-4	B	None	None
7	House 7	Residential	69	68	65	-3	-4	B	None	A/E
8	House 8	Residential	59	61	58	-3	-4	B	None	None
9	Receiver 9	Mobile home	74	73	70	-3	-1	B	A/E	A/E
10	Receiver 10	Mobile home	72	72	69	-3	-4	B	A/E	A/E
11	Receiver 11	Mobile home	74	73	70	-3	-3	B	A/E	A/E
12	Receiver 12	Mobile home	74	73	71	-2	-3	B	A/E	A/E
13	House 13	Residential	77	76	N/A	N/A	N/A	B	None	A/E
14	House 14	Residential	64	63	59	-4	-5	B	None	None

¹ A/E means the future sound level approaches or exceeds the NAC.

Modeling results in Table 14 indicate that predicted changes in future traffic noise levels with the Project would be less than substantial (less than 12 dB) and would not be considered significant under CEQA.

The predicted traffic noise levels for the 20-year future with-project conditions approach or exceed the NAC of 67 dBA Leq(h) for Activity Category B land uses at the mobile home park back yards. Therefore, traffic noise impacts are predicted to occur at Activity Category B land uses within the project area, and noise abatement must be considered.

2.2.6.3.2 Preliminary Noise Abatement Analysis

In accordance with 23 CFR 772, noise abatement is considered where noise impacts are predicted in areas of frequent human use that would benefit from a lowered noise level. Potential noise abatement measures identified in the Protocol include the following:

- Avoiding the impact by using design alternatives, such as altering the horizontal and vertical alignment of the project;
- Constructing noise barriers;
- Acquiring property to serve as a buffer zone;
- Using traffic management measures to regulate types of vehicles and speeds; and
- Acoustically insulating public-use or nonprofit institutional structures.

These abatement options have been considered. However, because of the configuration and location of the project, abatement in the form of noise barriers is the only abatement that is considered to be feasible.

Each noise barrier has been evaluated for feasibility based on achievable noise reduction. Each noise barrier found to be acoustically feasible, a reasonable cost allowance was calculated. Table 15 summarize the reasonable cost allowance calculations at the critical design receiver (aka receptor) based on the allowance calculation procedure identified in the Protocol. Table 16 summarizes results at receiver locations for the noise barriers that have been evaluated in detail for this project.

Table 15. Calculation of Reasonable Allowance

PROJECT: Claribel Road Widening Project		PROJECT LOCATION: Stanislaus County	Date: 6-24- 2010
NOISE BARRIER I.D. & LOCATION: NB-1, Mobile Home Park			
NOISE ANALYST: Buntin			
Base Allowance (2011 Dollars)			\$31,000
1) Absolute Noise Levels (Choose One)		70 dBA*	Check
69 dBA or less:	Add \$ 2,000	√	\$4,000
70-74 dBA:	Add \$ 4,000		
75-78 dBA:	Add \$ 6,000		
More than 78 dBA:	Add \$ 8,000		
2) "Build" VS Existing Noise Levels (Choose One)		3 dBA*	Check
Less than 3 dBA:	Add \$ 0	√	
3-7 dBA:	Add \$ 2,000		
8-11 dBA:	Add \$ 4,000		
12 dBA or more:	Add \$ 6,000		
3) Achievable Noise Reduction (Choose One)		5 dBA*	Check
Less than 6 dBA:	Add \$ 0	√	
6-8 dBA:	Add \$ 2,000		
9-11 dBA:	Add \$ 4,000		
12 dBA or more:	Add \$ 6,000		
4) Either New Construction Or Pre-date 1978? (Choose Yes or No)			Yes
YES on either one:	Add \$10,000	√	\$10,000
NO on both:	Add \$ 0		
Unmodified Reasonable Allowance Per Residence			\$45,000
Number of Benefited Residences			11
Total Unmodified Reasonable Allowance			\$495,000

* at Critical Design Receiver

Table 16. Summary of Reasonableness Determination Data—Barrier NB-1a

Barrier I.D.: NB-1 at Mobile Home Park						
Predicted Sound Level without Barrier						
Critical Design Receiver: Receivers 9-12 (Receiver 10 as worst-case)						
Design Year Noise Level, dBA $L_{eq}(h)$: 71						
Design Year Noise Level Minus Existing Noise Level: - 3						
Design Year with Barrier	6-Foot Barrier	7-Foot Barrier	8Foot Barrier	9-Foot Barrier	10-Foot Barrier	--
Barrier Noise Reduction, dB	3	4	5	5	6	--
Number of Benefited Residences	NA	NA	11	11	11	--
New Highway or More than 50% of Residences Predate 1978 ^b	NA	NA	Yes	Yes	Yes	--
Reasonable Allowance Per Benefited Residence	NA	NA	\$45,000	\$45,000	\$45,000	--
Total Reasonable Allowance	NA	NA	\$495,000	\$495,000	\$495,000	--

Note: NA-Not applicable. Barrier does not provide 5 dB of noise reduction.

^a An NADR will be prepared that will identify noise barrier construction cost information and the noise barriers that are reasonable from a cost perspective.

^b This adjustment increases the abatement allowance by \$10,000 if the project is new highway construction or if most of the benefited residences (more than 50%) existed before January 1, 1978.

For any noise barrier to be considered reasonable from a cost perspective, the estimated cost of the noise barrier should be equal to or less than the total cost allowance calculated for the barrier. The cost calculations of the noise barrier should include all items appropriate and necessary for construction of the barrier, such as traffic control, drainage modification, and retaining walls.

The design of noise barriers presented here is preliminary and has been conducted at a level appropriate for environmental review and not for final project design. Preliminary information on the physical location, length, and height of noise barriers is provided here. If pertinent parameters change substantially during the final project design, preliminary noise barrier designs may be modified or eliminated from the final project. A final decision on the construction of the noise abatement will be made upon completion of the project design.

The following is a discussion of noise abatement considered for each evaluation area where traffic noise impacts are predicted.

The traffic noise modeling results in Table 14 indicate that traffic noise levels at the mobile home park are predicted to be in the range of 69 to 71 dBA $L_{eq}(h)$ in the design year, and that the design year traffic noise level due to the project will decrease by less than 1 dB. Because the predicted noise level in the design year exceeds 67 dBA $L_{eq}(h)$, traffic noise impacts are predicted at the residences in this area, and noise abatement must be considered. Detailed modeling analysis was conducted for a barrier located at the edge of the Claribel Road right of way, about 50 feet from the roadway centerline. The barrier evaluated is identified as Barrier NB-1 in Figure 10. Barrier heights in the range of 6 to 10 feet were evaluated in 1-foot increments. Reasonable allowance calculation for this barrier are provided in Table 15. Table 16 summarizes the calculated noise reductions and reasonable allowances for each barrier height. Table 17 summarizes the results of the barrier analysis for the mobile home park.

Table 17. Analysis of barrier NB-1.

	Position	Total Number of Benefited Receivers
	Mobile Home Park	
Number of Units Represented	11	11
Existing Traffic Noise Level (dBA $L_{eq}[h]$)	74	
Design Year with Project Traffic Noise Level (dBA $L_{eq}[h]$)	71	
Design Year with Project minus Existing Traffic Noise Level (dBA $L_{eq}[h]$)	-3	
6-Foot Barrier		
Design Year with Project Traffic Noise Level (dBA $L_{eq}[h]$)	71	
Predicted Noise Reduction (dB)	3	
Number of Benefited Receivers	0	0
7-Foot Barrier		
Design Year with Project Traffic Noise Level (dBA $L_{eq}[h]$)	71	
Predicted Noise Reduction (dB)	4	
Number of Benefited Receivers	0	0
8-Foot Barrier		
Design Year with Project Traffic Noise Level (dBA $L_{eq}[h]$)	71	
Predicted Noise Reduction (dB)	5 ^b	
Number of Benefited Receivers	11	11
9-Foot Barrier		
Design Year with Project Traffic Noise Level (dBA $L_{eq}[h]$)	71	
Predicted Noise Reduction (dB)	5 ^b	
Number of Benefited Receivers	11	11
10-Foot Barrier		
Design Year with Project Traffic Noise Level (dBA $L_{eq}[h]$)	71	
Predicted Noise Reduction (dB)	6 ^b	
Number of Benefited Receivers	11	11

^a Traffic noise levels that approach or exceed 67 dBA $L_{eq}(h)$ are shown in bold.

^b Barrier breaks the line of sight to an 11.5-foot truck stack.

This barrier appears to be feasible, and would reduce traffic noise levels for the eleven mobile homes located adjacent to Claribel Road. The preliminary barrier design includes an opening for the park driveway, and the barrier extends east to the edge of the RV storage yard. The effectiveness of the barrier at Receivers 10 and 11 is limited by the presence of the driveway opening. Sight distance factors will affect the allowable barrier height at the driveway opening. Final barrier design may include gradual reductions in barrier height at the driveway opening, as well as extensions perpendicular to the roadway, leading into the mobile home park.

2.2.6.3.3 Construction Noise

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by Caltrans Standard Specifications Section 14-8.02, "Sound Control Requirements," which states that noise levels generated during construction shall comply with applicable local, state, and federal regulations, and that all equipment shall be fitted with adequate mufflers according to the manufacturers' specifications.

Table 18 summarizes noise levels produced by construction equipment that is commonly used on roadway construction projects. Construction equipment is expected to generate noise levels ranging from 70 to 90 dB at a distance of 50 feet, and noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance.

Table 18. Construction Equipment Noise

Equipment	Maximum Noise Level (dBA at 50 feet)
Scrapers	89
Bulldozers	85
Heavy Trucks	88
Backhoe	80
Pneumatic Tools	85
Concrete Pump	82

Source: Federal Transit Administration 2006

No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications Section 14-8.02 and applicable local noise standards. Construction noise would be short-term and intermittent.

2.2.6.4 Avoidance, Minimization, and/or Abatement Measures

The County has committed to implantation of the following measures.

NOISE-1

- Implement Caltrans Standard Specifications Section 14-8.02 and applicable local noise standards.

NOISE-2

- All equipment will have sound-control devices that are no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust.

NOISE-3

- As directed by Stanislaus County, the contractor will implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off unnecessary idling equipment, rescheduling construction activity to limit nighttime noise exposures, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.

NOISE-4

- Based on the studies completed to date, the County intends to incorporate noise abatement in the form of (a) barrier(s) at the Morningside Mobile Home Park, with respective lengths and average heights of approximately 650 ft by 8 ft. Calculations based on preliminary design data indicate that the barrier(s) will reduce noise levels by 5 dBA for 11 residences at a cost of approximately \$300,000. If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision of the noise abatement will be made upon completion of the project design and the public involvement processes.

2.3 Biological Environment

2.3.1 Natural Communities

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

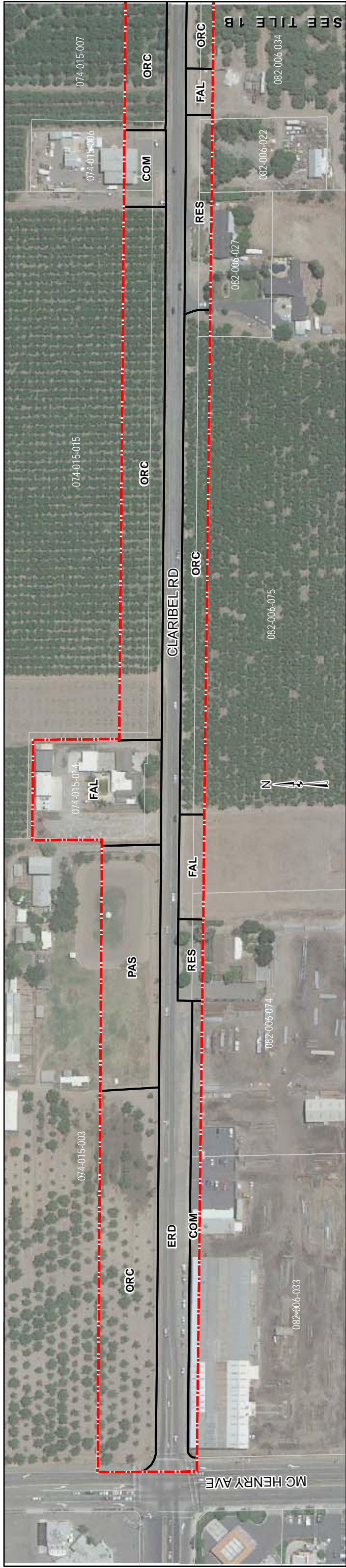
Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed below in the Threatened and Endangered Species section. Wetlands and other waters are also discussed below.

2.3.1.1 Affected Environment

Biological (natural) communities were evaluated in the Project's Natural Environment Study (NES) that was approved in August 2011. Biological (natural) communities are defined by species composition and relative abundance. Biological communities in the project area include orchard, row crop, dry pasture, ruderal, willow riparian, and irrigation canal. The biological communities are mapped on Figure 12. Roads, residential, and commercial/industrial structures are also mapped. Natural communities within the project area include orchard, row crop, dry pasture, ruderal, and irrigation canal.

Orchards comprise the majority of the natural communities in the project area. Orchards in the project area are primarily almond and walnut. A small chestnut orchard also occurs in the project area. The orchards are regularly maintained and contain no understory shrubs and minimal herbaceous vegetation. Road widening along Claribel Road will result in the removal of some orchard trees. Row crops consisting of tomatoes and corn also occur in the project area adjacent to Claribel Road. A horse pasture is located on the north side of Claribel Road, east of the intersection of McHenry Avenue.

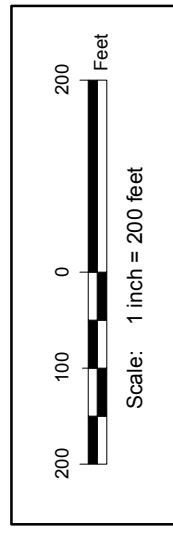
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TILE 1A



TILE 1B



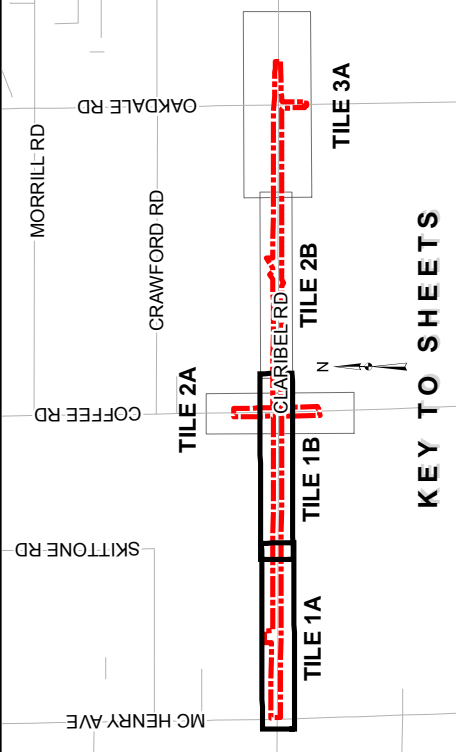
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ArcGIS World Imagery Basemap, ESRI Data Resources
Parcel Boundaries:
Stanislaus County GIS Parcel Data from
Claribel Improvements GIS.dwg (3 May 2011)

Legend

- Biological Study Area (BSA)
- Biological Community Boundaries
- Parcel Boundaries

Symbol	Biological Community	Acreage
ORC	Orchard	25.50
ERD	Existing Road / Pavement	15.81
RWC	Row Crop	5.24
RES	Residential	3.01
COM	Commercial / Industrial	1.86
PAS	Dry Pasture - Horses	1.38
FAL	Fallow / Ruderal	1.64
CANAL	Canal / Bridge	0.35
RIP	Willow Riparian	0.17
Total:		54.96

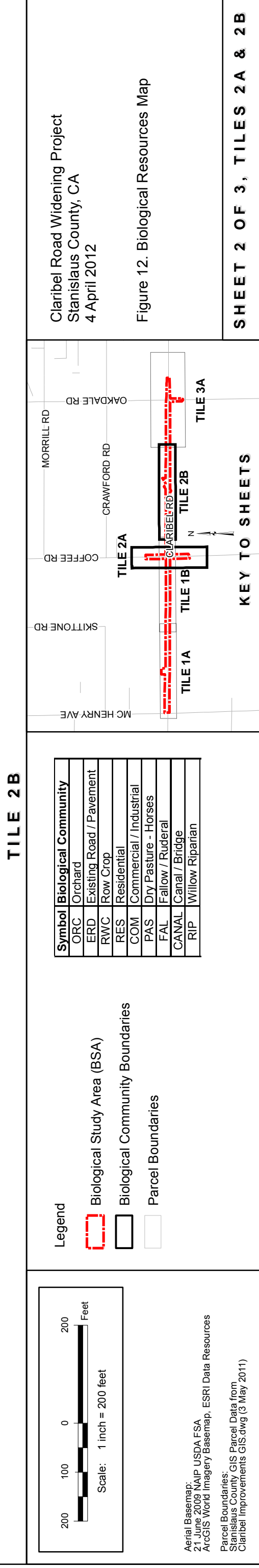
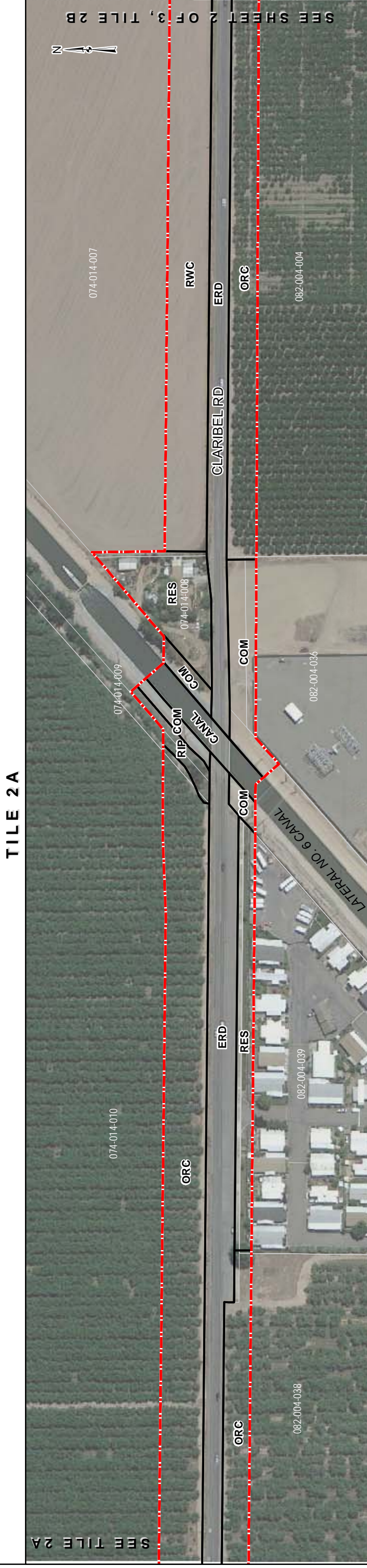
KEY TO SHEETS



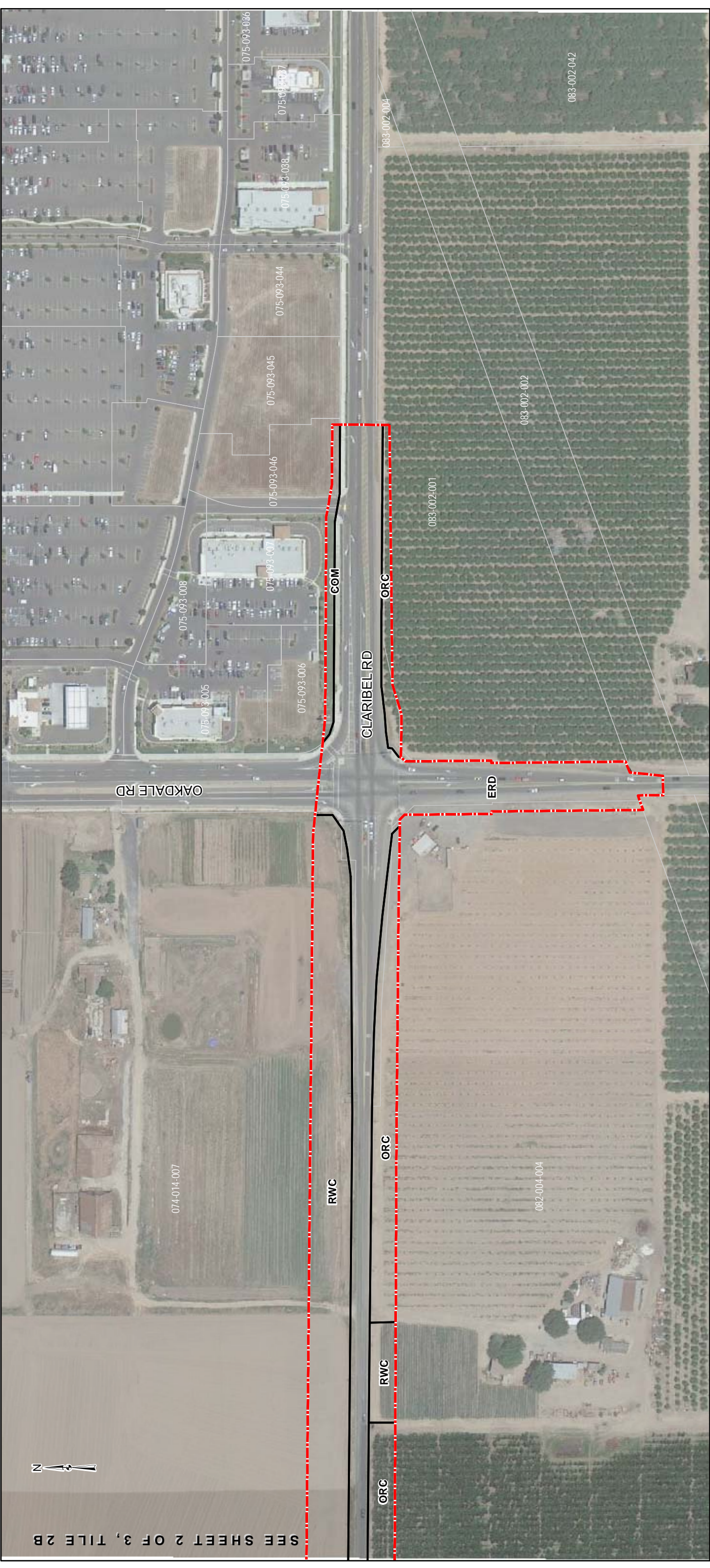
Claribel Road Widening Project
Stanislaus County, CA
4 April 2012

Figure 12. Biological Resources Map

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TILE 3 A

SEE SHEET 2 OF 3, TILE 2B

Scale: 1 inch = 200 feet

Aerial Basemap:
21 June, 2009 NAIP USDA, FSA
ArcGIS World Imagery Basemap, ESRI Data Resources

Parcel Boundaries:
Stanislaus County GIS Parcel Data from
Claribel Improvements GIS.dwg (3 May 2011)

Biological Study Area (BSA)

Biological Community Boundaries

Parcel Boundaries

Symbol	Biological Community
ORC	Orchard
ERD	Existing Road / Pavement
RWC	Row Crop
RES	Residential
COM	Commercial / Industrial
PAS	Dry Pasture - Horses
FAL	Fallow / Ruderal
CANAL	Canal / Bridge
RIP	Willow Riparian

KEY TO SHEETS

MORRILL RD
OAKDALE RD
CRAWFORD RD
COFFEE RD
SKITTOE RD
MC HENRY AVE
CLARIBEL RD

TILE 2A
TILE 1A
TILE 1B
TILE 2B
TILE 3A

Claribel Road Widening Project
Stanislaus County, CA
4 April 2012

Figure 12. Biological Resources Map

SHEET 3 OF 3, TILE 3 A

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Modesto Irrigation District (MID) Lateral No.6 crosses under Claribel Road in the project area. The canal is lined with concrete, drained between October and February (sometimes March) for maintenance, and does not provide habitat for special-status fish. The MID canal is not for beneficial use, other than for the purpose of transporting irrigation water (pers. comm. Loschke 2011). The MID Main Canal originates at the Tuolumne River upstream of La Grange Dam. The MID laterals break off the Main Canal. La Grange Dam is considered to be a total fish barrier. Additionally, fish screens on the Main Canal prevent fish from entering the canal system.

A narrow willow riparian community occurs adjacent to the Lateral No.6 maintenance road on the north side of Claribel Road in the project area. The willow riparian community does not meet the Army Corps of Engineers three-parameter test for wetlands. The willows are likely growing between the orchard and Lateral No.6 as a result of orchard irrigation water.

Heavily disturbed areas, including roads, ruderal, residential, and commercial/industrial occur throughout the project area. Gravel road shoulders and turnouts occur along the majority of Claribel and Coffee Road in the project area. The edge of approximately 8 residences and a mobile home park occur in the project area. Within the project area, the residences include driveways, structures, and landscaped plants. There are approximately 4 commercial/industrial buildings/lots in the project area. This includes a small portion of the MID substation near irrigation Lateral No.6, commercial development at the northeast intersection of Claribel and Oakdale Road, and a steel company at the southeast intersection of Claribel Road and McHenry Avenue.

2.3.1.2 Environmental Consequences

No natural communities of concern occur within the project area. The Project widens an existing travel corridor, is surrounded by human development, and will not substantially interfere with fish and wildlife movements or impede the use of native wildlife nursery sites. The Project is not located within a biologically sensitive area and will not conflict with local policies protecting biological resources. The Project is not located within an area covered under an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The project will not affect natural communities of concern.

2.3.1.3 Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization, and/or mitigation measures are not required.

2.3.2 Wetlands and Other Waters

2.3.2.1 Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Clean Water Act (33 USC 1344) is the primary law regulating wetlands and surface waters. The Clean Water Act regulates the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters, interstate waters, territorial seas and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the Clean Water Act, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the Clean Water Act.

Section 404 of the Clean Water Act establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army of Engineers (ACOE) with oversight by the Environmental Protection Agency (EPA).

The Executive Order for the Protection of Wetlands (E.O. 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this executive order states that a federal agency, such as the Federal Highway Administration, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the California Department of Fish and Game (CDFG), the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCB). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFG before beginning construction. If CDFG determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFG jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the ACOE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFG.

The Regional Water Quality Control Boards were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The RWQCB also issues water quality certifications in compliance with Section 401 of the Clean Water Act.

2.3.2.2 Affected Environment

Wetlands were evaluated in the Project's Natural Environment Study (NES) that was approved in August 2011. Six wetland determination data points were sampled within the project area on 5, 20, and 21 May 2011, the data forms are included in the NES. The field review identified no wetlands in the project area. MID Lateral No.6 is not a waters of the U.S. The Project will not require permits from the Army Corps of Engineers. California Department of Fish and Game (DFG) has determined that a 1602 Streambed Alteration Agreement is not required for work in MID Lateral No.6. The project will require a Statewide General Permit (NPDES) for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 2009-0009-DWQ) from the Regional Water Quality Control Board (RWQCB).

2.3.2.3 Environmental Consequences

No wetlands or other waters occur within the project area. The Project will not affect wetlands or other waters.

2.3.2.4 Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization, and/or mitigation measures are not required.

2.3.3 Plant Species

2.3.3.1 Regulatory Setting

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) share regulatory responsibility for the protection of special-status plant species. “Special-status” species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are afforded varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA). Please see the Threatened and Endangered Species Section in this document for detailed information regarding these species.

This section of the document discusses all the other special-status plant species, including CDFG fully protected species and species of special concern, USFWS candidate species, and non-listed California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at United States Code 16 (USC), Section 1531, et seq. See also 50 CFR Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Department projects are also subject to the Native Plant Protection Act, found at Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act, Public Resources Code, Sections 2100-21177.

2.3.3.2 Affected Environment

Plant species were evaluated in the Project’s Natural Environment Study (NES) that was approved in August 2011. Considerable human induced disturbance has occurred in the project area. Claribel, Coffee, and Oakdale Road are paved two lane roads with gravel road shoulders that support little or no vegetation. The MID Lateral No.6 is a concrete-lined irrigation ditch constructed in uplands. Plant species present in the project area include predominantly farm crops and roadside ruderal species.

2.3.3.3 Environmental Consequences

Habitat for special-status plants does not occur within the project area. The Project will not affect special-status plants.

2.3.3.4 Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization, and/or mitigation measures are not required.

2.3.4 Animal Species

2.3.4.1 Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The US Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration (NOAA) Fisheries and the California Department of Fish and Game (CDFG) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with wildlife not listed or proposed for listing under the state or federal Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in the Threatened and Endangered Species Section below. All other special-status animal species are discussed here, including CDFG fully protected species and species of special concern, and USFWS or NOAA Fisheries candidate species.

Federal laws and regulations pertaining to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations pertaining to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 – 1603 of the Fish and Game Code
- Section 4150 and 4152 of the Fish and Game Code

2.3.4.2 Affected Environment

Animal species were evaluated in the Project's Natural Environment Study (NES) that was approved in August 2011. The project area provides suitable habitat for several special-status species, including western pond turtle (WPT), migratory birds and birds of prey, burrowing owl, and western red bat. The MID Lateral No. 6 does not provide habitat for special-status fish species and is not essential fish habitat for Chinook salmon.

No WPT were observed during the May 2011 biological surveys. The irrigation lateral provides habitat for WPT when water is present (March through September). The bridge replacement over Lateral No.6 will be scheduled when the lateral is drained for maintenance (October through February). Lateral No.6 does not provide habitat for WPT when it is dry.

Birds of prey and other birds protected under the Migratory Bird Treaty Act (MBTA) were observed during field surveys. Foraging and nesting habitat occurs in the project area for birds of prey and migratory birds. Nesting habitat for swallows and other migratory birds occurs under the bridge over MID Lateral No.6 in the project area and the bridge over MID Lateral No.6 just south of the project area boundary at Coffee Road. Cliff swallows were observed going under these bridges. Nests were observed under the bridge on Coffee Road. No nests were observed under the bridge on Claribel Road due to the high water level, but likely occur.

No burrowing owls or burrowing owl dens were observed in or adjacent to the project area during the May 2011 field survey. Potential burrow sites were observed at the edge of the field located northwest of the intersection of Claribel Road and Oakdale Road outside the project area.

No bats were observed in the project area. The orchards with mature trees provide suitable roosting habitat for western red bat, particularly where the trees abut a clearing, open field, or canal.

2.3.4.3 Environmental Consequences

With implementation of the avoidance and minimization measures, the proposed project will not adversely affect WPT, migratory birds and birds of prey, and burrowing owl.

Implementation of the avoidance and minimization measures will reduce impacts to western red bats. Tree removal during the wintering season may result in direct mortality of individual bats

that are roosting in those trees. The loss of an individual bat will not adversely affect this species.

2.3.4.4 Avoidance, Minimization, and/or Mitigation Measures

The County has committed to implementing the following measures to avoid and minimize potential impacts to special-status wildlife species.

BIOLOGY-1: Western Pond Turtle (WPT)

No avoidance and minimization measures will be necessary if MID Lateral No.6 is dry during the bridge replacement. The following avoidance and minimization efforts will be implemented if water is present.

- If construction personnel observe that a WPT is trapped in, or has retreated to, the active construction zone, construction will cease and a qualified biologist will be notified. Construction will resume when the biologist has either removed the WPT from the construction zone, or, after thorough inspection, determined that the WPT has moved away from the construction zone.
- Stanislaus County will implement best management practices (BMPs) to prevent impacts to water quality in the irrigation lateral.

BIOLOGY-2: Birds of Prey and Migratory Birds (including swallows)

Under the MBTA, nests that contain eggs or unfledged young are not to be disturbed during the breeding season. The nesting season for migratory birds and birds of prey is generally 1 February through 31 August. Preconstruction nest surveys will be conducted. Implementation of the following avoidance and minimization measures will avoid potential impacts.

Swallows

Cliff swallows arrive in mid-February, increase in numbers until late March, and remain until October. Nesting begins in April, peaks in June, and continues into August. Measures shall be taken to prevent establishment of cliff swallow nests prior to construction. Techniques to prevent nest establishment should be initiated prior to the start of the nesting season while the canal is dry. Because the water level in the canal is only several inches from the undersides of the bridge while water is present, washing nests off the underside of the bridge during this time is not practical. During the non-nesting season, while the canal is dry, old nests should be removed from the bridge. Netting should then be hung from the bridge before nesting begins and before the canal fills with water. Netting should be left in place until bridge demolition occurs.

Birds of Prey and Migratory Birds

If construction begins outside the 1 February to 31 August breeding season, there will be no need to conduct a preconstruction survey for active nests.

- Trees scheduled for removal should be removed during the non-breeding season from 1 September to 31 January (Note: removal of mature orchard trees should not begin until October to avoid impacts to western red bat).

- If construction is scheduled to begin between 1 February and 31 August then a qualified biologist shall conduct a preconstruction survey for active nests at the construction site and within 250 ft of the construction site from publicly accessible areas within one week prior to construction. If no active nest of a bird of prey or MBTA bird is found, then no further avoidance and minimization measures are necessary.
- If an active nest of a bird of prey or MBTA bird is found, then the biologist shall flag a minimum 250-foot Environmentally Sensitive Area (ESA) around the nest if the nest is of a bird of prey, and a minimum 100-foot ESA around the nest if the nest is of a MBTA bird other than a bird of prey.
- No construction activity shall be allowed in the buffer until the biologist determines that the nest is no longer active, or unless monitoring determines that a smaller buffer will protect the active nest.
- The buffer may be reduced if the biologist monitors the construction activities and determines that no disturbance to the active nest is occurring. The size of suitable buffers depends on the species of bird, the location of the nest relative to the project, project activities during the time the nest is active, and other project specific conditions.
- Between 1 February and 31 August, if additional trees or shrubs need to be trimmed and/or removed after construction has started, a survey will be conducted for active nests in the area to be affected. If an active nest is found, the above measures will be implemented.
- If an active nest is identified in or adjacent to the construction zone after construction has started, the above measures will be implemented to ensure construction is not causing disturbance to the nest.

BIOLOGY-3: Burrowing Owl

- During the burrowing owl non-breeding season (1 September to 31 January) of the winter prior to construction, it is recommended that a biologist survey the project area for wintering burrowing owls or potential denning habitat. If wintering burrowing owls are found in the project area, they should be passively excluded in accordance with the DFG 1995 guidelines, prior to the start of the nesting season. If unoccupied burrows suitable for burrowing owl are found, the burrows should be collapsed. The project area should be maintained free of burrows until construction commences to avoid the potential for a nesting burrowing owl in the project area.
- Prior to construction, the applicant shall retain a qualified biologist to conduct a preconstruction survey for burrowing owls of all potential burrowing owl habitat in the project area and within 500 ft of the project area. Habitat located on privately owned land shall be surveyed visually from the project area or publicly accessible areas. The presence of individual burrowing owls, sign of burrowing owls (i.e., fecal whitewash at the entrance to burrows, feathers, etc.), and all burrows that are in use by burrowing owls will be recorded. The preconstruction surveys shall be conducted two weeks prior to construction. If active burrowing owl nests are found, the applicant will inform DFG and implement burrowing owl mitigation in accordance with the DFG 1995 guidelines.

2.3.5 Threatened and Endangered Species

2.3.5.1 Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 USC Section 1531, et seq. See also 50 CFR Part 402. This act and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration, are required to consult with the US Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NOAA Fisheries) to ensure that they are not undertaking, funding, permitting or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 is a Biological Opinion or an Incidental Take statement. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code, Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project caused losses of listed species populations and their essential habitats. The California Department of Fish and Game (CDFG) is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by CDFG. For projects requiring a Biological Opinion under Section 7 of the FESA, CDFG may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the Fish and Game Code.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

2.3.5.2 Affected Environment

Threatened and Endangered Species were evaluated in the Project's Natural Environment Study (NES) that was approved in August 2011. Swainson's hawk is a State-threatened species. One Swainson's hawk was observed flying over the eastern end of the project area during the 20 May 2011 survey. The project area provides marginal foraging habitat in the row crop communities. Trees in and adjacent to the project area provide suitable nesting habitat. The orchard trees do not provide suitable nesting habitat.

The MID Lateral No.6 crosses under Claribel Road in the project area. The project area does not provide habitat for federal-listed or proposed fish species. The MID laterals are not Essential Fish Habitat for Chinook salmon.

The project area does not provide suitable habitat for any species listed under FESA. A list of federal endangered and threatened species that occur in or may be affected by projects in Stanislaus County and on the Riverbank USGS quad in in Appendix G)

2.3.5.3 Environmental Consequences

The project will not cause the removal or abandonment of an active nest due to construction.

2.3.5.4 Avoidance, Minimization, and/or Mitigation Measures

The pre-construction survey described for migratory birds and birds of prey (BIOLOGY-2) applies to Swainson's hawk and will avoid and minimize potential impacts to Swainson's hawk.

2.3.6 Invasive Species

2.3.6.1 Regulatory Setting

On February 3, 1999, President Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States (U.S.). The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." Federal Highway Administration guidance issued August 10, 1999 directs the use of the State's invasive species list currently maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the NEPA analysis for a proposed project.

2.3.6.2 Affected Environment

Invasive species were evaluated in the Project's Natural Environment Study (NES) that was approved in August 2011. The NES identified twelve invasive plant species within the project area. Yellow star-thistle is the only species rated as "High" by Cal-IPC (2006) relative to its ecological impact, invasive potential, and ecological distribution that occurs in the project area.

Yellow star-thistle is a winter annual or short-lived perennial that spreads by seed and which may be spread by wind (Cal-IPC 2011).

2.3.6.3 Environmental Consequences

The invasive species identified within the project area are common throughout Stanislaus County. The limited scope of this Project precludes effective eradication of these invasive species from the project area and the County.

2.3.6.4 Avoidance, Minimization, and/or Mitigation Measures

The County has committed to implementing the following avoidance and minimization measure to reduce potential impacts from invasive species. By revegetating disturbed roadsides with native species, the Project will reduce the spread of these noxious weed species in the project area.

INVASIVE SPECIES-1

- In compliance with the Executive Order on Invasive Species, EO 13112, and subsequent guidance from the Federal Highway Administration, the landscaping and erosion control included in the project will not use species listed as noxious weeds.

2.4 Cumulative Impacts

2.4.1 Cumulative Impacts

2.4.1.1 Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive types of agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

California Environmental Quality Act (CEQA) Guidelines, Section 15130, describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under CEQA, can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts, under the National Environmental Policy Act (NEPA), can be found in 40 CFR, Section 1508.7 of the Council on Environmental Quality (CEQ) Regulations.

2.4.1.1 Affected Environment

Several transportation projects are planned in the vicinity of the project area.

North County Corridor Project (NCC): The NCC proposes a new 25-mile corridor for SR 108 to provide a high capacity, west-east roadway that will meet future traffic projections, improve safety, accommodate multi-modal travel, provide interregional transportation and regional connectivity, accommodate planned economic growth, and reduce projected vehicle emissions. The NCC route would start in northern Stanislaus County from a location on SR 99 in the vicinity of Kiernan Avenue to a location on SR 120, approximately six miles east of the City of Oakdale.

SR 219/Kiernan Avenue Widening Project: SR 219 is currently under construction by Caltrans for improvements from SR 99 east to McHenry Avenue. Phase I of the project includes the widening of SR 219 from SR 99 to the Dale Road intersection. Phase I began construction in 2008 and was completed in 2010. Phase 2 of this project includes the widening of SR 219 from the Dale Road intersection to the McHenry Avenue intersection. Phase 2 of the project is scheduled to begin construction in the spring of 2012. The Caltrans District 10 State Route 219 Corridor System Management Plan, dated September 2008, states that the Claribel Road Widening Project is one of the projects that will ease traffic on SR 219 and preserve a west-east corridor for eastern Stanislaus County.

McHenry Avenue Widening: Stanislaus County is also planning the widening of McHenry Avenue with two separate projects. The first project includes the widening of McHenry Avenue from Ladd Road to Hogue Road. The second project is the McHenry Avenue Bridge at Stanislaus River project that would replace the bridge over the Stanislaus River. Each of these projects includes the accommodation of Class II or Class III bicycle facilities. Stanislaus County is currently partnering with San Joaquin County in completing the replacement of the Stanislaus River Bridge. These two projects will also aid in relieving traffic congestion along this northern corridor of Stanislaus County.

Highway 99/Kiernan Avenue Interchange: Stanislaus County, in cooperation with Caltrans District 10, proposes to reconstruct the SR 99/ SR 219 (Kiernan Avenue) interchange in the community of Salida. This project will help to alleviate traffic congestion, improve operations, and increase the capacity of the interchange. The region is experiencing increased growth, which will lead to higher traffic volumes on the existing facility in the near future.

A review of the current project lists for Stanislaus County and the City of Modesto indicate that there are currently no development projects being reviewed in the project area (Stanislaus County 2011, City of Modesto 2011).

2.4.1.2 Environmental Consequences

Previous sections of this document have discussed how certain aspects of the proposed Project would not lead to cumulative impacts. Section 2.1.1 (Land Use) and Section 2.1.2 (Growth) discuss how this project would not influence growth beyond what is currently planned. Section 2.1.3 Farmland and Williamson Act Land discusses how requirements of federal and state laws and use of the Farmland Conversion Impact Rating Form demonstrate that this project would have no impacts to farmland or Williamson Act Land. Section 2.1.14 (Noise) discusses traffic noise and how the effects are not substantial. Section 2.1.5 Relocation discusses how implementation of the Caltrans Relocation Assistance Program minimizes these effects as required by law. Overall, results from the analysis conducted for this project show that the incremental effects of the proposed project, combined with the effects of past, current and probable future projects, are not cumulatively considerable for this project.

2.4.1.3 Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization, and/or mitigation measures are not required.

2.4.2 Climate Change (CEQA)

Greenhouse gases (GHGs) are recognized by wide consensus among the scientific community to contribute to global warming/climate change and associated environmental impacts. The major GHGs that are released from human activity include carbon dioxide, methane, and nitrous oxide (OPR 2008). The primary sources of GHGs are vehicles (including planes and trains), energy plants, and industrial and agricultural activities (such as dairies and hog farms). This section describes the GHG regulatory framework in California, expected GHG emissions resulting from the Project, and suggested GHG minimization measures that could be implemented by the County to reduce the Project's contribution to global climate change. As the CEQA lead agency the County has analyzed the potential impacts of the project as it relates to GHG emissions.

2.4.2.1 Regulatory Setting

2.4.2.1.1 Executive Order S-3-05

Acknowledging the growing threat of global climate change on the state of California, Governor Schwarzenegger issued executive order S-3-05 in June 2005. This executive order established several greenhouse gas emission reduction targets for California, including a reduction of GHG emissions to 2000 levels by 2010, a reduction to 1990 levels by 2020, and a reduction to 80% below 1990 levels by 2050.

2.4.2.1.2 Assembly Bill 32

In 2006, the Legislature passed and Governor Schwarzenegger signed Assembly Bill 32, the Global Warming Solutions Act of 2006. This law sets the 2020 GHG emissions reduction goal into law and requires the State to develop a scoping plan to identify how best to reach the goal. By 1 January 2011, AB 32 required the California Air Resources Board to adopt regulations to achieve the maximum technologically feasible and cost effective reductions in GHG.

2.4.2.1.3 Senate Bill 97 and CEQA

Senate Bill 97, adopted in 2007, required the Governor's Office of Planning and Research (OPR) to develop draft CEQA guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions." The Resources Agency certified and adopted the updated guidelines on December 31, 2009. The revised environmental checklist in Appendix G of the CEQA Guidelines includes the following two items related to climate change:

Would the project:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Although AB 32 gives wide responsibility to ARB to regulate GHG emissions from all sources, including non-vehicular sources, it does not preempt permitting agencies from addressing GHGs under CEQA. Under state law, it is the purview of each lead agency to determine what, if any, significance thresholds will be established to guide its review of projects under CEQA.

To assist lead agencies, project proponents, permit applicants, and interested parties in assessing and reducing the impacts of project-specific GHG emissions on global climate change, the SJVAPCD has adopted a guidance document—*Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*—and a district policy—*Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency*. The guidance and policy rely on the use of performance based standards, otherwise known as Best Performance Standards (BPS) to assess significance of project specific greenhouse gas emissions on global climate change during the environmental review process, as required by CEQA. Neither of these two documents specifically focuses on GHG emissions resulting from transportation projects, and neither discusses approaches or thresholds for construction-related GHG emissions.

Climate change and GHG reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. California, in conjunction with several environmental organizations and several other states, sued to force the U.S. Environmental Protection Agency (EPA) to regulate GHG as a pollutant under the Clean Air Act (*Massachusetts vs. Environmental Protection Agency et al.*, 549 U.S. 497 (2007)). The court ruled that GHG does fit within the Clean Air Act's definition of a pollutant, and that the EPA does have the authority to regulate GHG. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting GHG emissions.

On December 7, 2009, the EPA Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases--carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆)--in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

These findings do not themselves impose any requirements on industry or other entities. However, this action is a prerequisite to finalizing the EPA's proposed greenhouse gas emission standards for light-duty vehicles, which were jointly proposed by EPA and the Department of Transportation's National Highway Safety Administration on September 15, 2009.

2.4.2.2 Project Analysis

Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. The 2010 traffic capacity analysis by the Stanislaus County Department of Public Works indicates that the Project will not result in increased traffic on Claribel Road, relative to the no-build scenario (Stanislaus County 2010). Based on the Air Quality Analysis, the Project will not result in increased operational emissions.

GHG emissions generated by Project construction would be produced from the materials used in the new road construction as well as from the construction-related equipment itself. Although GHG emissions resulting from construction activity are short-term in nature and limited in scope,

they nevertheless contribute to the total annual GHG emissions in the State. Neither SJVAPCD nor ARB has issued clear thresholds on construction-related GHG emissions for CEQA. Likewise, SJVAPCD has not released an adopted set of construction-related BPS for GHG emissions.

In the absence of clear thresholds, guidance, or BPS for construction-related GHG emissions, the Project would instead adhere to a suite of best practices extracted from the existing literature.

In 2009, EPA's Sector Strategies Program produced a report analyzing construction-related GHG emissions titled *Potential for Reducing Greenhouse Gas Emissions in the Construction Sector* (EPA 2009). The report identifies fossil fuel combustion, primarily from construction equipment, and fuel use from purchased electricity as the two major sources of GHG emissions in the construction industry, with approximately three-quarters of GHG emissions from the construction sector resulting from diesel, gasoline, and natural gas combustion. Therefore, strategies to reduce GHG emissions from construction projects should focus on reducing fossil fuel consumption by construction equipment. With implementation of the measures below the Stanislaus County Department of Public Works as the lead agency under the California Environmental Quality Act (CEQA) has determined the projects greenhouse gas emissions will be less than significant.

2.4.2.3 Avoidance, Minimization, and/or Mitigation Measures

CUMULATIVE-1

One or more of the following measures, adapted from the recommendations in the EPA report (EPA 2009), would be implemented by the project to reduce construction-related GHG emissions:

- **Reduce unnecessary idling.** Unnecessary idling occurs when trucks wait for extended periods of time to load or unload, or when equipment that is not being used is left on. Reducing unnecessary idling reduces fuel consumption and thereby reduces GHG emissions. Idling reductions can be achieved through changes in work practices, such as training drivers to turn off equipment rather than idle, or through changes in equipment, such as adding fuel-efficient auxiliary power for the heat or air conditioning needed for driver comfort.
- **Properly maintain equipment.** Proper maintenance often results in fuel savings. For example, improperly inflated tires and poor wheel alignment can adversely affect the fuel efficiency of a small truck by 3–4%.
- **Provide driver training.** Improved vehicle operating practices can incrementally improve fuel consumption. For examples, excavator operators can improve fuel consumption by eliminating needless shifting of hydraulic levers while already at the equipment's maximum capacity.
- **Use properly sized equipment.** Truck engines too large for an application burn more fuel by adding unnecessary weight. In addition, drivers may be prone to use the excess horsepower needlessly, causing additional fuel consumption. Likewise, an undersized engine easily becomes overworked, leading to excess fuel consumption and accelerated engine wear.

- **Replace older, less fuel-efficient equipment.** Through advances in engine technology, reduced equipment weight, and hybrid technologies, new equipment is often more fuel efficient than older equipment.
- **Use biofuels for trucks and nonroad equipment.** Using low-carbon fuels in place of petroleum gasoline or diesel reduces GHG emissions. The amount of GHG emission reduction is dependent on the biofuel source (soybeans, palm oil, etc.) and the fuel's blend percentage with traditional gasoline or diesel.
- **Use alternative-fuel-source generators.** Use of dual-fuel generators (mix of natural gas or propane and diesel), grid electricity, or on-site solar panels may provide GHG emissions reductions and provide long-term cost savings.
- **Encourage employee carpooling to the job site.** Carpooling reduces vehicle trips and thereby reduces GHG emissions.

Chapter 3. Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation, the level of analysis required, and to identify potential impacts and mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including: project development team meetings, interagency coordination meetings, and public outreach. This chapter summarizes the results of efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

3.1 Scoping Process

Formal scoping was not conducted for the proposed Project.

3.2 Consultation and Coordination with Public Agencies

The following consultation and coordination activities have occurred to date. This section will be revised as needed in the final environmental document. Copies of various correspondences including letters of support are in Appendix I.

18 May 2011: Letter sent to NOAA Fisheries requesting technical assistance regarding listed fish species. On 11 July 2011 NOAA Fisheries responded by letter, stating that NOAA Fisheries listed species are not known to occur in the NOAA Fisheries MID Lateral No.6.

27 May 2011: Carrie Loschke, Water Resource Specialist, Modesto Irrigation District. Phone conversation with Celia at MID relaying information from Carrie regarding special status species in the MID canals and jurisdictional status of canals.

7 June 2011: Phone conversation with Diana Waller at the Natural Resource Conservation Service (NRCS) field office in Modesto discussing several questions regarding completion of the farmland conversion form (form CPA-106).

22 June 2011: Email communication with California Department of Fish & Game (DFG). Email to Amy Krisch, Environmental Scientist, DFG, regarding need for Section 1602 Notification of Lake and Streambed Alteration for work in MID Lateral No.6. DFG determined that a Section 1602 Notification was not needed for the MID Lateral No.6. DFG does not take jurisdiction over man-made concrete lined canals that are or were not part of a natural waterway at one point in time.

6 July 2011: Email from Ken Oster, Area Resource Soil Scientist, USDA - Natural Resources Conservation Service, Templeton, California. The email contained the completed portion of form CPA-106.

19 October 2011. Coordination with staff from the City of Riverbank.

3.3 Public Participation

A community meeting was held in the City of Riverbank on 19 October 2011 from 6:00 to 7:30 PM. An advertisement was posted in the Modesto Bee on 14 October 2011. The meeting was publicized through a jumbo postcard invitation that was sent by first-class U.S. mail to approximately 297 property owners, residents, and stakeholders on 12 October 2011. A news release was sent on 17 October 2011 to print and broadcast media (mainstream and alternative) that serve the project area. A total of 32 members of the public were in attendance. County staff gave a short presentation regarding the proposed Project. Following the presentation County staff and members of the design team answered questions.

The overall feedback from attendees, of the 19 October 2011 meeting, regarding the breadth and depth of the information provided and the accessibility of project team members was positive. Three comment sheets were received at the meeting and several people asked questions or made comments. Dominant concerns expressed at the meeting included:

- Effect on agricultural operations
- Impacts on businesses and homeowners
- Funding sources
- Devaluation of property
- Make Kiernan Avenue Work
- Effects of the bike lane
- Need to consider either side of Claribel for the bike lane
- U-turns
- Median

Further details regarding the 19 October 2011 meeting are provided in the *Public Information Meeting Summary Report* (Buethe 2011).

A meeting was held on 26 October 2011 between County staff and a representative of the StanCOG Bicycle/Pedestrian Advisory Committee. The purpose of the meeting was to discuss the possibility of revising the Project to include the construction of Class I bike lanes on both the north and south sides of Claribel Road in the project area. These two Class I bike lanes would replace the one Class I lane that was originally proposed.

On 15 November 2011 Public Works Director, Matt Machado and County Supervisor Dick Monteith met with Eileen and Norman Ohlson to discuss the proposed location of the bike lane(s). The Ohlson's had submitted a "Petition from the Residents of Claribel Rd. to Amend the Plan to Widen Road". The Petition requested that the bike lane along this corridor be located on the south side of Claribel Rd., that the current plan for the bike lane to be separated from the roadway remain in the plan, and that the roadway be moved further to the north. The Ohlson's were told about the revised design with the 10-foot shoulder and bike lane on both sides of the roadway.

3.4 Comments and Responding To Comments

Responses to substantive comments on this environmental document will be included in the Final version, following the public review and circulation period.

Chapter 4. List of Preparers

Stanislaus County

Laurie Barton, P.E., Deputy Director, Engineering/Operations, Stanislaus County, Department of Public Works.

David Leamon P.E., Senior Civil Engineer, Stanislaus County, Department of Public Works.

Aja Verburg, P.E., Associate Civil Engineer, Stanislaus County, Department of Public Works.

Sycamore Environmental Consultants Staff:

Jeffery Little, A.A., Sacramento City College, Sacramento, CA. With over 19 years as an environmental consultant, Jeff Little is Vice President of Sycamore Environmental and serves as project manager during all phases of environmental development. He evaluates environmental and regulatory constraints to assist his clients determine realistic schedules of permits and entitlements. He prepares and manages CEQA/ NEPA documents and identifies the necessary technical studies during project evaluation. These documents include Caltrans NES and Biological Assessments. He develops project design recommendations to achieve regulatory compliance with the numerous applicable local, state, and federal environmental laws and regulations. During the project entitlements phase, Mr. Little prepares permit applications and mitigation, monitoring, and reporting plans and consults with the Corps to obtain Section 404 Nationwide permits, with Fish

and Wildlife Service for both formal and informal section 7 Consultations, with the Department of Fish and Game to obtain 1600 Streambed Alteration Agreements, and with the Regional Water Quality Control Board to obtain Water Quality certifications.

Responsibilities: Project Manager, Supervising Environmental Planner, Document preparation.

Adam C. Forbes, M.S., Range Science (emphasis on plant systematics), New Mexico State University, Las Cruces, NM. Over 12 years experience conducting biological studies for the public and private sector. As a botanist/ biologist with Sycamore Environmental, Mr. Forbes conducts plant and wildlife surveys, prepares and edits reports, serves as assistant project manager, and conducts informal consultations with regulatory agency personnel.

Responsibilities also include assisting with proposal preparation and marketing activities.

Provides technical support for wetland delineations, biological resource evaluations, mitigation plans, and other documents used in the CEQA/NEPA process. He is a Professional Wetland Scientist (2093). He holds a California Department of Fish and Game Rare, Threatened and Endangered Plant Voucher Collecting Permit (#2081(a)-11-10-V), and a DFG Scientific Collecting Permit (#802085-01).

Responsibilities: Document preparation.

David Chapman, M.A., Scientific and Technical Communication, Minnesota State University, Mankato, MN, and B.S., Entomology, The Ohio State University, Columbus, OH. Prepares and edits jurisdictional delineation reports, biological resources evaluations, Caltrans Preliminary Environmental Studies, Caltrans Natural Environment Studies, biological assessments, CEQA initial studies, air quality analyses in support of CEQA/NEPA compliance, mitigation and monitoring plans, environmental resource documentation letters, special-status species survey reports, and environmental permit applications. Conducts informal consultations with regulatory agency personnel. Serves as assistant project manager.

Responsibilities: Document preparation.

Aramis Respoll, Over 18 years' experience in drafting and design for public and private projects using Autodesk land development and ESRI ArcGIS geospatial programs. His primary

experience evolved from conventional surveying and civil engineering practices to advanced GPS and GIS based technology. Past project experience includes CAD/GIS support for road and highway designs, facilities management, highway and airport master planning, noise studies, power transmission line alignments, and various private development projects such as subdivision layouts and golf courses.

Mr. Respall prepares figures for biological and permitting documents such as project location maps, aerial photographs, biological resource maps, CNDDDB proximity maps, waters and wetland delineation, proposed project impacts, tree location maps and other supporting graphics. He prepares project location maps and field survey maps for the botanists and biologists to conduct botanical and biological surveys, jurisdictional delineations, and arborist surveys. He uploads and processes raw GPS data to integrate with aerial photos and engineering designs to map natural resources, calculate impacts, and plan mitigation. He provides geospatial analysis and support for projects involving geodesy, hydrology, watershed studies, project impact analysis, CNDDDB occurrence records, critical habitat locations and mitigation design.

Responsibilities: Figure preparation and spatial analysis.

Cynthia Little, Principal, Sycamore Environmental.

Responsibilities: Senior editor, quality control.

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Aja Verburg, PE
Stanislaus Co. Public Works
1716 Morgan Road
Modesto, CA 95358

Raelene Brown
Stanislaus Consolidated Fire
Protection
3324 Topeka St. Station 36
Riverbank, CA 95367

Jeffery Little
Sycamore Environmental
Consultants
6355 Riverside Blvd, Ste. C

Karen Bowden
Valley Builders Exchange
1118 Kansas Avenue
Modesto, CA 95351-1526

World Investments No. 1
948 11Th Street
Modesto, CA 95354

Resident
112 Crawford Road
Modesto, CA 95356

Resident
1743 Claribel Road
Modesto, CA 95357

Resident
2666 Claribel Road
Modesto, CA 95357

Resident
2806 Glow Road
Riverbank, CA 95367

Resident
2824 Glow Road
Riverbank, CA 95367

Resident
4508 Oakdale Road
Modesto, CA 95357

David Leamon
Stanislaus Co. Public Works
1716 Morgan Road
Modesto, CA 95358

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Stanislaus Co. Sheriff Dept
250 E. Hackett
Modesto, CA 95358

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Stanislaus LAFCO
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William Bassit
The Alliance
1010 10th Street, Ste. 1400
Modesto, CA 95353

Verissimo Investments LLC
2305 Kampen Court
Modesto, CA 95356

Brad Barker
Yokuts of Stanislaus Co.- Sierra
Club
P.O. Box 855
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Resident
1348 Crawford Road
Modesto, CA 95357

Resident
2030 Claribel Road
Modesto, CA 95357

Resident
2754 Claribel Road
Modesto, CA 95357

Resident
2812 Bridle Court
Riverbank, CA 95367

Resident
4432 Coffee Road
Modesto, CA 95357

Resident
4537 Oakdale Road
Modesto, CA 95357

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Modesto, CA 95358

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Stanislaus Co. Board of
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State Of California
P.O. Box 2048
Stockton, CA 95201

Eric Schmier
The Eric S. Schmier Living
Trust
1475 Powell Street
Emeryville, CA 94608

Wells Fargo Bank
4101 Wiseman Blvd
San Antonio, TX 78251

Resident
1730 Crawford Road
Modesto, CA 95357

Resident
224 Chow Chow Lane
Modesto, CA 95356

Resident
2806 Bridle Court
Riverbank, CA 95367

Resident
2818 Glow Road
Riverbank, CA 95367

Resident
4436 Coffee Road
Modesto, CA 95357

Resident
4606 Oakdale Road
Modesto, CA 95357

Resident
4613 Coffee Road
Modesto, CA 95357

Resident
4616 Oakdale Road
Modesto, CA 95357

Resident
4630 McHenry Avenue
Modesto, CA 95356

Resident
4636 Coffee Road
Modesto, CA 95357

Resident
4790 Stratos Way
Modesto, CA 95356

Resident
4821 Coffee Road
Modesto, CA 95357

Resident
4911 McHenry Avenue
Modesto, CA 95356

Resident
4912 Coffee Road
Modesto, CA 95357

Resident
4919 Roselle Avenue
Modesto, CA 95357

Resident
4929 Coffee Road
Modesto, CA 95357

Resident
4931 McHenry Avenue
Modesto, CA 95356

Resident
5101 Oakdale Road
Modesto, CA 95357

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Appendix A. CEQA Checklist

The following checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the project indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included within Chapter 2 of this environmental document. Documentation of “No Impact” determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or compensation measures are also under the appropriate topic headings in Chapter 2. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

The words “significant” and “significance” used throughout the checklist are related to CEQA impacts, not NEPA impacts (Unless otherwise noted). CEQA requires that environmental documents determine significant or potentially significant impacts; NEPA does not. Addressing significant or potentially significant impacts in joint CEQA and NEPA environmental documents can be confusing, especially in those instances where the two laws and implementing regulations have different thresholds of significance. Under NEPA, the degree to which a resource is impacted is only used to determine which NEPA document is necessary. Once the federal agency has determined the magnitude of a project’s impacts and the level of documentation required, it is the magnitude of the impact that is evaluated in the environmental document, not the degree of significance. For the purpose of the impact discussion in this document, determination of significant or potentially significant impacts is made only in the context of CEQA. Stanislaus County Department of Public Works as the Lead CEQA agency has determined the following impacts pursuant to CEQA:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IV. BIOLOGICAL RESOURCES: Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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ii) Strong seismic ground shaking?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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iii) Seismic-related ground failure, including liquefaction?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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iv) Landslides?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Result in substantial soil erosion or the loss of topsoil?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

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

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XI. MINERAL RESOURCES: Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Fire protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Police protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Schools?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Parks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Other public facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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XV. RECREATION:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

XVI. TRANSPORTATION/TRAFFIC: Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Appendix B. Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. Box 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 554-6613
TTY 711



*Flex your power!
Be energy efficient!*

July 20, 2010

TITLE VI POLICY STATEMENT

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

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

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact Charles Wahnon, Manager, Title VI and Americans with Disabilities Act Program, California Department of Transportation, 1823 14th Street, MS-79, Sacramento, CA 95811. Phone: (916) 324-1353 or toll free 1-866-310-6346 (voice), TTY 711, fax (916) 324-1869, or via email: charles_wahnon@dot.ca.gov.


CINDY McKIM
Director

"Caltrans improves mobility across California"

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Appendix C. Summary of Relocation Benefits

INTRODUCTION

This Appendix is general in nature and is not intended to be a complete statement of federal and state relocation laws and regulations. Any questions concerning relocation should be addressed to the appropriate County personnel. This section provides some general descriptive information on Public Law (PL) 91-646, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. This is often referred to simply as the “Uniform Act.” The information in this Appendix is provided only as background and is not intended as a complete statement of all the State or Federal laws and regulations; for specific details the environmental planner should contact the appropriate County personnel. After presenting an outline of the basic legal foundation for relocation policy, the Appendix looks at important relocation assistance information, including advisory services and the payment program. Refer to the Caltrans Right of Way Manual Chapter 10, for more detailed and specific information regarding relocation and housing programs.

DECLARATION OF POLICY

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

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

FAIR HOUSING

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

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

RELOCATION ASSISTANCE ADVISORY SERVICES

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, the County will provide relocation advisory assistance to any person, business, farm or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. The County will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are “decent, safe and sanitary.” Nonresidential displacees will receive information on comparable properties for lease or purchase (For business, farm and nonprofit organization relocation services, see below).

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

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

RESIDENTIAL RELOCATION PAYMENTS

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

Moving Costs

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

Purchase Differential

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

Homeowners who have owned and occupied their property for 180 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the

replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. The maximum combination of these three supplemental payments that the owner-occupant can receive is \$22,500. If the total entitlement (without the moving payments) is in excess of \$22,500, the Last Resort Housing Program will be used (See the explanation of the Last Resort Housing Program below).

Rent Differential

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

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

Down Payment

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

Last Resort Housing

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

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

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

NONRESIDENTIAL RELOCATION ASSISTANCE

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

Moving Expenses

Moving expenses may include the following actual, reasonable costs:

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

Reestablishment Expenses

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

Fixed In Lieu Payment

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

ADDITIONAL INFORMATION

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

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

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

Appendix D. Minimization and/or Mitigation Summary

Included below are the measures that have been incorporated into the Project design to avoid and minimize potential impacts. No significant CEQA impacts were identified for the proposed Project. The table below contains avoidance and minimization measures only.

Project Environmental Protection Measures (EPM)

Environmental Factor	EPM #	Environmental Protection Measures	Timing	Implementing Party	Monitoring Party	Frequency & Duration of EPM
Community Impacts: Relocations and Real Property Acquisition	COMMUNITY-1	Implement the provisions of the federal Uniform Relocation Assistance, and Real Property Acquisition Policies Act of 1970, as amended.	Throughout Construction	Stanislaus County	Stanislaus County	Throughout Construction
Traffic and Transportation/Pedestrian and Bicycle Facilities	TRAFFIC-1	Prepare and implement a Traffic Management Plan.	During Construction	Contractor	Stanislaus County	Throughout Construction
Visual/Aesthetics	VISUAL-1	To minimize potential visual impacts, residential owners will be compensated at the time of right of way purchase for removal of screening trees or shrubs.	At the time of right of way purchase	Stanislaus County	Stanislaus County	Once prior to construction.
Visual/Aesthetics	VISUAL-2	The sound wall in front of the Morningside mobile home park will be designed and constructed in accordance with applicable Caltrans and FHWA standards, including A Guide to Visual Quality in Noise Barrier Design (FHWA 1976).	Prior to and During Construction	Contractor/ Stanislaus County	Stanislaus County	Throughout Construction
Cultural Resources	CULTURAL-1	Implement State Health and Safety Code Section 7050.5. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted.	During Construction	Contractor/ Stanislaus County	Stanislaus County	Throughout Construction
Cultural Resources	CULTURAL-2	Implement Public Resources Code Section 5097.98. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). Further provisions of PRC 5097.98 are to be followed as applicable.	During Construction	Contractor/ Stanislaus County	Stanislaus County	Throughout Construction
Cultural Resources	CULTURAL-3	Implement Public Resources Code Section 5097.5 et seq. Pursuant to Public Resources Code Section 5097.5 no person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.	During Construction	Contractor/ Stanislaus County	Stanislaus County	Throughout Construction

Environmental Factor	EPM #	Environmental Protection Measures	Timing	Implementing Party	Monitoring Party	Frequency & Duration of EPM
Water Quality and Storm Water Runoff	WATER QUALITY-1	The Project will obtain a Statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 2009-0009-DWQ)—a required permit for projects that result in more than 1 ac of ground disturbance. The Statewide General Permit requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will list Best Management Practices (BMPs) the Project will use to protect storm water runoff and identify the placement of those BMPs. Implementation of the SWPPP BMPs will protect water quality in waters receiving surface runoff from the project area during the construction period. If paleontological resources are discovered during earth-moving activities, the contractor will immediately cease work in the vicinity of the find, and the County Department of Public Works will be notified. A qualified paleontologist will evaluate the resource and prepare a mitigation plan in accordance with Society of Vertebrate Paleontology guidelines. The proposed mitigation plan may include a field survey of additional construction areas, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations determined by the lead agency to be necessary and feasible will be implemented before construction activities can resume at the site where the paleontological resources were discovered.	Prior to Construction	Contractor/ Stanislaus County	Stanislaus County	Throughout Construction
Paleontology	PALEONTOLOGY-1	Implement Public Resources Code Section 5097.5 et seq. Pursuant to Public Resources Code Section 5097.5 no person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.	During Construction	Contractor/ Stanislaus County	Stanislaus County	Throughout Construction
Paleontology	PALEONTOLOGY-2	An agrichemical impact assessment will be conducted within areas of proposed ground disturbance within the Project footprint.	During Construction	Contractor/ Stanislaus County	Stanislaus County	Throughout Construction
Hazardous Waste/Materials	HAZ WASTE-1	An asbestos-containing materials (ACM) and lead-based paint (LBP) survey will be conducted prior to any building demolition within the boundaries of the Project.	Prior to Construction	Contractor/ Stanislaus County	Stanislaus County	Once prior to construction.
Hazardous Waste/Materials	HAZ WASTE-2	The appropriate Caltrans Standard Special Provision should be edited based on the level of lead concentration found during testing and the method of removal and should indicate the appropriate testing criteria and disposal of generated waste.	Prior to Construction	Contractor/ Stanislaus County	Stanislaus County	Once prior to construction.
Hazardous Waste/Materials	HAZ WASTE-3	A Lead Compliance Plan under Section 7-1.07, Lead Compliance Plan, of the Standard Specifications, will be required to address health and safety for workers during construction. Special handling, treatment, or disposal of aerially deposited lead in soils during construction activities shall be consistent with the Department of Toxic Substance Control Lead Variance (No. VO9HQSCD006) dated July 1, 2009.	Prior to Construction	Contractor/ Stanislaus County	Stanislaus County	Once prior to construction.
Hazardous Waste/Materials	HAZ WASTE-4		Prior to Construction	Contractor/ Stanislaus County	Stanislaus County	Once prior to construction.

Environmental Factor	EPM #	Environmental Protection Measures	Timing	Implementing Party	Monitoring Party	Frequency & Duration of EPM
Air Quality	AIR QUALITY-1	The Project will comply with Rule 9510 by submitting an air impact assessment (AIA) application to the SJVAPCD prior to construction.	Prior to Construction	Stanislaus County	Stanislaus County	Throughout Construction
Air Quality	AIR QUALITY-2	The Project will comply with all of the construction-related provisions of SJVAPCD Regulation VIII (including preparation and approval of a Dust Control Plan). Construction activities shall not commence until the SJVAPCD has approved or conditionally approved the Dust Control Plan.	Prior to Construction	Contractor/ Stanislaus County	Stanislaus County	Throughout Construction
Air Quality	AIR QUALITY-3	The construction contractor shall comply with Caltrans' Standard Specifications Section 7-1.01F and Section 10, as applicable, of Caltrans' Standard Specifications (1999).	During Construction	Contractor	Stanislaus County	Throughout Construction
Noise	NOISE-1	Implement Caltrans Standard Specifications Section 14-8.02 and applicable local noise standards.	During Construction	Contractor	Stanislaus County	Throughout Construction
Noise	NOISE-2	All equipment will have sound-control devices that are no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust.	During Construction	Contractor	Stanislaus County	Throughout Construction
Noise	NOISE-3	As directed by Stanislaus County, the contractor will implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off unnecessary idling equipment, rescheduling construction activity to limit nighttime noise exposures, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.	During Construction	Contractor	Stanislaus County	Throughout Construction
Noise	NOISE-4	The County intends to incorporate noise abatement in the form of (a) barrier(s) at the Morningside Mobile Home Park, with respective lengths and average heights of approximately 650 ft by 8 ft. Calculations based on preliminary design data indicate that the barrier(s) will reduce noise levels by 5 dBA for 11 residences at a cost of approximately 300,000. If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision of the noise abatement will be made upon completion of the project design and the public involvement processes.	During Construction	Contractor	Stanislaus County	Throughout Construction
Biology	BIOLOGY-1	Western Pond Turtle (WPT): No avoidance and minimization measures will be necessary if Lateral No.6 is dry during the bridge replacement. The following avoidance and minimization efforts will be implemented if water is present. <ul style="list-style-type: none"> If construction personnel observe that a WPT is trapped in, or has retreated to, the active construction zone, construction will cease and a qualified biologist will be notified. Construction will resume when the biologist has either removed the WPT from the construction zone, or, after thorough inspection, determined that the WPT has moved away from the construction zone. Stanislaus County will implement best management practices (BMPs) to prevent impacts to water quality in the irrigation lateral. 	Prior to Construction	Stanislaus County	Qualified Biologist	Once Prior to Construction
Biology	BIOLOGY-2	Birds of Prey and Migratory Birds (including swallows): Under the MBTA,	Prior to	Stanislaus	Qualified	Once Prior to

Environmental Factor	EPM #	Environmental Protection Measures	Timing	Implementing Party	Monitoring Party	Frequency & Duration of EPM
		<p>nests that contain eggs or unfledged young are not to be disturbed during the breeding season. The nesting season for migratory birds and birds of prey is generally 1 February through 31 August. Preconstruction nest surveys will be conducted.</p> <p>Swallows: Cliff swallows arrive in mid-February, increase in numbers until late March, and remain until October. Nesting begins in April, peaks in June, and continues into August. Measures shall be taken to prevent establishment of cliff swallow nests prior to construction. Techniques to prevent nest establishment should be initiated prior to the start of the nesting season while the canal is dry. Because the water level in the canal is only several inches from the undersides of the bridge while water is present, washing nests off the underside of the bridge during this time is not practical. During the non-nesting season, while the canal is dry, old nests should be removed from the bridge. Netting should then be hung from the bridge before nesting begins and before the canal fills with water. Netting should be left in place until bridge demolition occurs.</p> <p>Under the Migratory Bird Treaty Act, nests of migratory birds that contain eggs are not to be disturbed during the breeding season. The breeding season is generally 1 February through 31 August. If construction begins outside the breeding season, there will be no need to conduct a preconstruction survey for active nests. If a nest becomes active after construction has started, then the bird is considered adapted to construction disturbance.</p> <p>If construction begins during the 1 February to 31 August breeding season, the following avoidance and minimization measures will be implemented:</p> <ul style="list-style-type: none"> • A qualified biologist shall conduct a preconstruction survey for active nests at the construction site and within 250 ft of the construction site from publicly accessible areas within 2 weeks prior to construction. If no active nest of a bird of prey or MBTA bird is found, then no further mitigation measures are necessary. • If an active nest of a bird of prey or MBTA bird is found, then the biologist shall flag a minimum 250-ft Environmentally Sensitive Area (ESA) around the nest if the nest is of a bird of prey, and a minimum 50-ft ESA around the nest if the nest is of a MBTA bird other than a bird of prey. • No construction activity shall be allowed in the buffer until the biologist determines that the nest is no longer active, or unless monitoring determines that a smaller buffer will protect the active nest. • The buffer may be reduced if the biologist monitors the construction activities and determines that no disturbance to the active nest is occurring. The size of suitable buffers depends on the species of bird, the location of the nest relative to the project, project activities during the time the nest is active, and other project-specific conditions. 	Construction	County	Biologist	Construction

Environmental Factor	EPM #	Environmental Protection Measures	Timing	Implementing Party	Monitoring Party	Frequency & Duration of EPM
Biology	BIOLOGY-3	<p>Burrowing Owl</p> <ul style="list-style-type: none"> During the burrowing owl non-breeding season (1 September to 31 January) of the winter prior to construction, it is recommended that a biologist survey the project area for wintering burrowing owls or potential denning habitat. If wintering burrowing owls are found in the project area, they should be passively excluded in accordance with the DFG 1995 guidelines, prior to the start of the nesting season. If unoccupied burrows suitable for burrowing owl are found, the burrows should be collapsed. The project area should be maintained free of burrows until construction commences to avoid the potential for a nesting burrowing owl in the project area. Prior to construction, the applicant shall retain a qualified biologist to conduct a preconstruction survey for burrowing owls of all potential burrowing owl habitat in the project area and within 500 ft of the project area. Habitat located on privately owned land shall be surveyed visually from the project area or publicly accessible areas. The presence of individual burrowing owls, sign of burrowing owls (i.e., fecal whitewash at the entrance to burrows, feathers, etc.), and all burrows that are in use by burrowing owls will be recorded. The preconstruction surveys shall be conducted two weeks prior to construction. If active burrowing owl nests are found, the applicant will inform DFG and implement burrowing owl mitigation in accordance with the DFG 1995 guidelines. 				
Invasive Species	INVASIVE SPECIES-1	<p>In compliance with the Executive Order on Invasive Species, EO 13112, and subsequent guidance from the Federal Highway Administration, the landscaping and erosion control included in the project will not use species listed as noxious weeds.</p> <p>One or more of the following measures, adapted from the recommendations in the EPA report (EPA 2009), could be implemented by the project to reduce construction-related GHG emissions:</p> <ul style="list-style-type: none"> Reduce unnecessary idling. Unnecessary idling occurs when trucks wait for extended periods of time to load or unload, or when equipment that is not being used is left on. Reducing unnecessary idling reduces fuel consumption and thereby reduces GHG emissions. Idling reductions can be achieved through changes in work practices, such as training drivers to turn off equipment rather than idle, or through changes in equipment, such as adding fuel-efficient auxiliary power for the heat or air conditioning needed for driver comfort. Properly maintain equipment. Proper maintenance often results in fuel savings. For example, improperly inflated tires and poor wheel alignment can adversely affect the fuel efficiency of a small truck by 3–4%. Provide driver training. Improved vehicle operating practices can incrementally improve fuel consumption. For examples, excavator operators can improve fuel consumption by eliminating needless shifting of hydraulic levers while already at the equipment's maximum capacity. 	During Construction	Contractor	Stanislaus County	Throughout Construction
Climate Change (CEQA)	CUMULATIVE-1	<p>One or more of the following measures, adapted from the recommendations in the EPA report (EPA 2009), could be implemented by the project to reduce construction-related GHG emissions:</p> <ul style="list-style-type: none"> Reduce unnecessary idling. Unnecessary idling occurs when trucks wait for extended periods of time to load or unload, or when equipment that is not being used is left on. Reducing unnecessary idling reduces fuel consumption and thereby reduces GHG emissions. Idling reductions can be achieved through changes in work practices, such as training drivers to turn off equipment rather than idle, or through changes in equipment, such as adding fuel-efficient auxiliary power for the heat or air conditioning needed for driver comfort. Properly maintain equipment. Proper maintenance often results in fuel savings. For example, improperly inflated tires and poor wheel alignment can adversely affect the fuel efficiency of a small truck by 3–4%. Provide driver training. Improved vehicle operating practices can incrementally improve fuel consumption. For examples, excavator operators can improve fuel consumption by eliminating needless shifting of hydraulic levers while already at the equipment's maximum capacity. 	During Construction	Contractor	Stanislaus County	Throughout Construction

Environmental Factor	EPM #	Environmental Protection Measures	Timing	Implementing Party	Monitoring Party	Frequency & Duration of EPM
		<p>Environmental Protection Measures</p> <ul style="list-style-type: none"> • Use properly sized equipment. Truck engines too large for an application burn more fuel by adding unnecessary weight. In addition, drivers may be prone to use the excess horsepower needlessly, causing additional fuel consumption. Likewise, an undersized engine easily becomes overworked, leading to excess fuel consumption and accelerated engine wear. • Replace older, less fuel-efficient equipment. Through advances in engine technology, reduced equipment weight, and hybrid technologies, new equipment is often more fuel efficient than older equipment. • Use biofuels for trucks and nonroad equipment. Using low-carbon fuels in place of petroleum gasoline or diesel reduces GHG emissions. The amount of GHG emission reduction is dependent on the biofuel source (soybeans, palm oil, etc.) and the fuel's blend percentage with traditional gasoline or diesel. • Use alternative-fuel-source generators. Use of dual-fuel generators (mix of natural gas or propane and diesel), grid electricity, or on-site solar panels may provide GHG emissions reductions and provide long-term cost savings. • Encourage employee carpooling to the job site. Carpooling reduces vehicle trips and thereby reduces GHG emissions. 				

Appendix E. CPA-106 Form

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FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date Of Land Evaluation Request: 14 June 2011	4. Sheet 1 of 1	
1. Name of Project: Claribel Road Widening Project		5. Federal Agency Involved: FHWA		
2. Proposed Land Use: County Road		6. County and State: Stanislaus County, CA		
PART II (To be completed by NRCS)		1. Date Request Received By NRCS 6/14/2011	2. Person Completing Form: Ken Oster	
3. Does the corridor contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated 374,997	Average Farm Size 192
5. Major Crop(s) Silage, Walnuts, Almonds	6. Farmable Land In Government Jurisdiction Acres: 351,195 % 37		7. Amount of Farmland As Defined in FPPA Acres: 395,687 % 41	
8. Name of Land Evaluation System Used Storie Index	9. Name of State or Local Site Assessment System None Available		10. Date Land Evaluation Returned by NRCS 7/7/2011	
PART III (To be completed by Federal Agency)		Alternative Corridor For Segment:		
A. Total Acres To Be Converted Directly		Corridor A 22.1 ac	Corridor B	Corridor C
B. Total Acres To Be Converted Indirectly		0 ac		
C. Total Acres In Site		32.3 ac		
PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland		22.1		
B. Total Acres Statewide Important or Local Important Farmland		0		
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		0		
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		0.00		
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		88		
PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (Criteria are explained in 7 CFR 658.5 b & c. For Non-Corridor project use form AD-1006)		Maximum Points	Corridor A	Corridor B
1. Area In Non-urban Use		15 (15)	9	
2. Perimeter In Non-urban Use		10 (10)	10	
3. Percent Of Corridor Being Farmed		20 (20)	11	
4. Protection Provided By State and Local Government		20 (20)	0	
5. Size Of Present Farm Unit Compared To Average		10 (10)	0	
6. Creation Of Non-farmable Farmland		25 (25)	0	
7. Availability Of Farm Support Services		5 (5)	5	
8. On-Farm Investments		20 (20)	18	
9. Effects Of Conversion On Farm Support Services		25 (25)	0	
10. Compatibility With Existing Agricultural Use		10 (10)	0	
TOTAL CORRIDOR ASSESSMENT POINTS		160	53	
PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)		100	88	
Total Corridor Assessment (From Part VI above or local site assessment)		160	53	
TOTAL POINTS (Total of above 2 lines)		260	141	
1. Corridor Selected: A	2. Total Acres of Farmlands to be Converted by Project: 22.1	3. Date Of Selection 7/8/2011	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
5. Reason For Selection:				

Signature of Federal agency representative completing this form:

Harry Little for

Date: 3/14/2012

NOTE: Complete one form for each segment with more than one alternate Corridor

(See Instructions on reverse side)

Form NRCS-CPA-106 (03-02)

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Appendix F. Non-POAQC Concurrence: StanCOG, FHWA, & EPA

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*City of Ceres • City of Hughson • City of Modesto • City of Newman • City of Oakdale • City of Patterson
City of Riverbank • City of Turlock • City of Waterford • County of Stanislaus*

Memorandum

To: Aja Verburg, Stanislaus County Public Works Department

From: Mike Costa, Associate Programming/Transit Planner

Date: December 14, 2011

Subject: Concurrence Received from the EPA and FHWA Regarding the PM_{2.5} and PM₁₀ Hot Spot Air Quality Assessment for the Claribel Road Widening Project and Determination that the Project is Not a Project of Air Quality Concern

This memo serves to confirm that StanCOG circulated a memo to the Interagency Consultation (IAC) Group requesting concurrence from both the Environmental Protection Agency (EPA) and the Federal Highway Administration (FHWA) that the Claribel Road Widening Project is not a project of air quality concern (POAQC). The circulation period for this review ended on December 6, 2011.

On November 30, 2011, the EPA provided concurrence that this project is not a POAQC. The FHWA provided concurrence that this project is not a POAQC on December 1, 2011. Attached is the correspondence from these two agencies indicating their concurrence that the Claribel Road Widening Project is not a POAQC.

If you have any questions regarding this memo or its attachments, please contact Mike Costa at (209) 525-4644. Thank you.

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Michael Costa - Re: Stanislaus County IAC Memo - PM 2.5 and PM 10 Hot SpotAssessment_Claribel Road Widening Project_NEPA 6005

From: <OConnor.Karina@epamail.epa.gov>
To: "Michael Costa" <MCOSTA@Stancog.org>
Date: 11/30/2011 1:59 PM
Subject: Re: Stanislaus County IAC Memo - PM 2.5 and PM 10 Hot SpotAssessment_Claribel Road Widening Project_NEPA 6005
CC: <abhijit_bagde@dot.ca.gov>, <achesley@sjcog.org>, <Alex@sierraresearch.c...

EPA concurs that this is not a project of air quality concern.

Karina O'Connor
 (775) 434-8176
 oconnor.karina@epa.gov

From: "Michael Costa" <MCOSTA@Stancog.org>
 To: <dwade@arb.ca.gov>, <jcrow@arb.ca.gov>, <jlindber@arb.ca.gov>, <jtaylor@arb.ca.gov>, <cari@caconsulting.org>, <Bruce.Abanathie@co.kings.ca.us>, <Rachel.Audino@co.kings.ca.us>, <BGIuliani@co.tulare.ca.us>, <Ewendt@co.tulare.ca.us>, <MAHays@co.tulare.ca.us>, <RBrady@co.tulare.ca.us>, <abhijit_bagde@dot.ca.gov>, <arvinder_bajwa@dot.ca.gov>, <dennis_jacobs@dot.ca.gov>, <garth.hopkins@dot.ca.gov>, <heidi_andrade@dot.ca.gov>, <james.perrault@dot.ca.gov>, <ken_baxter@dot.ca.gov>, <ken_j_romero@dot.ca.gov>, <kevin.tucker@dot.ca.gov>, <la.nae.van.valen@dot.ca.gov>, <lima_huy@dot.ca.gov>, <Mike_Brady@dot.ca.gov>, <Muhaned.Aljabiry@dot.ca.gov>, <pat_robledo@dot.ca.gov>, <sharri_bender_ehler@dot.ca.gov>, <sinarath_pheng@dot.ca.gov>, <steve_curti@dot.ca.gov>, <terry_goewert@dot.ca.gov>, <tom_dumas@dot.ca.gov>, <Joseph.Vaughn@dot.gov>, <Scott.Carson@dot.gov>, <ksterner@dowlinginc.com>, Doris Lo/R9/USEPA/US@EPA, Karina OConnor/R9/USEPA/US@EPA, Frances Wicher/R9/USEPA/US@EPA, <kcai@fresnocog.org>, <khan@fresnocog.org>, <ldawson@fresnocog.org>, <mbitner@fresnocog.org>, <mgarza@fresnocog.org>, <Ted.Matley@fta.dot.gov>, <jstramaglia@kerncog.org>, <rball@kerncog.org>, <rpacheco@kerncog.org>, <tighttower@kerncog.org>, <vliu@kerncog.org>, <derek@maderactc.org>, <richard@maderactc.org>, <Matt.Fell@mcagov.org>, <Ty.Phimmasone@mcagov.org>, <Alex@sierraresearch.com>, <Hoyt@sjcog.org>, <Kaur@sjcog.org>, <kkloeb@sjcog.org>, <ridder@sjcog.org>, <Taylor@sjcog.org>, "Carlos Yamzon" <CYAMZON@Stancog.org>, "Jaylen French" <JCFRENCH@Stancog.org>, "Jim Schoeffling" <JSCHOEFLING@Stancog.org>, "Rosa Park" <RPARK@Stancog.org>, <daniel.barber@valleyair.org>, <errol.villegas@valleyair.org>, <Katy.Linebach@valleyair.org>
 Cc: <Terri.King@co.kings.ca.us>, <EWright@co.tulare.ca.us>, <tsmallley@co.tulare.ca.us>, <bjsteck@fresnocog.org>, <tboren@fresnocog.org>, <anguyen@interwestgrp.com>, <RBrummett@kerncog.org>, <rphippis@kerncog.org>, <patricia@maderactc.org>, <Jesse.Brown@mcagov.org>, <Marjie.Kim@mcagov.org>, <achesley@sjcog.org>, <cowell@sjcog.org>, "Vince Harris" <VHARRIS@Stancog.org>
 Date: 11/21/2011 05:42 PM
 Subject: Stanislaus County IAC Memo - PM 2.5 and PM 10 Hot Spot Assessment_Claribel Road Widening Project_NEPA 6005

Good Evening IAC Partners,

StanCOG, on behalf of Stanislaus County, is circulating the attached PM 2.5 and PM 10 Hot-Spot Conformity Assessment memo for the Claribel Road Widening Project for Interagency Consultation. As part of the environmental review, it is requested that the Interagency Consultation Partners concur that this project is not a "Project of Air Quality Concern" (POAQC) and will not result in new violations of Federal PM 2.5 and PM 10 air quality standards. Please reply to all with concurrence and/or comments by 5:00 p.m. on Tuesday, December 6, 2011. An interagency call will be held upon request.

An Environmental Assessment and Initial Study/Mitigated Negative Declaration has been prepared for this project. The project is a NEPA 6005; therefore, FHWA and EPA concurrence is requested.

If you have any questions regarding this e-mail or the attached memo, please feel free to contact me

directly. Thank you.
Sincerest Regards,

Mike

Mike Costa
Associate Planner
Stanislaus Council of Governments
1111 I Street, Suite 308
Modesto, CA 95354
T: 209.525.4644
E: mcosta@stancog.org

[attachment "StanislausCounty-Hot Spot Assessment Memo for Claribel Rd Widening for IAC Review_11-21-11.pdf" deleted by Karina OConnor/R9/USEPA/US]

Michael Costa - RE: Stanislaus County IAC Memo - PM 2.5 and PM 10 Hot SpotAssessment_Claribel Road Widening Project_NEPA 6005

From: <jvaughn@dot.gov>
To: <MCOSTA@Stancog.org>
Date: 12/1/2011 2:28 PM
Subject: RE: Stanislaus County IAC Memo - PM 2.5 and PM 10 Hot SpotAssessment_Claribel Road Widening Project_NEPA 6005
CC: <cari@caconsulting.org>, <OConnor.Karina@epamail.epa.gov>, <mike_brady@d...

FHWA concurs that this is not a project of air quality concern.

Joseph Vaughn
Air Quality Specialist/MPO Coordinator
FHWA, CA Division
(916) 498-5346

From: Michael Costa [mailto:MCOSTA@Stancog.org]
Sent: Monday, November 21, 2011 5:43 PM
To: dwade@arb.ca.gov; jcrow@arb.ca.gov; jlindber@arb.ca.gov; jtaylor@arb.ca.gov; cari@caconsulting.org; Bruce.Abanathie@co.kings.ca.us; Rachel.Audino@co.kings.ca.us; BGiuliani@co.tulare.ca.us; Ewendt@co.tulare.ca.us; MAHays@co.tulare.ca.us; RBrady@co.tulare.ca.us; abhijit_bagde@dot.ca.gov; arvinder_bajwa@dot.ca.gov; dennis_jacobs@dot.ca.gov; garth.hopkins@dot.ca.gov; heidi_andrade@dot.ca.gov; james.perrault@dot.ca.gov; ken_baxter@dot.ca.gov; ken_j_romero@dot.ca.gov; kevin.tucker@dot.ca.gov; la.nae.van.valen@dot.ca.gov; lima_huy@dot.ca.gov; Mike_Brady@dot.ca.gov; Muhaned.Aljabiry@dot.ca.gov; pat_robledo@dot.ca.gov; sharri_bender_ehlert@dot.ca.gov; sinarath_pheng@dot.ca.gov; steve_curti@dot.ca.gov; terry_goewert@dot.ca.gov; tom_dumas@dot.ca.gov; Vaughn, Joseph (FHWA); Carson, Scott (FHWA); ksterner@dowlinginc.com; Lo.Doris@epamail.epa.gov; OConnor.Karina@epamail.epa.gov; Wicher.Frances@epamail.epa.gov; kcai@fresnocog.org; khan@fresnocog.org; ldawson@fresnocog.org; mbitner@fresnocog.org; mgarza@fresnocog.org; Matley, Ted (FTA); jstramaglia@kerncog.org; rball@kerncog.org; rpacheco@kerncog.org; thightower@kerncog.org; vliu@kerncog.org; derek@maderactc.org; richard@maderactc.org; Matt.Fell@mcagov.org; Ty.Phimmasone@mcagov.org; Alex@sierraresearch.com; Hoyt@sjcog.org; Kaur@sjcog.org; kkloeb@sjcog.org; ridder@sjcog.org; Taylor@sjcog.org; Carlos Yamzon; Jaylen French; Jim Schoeffling; Rosa Park; daniel.barber@valleyair.org; errol.villegas@valleyair.org; Katy.Linebach@valleyair.org
Cc: Terri.King@co.kings.ca.us; EWright@co.tulare.ca.us; tsmalley@co.tulare.ca.us; bjsteck@fresnocog.org; tboren@fresnocog.org; dnguyen@Interwestgrp.com; RBrummett@kerncog.org; rphipps@kerncog.org; patricia@maderactc.org; Jesse.Brown@mcagov.org; Marjie.Kirn@mcagov.org; achesley@sjcog.org; cowell@sjcog.org; Vince Harris
Subject: Stanislaus County IAC Memo - PM 2.5 and PM 10 Hot Spot Assessment_Claribel Road Widening Project_NEPA 6005

Good Evening IAC Partners,

StanCOG, on behalf of Stanislaus County, is circulating the attached PM 2.5 and PM 10 Hot-Spot Conformity

Assessment memo for the Claribel Road Widening Project for Interagency Consultation. As part of the environmental review, it is requested that the Interagency Consultation Partners concur that this project is not a "Project of Air Quality Concern" (POAQC) and will not result in new violations of Federal PM 2.5 and PM 10 air quality standards. Please reply to all with concurrence and/or comments by **5:00 p.m. on Tuesday, December 6, 2011**. An interagency call will be held upon request.

An Environmental Assessment and Initial Study/Mitigated Negative Declaration has been prepared for this project. The project is a NEPA 6005; therefore, FHWA and EPA concurrence is requested.

If you have any questions regarding this e-mail or the attached memo, please feel free to contact me directly. Thank you.

Sincerest Regards,

Mike

Mike Costa
Associate Planner
Stanislaus Council of Governments
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Modesto, CA 95354
T: 209.525.4644
E: mcosta@stancog.org

Appendix G. USFWS List

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United States Department of the Interior
FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825



August 2, 2011

Document Number: 110802035858

R. John Little, Ph.D.
Sycamore Environmental Consultants, Inc.
6355 Riverside Blvd., Suite C
Sacramento, CA 95831

Subject: Species List for Claribel Road Widening Project

Dear: Dr. Little

We are sending this official species list in response to your August 2, 2011 request for information about endangered and threatened species. The list covers the California counties and/or U.S. Geological Survey 7½ minute quad or quads you requested.

Our database was developed primarily to assist Federal agencies that are consulting with us. Therefore, our lists include all of the sensitive species that have been found in a certain area *and also ones that may be affected by projects in the area*. For example, a fish may be on the list for a quad if it lives somewhere downstream from that quad. Birds are included even if they only migrate through an area. In other words, we include all of the species we want people to consider when they do something that affects the environment.

Please read Important Information About Your Species List (below). It explains how we made the list and describes your responsibilities under the Endangered Species Act.

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be October 31, 2011.

Please contact us if your project may affect endangered or threatened species or if you have any questions about the attached list or your responsibilities under the Endangered Species Act. A list of Endangered Species Program contacts can be found at www.fws.gov/sacramento/es/branches.htm.

Endangered Species Division



**U.S. Fish & Wildlife Service
Sacramento Fish & Wildlife Office**

**Federal Endangered and Threatened Species that Occur in
or may be Affected by Projects in the Counties and/or
U.S.G.S. 7 1/2 Minute Quads you requested**

Document Number: 110513105754

Database Last Updated: April 29, 2010

Quad Lists

Listed Species

Invertebrates

Branchinecta lynchi

vernal pool fairy shrimp (T)

Desmocerus californicus dimorphus

valley elderberry longhorn beetle (T)

Lepidurus packardii

vernal pool tadpole shrimp (E)

Fish

Hypomesus transpacificus

delta smelt (T)

Oncorhynchus mykiss

Central Valley steelhead (T) (NMFS)

Critical habitat, Central Valley steelhead (X) (NMFS)

Oncorhynchus tshawytscha

Central Valley spring-run chinook salmon (T) (NMFS)

winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

Ambystoma californiense

California tiger salamander, central population (T)

Rana draytonii

California red-legged frog (T)

Reptiles

Thamnophis gigas

giant garter snake (T)

Quads Containing Listed, Proposed or Candidate Species:

RIVERBANK (442B)

County Lists

Stanislaus County

Listed Species

Invertebrates

Branchinecta conservatio

Conservancy fairy shrimp (E)

Critical habitat, Conservancy fairy shrimp (X)

Branchinecta longiantenna

longhorn fairy shrimp (E)

Branchinecta lynchi

Critical habitat, vernal pool fairy shrimp (X)

vernal pool fairy shrimp (T)

Desmocerus californicus dimorphus

valley elderberry longhorn beetle (T)

Lepidurus packardii

Critical habitat, vernal pool tadpole shrimp (X)

vernal pool tadpole shrimp (E)

Fish

Acipenser medirostris

green sturgeon (T) (NMFS)

Hypomesus transpacificus

delta smelt (T)

Oncorhynchus mykiss

Central Valley steelhead (T) (NMFS)

Critical habitat, Central Valley steelhead (X) (NMFS)

Amphibians

Ambystoma californiense

California tiger salamander, central population (T)

Critical habitat, CA tiger salamander, central population (X)

Rana draytonii

California red-legged frog (T)

Reptiles

Thamnophis gigas

giant garter snake (T)

Mammals

Vulpes macrotis mutica

San Joaquin kit fox (E)

Plants

Castilleja campestris ssp. succulenta

Critical habitat, succulent (=fleshy) owl's-clover (X)

succulent (=fleshy) owl's-clover (T)

Chamaesyce hooveri

Critical habitat, Hoover's spurge (X)

Hoover's spurge (T)

Neostapfia colusana

Colusa grass (T)

Critical habitat, Colusa grass (X)

Orcuttia pilosa

Critical habitat, hairy Orcutt grass (X)

hairy Orcutt grass (E)

Pseudobahia bahiifolia

Hartweg's golden sunburst (E)

Tuctoria greenei

Critical habitat, Greene's tuctoria (=Orcutt grass) (X)

Proposed Species

Amphibians

Rana draytonii

Critical habitat, California red-legged frog (PX)

Key:

(E) *Endangered* - Listed as being in danger of extinction.

(T) *Threatened* - Listed as likely to become endangered within the foreseeable future.

(P) *Proposed* - Officially proposed in the Federal Register for listing as endangered or threatened.

(NMFS) Species under the Jurisdiction of the [National Oceanic & Atmospheric Administration Fisheries Service](#). Consult with them directly about these species.

Critical Habitat - Area essential to the conservation of a species.

(PX) *Proposed Critical Habitat* - The species is already listed. Critical habitat is being proposed for it.

(C) *Candidate* - Candidate to become a proposed species.

(V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.

(X) *Critical Habitat* designated for this species

Important Information About Your Species List

How We Make Species Lists

We store information about endangered and threatened species lists by U.S. Geological Survey 7½ minute quads. The United States is divided into these quads, which are about the size of San Francisco.

The animals on your species list are ones that occur within, **or may be affected by** projects within, the quads covered by the list.

- Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.
- Amphibians will be on the list for a quad or county if pesticides applied in that area may be carried to their habitat by air currents.
- Birds are shown regardless of whether they are resident or migratory. Relevant birds on the county list should be considered regardless of whether they appear on a quad list.

Plants

Any plants on your list are ones that have actually been observed in the area covered by the list. Plants may exist in an area without ever having been detected there. You can find out what's in the surrounding quads through the California Native Plant Society's online [Inventory of Rare and Endangered Plants](#).

Surveying

Some of the species on your list may not be affected by your project. A trained biologist and/or botanist, familiar with the habitat requirements of the species on your list, should determine whether they or habitats suitable for them may be affected by your project. We recommend that your surveys include any proposed and candidate species on your list. See our [Protocol](#) and [Recovery Permits](#) pages.

For plant surveys, we recommend using the [Guidelines for Conducting and Reporting Botanical Inventories](#). The results of your surveys should be published in any environmental documents prepared for your project.

Your Responsibilities Under the Endangered Species Act

All animals identified as listed above are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the take of a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal.

Take may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR §17.3).

Take incidental to an otherwise lawful activity may be authorized by one of two procedures:

- If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in take, then that agency must engage in a formal [consultation](#) with the Service.

During formal consultation, the Federal agency, the applicant and the Service work together to avoid or minimize the impact on listed species and their habitat. Such consultation would result in a biological opinion by the Service addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental take.

- If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then you, the applicant, should apply for an incidental take permit. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project.

Should your survey determine that federally listed or proposed species occur in the area and are likely to be affected by the project, we recommend that you work with this office and the California Department of Fish and Game to develop a plan that minimizes the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. You should include the plan in any environmental documents you file.

Critical Habitat

When a species is listed as endangered or threatened, areas of habitat considered essential to its conservation may be designated as critical habitat. These areas may require special management considerations or protection. They provide needed space for growth and normal behavior; food, water, air, light, other nutritional or physiological requirements; cover or shelter; and sites for breeding, reproduction, rearing of offspring, germination or seed dispersal.

Although critical habitat may be designated on private or State lands, activities on these lands are not restricted unless there is Federal involvement in the activities or direct harm to listed wildlife.

If any species has proposed or designated critical habitat within a quad, there will be a separate line for this on the species list. Boundary descriptions of the critical habitat may be found in the Federal Register. The information is also reprinted in the Code of Federal Regulations (50 CFR 17.95). See our [Map Room](#) page.

Candidate Species

We recommend that you address impacts to candidate species. We put plants and animals on our candidate list when we have enough scientific information to eventually propose them for listing as threatened or endangered. By considering these species early in your planning process you may be able to avoid the problems that could develop if one of these candidates was listed before the end of your project.

Species of Concern

The Sacramento Fish & Wildlife Office no longer maintains a list of species of concern. However, various other agencies and organizations maintain lists of at-risk species. These lists provide essential information for land management planning and conservation efforts. [More info](#)

Wetlands

If your project will impact wetlands, riparian habitat, or other jurisdictional waters as defined by section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act, you will need to obtain a permit from the U.S. Army Corps of Engineers. Impacts to wetland habitats require site specific mitigation and monitoring. For questions regarding wetlands, please contact Mark Littlefield of this office at (916) 414-6520.

Updates

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be August 11, 2011.

Appendix H. Literature Cited

- California Department of Conservation (CDOC). August 2008. Stanislaus County Important Farmland 2008, Sheet 1 of 2. Division of Land Resource Protection, Farmland Mapping and Monitoring Program. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/sta08_no.pdf
- California Department of Finance. May 2010. E-4 population estimates for cities, counties and the state, 2001–2010, with 2000 benchmark. Sacramento, CA. <http://www.dof.ca.gov/research/demographic/reports/estimates/e-4/2001-10/view.php>
- California Department of Finance. May 2011. E-1 Population estimates for cities, counties and the state with annual percent change, January 1, 2010 and 2011. Sacramento, California. <http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php>
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- California Department of Transportation (Caltrans). March 2003. State Route 219 Widening Project, Environmental Assessment/Initial Study. Central Region Environmental Planning, Caltrans.
- City of Modesto. Accessed October 2011. Community and Economic Development Department, Current Projects. <http://www.modestogov.com/ced/projects/>
- City of Modesto. 14 October 2008. Final urban area general plan.
- City of Modesto. 2006. Non-motorized transportation master plan. Prepared by Alta Planning + Design, Berkeley, CA.
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- Stanislaus Council of Governments (StanCOG). July 2010 (2010b). 2011 Regional Transportation Improvement Plan. Fiscal Years 2010/2011 through 2014/2015. Modesto, CA.
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- Stanislaus County. 1994. Stanislaus County General Plan
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- U.S. Census Bureau. Accessed October 2011 (2011a). U.S. Census 2010, Interactive Population Map. <http://2010.census.gov/2010census/popmap/>
- U.S. Census Bureau. Accessed October 2011 (2011b). 2005-2009 American Community Survey 5-Year Estimates. http://factfinder.census.gov/servlet/DatasetMainPageServlet?_program=ACS&_submenuld=&_lang=en&_ds_name=ACS_2009_5YR_G00_&ts=
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- U.S. Department of Transportation. December 1976. A Guide to Visual Quality in Noise Barrier Design. Federal Highway Administration, Office of Environmental Policy, Washington D. C. Publication Number: FHWA –RD-IMP-77-12

Appendix I. Correspondence

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SYCAMORE ENVIRONMENTAL CONSULTANTS, INC.

6355 Riverside Blvd., Suite C, Sacramento, CA 95831
916/ 427-0703 Fax 916/ 427-2175

18 May 2011

Ms. Maria Rea
Central Valley Office Area Supervisor
Protected Resources Division
National Marine Fisheries Service
650 Capitol Mall, Suite 5-100
Sacramento, CA 95814

Phone: 916/ 930-3600
Fax: 916/ 930-3629

Subject: Request for National Marine Fisheries Service Information on Federally Listed and Candidate Anadromous Fish Species; Claribel Road Widening Project, Stanislaus County, CA.

Dear Ms. Rea:

Sycamore Environmental, under contract with Stanislaus County Department of Public Works, is conducting biological studies in support of providing environmental services for the **Claribel Road Widening Project**. The Project includes the replacement of a bridge over Modesto Irrigation District (MID) lateral number 6.

The study area is located on the Riverbank USGS topographic quad (T2S, R9E, Sections 33, 34, and 35 and T3S, R9E, Sections 2, 3, and 4). The study area occurs within the Middle San Joaquin-Lower hydrologic unit (hydrologic unit code 18040002). The MID main canal originates at La Grange Dam on the Tuolumne River. MID lateral number 6 flows southwest through the study area. The elevation of the project study area is approximately 110 ft above sea level.

We would appreciate receiving NMFS file information on federally listed or candidate fish species, including critical habitat and essential fish habitat, that may occur within the vicinity of the study area. The project location is shown on the enclosed map.

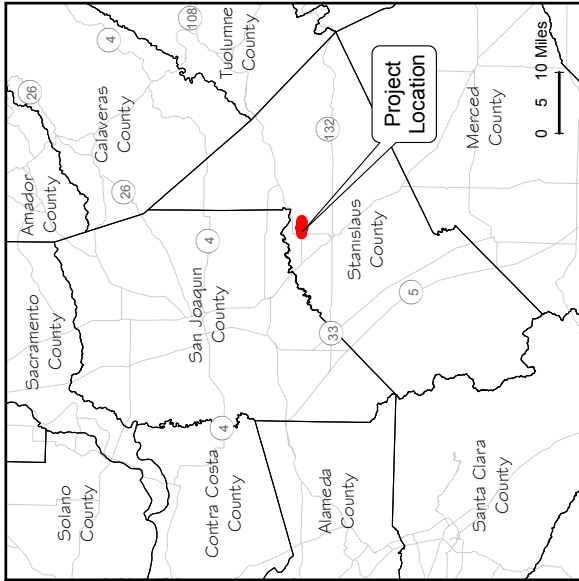
Yours truly,

Jeff Little
Vice President

JJL/jae

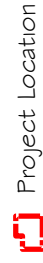
Map attachment

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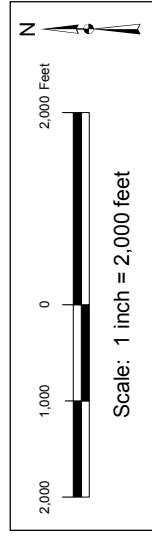


Clanbel Road Widening Project
Stanislaus County, CA
29 April 2011

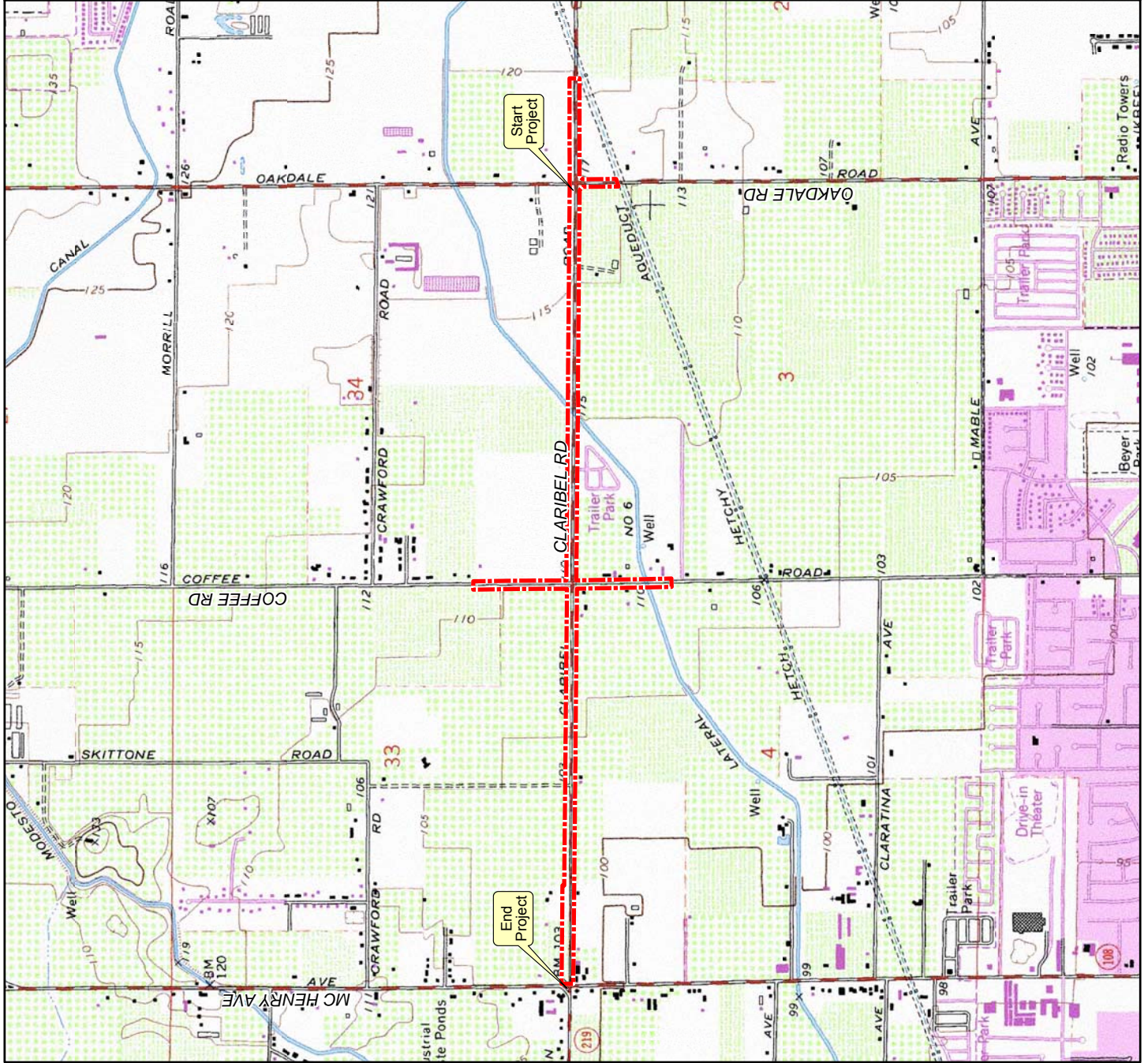
Figure 1. Location Map



Project Location



USGS Quadrangle: Riverbank, CA (Revised 1987)
O_sw0201.sld
7.5 Minute (C) Series, Albers Nad83 Mosaics (MrSID),
CASIL California USGS Digital Raster Graphics (DRG)



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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southwest Region
650 Capitol Mall, Suite 5-100
Sacramento, CA 95814-4700

JUL 11 2011

Jeff Little
Vice President
Sycamore Environmental Consultants, Inc.
6355 Riverside Blvd., Suite C
Sacramento, California 95831



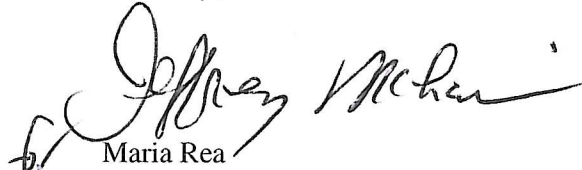
Dear Mr. Little:

This is in response to your May 18, 2011, letter requesting NOAA's National Marine Fisheries Service's (NMFS) species list for the proposed Claribel Road Widening project, located in Stanislaus County, California. Please be advised that NMFS can only enter formal section 7 consultations with another Federal agency or its designee. Therefore, this response is provided as informal technical assistance with the Sycamore Environmental Consultants, Inc. This response is not intended to take the place of formal comments or consultation as required under the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 et seq.) and does not provide incidental take authorization pursuant to section 7(b)(4) and section 7(o)(2) of the ESA. In addition, you should be aware any incidental take of listed species that may occur during the construction activities of the proposed project is not exempt from section 9 of the ESA.

The proposed project includes the replacement of a bridge over Modesto Irrigation District's (MID) lateral number 6 irrigation canal. MID's lateral number 6 irrigation canal originates at La Grange Dam in the Tuolumne River. NMFS' federally listed species do not occur in the study area of the proposed project. However, Central Valley steelhead (*Oncorhynchus mykiss*) do occur in the Tuolumne River downstream of La Grange Dam, an area which is also designated critical habitat for Central Valley steelhead. In addition, the Tuolumne River is Essential Fish Habitat for Pacific salmon as described in Amendment 14 of the Pacific Salmon Fishery Management Plan pursuant to the Magnuson-Stevens Fishery Conservation and Management Act.

Please contact Monica Gutierrez at (916) 930-3657, or via e-mail at Monica.Gutierrez@noaa.gov, if you have any questions regarding this project or require additional information.

Sincerely,


Maria Rea
Supervisor, Central Valley Office

cc: Copy to file – ARN 151422SWR2011SA00286
NMFS-PRD, Long Beach, CA



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Adam C. Forbes

From: Jeffery Little
Sent: Wednesday, June 22, 2011 11:07 AM
To: Amy Krisch
Subject: RE: Stanislaus County Claribel Road Widening Project

Thank you, Amy, for your quick response.

Cordially,

Jeffery Little
Vice President
Sycamore Environmental Consultants, Inc.
6355 Riverside Blvd., Suite C
Sacramento, CA 95831
916-427-0703
916-427-2175 fax
Jeffery.Little@SycamoreEnv.com

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

From: Amy Krisch [\[mailto:AKRISCH@dfg.ca.gov\]](mailto:AKRISCH@dfg.ca.gov)
Sent: Wednesday, June 22, 2011 10:56 AM
To: Jeffery Little
Subject: Re: Stanislaus County Claribel Road Widening Project

Hi Jeffery,

Based on the information and photos that you provided, the above-mentioned project will not require Notification of Lake or Streambed Alteration. The Department of Fish and Game does not take jurisdiction over man-made concrete lined canals that are/were not part of a natural waterway at one point in time.

Please don't hesitate to contact me if you have any further questions.

Thank you,

Amy L. Krisch
Environmental Scientist
California Department of Fish and Game - Central Region Lake and Streambed Alteration Program
1234 East Shaw Avenue
Fresno, CA 93710
Office (559) 243-4017 x243
Fax (559) 243-4020

>>> Jeffery Little <Jeffery.Little@SycamoreEnv.com> 6/21/2011 1:12 PM

>>> >>>

Amy,

I have a question regarding Streambed Alteration Agreements.

We are under contract to Stanislaus County for the Claribel Road Widening Project. The project crosses the MID Lateral #6 just east of the Claribel Road/Coffee Road intersection. The MID Lateral is a constructed irrigation canal that was constructed in uplands. It is not a channelized creek, slough, or river.

The existing bridge will be demolished and a portion of the concrete irrigation lateral will be demolished. A concrete box culvert will be installed. The work is anticipated to occur in 2012 or possibly 2013 so construction can be scheduled to occur outside of the irrigation season when the canal is dry. The CEQA/NEPA document will be circulated later this year. I've attached two locator maps and several pictures of the concrete canal.

Will this project need to obtain a Streambed Alteration Agreement? Is there additional information that I need to provide you to assist in answering this?

Cordially,

Jeffery Little

Vice President

Sycamore Environmental Consultants, Inc.

6355 Riverside Blvd., Suite C

Sacramento, CA 95831

916-427-0703

916-427-2175 fax

Jeffery.Little@SycamoreEnv.com<<mailto:Jeffery.Little@SycamoreEnv.com>>

The information contained in this email is confidential and may also be privileged. It is intended only for the use of the individual or entity to whom it is addressed. If you are not the intended recipient, or the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any use, dissemination, distribution or copying of this communication is strictly prohibited. Thank you.

Adam C. Forbes

From: David Chapman
Sent: Thursday, July 07, 2011 6:38 AM
To: 10076 Claribel Rd Widening Proj
Subject: FW: Farmland Conversion Impact Rating or Claribel Road Widening
Attachments: Claribel Road Widening CPA-106F.doc; Calculations for Claribel Road Widening.pdf; Soil Map Claribel Road Widening.jpg

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

From: Oster, Ken - Templeton, CA [<mailto:Ken.Oster@ca.usda.gov>]
Sent: Wednesday, July 06, 2011 4:22 PM
To: David Chapman
Cc: Waller, Diana - Modesto, CA
Subject: Farmland Conversion Impact Rating or Claribel Road Widening

Dear Mr. Chapman,

I've attached the completed FCIR form CPA-106F for the Claribel Road Widening.

Thanks for asking.

Ken Oster
Area Resource Soil Scientist
USDA - Natural Resources Conservation Service
65 South Main Street, Suite 108
Templeton, California 93465
(805) 434-0396 x 111

Adam Forbes

From: David Chapman <David.Chapman@SycamoreEnv.com>
Sent: Wednesday, November 02, 2011 7:58 PM
To: 10076 Claribel Rd Widening Proj; adamforbes@hughes.net
Subject: FW: Farmland Conversion Impact Rating or Claribel Road Widening

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

From: Oster, Ken - Templeton, CA [<mailto:Ken.Oster@ca.usda.gov>]
Sent: Friday, July 08, 2011 9:32 AM
To: David Chapman
Subject: RE: Farmland Conversion Impact Rating or Claribel Road Widening

Hi David,

The average farm size in the county is 192 acres.

I do not have data for farm units in the project. The project seems to cross several farms. Perhaps a single parcel is the easiest estimate of a farming unit.

Thanks for asking.

Ken Oster
Area Resource Soil Scientist
USDA - Natural Resources Conservation Service
65 South Main Street, Suite 108
Templeton, California 93465
(805) 434-0396 x 111

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

From: David Chapman [<mailto:David.Chapman@sycamoreenv.com>]
Sent: Friday, July 08, 2011 8:24 AM
To: Oster, Ken - Templeton, CA
Subject: RE: Farmland Conversion Impact Rating or Claribel Road Widening

Hi, Ken.

I was wondering if you could help me understand one of the site assessment criteria items on the farmland conversion form a bit better. Here is the question:

(7) Is the farm unit(s) containing the site (before the project) as large as the average-size farming unit in the county? (Average farm sizes in each county are available from the NRCS field offices in each State. Data are from the latest available Census of Agriculture, Acreage of Farm Units in Operation with \$1,000 or more in sales.)

I see in Part II of the form that you entered 192 acres in the Average Farm Size box. Is that the average farm size in the project area or the average farm size in the county?

I need two numbers for Item 7--average farm size in project area and average farm size in county--and I'm not sure which one I already have.

If I still need the average farm size in county, is that a number you could provide?

If I still need the average farm size in the project area, what is the best way to calculate this? Is a single parcel considered a farming unit?

Thanks, Ken!

David

David Chapman
Environmental Planner
Sycamore Environmental Consultants, Inc.
Sacramento, CA

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

From: Oster, Ken - Templeton, CA [<mailto:Ken.Oster@ca.usda.gov>]
Sent: Wednesday, July 06, 2011 4:22 PM
To: David Chapman
Cc: Waller, Diana - Modesto, CA
Subject: Farmland Conversion Impact Rating or Claribel Road Widening

Dear Mr. Chapman,

I've attached the completed FCIR form CPA-106F for the Claribel Road Widening.

Thanks for asking.

Ken Oster
Area Resource Soil Scientist
USDA - Natural Resources Conservation Service
65 South Main Street, Suite 108
Templeton, California 93465
(805) 434-0396 x 111

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ALLIANCE

1010 10TH STREET . SUITE 1400 . MODESTO, CA 95354 . 209-567-4985

March 5, 2012

Ray LaHood, Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

MAR 6 '12 AM 10:38

Subject: Stanislaus County Claribel Road Widening Project

Dear Secretary LaHood:

The Stanislaus County Alliance Worknet is pleased to provide our support for the Claribel Road Widening Project in Stanislaus County. This exceptional and regionally significant project is under consideration for TIGER IV program funding. The Alliance Worknet is dedicated to developing a skilled workforce that strengthens business and contributes to the economic success of our community. Although it is our mission to prepare individuals for jobs that are in high demand by local businesses and provide business with referrals of qualified job applicants, we are aware that a multimodal transportation system is imperative to realizing our mission. Our workforce must have the means to get to work, either by vehicle, transit or bike to be successful. Long-term economic stability is highly dependent on a road, rail and port transportation network that promotes efficient goods movement. The Claribel Road Widening Project is an important component of that network system.

The Claribel Road Widening project is needed to manage growth in the region, promote multimodal transportation uses with the implementation of a new bus route and Class 1 bicycle lanes and goods movement between newly established commercial and industrial centers within the region. The project is needed to manage existing operational deficiencies by providing additional capacity that will accommodate growth forecasts, including new jobs and traffic projections.

Stanislaus County proposes to improve 2.1 miles of Claribel Road between Oakdale Road and McHenry Avenue (SR 108) to better accommodate existing and projected vehicular, pedestrian, and bicycle traffic anticipated from implementation of planned housing and business development in the Salida Community, the Cities of Riverbank, Modesto and Oakdale. The current two lane configuration with a four way stop at Coffee will be widened to a four lane facility with a center median, 10-foot shoulders that will include Class 1 Bike Lanes and a signal at the Claribel/Coffee intersection. The project will also widen a canal bridge. The design incorporates drainage swales and best management practices to manage storm water runoff and improve water quality. The new configuration will allow for implementation of a new bus route that will provide service to over 8,855 residents in the planning area.

Thank you for allowing us to provide our input and support to the TIGER IV program. The program has been a tremendous success and we welcome your continued commitment to the San Joaquin Valley. Should you need any additional information, please contact me at 209 567-4985.

Sincerely

Bill Bassitt

United States Senate

HART SENATE OFFICE BUILDING
SUITE 112
WASHINGTON, DC 20510-0505
(202) 224-3553
<http://boxer.senate.gov/contact>

March 21, 2012

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
400 7th Street, SW
Washington, D.C. 20590

Dear Secretary LaHood:

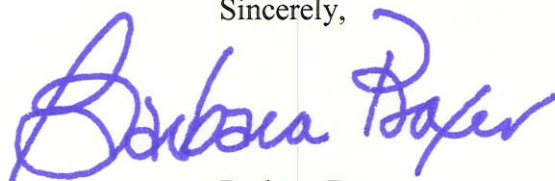
I am writing to express my support for the application submitted by the County of Stanislaus to the Transportation Investment Generating Economic Recovery (TIGER) grant program.

Currently, the volume of traffic on Claribel Road between Oakdale Road and McHenry Avenue (SR 108) in Northern Stanislaus County is higher than the levels recommended for a two-lane conventional highway. The road is congested during peak hours and has a high accident rate at intersections where vehicles must cross oncoming traffic.

If awarded this funding in the amount of \$3 million, the County of Stanislaus will widen Claribel Road between Oakdale Road and McHenry Avenue to four-lanes with a center median, install 10-foot shoulders that will include Class 1 Bike Lanes and install a signal at the Claribel/Coffee intersection. These upgrades will improve vehicle, pedestrian and bicycle safety.

In advance, I thank you for your consideration of this application. Should you or your staff have any questions regarding this matter, please contact Ameen Khan in my Fresno office at (559) 497-5109.

Sincerely,



Barbara Boxer
United States Senator

BB: ak

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711
www.dot.ca.gov



*Flex your power!
Be energy efficient!*

March 12, 2012

Mr. Matt Machado
Director of Public Works
Stanislaus County
1716 Morgan Road
Modesto, CA 95358

Dear Mr. Machado:

The California Department of Transportation (Caltrans) fully supports Stanislaus County's (County) TIGER 2012 application for the regionally significant Claribel Road Widening Project (Project). Caltrans recognizes the San Joaquin Valley is an important contributor of agricultural goods and products to the nation, within the global economy. Long-term economic stability is highly dependent on a road, rail and port transportation network that promotes efficient goods movement. The Project is an important component of that network.

This project is needed to manage growth in the region. It will promote multimodal transportation uses with the implementation of a new bus route and Class 1 bicycle lanes, along with goods movement between newly established commercial and industrial centers within the region. The Project is needed to manage existing operational deficiencies by providing additional capacity that will accommodate growth forecasts, including new jobs and traffic projections.

Stanislaus County will improve 2.1 miles of Claribel Road between Oakdale Road and McHenry Avenue (SR 108) to better accommodate existing and projected vehicular, pedestrian, and bicycle traffic anticipated from implementation of planned housing and business development in the Community of Salida Community and the cities of Riverbank, Modesto and Oakdale.

The current two lane configuration with a four way stop at Coffee Road will be widened to a four lane facility with a center median. Shoulders will be widened to include Class 1 Bike Lanes and a signal at the Claribel/Coffee intersection will be constructed. The Project will also widen a canal bridge. The design incorporates drainage swales and best management practices to manage storm water runoff and improve water quality. The new configuration will allow for implementation of a new bus route that will provide service to over 8,855 residents in the planning area.

Mr Matt Machado
March 12, 2012
Page 2

A successful TIGER award of \$6,300,000, along with \$4,150,000 in non-federal match and \$750,000 in Congestion Mitigation and Air Quality funds, will complete the overall project cost of \$11,200,000.

Caltrans looks forward to working with Stanislaus County to facilitate this Project should the U. S. Department of Transportation approve an award of National Infrastructure Investments "TIGER Discretionary Grants" (TIGER 2012) funds.

Sincerely,



MALCOLM DOUGHERTY
Acting Director

Farmland Working Group

STRIVING TO PROTECT FOOD, FAMILIES AND FARMLAND

March 12, 2012

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Riverbank, CA

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Davis, CA

Ray LaHood, Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: Stanislaus County Claribel Road Widening Project

Dear Secretary LaHood:

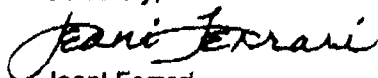
The Farmland Working Group is pleased to provide our support for the Claribel Road Widening Project in Stanislaus County. This exceptional and regionally significant project is under consideration for TIGER IV program funding. We recognize that San Joaquin Valley is an important contributor of agricultural goods and products to the nation, and global economy. Long-term economic stability is highly dependent on a road, rail and port transportation network that promotes efficient goods movement. The Claribel Road Widening Project is an important component of that network system.

The Claribel Road Widening project is needed to manage growth in the region, promote multimodal transportation uses with the implementation of a new bus route and Class 1 bicycle lanes and goods movement between newly established commercial and industrial centers within the region. The project is needed to manage existing operational deficiencies by providing additional capacity that will accommodate growth forecasts, including new jobs and traffic projections.

Stanislaus County proposes to improve 2.1 miles of Claribel Road between Oakdale Road and McHenry Avenue (SR 108) to better accommodate existing and projected vehicular, pedestrian, and bicycle traffic anticipated from implementation of planned housing and business development in the Salida Community, the Cities of Riverbank, Modesto and Oakdale. The current two lane configuration with a four way stop at Coffee will be widened to a four lane facility with a center median, 10-foot shoulders that will include Class 1 Bike Lanes and a signal at the Claribel/Coffee intersection. The project will also widen a canal bridge. The design incorporates drainage swales and best management practices to manage storm water runoff and improve water quality. The new configuration will allow for implementation of a new bus route that will provide service to over 8,855 residents in the planning area.

Thank you for allowing us to provide our input and support to the TIGER IV program. The program has been a tremendous success and we welcome your continued commitment to the San Joaquin Valley.

Sincerely,



Jeani Ferrari,
Secretary

Congress of the United States
House of Representatives

Washington, DC

March 22, 2012

The Honorable Raymond H. LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Support for Stanislaus County Department of Public Works TIGER IV Grant Application for Claribel Road Widening Project

Dear Secretary LaHood:

I would like to express my support for Stanislaus County Department of Public Works' application for a TIGER IV Grant to fund the proposed Claribel Road Widening Project. This project entails reconstruction of 2.1 miles of Claribel Road to widen the road from a two-lane configuration to a four-lane configuration. This project is critical to increase safety, relieve congestion, and enhance travel efficiency on this major thoroughfare. This project will benefit the operational capacity of Claribel Road and the surrounding road network.

The Claribel Road Widening Project is needed to manage growth in the region. It will promote multimodal transportation uses with the implementation of a new bus route and Class 1 bicycle lanes, as well as increased goods movement between newly established commercial and industrial centers within the region. The project will manage existing operational deficiencies by providing additional capacity that will accommodate growth forecasts, including traffic projections from future development.

Stanislaus County Department of Public Works proposes to improve 2.1 miles of Claribel Road between Oakdale Road and McHenry Avenue (SR 108) to better accommodate existing and projected vehicular, pedestrian, and bicycle traffic anticipated from implementation of planned housing and business development in the cities of Salida, Riverbank, Modesto, and Oakdale. The current two lane configuration with a four-way stop at Coffee Road will be widened to a four-lane facility with a center median and 10-foot shoulder including Class 1 bicycle lanes and a traffic signal at the Claribel/Coffee Intersection. This project will also widen a canal bridge. The bridge design incorporates drainage swales and best management practices to manage storm water runoff and improve water quality.

In addition to improving road safety and efficiency, the new configuration will allow for implementation of a new bus route that will provide service to over 8,855 residents in the

planning area. Construction of the new configuration will also help reduce future maintenance costs and air pollution by improving the flow of traffic along the corridor, which is located in an area with some of the worst air pollution in California. The project will also create near-term jobs in a region that suffers from unemployment rates nearly double the national average.

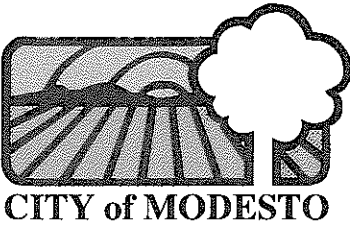
I ask that you give full consideration to Stanislaus County Department of Public Works' TIGER IV Grant application to complete the Claribel Road Widening Project. The project will bring much needed practical improvements to an important road in Stanislaus County, and will also promote economic growth in the region.

Sincerely,

A handwritten signature in black ink, appearing to read 'JEFF DENHAM', with a long horizontal flourish extending to the right.

JEFF DENHAM

United States Representative



*Office of the
City Manager*

*1010 Tenth Street
Suite 6100
P.O. Box 642
Modesto, CA 95353
209/577-5223
209/571-5128 Fax*

*Hearing and Speech
Impaired Only
TDD 209/526-9211*

March 5, 2012

Ray LaHood, Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: Stanislaus County Claribel Road Widening Project

Dear Secretary LaHood:

The City of Modesto is pleased to provide our support for the Claribel Road Widening Project in Stanislaus County. This exceptional and regionally significant project is under consideration for TIGER IV program funding. The project is within the City's sphere of influence. The City of Modesto recognizes that San Joaquin Valley is an important contributor of agricultural goods and products to the nation, and global economy. Long-term economic stability is highly dependent on a road, rail and port transportation network that promotes efficient goods movement. The Claribel Road Widening Project is an important component of that network system.

The Claribel Road Widening project is needed to manage growth in the region, promote multimodal transportation uses with the implementation of a new bus route and Class 1 bicycle lanes and goods movement between newly-established commercial and industrial centers within the region. The project is needed to manage existing operational deficiencies by providing additional capacity that will accommodate growth forecasts, including new jobs and traffic projections.

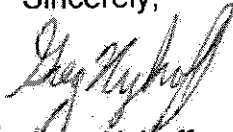
Stanislaus County proposes to improve 2.1 miles of Claribel Road between Oakdale Road and McHenry Avenue (SR 108) to better accommodate existing and projected vehicular, pedestrian, and bicycle traffic anticipated from implementation of planned housing and business development in the Salida Community, the Cities of Riverbank, Modesto and Oakdale. The current two-lane configuration with a four-way stop at Coffee Road will be widened to a four-lane facility with a center median, 10-foot shoulders that will include Class 1 Bike Lanes and a signal at the Claribel/Coffee intersection. The project will also widen a canal bridge.

Ray LaHood, Secretary of Transportation
U.S. Department of Transportation
March 5, 2012
Page 2

The design incorporates drainage swales and best management practices to manage storm water runoff and improve water quality. The new configuration will allow for implementation of a new bus route that will provide service to over 8,855 residents in the Riverbank area, many of whom are commuting to Modesto for jobs or services.

Thank you for allowing us to provide our input and support for the TIGER IV program. The program has been a tremendous success and we welcome your continued commitment to the San Joaquin Valley. Should you need any additional information, please contact me at (209) 577-5224.

Sincerely,



Greg Nyhoff
City Manager

cc: Modesto City Council
Monica Nino, Chief Executive Officer, Stanislaus County
Matt Machado, Director of Public Works, Stanislaus County
Brent Sinclair, Director of Community and Economic Development, City of Modesto
Bill Sandhu, Senior Civil Engineer, City of Modesto



City of Riverbank Development Services Department

Public Works ≈ Planning ≈ Building ≈ Neighborhood Improvement

6707 Third Street, Riverbank, CA 95367 Office (209) 863-7120 FAX (209) 869-7126

March 7, 2012

Ray LaHood, Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: Stanislaus County Claribel Road Widening Project

Dear Secretary LaHood:

The City of Riverbank wholeheartedly supports the Claribel Road Widening Project in Stanislaus County. This exceptional and regionally significant project is under consideration for TIGER IV program funding. Riverbank is in the heart of the San Joaquin Valley that is a vital producer of agricultural goods and products to the nation, and global economy. Our prosperity and long-term economic stability is highly dependent on a road, rail and port transportation network that promotes efficient goods movement. The Claribel Road Widening Project is an important component of that network system.

The Claribel Road Widening project is a multi-faceted project accomplishing many of our residents and businesses needs. The project is needed to manage the impacts of job creation via industrial and commercial growth in Riverbank. With an unemployment rate hovering around 20%, supporting job creating activities is of vital importance to Riverbank. The project will facilitate goods movement between newly established regional commercial and industrial center at the former Riverbank Army Ammunitions Plant that was on the 2005 BRAC closure list. The widening of Claribel Road will help reduce Vehicle Miles Travelled in Riverbank by allowing a new bus route to be possible and constructing Class 1 bicycle lanes. The project is needed to manage existing operational deficiencies by providing additional capacity that will accommodate growth forecasts, including new jobs and traffic projections.

In this great endeavor, Stanislaus County proposes to improve 2.1 miles of Claribel Road between Oakdale Road and McHenry Avenue (SR 108) to better accommodate existing and projected vehicular, pedestrian, and bicycle traffic anticipated from implementation of planned housing and business development in the Salida Community, the Cities of Riverbank, Modesto and Oakdale. The current two lane configuration with a four

way stop at Coffee will be widened to a four lane facility with a center median, 10-foot shoulders that will include Class 1 Bike Lanes and a signal at the Claribel/Coffee intersection. During peak hour traffic, the current 4 way stop operates at Level of Service "F" with exaggerated auto emissions created by idling motors. The Claribel Road widening project will help protect Riverbank's air quality.

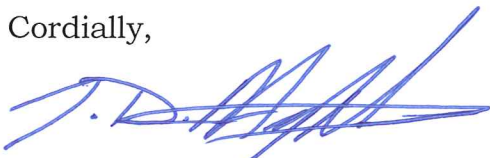
The project will also widen a canal bridge. The design incorporates drainage swales and best management practices to manage storm water runoff and improve water quality. This is of vital importance to us as the Stanislaus River is our namesake and protecting the resources thereof is an overarching goal of Riverbank.

The new configuration will allow for implementation of a new bus route that will provide service to over 8,855 residents in the Riverbank area. Providing affordable transportation to our residents so that they can get to new jobs is the most pressing need of Riverbank's workforce.

The project will also benefit the residents of Riverbank by lending to economic stability through transportation support of the reuse plan for the Riverbank Army Ammunitions Plant (RBAAP) Project, which was selected for closure in 2005. The reuse of the RBAAP provides an excellent opportunity for the City of Riverbank to enhance its economic base and create a unique industrial park. The Claribel Widening Project will help provide for transportation infrastructure that is imperative for the success of the RBAAP.

Thank you for allowing us to provide our input and support to the TIGER IV program. The program has been a tremendous success and we welcome your continued commitment to the San Joaquin Valley. Should you need any additional information, please contact me at (209) 863-7124.

Cordially,



J.D. Hightower
Development Services Director

Stanislaus County Bicycle Club

817 Coffee Road, Ste A-2

Modesto CA 95355

FEB 24 '12 PM 12:18

23 February 2012

To whom it may concern,

On behalf of the Stanislaus County Bicycle Club I am writing this letter strongly supporting the widening of Claribel Road in Modesto. At a recent meeting of the SCBC Board this project was discussed and was unanimously supported. We recognize that the present two-lane highway is very dangerous for cyclists. Traffic is very heavy and there is virtually no shoulder to ride on. In addition, Class I bike paths along the side of the widened Claribel will provide a vital link for cyclists between the City of Riverbank and Modesto.

Our bike club includes over 150 members and is active in promoting safe bicycling for all including those who ride for basic transportation and recreation. We are cognizant of the many vehicle-bicycle accidents that have resulted in serious injury and, tragically, in death in Stanislaus County.

We urge the approval of the TIGER III grant through the Department of Transportation.

Sincerely,



Charles A. Shoup
Board Member and Treasurer
Stanislaus County Bicycle Club



Appendix J. Technical Studies that are Bound Separately

Brown-Buntin Associates, Inc., February 2012. Noise Study Report Claribel Road Widening Project, Stanislaus County, California, Caltrans District 10-STA-Claribel Road Environmental Assessment #: EA-5938(184). Prepared for Stanislaus County, Department of Public Works.

ENGEO Incorporated. May 2011 (Revised 20 December 2011). Phase I Environmental Site Assessment Report, Claribel Road Widening Stanislaus County, California. Prepared for Stanislaus County, Department of Public Works.

Mead & Hunt, Inc. November 2011 (2011). Historical Resources Evaluation Report, Claribel Road Widening Project. Prepared for Stanislaus County, Department of Public Works.

Mead & Hunt, Inc. January (2012). Finding of No Adverse Effect, Claribel Road Widening Project. Prepared for Stanislaus County, Department of Public Works.

Stanislaus County, Department of Public Works, Engineering Division. 11 October 2010. Project design study report for the Claribel Road widening project.

Stanislaus County, Department of Public Works, Engineering Division. 11 March 2011. Addendum to PDS – Claribel Road Widening.

Sycamore Environmental Consultants, Inc. February 2012 (2012a). Community Impact Assessment for the Claribel Road Widening Project, Stanislaus County, CA. Prepared for Stanislaus County, Department of Public Works.

Sycamore Environmental Consultants, Inc. February 2012 (2012b). Abbreviated Visual Impact Assessment, Claribel Road Widening Project, Federal Aid Number: CML-5938(184), Stanislaus County, CA. Prepared for Stanislaus County, Department of Public Works.

Sycamore Environmental Consultants, Inc. December 2011 (2011a). Claribel Road Widening Project, Floodplain Map and Memo. Prepared for Stanislaus County, Department of Public Works.

Sycamore Environmental Consultants, Inc. December 2011 (2011b). Air Quality Analysis for the Claribel Road Widening Project, Stanislaus County, CA. Prepared for Stanislaus County, Department of Public Works.

Sycamore Environmental Consultants, Inc. December 2011 (2011c). Air Quality Conformity Analysis for the Claribel Road Widening Project, Stanislaus County, CA. Prepared for Stanislaus County, Department of Public Works.

Sycamore Environmental Consultants, Inc. August 2011 (2011d). Natural Environment Study, Claribel Road Widening Project, Federal Aid Number: CML-5938(184) and CTIP214-0000-0549 & STIP, Stanislaus County, CA. Prepared for Stanislaus County, Department of Public Works.

Tremaine & Associates. November 2011 (2011a). Archaeological Survey Report, Claribel Road Widening Project, Stanislaus County, California. Federal Aid Number: CML-5938(184). Prepared for Stanislaus County, Department of Public Works.

Tremaine & Associates. November 2011 (2011b). Historic Property Survey Report, Claribel Road Widening Project, Stanislaus County, California. Federal Aid Number: CML-5938(184). Prepared for Stanislaus County, Department of Public Works.

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