COMMENTS RECEIVED AT OPEN HOUSE, JULY 24, 2002

235 Lorri Barker
236 Bill Barksdale
237 Don Bear
238 Sulin Bell
239 Charley Betsehoot
240 Betty Bird
241 Charles Bird, Jr.
242 Kenneth and Christine Brown
243 Pam Brown
244 Dan and Jeanne Chesser
245 Kevin Copperfield
246 Wendy Copperfield
247 Kevin Erich
248 Sharla Erich
249 Brian Ferri-Taylor
250 John and Charline Ford
251 Paul Futscher
252 Janice Gendreau
253 Rick Hawley
254 Erik and Brady Heiken
255 Tom Herman
256 Victor Hernandez
257 Richard Hincker
258 Ananda Johnson
259 Rosina Kroner
260 Renate Kuhnert
261 Howard Letovsky
262 Monty Levenson
263 Barbara Lincoln
264 Jerry Lindecef
265 Ron Lippert
266 Rita Mallon
267 Boyd Mathias
268 Ginger Pohlson
269 Lauren Raine
270 Carol Rosenberg
271 Lynda Schmidbauer
272 Judy Shelly
273 Steve and Sharon Short
274 Omaya Sisemore
275 Sheryl Smith
276 Bill and Lynda Southwick
277 Ken Trageser
278 April Tweddell
279 John Wagenet
280 Joanne Wimberly

Open House Transcript

281 Rosina Kroner
282 Claire Robertson
283 Marilynn Boosinger
284 John Arlich
285 Carol Rosenberg
286 Bill Barker
287 Delman Ford
288 Tony Orth
289 Michael Finegold
290 Ananda Johnson
291 Bill Bruneau
292 Howard Letovsky
293 John Almida
294 Robert Hamel
295 Doug Sawyers
296 Laura Stebbins
297 Gregg Stebbins
298 Harry Peters
299 Karina McAbee
300 David Hatton
301 Anthony F. Lopes, Jr.
302 Linda Breckenridge
303 John Almida
304 Walt Niesen
305 Edna Heiderbrish

Comments Received through Petitions

306 Petition

235 Lorri Barker

235-1 Modified Alternative J1T has been identified as the Least Environmentally Damaging Practicable Alternative (LEDPA)/Preferred Alternative (see FEIS/EIR, Chapter 2). Alternative L/C does not meet Clean Water Act Section 404(b)(1) criteria for its overall environmental harm, including significant adverse impacts to wetlands and its potentially significant adverse impacts to federally listed fish species. See General Response 1.3.

235-2 Although all of the proposed build alternatives include a connection with S.R. 20, the comment refers to an extension of S.R. 20 from the current in-town intersection to a center valley interchange. See General Response 1.9 for a discussion of a center valley interchange, which is beyond the scope of this project.

235-3 Comment noted. Noise abatement is not being considered for Modified Alternative J1T (the Preferred Alternative). See Section 3.11 (FEIS/EIR) for the results of the Noise study for Modified Alternative J1T.

Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: LORRI BARKER

Address: 1249 Poplar Ave Willits 95490-9216 tele 707 456-9338

Comments:

235-1 I believe a 4 lane bypass combining 2T & CIT plans as per MR HAI WAGANETS SUGGESTION is the best.

235-2 I also believe there should be one more on/offramp, perhaps at the center of willits - connecting to Hwy 20. At the moment, all plans are totally inconvenient to willits residents in that they have to go thru a major portion of town to get on the bypass.

Thank you for listening.

235-3 P.S. If this bypass ever happens, I am really against the walls.

Thanks Again

236 Bill Barksdale

236-1 Plantings of trees and shrubs will be provided for the project at interchanges and other locations, which require a visual screen. See Section 5.10 (DEIS/EIR) and Section 3.10 and Appendix A (FEIS/EIR) for further information on visual treatments proposed for each alternative.

236-2 Comment noted.

236-3 All alternatives considered for the project are four-lane routes, because a two-lane alternative does not meet the purpose and need of the project (General Response 1.10). Any of the valley alternatives will accommodate a connection to a Brooktrails second access road (General Response 1.6).

OH (83)

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Bill Barksdale - Pacific Properties

Address: 36 South St, Willits CA 95490

Comments:

Getting 101 out of the center of Willits is essential - and soon.

236-1 The project should be as low-profile & landscaped as possible so as not to distroy this small, mostly residential valley town.

236-2 Citizens have been unable to plan their lives with the uncertainty created by this project for decades now. — Very unfair.

236-3 Either a 2-lane or 4-lane is OK as long as it is safe and every effort is made to keep it as low-impact as possible. Brooktrails 2nd access is also an important consideration.

237 Don Bear

237-1 None of the proposed bypass alternatives would prohibit a second access route to the Brooktrails community. See General Response 1.6.

Any of the bypass alternatives will reduce traffic in Willits.

237-2 See response to Comment 227-1 (Jeanne Wimberly).

04

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: DON W. BEAR

Address: 46 S. HUMBOLDT ST

Comments: With dwindling resources around the planet it seems a total waste of public trust to spend millions on a 4 lane by-pass
237-1 that well not meet the needs of the community (ie) no Brooktrails access, The lack of access for Brooktrails put the same amount of traffic through the middle of town and the bottleneck at Safeway. Please consider a much
237-2 scaled down version of a north-South throughfare that would relieve 101 traffic and save the Taxpayers money.
Thank You
Don W. Bear

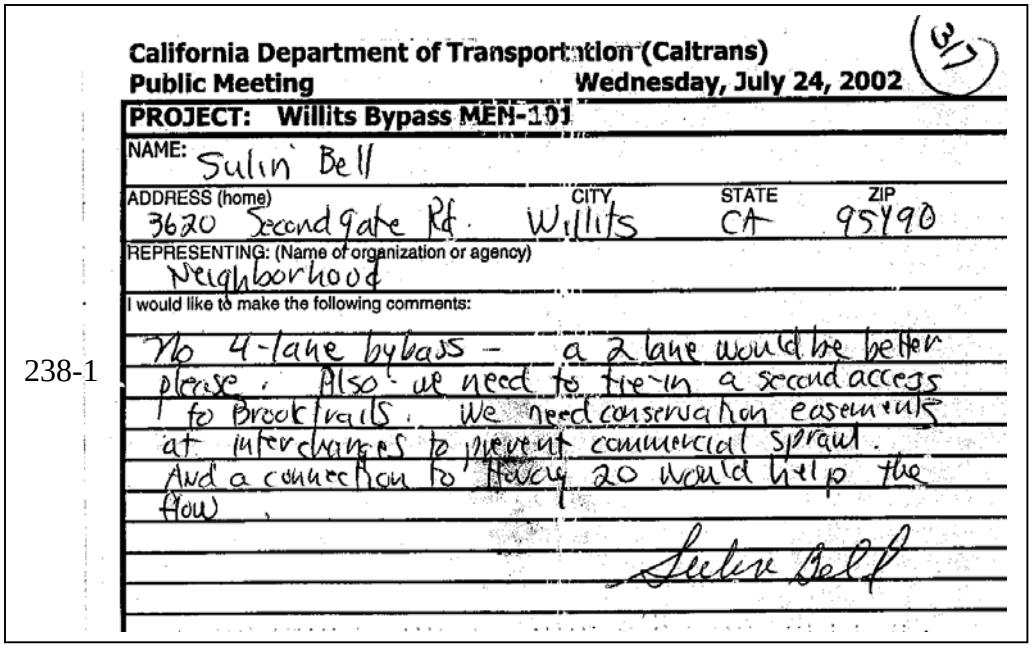
238 Sulin Bell

238-1 All alternatives considered for the project are four-lane routes, because a two-lane alternative does not meet the purpose and need of the project (General Response 1.10).

Any of the valley alternatives will accommodate a connection to a Brooktrails second access road. See General Response 1.6.

See General Response 1.12 regarding "growth at interchanges."

Although all of the proposed build alternatives include a connection with S.R. 20, the comment refers to an extension of S.R. 20 from the current in-town intersection to a center valley interchange. See General Response 1.9 for a discussion of a center valley interchange, which is beyond the scope of this project.



California Department of Transportation (Caltrans)
Public Meeting **Wednesday, July 24, 2002**

PROJECT: Willits Bypass MEN-101

NAME: Sulin Bell

ADDRESS (home): 3620 Second Gate Rd. CITY: Willits STATE: CA ZIP: 95490

REPRESENTING: (Name of organization or agency): Neighborhood

I would like to make the following comments:

238-1 No 4-lane bypass – a 2 lane would be better please. Also we need to tie-in a second access to Brooktrails. We need conservation easements at interchanges to prevent commercial sprawl. And a connection to Hwy 20 would help the flow.

Sulin Bell

239 Charley Betsehoot

239-1 See Section 1.2 (FEIS/EIR) for estimated project construction schedule. See also response to Comment 211-1 (Gordon Wagenet).

OH

Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: CHARLEY B.

Address: 21581 LOIS LANE 95490

Comments:

239-1 GET IT DONE NOW! I'M TIRED OF TRAFFIC LOADS ON STREETS THAT ARE INFERIOR.

HOW COME YOU CAN'T START TOMORROW. ???

C Betsehoot

240 Betty Bird

240-1 Where it is not on a structure, the freeway will be fenced, in part to prevent pedestrians (in this case, children) from getting near traffic. The crossings of roads will be by grade separations (undercrossings). The current traffic on Bray Road probably poses a much greater threat to student safety than Alternative LT, the freeway alternative that comes closest to the Seventh Day Adventist School. The other alternatives would be further from the school, decreasing the potential for safety problems. See Section 3.11 (FEIS/EIR) for a summary of the project noise impact analysis.

Caltrans

OH

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Betty Bird

Address: 533 W. Mendocino Ave., Willits

Comments:

Please put the by-pass as far from the SDA school (Bray Road) as possible.

240-1 "Noise" would be a hindrance to kid's learning. Plus, "safety" is a great concern for the children at the school.

Thank you!

241 Charles Bird, Jr.

241-1 Construction will be governed by a contract which includes the Caltrans Standard Specifications. Among these is a provision requiring the contractor to provide for public safety as well as follow all state and federal laws and county and municipal ordinances (Caltrans Standard Specifications Section 7-1.01). In addition, another Standard Specification requires the Contractor to comply with local sound ordinances (Caltrans Standard Specification 7-1.01.I). See also response to Comment 240-1 (Betty Bird).

241-2 Although all of the proposed build alternatives include a connection with S.R. 20, the comment refers to an extension of S.R. 20 from the current in-town intersection to a center valley interchange. See General Response 1.9 for a discussion of a center valley interchange, which is beyond the scope of this project.

OH

Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Charles W. Bird, Jr.

Address: 533 W. Mendocino Avenue-Willits, CA-95490

Comments:

241-1 Alt. (LT) will be only a few feet from an elementary school on Bray Rd. The Construction hazards and noise would be extremely detrimental.

241-2 * Willits needs a central exit into Willits. Willits is bigger than Cloverdale which has a central exit — AND we need a central connection to HWY 20.

242 Kenneth and Christine Brown

242-1 Modified Alternative J1T has been identified as the Preferred Alternative. Alternative LT does not meet Clean Water Act Section 404(b)(1) criteria because it would not result in the least overall environmental harm among the build alternatives (General Response 1.3).

See General Response 1.9 for a discussion of a center valley interchange, which is beyond the scope of this project.

Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Kenneth J. Brown & Christine Brown

Address: 2001 Valley Road
Willits, CA 95490

Comments: We prefer the LT Bypass with an off-Ramp on East Commercial Street. The people will
242-1 have a direct access into the Business area of town. I prefer a four lane highway. We prefer this Route because it saves on the scenic view of our Little Lake Valley.

243 Pam Brown

243-1 All alternatives considered for the project are four-lane routes, because a two-lane alternative does not meet the purpose and need of the project (General Response 1.10).

Previously rejected Alternatives F, N, and O all involved using the railroad alignment (Section 3.6, DEIS/EIR). Caltrans investigated these alternatives earlier in the project development process, and with concurrence from the Project Development Team, eliminated these alternatives from further consideration.

243-2 The public circulation period for the DEIS/EIR was extended from August 10 to August 26, 2002 because the original 60-day circulation period was not formally published in the Federal Register until June 26.

243-3 See responses to Comments 243-1 and 243-2.

OH

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Pam Brown (County employee - Mental Health)

Address: 24700 A N. Hwy 101 Willits 95490

Comments:

243-1 I prefer that no bypass be built due to the loss of agricultural / woodlands and the disruption of home owners. It would destroy the unique quality of this valley. At most I would recommend a two lane bypass which would use the land alongside the railroad. This is already in existence, is owned by the public and is no longer in use by the railroad. It would do minimum environmental damage as the land is already cleared and does not violate existing homes, agricultural use or woodlands. I also request that the deadline

243-2 be extended as many people in the community cannot attend this gathering and need more time to respond.

OH

California Department of Transportation (Caltrans)
Public Meeting **Wednesday, July 24, 2002**

PROJECT: Willits Bypass MEN-101

NAME: Pamela Brown

ADDRESS (home): 24700 A N. Hwy 101 CITY Willits STATE Ca. ZIP 95490

REPRESENTING: (Name of organization or agency)

I would like to make the following comments:

243-3 I prefer that no bypass be built due to the extensive environmental and noise damage that this community and this valley will suffer as the result. At most I could see a 2 lane bypass using the existing railroad. This is already public land and would minimize environmental damage and would not be overly disruptive to people in this valley, existing farms and woodlands

NOTE: Please submit comments no later than August 10, 2002

244 Dan and Jeanne Chesser

244-1 Please see Section 1.2 (FEIS/EIR) for estimated project construction schedule. Reducing the four-lane bypass to two lanes would not reduce construction time by half.

244-2 See response to Comment 244-1.

Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: DAN & Jeanne Chesser

Address: 18500 Walker Rd Willits

Comments: PLEASE - do whatever it takes to get Willits bypassed at the soonest. We have lived here for 57 years, and seen the changes - all negative traffic-wise. We think the idea of a 2 lane bypass is short-sighted, as Willits will grow, but our hope is that the number of lanes will not delay further the construction.

244-1

We are 100% for a bypass - any size, and soon! Delays in town are ridiculous, and unhealthy mentaly and physically. Please!

(113)/2

California Department of Transportation (Caltrans)
Public Meeting **Wednesday, July 24, 2002**

PROJECT: Willits Bypass MEM-101

NAME: DAN & Jeanne Chesser

ADDRESS (home): 18500 Walker Rd. CITY: Willits STATE: Ca. ZIP: 95490

REPRESENTING: (Name of organization or agency)

I would like to make the following comments:

244-2

Please do not allow further delays of the Willits bypass.

We needed this road 30 years ago - and are desperate now.

We've lived here 57 years, and remember what it was like years ago to drive through town.

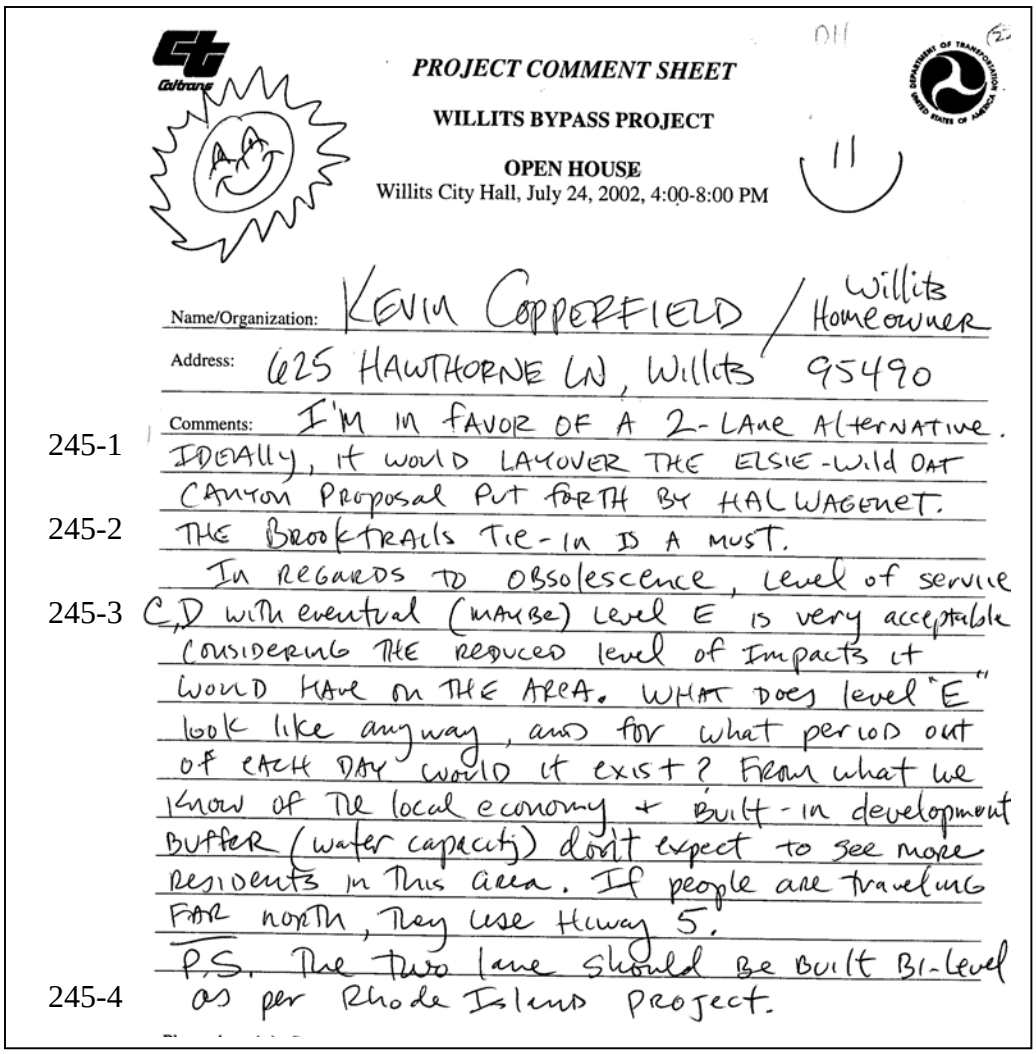
NOTE: Please submit comments no later than August 10, 2002

245 Kevin Copperfield

245-1 All alternatives considered for the project are four-lane routes, because a two-lane alternative does not meet the purpose and need of the project (General Response 1.10).

Modified Alternative J1T has been identified as the Preferred Alternative. Alternative L/C does not meet Clean Water Act Section 404(b)(1) criteria for its overall environmental harm, including significant adverse impacts to wetlands and its potentially significant adverse impacts to federally listed fish species (See General Response 1.3 and Appendix G FEIS/EIR).

245-2 Any of the alternatives considered in the DEIS/EIR will accommodate a connection for a Brooktrails second access road. See General Response 1.6.



Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: KEVIN COPPERFIELD / Willits Homeowner

Address: 625 HAWTHORNE LN, Willits 95490

Comments: I'M IN FAVOR OF A 2-LANE ALTERNATIVE.
245-1 IDEALLY, IT WOULD LAYOVER THE ELSIE-WILD OAT CANYON PROPOSAL PUT FORTH BY HAL WAGENET.
245-2 THE BROOKTRAILS TIE-IN IS A MUST.
IN REGARDS TO OBSOLESCENCE, LEVEL OF SERVICE
245-3 C,D WITH EVENTUAL (MAYBE) LEVEL E IS VERY ACCEPTABLE CONSIDERING THE REDUCED LEVEL OF IMPACTS IT WOULD HAVE ON THE AREA. WHAT DOES LEVEL "E" LOOK LIKE ANYWAY, AND FOR WHAT PERIOD OUT OF EACH DAY WOULD IT EXIST? FROM WHAT WE KNOW OF THE LOCAL ECONOMY + BUILT-IN DEVELOPMENT BUFFER (WATER CAPACITY) DON'T EXPECT TO SEE MORE RESIDENTS IN THIS AREA. IF PEOPLE ARE TRAVELING FAR NORTH, THEY USE HIWAY 5.
P.S. THE TWO LANE SHOULD BE BUILT BI-LEVEL
245-4 AS PER RHODE ISLAND PROJECT.

245-3 See Figure 5 in General Response 1.10 for a graphic depiction of Level of Service (LOS) traffic conditions on a four lane facility. Level of service is calculated for the Design Hour, which is equivalent to peak hour of traffic on the facility. The peak hour is when traffic volumes on average are highest during a one-hour period of the day. A weekday (Mon.-Fri.) peak hour is used for design purposes because it captures normal commute traffic. Weekend peak hour volumes can be higher than weekday peak hour volumes due to seasonal variations in traffic flows. Level of Service, which is a qualitative method for describing traffic conditions, is discussed in Chapter 2 (DEIS/EIR). Level of Service E is defined as "unstable traffic flow with rapidly fluctuating speeds and flow rates; Short headways, low maneuverability, and low driver comfort; Considerable delay". See also, General Response 1.10 regarding why a two-lane bypass does not meet the project purpose and need.

245-4 The comment may be referring to Rhode Island 78, a two-lane state highway in Rhode Island known as the Westerly Bypass. See response to Comment 245-1.

246 Wendy Copperfield

246-1 All build alternatives considered for the project are four-lane routes, because a two-lane alternative does not meet the purpose and need of the project, which is to improve safety, reduce congestion, and achieve a level of service of at least "C" for interregional traffic on U.S. 101 in the project area (General Response 1.10).

246-2 See response to Comment 120-1 (Bernard Kamoroff).

246-3 Regarding adequacy of the impact analyses in the DEIS/EIR, see General Response 1.11.

246-4 See response to Comment 243-1 (Pam Brown). See General Response 1.6 regarding Brooktrails second access road. See also response to Comment 234-1 (no name provided).

Caltrans

PROJECT COMMENT SHEET

OH

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Wendy Copperfield – homeowner + taxpayer

Address: 625 Hawthorne Lane, Willits

246-1 Comments: I am not in support of a 4 lane highway under any proposed route for the bypass. A 2 lane option would be the only acceptable answer to any bypass. The level of service will be far supierior to the exsisting highway through the middle of town. I think you are losing

246-2 perspective to the actual needs of the community. This community has exsisted with the current roadway with tolerance. We are a small town in a beautiful rural area. We do not want to comprimise the beauty and peace full ness of any area in our proximity any more than is absolutley necessary.

Caltrans

PROJECT COMMENT SHEET

OH

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Wendy Copperfield – homeowner ~~mother~~ taxpayer

Address: 625 Hawthorne Lane Willits

Comments: I do not find the unavoidable significant impacts in your report to

246-3 truely reflect what common sense tells me will happen if any of your proposed 4 lane highway bypass options are built. The noise, beauty, and destruction of irriplaceable wild life and habitat are unnacceptable. I think there needs to be a lot of rethinking on the part of caltrans. The Railway right of

246-4 way seems like an excellent Idea to consider and any bypass that does not directly tie in a Brooktrails access is a waste of time and taxpayers ~~&~~ money.

247 Kevin Erich

247-1 Combining the south segment of Alternative C1T and the north segment of Alternative LT would impact about 83.2 acres of jurisdictional waters of the U.S. (Table 5-18, DEIS/EIR). Because another alternative exists (Modified Alternative J1T) that impacts fewer acres of waters of the U.S. while avoiding or minimizing other environmental impacts, an Alternative C/L does not qualify as a LEDPA.

247-2 The intersection of Walker Road and existing Route 101 is beyond the scope of this project. Caltrans has installed a detector warning sign to notify southbound traffic of congestion.

OH (74)

California Department of Transportation (Caltrans)
Public Meeting **Wednesday, July 24, 2002**

PROJECT: Willits Bypass MEN-101

NAME: KEVIN ERICH

ADDRESS (home) CITY STATE ZIP
24934 SHERWOOD WILLITS, CA 95490

REPRESENTING: (Name of organization or agency)

I would like to make the following comments:

247-1 RECOMMEND THE USE OF SOUTH C1T AND NORTH LT.

OH (74)1

California Department of Transportation (Caltrans)
Public Meeting **Wednesday, July 24, 2002**

PROJECT: Willits Bypass MEN-101

NAME: KEVIN ERICH

ADDRESS (home) CITY STATE ZIP
24934 SHERWOOD WILLITS, CA 95490

REPRESENTING: (Name of organization or agency)

I would like to make the following comments:

247-2 PLEASE EVALUATE THE INTERSECTION OF MEN-101 AND WALKER ROAD.

THE ADDITION OF A TRAFFIC SIGNAL OR TURNING LANE WOULD SIGNIFICANTLY IMPROVE SAFETY.

248 Sharla Erich

248-1 See response to Comment 247-2 (Kevin Erich).

248-2 A C/L alignment would impact 8 residential properties (Table 5-2, DEIS/EIR) and 4 businesses (Table H-5-4, Appendix H, DEIS/EIR); while these impacts are low, they are not the least residential/business impacts of the build alternatives. See also response to Comment 247-1 (Kevin Erich).

UH (T5)

California Department of Transportation (Caltrans)
Public Meeting **Wednesday, July 24, 2002**

PROJECT: Willits Bypass MEN-101

NAME: Sharla Erich

ADDRESS (home) 24934 Sherwood Rd CITY Willits STATE CA ZIP

REPRESENTING: (Name of organization or agency)

I would like to make the following comments:

248-1 Intersection of 101 + Walker Rd is very dangerous. N. Bound traffic coming over hill doesn't have time to stop before reaching intersection where car is stopped waiting to turn onto Walker Rd. Just yesterday I saw semi slam on brakes + white smoke everywhere + he laid rubber for ~ 200'. Still side rail trying to avoid stopped car.

Public Meeting **Wednesday, July 24, 2002**

PROJECT: Willits Bypass MEN-101

NAME: Sharla Erich

ADDRESS (home) 24934 Sherwood Rd CITY Willits STATE ZIP

REPRESENTING: (Name of organization or agency)

I would like to make the following comments:

248-2 Recommend south CT, north LT
This would impact less residential + business properties

NOTE: Please submit comments no later than August 10, 2002

249 Brian Ferri-Taylor

249-1 Caltrans will not consider signalized at-grade crossings for local roads for two reasons. First, freeways offer uninterrupted flow (there are no stops required), thus improving operation over the interrupted flow of signalized highways. Stopping for signals contributes to delay. Thus the purpose and need of reducing delays would be compromised. See also responses to Comments 81-2 (Steve and Lana Eberhard).

Regarding noise and visual impacts, see responses to Comments 236-1 (Bill Barksdale) and 273-1 (Steve and Sharon Short).

249-2 Trees and shrubs offer a psychological benefit to noise impacts, but it offers very little acoustically. For a vegetative strip to have a noticeable effect on noise levels it must be dense and wide. A stand of trees with a height that extends at least 5 m (16 ft) above the line of sight between source and receiver, must be at least 30 m (100 ft) wide and dense enough to completely obstruct a visual path to the source to attenuate traffic noise by 5 dBA. See also response to Comment 236-1 (Bill Barksdale).

249-3 Although all of the proposed build alternatives include a connection with S.R. 20, the comment refers to an extension of S.R. 20 from the current in-town intersection to a center valley interchange. See General Response 1.9 for a discussion of a center valley interchange, which is beyond the scope of this project.

249-4 General Response 1.3 explains the reasons Alternative E3 does not meet Clean Water Act criteria, and therefore, will not be considered for construction.

Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Brian Ferri-Taylor

Address: feritayl@xprs.net PO Box 1214 Willits, CA 95490

Comments: I would like to see the whole project as close to
249-1 the ground as possible without over passes. We could have
JT with signals at East Hill, Center Valley + Comercial
249-2 Plant trees (Redwoods on the Redwood Hiway?) to mitigate
noise and view problems.

Nice presentation B.

Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Brian Ferri-Taylor

Address: feritayl@xprs.net PO Box 1214 Willits, CA 95490

249-3 Comments: I don't think the presented plans adequately exp
the options for a Hwy 20 interchange. There is a lot of t
directed ~~on~~ through town to get to 20. I think your view is
narrow in focusing just on North-South thru flow. Fix th
problem yes but take the opportunity to improve regional
249-4 transportation on a grander scale. E3 does the job b
does not seem practical.

250 John and Charline Ford

250-1 Modified Alternative J1T has been identified as the Preferred Alternative. Alternative C1T does not meet Clean Water Act Section 404(b)(1) criteria for its overall environmental harm, including significant adverse impacts to waters of the U.S. and potentially significant adverse impacts to federally listed fish species (General Response 1.3). Because these impacts occur primarily at the northern segment of Alternative C1T, the hybrid Alternatives L/C and J/C also would not meet Section 404(b)(1) criteria for overall environmental harm. Additionally, the southern segment of Alternative LT would result in impacts to a large oak riparian woodland and habitat fragmentation. The southern segment of Alternative J1T would result in impacts to the park/recreation complex along Commercial Street.

Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: John & Charline Ford

Address: 2250 Hearst Rd. Willits, CA

Comments: You had great visual presentations. The one picture/map of the valley and routes is wonderful in helping us to visualize where the routes actually go. Thank you very much! We strongly support either the C route or a combination LC route or the JC combination route. These are the most reasonable routes. They leave the valley hydrology as intact as possible, protect the environment and are cost effective.

250-1

251 Paul Futscher

251-1 Justification for the project is based on the purpose and need statement established for the project (see Chapter 2, DEIS/EIR). The purpose and need is derived from detailed traffic analyses. A comprehensive list of studies conducted for the project can be found in Appendix M (FEIS/EIR). See Section 1.9 (DEIS/EIR) for a list of locations where all technical studies have been made available for review and examination.

251-2 All alternatives considered for the project are four-lane routes, because a two-lane alternative does not meet the purpose and need of the project (see General Response 1.10).

Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

(342

Name/Organization: PAUL FUTSCHER

Address: 22461 EASTSIDE ROAD

Comments:

251-1 This project does not serve Willits traffic, Hwy 20 traffic, and it looks as if you doctored the numbers to justify the project.

251-2 A two lane bypass that serves all of the above would be a better option than getting the few trucks pass Willits at 75MPH which is an illegal speed for them anyway.

HELP THE NORTH COAST!

252 Janice Gendreau

252-1 Modified Alternative J1T has been identified as the Preferred Alternative. Alternative L/C does not meet Clean Water Act Section 404(b)(1) criteria for its overall environmental harm, including significant adverse impacts to wetlands and its potentially significant adverse impacts to federally listed fish species (General Response 1.3).

Any of the bypass alternatives will reduce traffic in Willits, including at the high school. See General Response 1.8.

See General Response 1.6 regarding Brooktrails second access road.

252-2 Noise abatement is not being considered for Modified Alternative J1T (see Section 3.11, FEIS/EIR).

252-3 See General Response 1.4 regarding a Willits Creek restoration.

Caltrans

OH

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Janice Gendreau

Address: 24876 Goose Place, Willits 95490

Comments:

252-1 Alternative L2 combined with the Truck Scales interchange makes the most sense. Quail Meadows interchange will create a nightmare and will only worsen as Willits grows around it. This also applies to the J1T alignment. It is too close in. Willits will grow + run smack into the freeway. The population of Brooktrails is better served by the Truck Scales interchange.

252-2 Soundwalls of 10 ft. height will significantly reduce noise and should be included.

252-3 As a mitigation for environmental effects the restoration of Willits Creek would be very well received in this community.

253 Rick Hawley

OH (92)

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Rick Hawley, Land owner, rentals etc

Address: (26611 Reynolds Highway) P.O. Box 567 Willits

Comments: I think the E-3 proposal would solve
253-1 most of the problems that people seem to be worrying about. I can't see how the cost could be as much as Cal-Trans is claiming. I have a bulldozer and know that cutting dirt is about 10 times faster than filling an area – which is what it looks like they would be doing if they went with any of the other routes. E-3 would solve the noise, wetlands, visual, and most traffic problems, as it would go between Brooktrails and Willits. Half of the traffic going ~~through~~ through Willits is Brooktrails traffic coming and going. Also, it would give Willits the third interchange that it needs.

My second choice would be the "Elsie" idea
253-2 of Hal Wagenets'

253-1 The earthwork for Alternative E3 is estimated at 9.1 million cubic meters, or about 11.9 million cubic yards. The largest volume of earthwork estimated for the valley alternatives is approximately 2.6 million cubic meters, or about 3.4 million cubic yards. The unit costs for the earthwork for E3 were, indeed, estimated to be considerably lower than for the valley alternatives because the material for the valley alternatives needs to be hauled a longer distance. Earthwork (including excavation, embankment, borrow, haul, replacement of unsuitable materials, and excavation stabilization) for Alternative E3 is estimated to cost about $20 million (2002) more than for Alternative LT, which has the highest earthwork cost of the valley alternatives. Other roadway construction costs, such as clearing, erosion control, drainage, and structural section, are higher for Alternative E3 than for the valley alternatives, in part because of Alternative E3's greater length.

More significant cost differences occur with right of way and structures. Alternative E3 has a higher right of way cost by $10 million (2002) than Alternative J1T or Modified Alternative J1T. And by far, the most significant cost difference is the cost of structures. Structures for Alternative E3 alone are estimated at $142 million (2002), greater than the full 2002 `1estimate for either Alternative C1T or LT.

The reader will note that Modified Alternative J1T has been identified as the Preferred Alternative. Alternative E3 does not meet Clean Water Act Section 404(b)(1) criteria for its overall environmental harm (Section 2.1, FEIS/EIR). Additionally, the highly erosive, unstable soils on Alternative E3 would require ongoing maintenance.

253-2 Alternative L/C does not meet Clean Water Act Section 404(b)(1) criteria for its overall environmental harm, including significant adverse impacts to wetlands and its potentially significant adverse impacts to federally listed fish species (General Response 1.3).

254 Erik and Brady Heiken

254-1 Caltrans standard practice is that once the preferred alternative is identified, Caltrans will prepare final detailed design maps. At that time, Caltrans Right of Way staff will be able to determine impacts to the property. Appendix J, Relocation Assistance Advisory Service, explains the benefits, such as relocation payments and moving costs that will be provided by Caltrans for comparable replacement dwellings in the event a household must be relocated. If a household does not require relocation, Caltrans will coordinate with the property owner in determining the impacts at the property owner's fenceline. Now that a preferred alternative has been identified (Modified Alternative J1T), final detailed design drawings will be prepared and impacts to affected properties will be determined.

011

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Erik & Brady Heiken

Address: 751 East Hill Rd.

254-1 Comments: We are the family that lives in that home. We have some real concerns about having to move to a new home with not very much money to do that. We also have animals and three kids.

Thanks

255 Tom Herman

255-1 Alternative L/C does not meet Clean Water Act Section 404(b)(1) criteria for its overall environmental harm, including significant adverse impacts to wetlands and its potentially significant adverse impacts to federally listed fish species (General Response 1.3). Modified Alternative J1T has been identified as the Preferred Alternative (Chapter 2, FEIS/EIR).

255-2 See General Response 1.4 regarding a Willits Creek restoration.

255-3 See General Response 1.6 regarding Brooktrails second access road.

255-4 See response to Comment 255-1.

255-5 Any of the bypass alternatives considered in the DEIS/EIR, by removing traffic from local streets, will improve traffic flow through town. Also, the City of Willits was awarded a Community Based Transportation Planning Grant (California Department of Transportation) to study alternative transportation corridors in the city limits that will help relieve local traffic congestion. The study (Baechtel Road/Railroad Avenue Corridor Community Design Study, 2003) will be used to obtain funding for planning and design of a preferred alternative.

255-6 It is estimated that only about 50 percent (88 vehicles) of the 195 vehicles exiting southbound from U.S. 101 to N. Main Street will be headed to S.R. 20 westbound in the Year 2028 peak hour. A similar number of vehicles will travel northbound from S.R. 20 on N. Main to northbound U.S. 101. The City of Willits may choose to restrict trucks on N. Main Street between S.R. 20 and the Quail Meadows interchange.

Caltrans

OH

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Tom Herman

Address: 4001 Chinquapin Drive Willits, CA.

Comments: I support the Hybrid Alignment of
255-1 L to CIT. for the following reasons
255-2 1. the impact to Mill and Outlet Creeks can be mitigated by connecting Mill creek to Outlet Creek - a length of 600'±.
255-3 2. The "Truck Scales" intersection will allow for an eventual second access to Brooktrails
255-4 3. This alignment will allow the City of Willits to grow to the north.
255-5 4. Most importantly - this alignment will satisfy regional transportation needs and allow for local traffic concerns to be met in the future
255-6 If north main street is relinquished, what will prevent south bound regional traffic from using main street to Hwy 20 — in the event of a Valley Alt.

256 Victor Hernandez

256-1 Comment noted. Chapter 2 (DEIS/EIR) includes a detailed discussion of the purpose and need for the project.

Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Victor HERNANDEZ

Address: EAST Hill RD willits

Comments:

256-1 ANY Route is MUCH NEEDED

257 Richard Hincker

257-1 A two-lane bypass will not be considered because it does not meet the purpose and need for the project (General Response 1.10).

257-2 Caltrans and FHWA analyzed the feasibility and practicability of other transportation modes to reduce traffic volumes on U.S. 101 in the project area. The studies concluded that local and regional rail are less feasible for the Willits/Ukiah area than increased bus transit, and interregional passenger rail ridership would not effect a significant change on Willits area highway traffic volumes. Further, the Mendocino County RTP recognizes that the rural and sparsely populated nature of Mendocino County is most conducive to personal car use as a transportation mode. Consequently, the county's RTP focuses on improvements to streets, roads, and highways (See Section 3.6.3, DEIS/EIR).

Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: RICHARD HINCKER

Address: 3770 2ND GATE - WILLITS

Comments:

257-1 I AM IN FAVOR OF 2 LANE BYPASS. I AM CONCERNED ABOUT THE NOISE & THE ENVIRONMENTAL IMPACT ON OUR VALLEY. I DO NOT WANT OUR VALLEY VIOLATED WITH A 4 LANE BY PASS. THE BEST OF ALL WORLDS WOULD BE FOR SOMEBODY (IES) WITH SOME INDEPENDENT GUMPTION TO PROPOSE SOME FORM OF PUBLIC TRANSPORTATION.

257-2 OIL INTEREST SHOULD NOT DETERMINE ~~OUR~~ THE TOTALITY OF OUR NATIONAL POLICY

258 Ananda Johnson

258-1 See General Response 1.11 regarding adequacy of impact analyses.

258-2 Caltrans/FHWA are confident in the adequacy of the DEIS/EIR as a document of disclosure and for providing the necessary information to make a decision on the project. Also, see response to Comment 144-23 (Jason Minton).

The "findings of fact" is a CEQA document that is prepared after certification of the EIR and that supports the lead agency's decision on the project. In other words, if the lead agency finds a mitigation measure or alternative to be infeasible, the agency must explain the reasons for that finding, based on substantial evidence.

258-3 Comment noted.

011

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Ananda Johnson

Address: 22998 East Side Rd, Willits CA 95490

Comments: I am not in support of Caltrans suggested alternatives. The alternatives do not take into consideration what is best for anyone, does not take into account alternatives that are based on reliable, accurate information, are not inclusive of alternatives presented by the Willits Community.

258-1

258-2 I do not support EIR's that contain "lack of facts", sentences that say the findings are not available, will not be made available, until after the FINAL EIR is written, or after public comment is will no longer be accepted.

258-3 I believe an agency can fail when it is not looking after the interests of the people.

I believe that the only alternative to such blatant aggression is non-violent action, as well as a class action suit; when the people of the state are not given a voice, a choice, truth.

259 Rosina Kroner

259-1 Comment noted. Section 1.2 (FEIS/EIR) shows the estimated schedule for construction of the project.

OH

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PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Rosina Kroner

Address: P. O. Box 39, Layonville, Ca

Comments:

Just build it
259-1 NOW

Traffic is a nightmare on Fridays and it seems to be more & more problematic on other days of the week

260 Renate Kuhnert

260-1 The Modified Alternative J1T has been identified as the LEDPA alternative because it would result in the least overall environmental harm of all the build alternatives considered in the DEIS/EIR. The Modified Alternative J1T minimizes impacts to the oak riparian woodlands referred to in the comment. A two-lane bypass will not be considered because it does not meet the purpose and need for the project (General Response 1.10).

California Department of Transportation (Caltrans)
Public Meeting **Wednesday, July 24, 2002**

PROJECT: Willits Bypass MEN-101

NAME: Renate Kuhnert

ADDRESS (home): Box 363 CITY: Laytonville, STATE: Ca. ZIP: 95454

REPRESENTING: (Name of organization or agency)

I would like to make the following comments: I am very concerned

260-1 about the destruction of wetlands + oak lands as well as the pastures in the Valley if this bypass plan especially a 4 lane would be realized. Also, the thru traffic is necessary for the businesses

260-2 in Willits & therefore a solution like one way roads (like Eureka has) could keep Willits from becoming a Ghost town like Cloverdale after the completion of their bypass.

NOTE: Please submit comments no later than August 10, 2002

260-2 Early in the development of alternatives, couplets were suggested, studied, and rejected (Section 3.6 and Table 3-5, DEIS/EIR, discuss alternatives considered and eliminated; note particularly Alternatives P and R). See also response to Comment 222-6 (John Weber).

261 Howard Letovsky

261-1 See response to Comment 243-1 (Pam Brown).

Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: HOWARD LETOVSKY

Address: P.O. BOX 1925, WILLITS, CA. 95490

Comments:
1. USE THE EXISTING RAILROAD RIGHT OF WAY.
2. THE NORTH END OF THIS IS ALREADY INDUSTRIAL USAGE.
3. THE SOUTH END IS WIDE OPEN.
4. THE MIDDLE IS LIGHTLY POPULATED. (CHEAP TO BUY OUT HOUSES)
5. EITHER ELEVATE OR MOVE THE EXISTING RAILWAY TO THE SIDE OF THE NEW FREEWAY.

261-1

262 Monty Levenson

262-1 The no-build alternative does not meet the purpose and need for the project. Section 3.4.5 (DEIS/EIR) describes existing and future conditions that would continue if the no-build alternative were chosen. Modified Alternative J1T has been identified as the Preferred Alternative.

OH

Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Monty H. Levenson

Address: PO Box 294
Willits CA 95490

Comments: I am a property owner, local businessman and resident of Willits since 1970.

After studying Cal Trans various alternatives for a Willits by-pass, I am strongly in favor of the NO BUILD alternative.

262-1

263 Barbara Lincoln

263-1 Caltrans has provided maps of Modified Alternative J1T (the Preferred Alternative) to affected landowners and others upon request. A map of Modified Alternative J1T is posted on the Willits Bypass website (http://www.dot.ca.gov/dist1/d1projects/willits/index.htmT) and also is on display at Willits City Hall.

263-2 Modified Alternative J1T has been identified as the Preferred Alternative (Chapter 2, FEIS/EIR). Alternative LT does not meet Clean Water Act criteria and, therefore, will no longer be considered for construction (General Response 1.3). Response to comment 130-3 (Monty Levenson) discusses noise propagation over distances.

Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Barbara Lincoln

Address: 16614 South Main St. | Willits Ca 95490

Comments:

263-1 Where can I get a copy of area map showing routes & streets? I am a local Realtor this map would really help people thinking of purchasing property in our area.

263-2 I like LT Route it seems the most direct route but I am concerned with noise carrying across the valley. How far would noise carry to the east?

264 Jerry Lindecef

264-1 See General Response 1.6 regarding Brooktrails second access road.

General Response 1.3 explains the reasons Alternative E3 does not meet Clean Water Act criteria, and therefore, will not be considered for construction.

264-2 Comment noted. See also response to Comment 262-1 (Monty Levenson). Section 1.2 (FEIS/EIR) discusses estimated construction schedule for the proposed bypass.

Caltrans

OH

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: JERRY LINDECEF

Address: P.O. BOX 26 WILLITS

Comments: WE LIVE IN BROOKTRAILS. SO DO 20% OF
264-1 THOSE WHO LIVE IN MENDOCINO COUNTY. OUR
MAIN CONCERN IS THE POTENTIAL DISASTER
IF THERE WERE A FIRE. WE NEED BETTER
ROAD ACCESS
THE E-3 ALTERNATIVE PROVIDES THE
MOST DIRECT ACCESS FOR BROOKTRAILS AS
WELL AS HIGHWAY 20 WEST.
THE ONLY ALTERNATIVE THAT IS NOT
264-2 ACCEPTABLE IS THE "NO BUILD" ALTERNATIVE.
LARGE TRUCKS AND RVS BLOCK TRAFFIC IN
TOWN AND MAKE WALKING AND SHOPPING
UNDESIRABLE. BYPASS: THE SOONER THE QUICKER

265 Ron Lippert

265-1 A two-lane bypass will not be considered because it does not meet the purpose and need for the project (General Response 1.10).

265-2 See General Response 1.11 regarding adequacy of impact analyses.

265-3 Caltrans uses the open house format because it allows members of the public the opportunity to talk one-on-one and at length with Caltrans staff about the project.

265-4 A number of individuals involved in the Willits bypass project are permanent residents in the county, for example, members of the PDT or other groups who have been closely involved in the project include the City of Willits, Brooktrails Township CSD, Mendocino County Department of Transportation, Mendocino County Planning Commission, and others.

265-5 Response to Comment 222-6 (John Weber) discusses the Cloverdale bypass.

265-6 These comments do not require a response.

265-7 See response to Comment 257-2 (Richard Hincker) regarding alternative transportation modes.

Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

OH

Name/Organization: Ron Lippert / New Methods Investigat[illegible]

Address: 24700 A N HWY 101 Willits 95490

265-1 Comments: 2 Lane - preferred.

265-2 Vol. 1 of 2 - full of intentional errors

265-3 Public Commentary - controlled - not suitable for individual(s) who need to hear and see and witness their local public's commentary

265-4 Who is involved with this "project" who resides permanently in this county.

265-5 Please - name one freeway in which you have been successful and not destroying the town, county, &/or road.

265-6 So? - You have money to burn?

So? - Where Do You Live? Might I improve your area of traffic!?

265-7 HAVE YOU "THOUGHT" OF PLANNING A LIGHT RAIL, BICYCLE LANE, 2 Cylinder High mileage Transporters?

Please deposit in Comment Box before the end of the Open House (8 PM) or fold and mail to the address on the reverse of this comment sheet. Thank you for your comments!

So What Are Your OPTIONS? :)

266 Rita Mallon

266-1 A two-lane bypass will not be considered because it does not meet the purpose and need for the project (General Response 1.10).

Reducing the four-lane bypass to two lanes would not reduce construction work or time substantially because of necessary design components such as shoulders, side slopes, and drainage facilities.

(48)

California Department of Transportation (Caltrans)
Public Meeting **Wednesday, July 24, 2002**

PROJECT: Willits Bypass MEN-101

NAME: Rita Mallon

ADDRESS (home) 617 Meadow Wood Ln CITY Willits STATE CA ZIP 95490

REPRESENTING: (Name of organization or agency)

I would like to make the following comments:

266-1 I urge you to consider the two-lane alternative (with median) in order to reduce noise, cost and time -and destruction. This is a proved safe alternative and would allow funds for a Brooktrails Bypass or other improvements.

267 Boyd Mathias

267-1 Modified Alternative J1T has been identified as the Preferred Alternative. Alternative C1T does not meet Clean Water Act Section 404(b)(1) criteria for its overall environmental harm, including significant adverse impacts to wetlands and its potentially significant adverse impacts to federally listed fish species (General Response 1.3).

Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Boyd Mathias

Address: 18400 Walker Rd. Willits 95490

Comments: Please build it Alt. C1T looks
267-1 good to me.

Section 1.2 (FEIS/EIR) discusses the estimated schedule for constructing the proposed bypass.

268 Ginger Pohlson

268-1 Modified Alternative J1T has been identified as the Preferred Alternative. Alternative L/C does not meet Clean Water Act Section 404(b)(1) criteria for its overall environmental harm, including significant adverse impacts to wetlands and its potentially significant adverse impacts to federally listed fish species (General Response 1.3).

D-1

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Ginger Pohlson

Address: 24998 Brooktrail Dr. Willits.

Comments: The bypass Project as stated is a movement of people and good. I am
268-1 supporting the L.C route proposed by Hal Wagenet.

269 Lauren Raine

269-1 and 269-2 Modified Alternative J1T has been identified as the Preferred Alternative. This alternative meets Clean Water Act Section 404(b)(1) criteria for its least overall environmental harm, including its minimization of impacts to wetlands and other waters of the U.S. A summary of the noise analysis is included in Section 5.11 (DEIS/EIR) and for Modified Alternative J1T in Section 3.11 (FEIS/EIR).

California Department of Transportation (Caltrans)
Public Meeting **Wednesday, July 24, 2002**

PROJECT: Willits Bypass MEN-101

NAME: LAUREN Raine

ADDRESS (home) 32 E. San Francisco, CITY Willits, STATE CA, ZIP

REPRESENTING: (Name of organization or agency) RainWalker MASKS

I would like to make the following comments:

Please consider in developing the Bypass Plan the following very important considerations,

269-1 1) loss of unique wetlands habitat

269-2 2) noise level

269-3 3) The project is too big + costly. Other options are available. I/We want a 2 lane only Bypass

269-3 See response to Comment 266-1 (Rita Mallon).

270 Carol Rosenberg

270-1 Any of the bypass alternatives will reduce traffic in Willits, including at the high school and at the Sherwood Road/Main Street intersection. See General Response 1.8.

OH

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Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Carol D. Rosenberg

Address: 501 Jones St Ukiah, 95482

Comments:

The three main plans for the by-pass require a right turn into Sherwood Rd. I have tried this - its hard for a passenger car - never mind a fire engine. - Your dumping traffic in front of the high school. This is bad. Five thousand people - and at least 3,000 cars. travel up that way -

270-1

271 Lynda Schmidbauer

271-1 See response to Comment 48-1 (Andrea Beene).

271-2 Comment noted. See Section 3.11 (FEIS/EIR) regarding the results of the Noise study for Modified Alternative J1T.

271-3 Appendix A (FEIS/EIR) lists measures that will be implemented to avoid, minimize, and/or mitigate potential impacts to sensitive biological resources, including wildlife. See also Section 3.7 (FEIS/EIR).

271-4 For the valley alternatives, Caltrans modified the Haehl Creek Interchange from a trumpet to a diamond style interchange. The revision would allow access to the Schmidbauer Ranch from the east side of the interchange through a private road opening in access control. Access to the westerly portion of the Schmidbauer Ranch will remain as exists, from the small lane north of the Haehl Creek overhead. Caltrans Right of Way and Design will work with landowners to provide access where access needs to be altered.

OH

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Lynda Schmidbauer (deCourt)

Address: 19873 N. Hwy 101

Comments:

271-1 - Concerned about increased flow of water in Upper Haehl Creek. My House is close to creek & we have erosion problems in area already.

271-2 Concerned about noise increase

271-3 Concerned about wildlife in area

271-4 - No access to property I own in conjunction with Parents - Schmidbauer Ranch

271-5 - Don't see where Route JT, LT + CIT are going to benefit Willits that much. Hwy 20 traffic ie Trucks still well be going thru down town. Brooktrails traffic still has to go thru town.

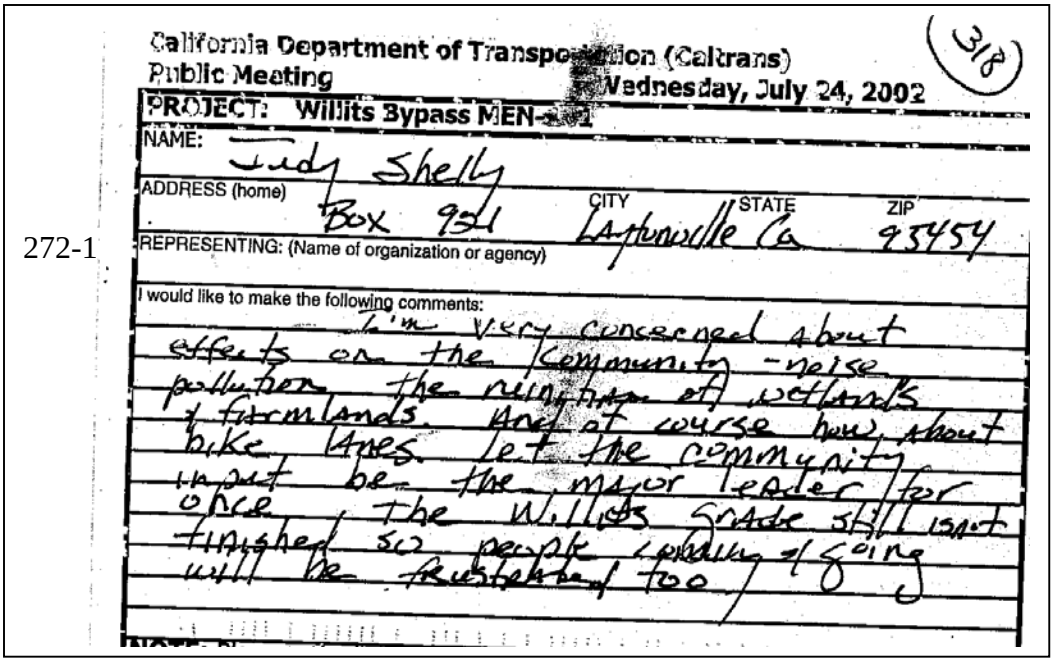
271-6 - Erosion Problems do to Caltrans ownership of Proposed routes ~~already~~ has already taken approx 125t at east end property.

Please deposit in Comment Box before the end of the Open House (8 PM) or fold and mail to the address on the reverse of this comment sheet. Thank you for your comments!

271-5 All of the proposed build alternatives will reduce traffic congestion in Willits. West-bound through traffic would continue to utilize S.R. 20 along the "Miracle Mile." Brooktrails traffic bound for Ukiah could avoid going through Willits by accessing the bypass at the Quail Meadows Interchange. See General Response 1.9 regarding a center valley interchange.

271-6 See response to Comment 48-1 (Andrea Beene).

272 Judy Shelly



California Department of Transportation (Caltrans)
Public Meeting
Wednesday, July 24, 2002

318

PROJECT: Willits Bypass MEN-

NAME: Judy Shelly

ADDRESS (home) Box 951 CITY Laytonville STATE Ca ZIP 95454

REPRESENTING: (Name of organization or agency)

I would like to make the following comments:
I'm very concerned about effects on the community - noise pollution the ruining of wetlands & farmlands. And of course how about bike lanes. Let the community input be the major leader for once. The Willits Grade still isn't finished so people talking of going will be frustrated too

272-1 The Modified Alternative J1T has been identified as the Preferred Alternative because it would result in lower overall impacts than the other build alternatives. See section 3.11 of the FEIS/EIR for discussion on noise impacts. Further measures will be taken to minimize impacts to wetlands, during final design. Bicyclists will not be precluded from using the new facility. Section 3.6 Alternatives Considered but Eliminated from Further Study (DEIS/EIR) and Chapter 10 Comments and Coordination discuss the public involvement opportunities that have been available during project development.

273 Steve and Sharon Short

273-1 See response to Comment 254-1 (Erik and Brady Heiken). Once final design drawings are prepared, Caltrans Right of Way will meet with affected landowners.

Trees and shrubs offer a psychological benefit to noise impacts but it offers very little acoustically. For a vegetative strip to have a noticeable effect on noise levels, it must be dense and wide. A stand of trees with a height that extends at least 5 m (16 ft) above the line of sight between source and receiver must be at least 30 m (100 ft) wide and dense enough to completely obstruct a visual path to the source to attenuate traffic noise by 5 dBA.

Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Steve & Sharon Short

Address: 201 E Valley St

273-1 Comments: Our property line will be your right-of-way line at the corner of East Valley St and Gray Road. You will elevate the freeway almost the entire length of our property. Our concern will be the visual impact the freeway will do to our home if you are 20' high. Will you do anything in the way of planting along the front portion of our property? It would also have a sound effect & planting will help ease the pain of being your neighbor. We would also like to know which side of our fence line your right-of-way is.

274 Omaya Sisemore

274-1 Comment noted. Caltrans and FHWA appreciate the input we have received from members of the public at the open house events and through comment letters. See Section 3.3.8 (FEIS/EIR) regarding Business impacts.

Caltrans

OH

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: OMAYA SISEMORE

Address: 441 CENTRAL ST. WILLITS, CA 95490

Comments: THANK YOU SO MUCH FOR
274-1 GIVING US THE OPPORTUNITY TO
GO OVER ALL THE PLANS & PROPOSALS
THANK YOU ALSO FOR INFORMING ME
BY MAIL.
I HAVE MIXED FEELINGS BECAUSE
I AM A BUSINESS OWNER.

THANK YOU
Omaya Sisemore

275 Sheryl Smith

275-1 Any of the bypass alternatives under consideration will remove traffic, including interregional truck traffic, from local streets. Also, the City of Willits was awarded a Community Based Transportation Planning Grant (California Department of Transportation) to study alternative transportation corridors in the city limits that will help relieve local traffic congestion. The study (Baechtel Road/Railroad Avenue Corridor Community Design Study, 2003) will be used to obtain funding for planning and design of a preferred alternative.

A two-lane bypass, however, will not be considered because it does not meet the purpose and need for the project (General Response 1.10). Reducing the four-lane bypass to two lanes would not reduce the footprint by half because of necessary design components such as shoulders, side slopes, and drainage facilities. Appendix A (FEIS/EIR) proposes mitigation measures to reduce visual impacts of the proposed bypass.

OH

Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: SHERYL SMITH

Address: 15555 Hearst P.O. Rd., Willits, CA 95490

Comments: Thank you for the extensive presentation.

275-1 I favor getting the big trucks - or at least some of them - off main St. Much of the traffic through the Willits bottle neck (much exacerbated by having been narrowed to 1 (one) lane in recent years) is Mendocino County traffic and would be greatly reduced if we had an alternative route, North to South - through town.

I favor a landscaped alternative (2 lane) north-south route. It would be more attractive and less impactful on all levels.

276 Bill and Lynda Southwick

276-1 Noise abatement was considered in areas where traffic noise impacts were predicted. Noise abatement was considered in areas where it is *feasible and reasonable.* Soundwall #1 did not meet the preliminary reasonableness criteria as outlined in the Caltrans Noise Protocol (DEIS/EIR: Table 5-24, page 5-143 and Table M-2, page M-9, Appendix M). See response to Comment 9-73 (City of Willits).

OH

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Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Bill & Lynda Southwick

Address: 1025 Center Valley Road

Comments: We are extremely worried about the noise, as one of the proposed routes will be right across the street. As it is, when Shuster's trucks pull out for their daily or nightly routes, going only about 30 m.p.h., ~~the~~ shake our house and create a lot of noise pollution. I can't imagine what cars and trucks traveling at a rate of 55-65 m.p.h. would be capable of doing to destroy our environment. In ~~our~~ opinion, the sound wall is a definite necessity – both feasible & reasonable! 276-1

277 Ken Trageser

277-1 Traffic studies that were performed for the bypass included all traffic on U.S. 101, including Brooktrails traffic. Any of the bypass alternatives under consideration will remove traffic from local streets, reducing congestion, including at the Main Street/Sherwood Road intersection. See General Response 1.8.

277-2 A two-lane bypass will not be considered because it does not meet the purpose and need for the project (General Response 1.10). The purpose and need for constructing a bypass of Willits are explained in detail in Chapter 2 (DEIS/EIR).

Level C is unecesary. OH

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Ken Trageser

Address: PO Box 10273
San Rafael CA 94912 (Building in Brook Trails)

Comments:

277-1 The Old town of Willits needs to be rid of the Brooktrails traffic if it is flourish. All of Your Willits Bypass ignor sherwood Road.

At present HWY 101 At sherwood Road only carries 2/3 the traffic that Sherwood Road carries. I counted Cars.

277-2 Your Level of service C objection to two lane unlimmitted access (No Bridges or interchanges) Bypass is absurd. Unless you project massive population Growth in North Mendocino County this Bypass will Carry Less than ½ the traffic of Sherwood road. Do I sense a road builders campaigne contributions. This highway is absurd.

Please deposit in Comment Box before the end of the Open House (8 PM) or fold and mail to the address on the reverse of this comment sheet. Thank you for your comments!

101 North Before the HWY 20 Light is horrible but your plan is wrong and wastefull.

278 April Tweddell

278-1 Modified Alternative J1T has been identified as the Preferred Alternative. Alternative C1T does not meet Clean Water Act Section 404(b)(1) criteria for its overall environmental harm, including significant adverse impacts to waters of the U.S. and potentially significant adverse impacts to federally listed fish species (General Response 1.3).

278-2 See Section 1.2 (FEIS/EIR) for estimated project construction schedule.

6

California Department of Transportation (Caltrans)
Public Meeting **Wednesday, July 24, 2002**

PROJECT: **Willits Bypass MEN-101**

NAME: APRIL TWEDDELL

ADDRESS (home) 651 E. VALLEY ST. CITY WILLITS STATE CA. ZIP 95490

REPRESENTING: (Name of organization or agency) SELF

I would like to make the following comments:

I LIKE ROUTE C AS IT
278-1 IMPACTS FEWER RESIDENCES.
(ALSO IT'S NOT NEXT TO
ME.) ☺
278-2 LET'S DO SOMETHING NOW!!!
April Tweddell

NOTE: Please submit comments no later than August 10, 2002

279 John Wagenet

279-1 Any of the bypass alternatives will reduce traffic in Willits. See General Response 1.6 regarding Brooktrails second access road and General Responses 1.7 and 1.8 regarding traffic and safety concerns related to Quail Meadows Interchange.

279-2 Although all of the proposed build alternatives include a connection with S.R. 20, the comment refers to an extension of S.R. 20 from the current in-town intersection to a center valley interchange. See General Response 1.9 for a discussion of a center valley interchange, which is beyond the scope of this project.

279-3 Visual and noise impacts and measures to reduce impacts are addressed in Sections 3.10 and 3.11, respectively, as well as in Appendix A of the FEIS/EIR. See also General Responses 1.13 regarding median width and responses to Comments 3-5 (U.S. EPA), and 211-1 (Gordon Wagenet), and 300-3 (David Hatton).

OH

Caltrans

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: John Wagenet

Address: 1462 Castle Drive
Willits, CA 95490

Comments:

The current Cal Trans "solutions" choices are not good for Willits or Brooktrails.

279-1

Highway 20 is not addressed & should be an extension to the new route to the east (extended) of Willits (whatever that choice is. Haul Creek is a waste - We need a central on off + a northern connection to Brook Trails @ Wild Oat Canyon or possibly Upp Creek.

279-2

This proposed bypass needs to address visual and auditory changes to the valley. I hope for as small a footprint as possible —

279-3

280 Joanne Wimberly

280-1 See response to Comment 35-2 (Willits Environmental Center).

280-2 Caltrans' traffic studies substantiate the need for a four-lane bypass of Willits. A two-lane bypass will not be considered because it does not meet the purpose and need for the project (General Response 1.10). See General Response 1.9 regarding center valley interchange.

280-3 See response to Comment 120-1 (Bernard Kamoroff) regarding the extensive public involvement in the development of the bypass project. See also response to Comment 179-1 (Donna Schindel).

Caltrans

OH

PROJECT COMMENT SHEET

WILLITS BYPASS PROJECT

OPEN HOUSE
Willits City Hall, July 24, 2002, 4:00-8:00 PM

Name/Organization: Joanne Wimberly retired school teacher

Address: 6501 Sherwood Rd. Willits

280-1 Comments: After analyzing the EIR prepared by Caltrans, I am shocked and incredibly angry at the superficiality of the report and the true lack of mitigations for noise, visual impact, and fumes in our valley. Many of the so-called "mitigations" will supposedly take place in the "future" and "as needed". This is not the way a contract is written. This is

280-2 the way something is obscured and boondoggled. A 4 lane freeway is not needed. A 2 lane north to south expressway is perfectly adequate and much cheaper for us taxpayers. Having been in Willits since 1975, I can say the traffic has flowed adequately until Caltrans the turnoff to Highway 20 to one lane from the two lanes it was, several yrs. back. That was a wonderful feat in creating an unknown until then traffic bottleneck.

280-3 You are not listening - we will not let our small town be destroyed by Caltrans idiocy!!!!

Please deposit in Comment Box before the end of the Open House (8 PM) or fold and mail to the address on the

120

ORIGINAL

WILLITS BYPASS

PUBLIC OPEN HOUSE

TRANSCRIPT OF PUBLIC COMMENTS

TAKEN AT WILLITS CITY HALL, WILLITS, CALIFORNIA
ON WEDNESDAY, JULY 24, 2002
REPORTED BY JOANMARIE TORREANO, C.S.R. 6504

ADAIR, POTSWALD & HENNESSEY
CERTIFIED COURT REPORTERS
P.O. BOX 761, UKIAH, CALIFORNIA 95482
(707) 462-8420

281 Rasnia Kroner

281-1 Modified Alternative J1T has been identified as the Preferred Alternative. Alternative J1T does not meet Clean Water Act Section 404(b)(1) criteria for its overall environmental harm, primarily to community resources including the business park and the park/museum complex. Modified Alternative J1T avoids impacts to these community resources (General Response 1.3).

282 Claire Robertson

282-1 When final detailed design drawings are completed for Modified Alternative J1T (the Preferred Alternative), the exact right of way limits will be determined. With this information, Caltrans Right of Way staff will have a better understanding of the impacts to the property. Right of Way staff will coordinate with the property owner to determine the impacts to the property.

283 Marilynn Boosinger

283-1 Caltrans' traffic studies substantiate the need for a four-lane bypass of Willits. A two-lane bypass will not be considered because it does not meet the purpose and need for the project (General Response 1.10). See General Response 1.11 regarding adequacy of impact analyses.

WEDNESDAY, JULY 2002, 24 WILLITS, CALIFORNIA

PUBLIC PROCEEDINGS

RASNIA KRONER: I THINK IT'S JUST A NIGHTMARE. ANYWAY, I DRIVE FROM LAYTONVILLE TO WILLITS ALMOST EVERY DAY AND IT'S JUST BECOMING MORE AND MORE OF A HEADACHE; 45 MINUTES TO AN HOUR ON FRIDAYS. IT SHOULD -- IT JUST
281-1 SHOULD BE HANDLED IN THE MOST EFFICIENT POSSIBLE WAY, CONSIDERING WILDLIFE AND WETLANDS AND ALL THIS STUFF, BUT IT NEEDS TO BE DONE. PROBABLY I THINK THE J1T, TO ME ANYWAY.

CLAIRE ROBERTSON: THE ONLY THING I DON'T WANT IS I DON'T WANT TO LOSE THE ENTIRE PIECE OF PROPERTY AND IT'S 41 ACRES, AND RIGHT NOW THERE'S THREE LITTLE LINES
282-1 GOING THROUGH IT. I HAVE A FEELING IT'S GOING TO GO AND I'M PREPARED, BUT IF I HAD MY SAY THEY CAN TAKE THE LITTLE ONE DOWN IN THE CORNER. THAT WOULD LEAVE ME A WHOLE SECTION OF AGRICULTURE BECAUSE IT'S IN THE AG PRESERVE AND I GUESS THAT DOESN'T PULL ANY WEIGHT. WE WERE TALKING ABOUT IT WITH THOSE GUYS. THAT'D BE ALL. GO WITH C1T. THAT WOULD BE IT.

MARILYNN BOOSINGER: I'VE LIVED IN THIS AREA FOR ABOUT THREE DECADES AND I HAVE SEEN THE TRAFFIC GROW
283-1 EXPONENTIALLY. THE PROBLEM IS THAT MOST OF IT IS INTERNAL TO WILLITS AND THERE IS NO NEED FOR A FOUR-LANE HIGHWAY GOING THROUGH WILLITS AND FURTHER NORTH, BECAUSE

283-2 Visual and noise impacts and measures to reduce impacts are addressed in Sections 3.10 and 3.11, respectively, as well as in Appendix A, of the FEIS/EIR.

283-3 Caltrans' traffic studies substantiate the need for a four-lane bypass of Willits. A two-lane bypass will not be considered because it does not meet the purpose and need for the project (General Response 1.10).

WE HAVE A LOT OF BEAUTIFUL TOURIST ATTRACTIONS UP THERE AS FAR AS WILDLIFE AND ALL THAT, AND CALTRANS DOESN'T EVEN PLAN TO PUT -- CAN'T PUT A FOUR-LANE HIGHWAY THROUGH THE REDWOODS, THROUGH RICHARDSON GROVE, CERTAIN AREAS OF THE REDWOODS.

SO WHAT'S THE POINT? THE POINT IS TO -- I DON'T SEE THE POINT. IT'S GOING TO JUST DESTROY OUR VALLEY. THERE ARE GOING TO BE ENVIRONMENTAL PROBLEMS THAT CANNOT BE MITIGATED. THE NOISE AND THE VISUAL IMPACT FOR THE CITIZENS WILL BE UNACCEPTABLE. WE SEE IT ELSEWHERE. DO WE WANT THIS TO TURN INTO A SANTA ROSA MUCH LESS AN L.A.? ABSOLUTELY NOT.

283-2

THOSE OF US WHO SEE THE NECESSITY FOR A HIGHWAY OF SOME KIND TO GO ON THROUGH TO BYPASS THE CENTER OF TOWN SEE NO REASON THAT IT CAN'T BE A TWO-LANE HIGHWAY, WITH A MEDIAN STRIP TO HELP, YOU KNOW, WITH THE SAFETY ISSUE THERE.

283-3

A TWO-LANE HIGHWAY WILL PROVIDE US WITH ALL THE ROADWAY THAT WE NEED FOR PEOPLE BYPASSING THIS AREA. WE NEED SOMETHING TO SOLVE THE PROBLEMS WITHIN OUR TOWN, THE DEVELOPMENT OF ROADWAYS WITHIN OUR TOWN THAT WILL CARRY TRAFFIC AT THE PEAK HOURS WHEN THE HIGH SCHOOL GETS OUT, WHEN PEOPLE ARE COMING BACK FROM UKIAH.

SO MANY PEOPLE -- WHAT DO YOU CALL IT? -- COMMUTE TO UKIAH AND THAT'S WHY WE HAVE AN INCREDIBLE TRAFFIC JAM ALL AFTERNOON AND INTO THE LATE AFTERNOON ON WEEKDAYS, BUT ONLY ON THE SOUTH SIDE. YOU LOOK ON THE NORTH SIDE AND ONCE THE HIGH SCHOOL HAS LET OUT AND

284 John Arlich

284-1 Modified Alternative J1T has been identified as the Preferred Alternative. Alternatives C1T and L/C do not meet Clean Water Act Section 404(b)(1) criteria for their overall environmental harm, including significant adverse impacts to wetlands and potentially significant adverse impacts to federally listed fish species (General Response 1.3).

See General Response 1.6 regarding Brooktrails second access road.

285 Carol Rosenberg

285-1 See General Responses 1.7 and 1.8 regarding Sherwood Road/Main Street intersection.

283-3 cont.

THERE'S NOTHING, FREE SAILING. SO THERE ABSOLUTELY IS NO REASON TO PUT A FOUR-LANE HIGHWAY AND TO CREATE THE KIND OF PROBLEMS THAT SORT OF THING DOES.

WE'VE BECOME A PAVEMENT CRAZY SOCIETY. WHEN YOU GO -- MY SON USED TO LIVE IN BERKELEY AND WORK IN OAKLAND. HE RODE HIS BIKE TO WORK AND HE BEAT THE TRAFFIC. HE BEAT THE TRAFFIC GOING INTO OAKLAND BECAUSE IT WAS AT A STANDSTILL, NOT BECAUSE OBVIOUSLY FOR LACK OF FREEWAYS ALL OVER THE PLACE IN THAT AREA.

SO I DON'T KNOW HOW TO TIE THIS UP. I'M PUTTING IN MY BID FOR A TWO-LANE SOLUTION. I WON'T GET INTO WHICH ROUTE IT SHOULD FOLLOW, BUT TO LOOK AT A TWO-LANE SOLUTION AS OPPOSED TO A FOUR-LANE.

284-1

JOHN ARLICH: WELL, MY PREFERENCE IS THAT I THINK THAT IT'S EITHER C1T OR LT. AND THAT MERGE INTO THE C1T AND THEY COME OUT BY THE SCALES I GUESS, AND THAT WAY HOPEFULLY THEY CAN HELP THE PEOPLE FROM BROOKTRAILS WITH THEIR CONNECTION ON THEIR ROUTE THAT THEY WOULD LIKE TO HAVE.

AND I THINK THIS IS THE BEST ROUTE. IT KEEPS THE TOWN INSIDE THE FREEWAY AND ALL THE FARMING AREA ON THE OUTSIDE AND SO THAT'S ABOUT IT.

285-1

CAROL ROSENBERG: I LIVE IN UKIAH, HOWEVER, A GOOD MANY OF THE PLANS REQUIRE MAKING A RIGHT-HAND TURN INTO SHERWOOD ROAD AND MAKING A RIGHT-HAND TURN INTO SHERWOOD ROAD AS IT EXISTS IS VIRTUALLY IMPOSSIBLE.

285-2 Any of the bypass alternatives will reduce traffic in Willits, including at the high school and at the Sherwood Road/Main Street intersection. See response to Comment 10-3 (City of Willits Police Department) and General Responses 1.7 and 1.8.

285-3 See response to Comment 284-1 (John Arlich). Alternative E3 was considered in the DEIS/EIR and evaluated in the NEPA/404 Alternatives Analysis (Appendix H, DEIS/EIR). General Response 1.3 explains the reasons Alternative E3 does not meet Clean Water Act criteria, and therefore, will not be considered for construction. See General Response 1.6 regarding Brooktrails Township second access.

285-4 See responses to Comments 206-5 (Robert Turner) and 211-2 (Gordon Wagenet). Caltrans and FHWA coordinated the open house with the release of the DEIS/EIR for this project, to provide the public with an opportunity to learn more about the project and information provided in the environmental document, and to provide comments on the alternatives considered in the DEIS/EIR. See Section 1.2 (FEIS/EIR) for estimated project schedule.

285-2 AND THE OTHER THING IS THAT IT'S DUMPING INCREDIBLE AMOUNTS OF VEHICLES RIGHT AT THE HIGH SCHOOL. THIS IS AN INCREDIBLE SAFETY HAZARD AND MY GENERAL FEELING IS THAT, YOU KNOW, THAT THEY HAVE BEEN WORKING ON THIS FOR 48 YEARS AND I DON'T THINK THEY HAVE REALLY LOOKED AT THE POPULATION CHANGES IN WILLITS IN THE LAST 15 YEARS.

285-3 SO THAT THE INCREDIBLE REBIRTH IN BROOKTRAILS WITH 5,000 PROBABLY 3,000 CARS UP THERE AND NOT MAKING A WAY OF GETTING THERE STRIKES ME AS REALLY SHORTSIGHTED PLANNING AND NEVER MIND THE -- SO FROM WHAT I UNDERSTAND THEY AREN'T REALLY CONSIDERING E3 AS A PLAN AT ALL. THEY DIDN'T EVEN NOTIFY PEOPLE WHO LIVE UP HERE.

285-4 I'M A LITTLE CONCERNED THAT THEY REALLY HAVEN'T, YOU KNOW, THEY HAVE DONE ALL THIS WONDERFUL STUFF, BUT I DON'T THINK THEY HAVE REALLY THOUGHT ABOUT WHAT ELSE THEY COULD DO. SO I'M REALLY INTERESTED IN WHY THIS HEARING NOW. ARE THEY GETTING ANY CLOSER?

286-1 BILL BARKER: I WANT TO SAY PLEASE BUILD IT. I WOULD SAY THAT ELSIE, COMBINATION OF L AND C IS THE MOST ATTRACTIVE TO ME, MUCH LIKE HAL WAGENET HAS SUGGESTED THAT AND I HAPPEN TO AGREE WITH HIM.

286-2 THERE NEEDS TO BE AN ACCESS TO HIGHWAY 20. IT DOESN'T SEEM RIGHT TO LEAVE THAT OUT OF THE EQUATION AND ALSO AN ACCESS TO SHERWOOD TOWNSHIP, BROOKTRAILS AT LEAST FOR -- I KNOW THAT CALTRANS IS NOT IN THE BUSINESS OF MAKING ROUTES TO THOSE COMMUNITIES, BUT AT LEAST IT

286 Bill Barker

286-1 Modified Alternative J1T has been identified as the Preferred Alternative. Alternative L/C does not meet Clean Water Act Section 404(b)(1) criteria for its overall environmental harm, including significant adverse impacts to wetlands and its potentially significant adverse impacts to federally listed fish species (General Response 1.3).

286-2 Although all of the proposed build alternatives include a connection with S.R. 20, the comment refers to an extension of S.R. 20 from the current in-town intersection to a center valley interchange. See General Response 1.9 for a discussion of a center valley interchange, which is beyond the scope of this project.

See General Response 1.6 regarding Brooktrails second access road.

286-3 The comment is correct. The right turn into Brooktrails will not change with construction of the bypass.

286-4 The project will reduce congestion on local streets because northbound and southbound freeway traffic will use U.S. 101 instead of Main Street. Westbound traffic will exit at Haehl Creek Interchange onto S.R. 20. See response to Comment 139-7 (Karen McAbee).

286-5 A traffic signal at Holly Street has been installed.

SHOULD SHOW A PLAN FOR IT BECAUSE THERE'S 6,000 PEOPLE LIVE OUT THERE.

286-3 THIS PLAN THAT I SEE REQUIRES PEOPLE TO TRY TO MAKE A RIGHT TURN TO GET ONTO SHERWOOD ROAD BECAUSE YOU GET OFF THE FREEWAY JUST NORTH OF IT.

286-4 WHAT HAVE I LEFT OUT? THE FACT THAT HIGHWAY 20 IS STILL ACCESSED SO FAR SOUTH AND STILL GOES ALL THE WAY THROUGH TOWN. WONDERING IF THAT'S REALLY GOING TO AFFECT THE TRAFFIC AT THAT LOCATION FROM BROWN'S CORNER TO HIGHWAY 20, IF IT'S STILL GOING TO BE CONGESTED, AND I LIVE RIGHT ADJACENT TO THAT, TO THE HOSPITAL. I GUESS THAT'S ALL THE COMMENTS I HAVE.

286-5 WELL, THE STOP SIGN AT HOLLY AND 101, WE NEED A STOPLIGHT THERE AND IT'S ALREADY IN THE WORKS, BUT I UNDERSTAND IT'S GOING TO TAKE UNTIL 2003 OR '04 AND I DON'T UNDERSTAND WHY IT SHOULD TAKE SO LONG. IT'S REALLY A HAZARDOUS INTERSECTION. PEOPLE COMING OUT OF THE BEACONS STATION AND BURGER KING AND TWO LANES OF TRAFFIC GOING NORTH. PEOPLE SPEED THROUGH THERE BECAUSE THE TWO LANES GOING NORTH; THAT IT NEEDS A SERIES OF ISLANDS IN THE MIDDLE WITH TURN LANES FOR SPECIFIC PLACES SO YOU CAN MANEUVER INTO BUSINESSES, BUT IT WOULD HAVE TO BE EFFECTIVE SLOWING THE TRAFFIC DOWN I THINK.

NOW THAT'S GOING TO REMAIN UNDER CALTRANS' CONTROL AND I KNOW THEY'RE NOT IN THE BUSINESS OF NARROWING TRAFFIC LANES, BUT IT IS NARROWED ALREADY DOWN AT THE RAILROAD TRACKS AND THE SIGN INTO WILLITS BEFORE YOU CAN GET TO HIGHWAY 20 IT'S DOWN TO ONE LANE. OH, OR

287 Delman Ford

287-1 Most southbound Brooktrails traffic will probably avoid driving through Willits by accessing Quail Meadows Interchange. General Response 1.3 explains the reasons Alternative E3 does not meet Clean Water Act criteria, and therefore, will not be considered for construction.

287-2 Modified Alternative J1T has been identified as the Preferred Alternative. Alternatives C1T, LT, and L/C do not meet Clean Water Act Section 404(b)(1) criteria for their overall environmental harm, including significant adverse impacts to wetlands, potentially significant adverse impacts to federally listed fish species, and impact to riparian oak woodland (General Response 1.3). See also response to Comment 282-1 (Claire Robertson). The 20 acres referred to in the comment appear from the description to be outside the study limits, therefore, that area would not be included on Atlas Map 13 (DEIS/EIR Volume 2).

TWO LANES. ANYWAY, THOSE ARE MY THOUGHTS.

287-1

DELMAN FORD: WELL, MY FEELINGS IS THAT C3 -- E3 THE WEST, MY FEELINGS ARE THAT IF THEY HONESTLY WANT TO GET THE TRAFFIC OUT OF WILLITS THEY EITHER GO THERE BECAUSE HIGHWAY 20 WOULD GO INTO THE FREEWAY AND I BELIEVE THAT BROOKTRAILS WOULD GO INTO THE FREEWAY AND THAT WOULD TAKE A LOT OF TRAFFIC OUT OF WILLITS, BUT GOING ANY OF THESE OTHER ROUTES THEY HAVE TO GO THROUGH WILLITS TO GET THERE SO THEY'RE REALLY NOT TAKING TRAFFIC OUT OF WILLITS. ONLY TRAFFIC THEY'RE TAKING OUT IS 101 THROUGH TRAFFIC.

SO EVEN IF IT COSTS MORE I BELIEVE THAT IT WOULD BE WORTHWHILE. IT'S KIND OF LIKE THE J1T ROUTE IS USING A D4 TRACTOR FOR A JOB YOU SHOULD DO WITH A D8 TRACTOR. THAT'S MY OPINION.

287-2

OKAY. THAT PROPERTY -- WELL, THE EASTERN ROUTES C1T AND LT BOTH GO THROUGH MY PROPERTY AND THE WAY THEY HAVE GOT IT SET UP THEY'RE GOING TO HAVE 20 PLUS ACRES ON THE WEST SIDE ON ONE ROUTE AND I DON'T KNOW HOW MUCH ON THE OTHER ROUTE, PROBABLY MORE LIKE 40. OKAY? SO THEY'RE SPLITTING MY PLACE IN HALF SORT OF YOU MIGHT SAY, BUT NOT REALLY.

ANYWAY, I'M PUTTING UP HAY ON BOTH SIDES OF BOTH FREEWAYS ON THESE ROUTES, AND WHAT I USE IS A FARM TRACTOR PULLING A HARROW BED WHICH PICKS UP HAY, AND THE TOP SPEED IS ABOUT 16 MILES PER HOUR.

SO I LOOK AT THESE MAPS AND IT SHOWS THAT

288 Tony Ortiz

288-1 Caltrans appreciates feedback on the results of our public outreach so we can duplicate and improve our efforts where needed.

287-2 cont.

THEY'RE USING AN ACCESS ROAD TO THE SOUTH TO EAST HILL ROAD, THEN I'D HAVE TO DRIVE ALL THE WAY AROUND EAST HILL TO CENTER VALLEY AND BACK ON SAWYERS LANE. THAT'S WHERE I ACCESS IS SAWYERS LANE. ANYWAY, THAT'S A BIG INCONVENIENCE.

ON THAT E.I.R. MAP BOOK OVER THERE THEY HAVE ONE PAGE THAT SHOWS AG PRESERVE. NOW, 20 ACRES OF MY PROPERTY ON THE WEST SIDE OF MY PROPERTY IS UNDER AG PRESERVE AND IN THAT BOOK IT SHOWS IT ISN'T. I DON'T KNOW WHY. ANYWAY, I GUESS THE BOTTOM LINE IS THAT IT'S JUST A BIG INCONVENIENCE TO ME AND I'D RATHER THEY USE A DIFFERENT ROUTE.

TONY ORTIZ: WELL, I'VE LIVED IN WILLITS VALLEY SINCE '69. I USED TO WORK FOR HALALI ARABIANS, WHICH IS THE FRANK RUST RANCH AT THE NORTH END OF THE VALLEY. WORKED THERE FOR 12 YEARS. HAD AN OVERVIEW OF THE VALLEY UNPRECEDENTED. I COULD GO UP TO WHEELBARROW AND I COULD TELL YOU WHAT BIRDS WERE FLYING WHERE. SO I'VE WATCHED THIS VALLEY GROW.

288-1

THE VALLEY IS IN THE BEST CONDITION I'VE EVER SEEN IT IN SINCE I'VE LIVED HERE. I WOULD LIKE TO HAVE THE FREEWAY TO HAVE AS LITTLE IMPACT ON THE VALLEY AS POSSIBLE, BUT I SEE THE NECESSITY FOR THE FREEWAY. I ALSO THINK THAT CALTRANS AND EVERYBODY INVOLVED HAS DONE A GREAT JOB WITH THE LITERATURE, THE BOOKS, THE INFORMATION PACKETS THAT I GOT AT MY HOUSE AS A LANDOWNER ON ONE OF THE ROUTES. I'D LIKE TO COMMENT ON

288-2 Modified Alternative J1T has been identified as the Preferred Alternative. Alternatives C1T and LT do not meet Clean Water Act Section 404(b)(1) criteria for their overall environmental harm, including significant adverse impacts to wetlands, potentially significant adverse impacts to federally listed fish species, impacts to a riparian oak woodland, and habitat fragmentation (General Response 1.3). See response to Comment 203-5 (Sylvia Tucker).

288-2

THAT.

THE ROUTE THAT I DO LIKE BEST IS I LIKE C1T BECAUSE OF THE POSSIBILITY OF FUTURE DEVELOPMENT FOR THE CITY OF WILLITS. I ALSO LIKE THE RIPARIAN FOREST, THE WOODS, THE TREE LINES, THERE'S THREE OF THEM BETWEEN THAT AND THE OTHER ROUTES.

THE J1T TO ME IS WAY TOO CLOSE TO THE PROXIMITY OF PEOPLE'S HOUSING AND FOR THE FUTURE DEVELOPMENT OF WILLITS. IT'S JUST WAY TOO CLOSE. IT PUTS IT RIGHT, YOU KNOW, 500 FEET FROM THE NORTHWEST PACIFIC RAILROAD RIGHT AWAY, PUTS IT BEHIND WINDSOR MILL, BEHIND SAFEWAY. IT'S JUST TOO CLOSE, NOT TO MENTION IT GOES THROUGH MY HOUSE.

AND I THINK THAT THE LT ROUTE, THE RAILROAD ROUTE ALSO IS TOO CLOSE FOR THE PROXIMITY FOR THE DEVELOPMENT OF WILLITS AS FAR AS ITS GROWTH.

THE C1T I KNOW WILL HURT THE FARMERS IN THE VALLEY, SOME OF THEM I KNOW VERY WELL AND I KNOW IT WILL, AND I KNOW THEY'RE NOT GOING TO LIKE MY STATEMENTS ABOUT IT, BUT TO ME I THINK IT REALLY IS THE MOST COMMON SENSE TO MOVE THE FREEWAY FAR ENOUGH OUT SO IF WE'RE LOOKING FOR FUTURE DEVELOPMENT, WHICH IS WHAT THIS IS ALL ABOUT, AND THE CITY OF WILLITS PLANS ON EXPANDING, WHICH IT IS AND IT WILL, IT'S INEVITABLE, I BELIEVE THAT THAT REALLY IS THE ROUTE THAT MAKES THE MOST SENSE.

AND AS FAR AS THE NORTHERN SECTIONS OF THE ROUTES, I SEE THAT AS IT'S KIND OF LIKE A GIVE AND TAKE. NO MATTER WHERE YOU GO ON THE NORTH SECTIONS YOU'RE

288-3 Comment noted.

288-4 Comment noted. The construction of a bypass will reduce local traffic congestion, resulting in improved conditions for local traffic, bicyclists, and pedestrians and better access for businesses.

289 Michael Finegold

289-1 Alternative E3 does not meet Clean Water Act criteria because of its overall environmental harm, and therefore, will not be considered for construction (General Response 1.3). General Response 1.10 discusses why a two-lane alternative does not meet the purpose and need for the project and therefore, was not included for consideration in the DEIS/EIR.

288-2 cont.

GOING TO HAVE SOME AFFECT TO THE WETLANDS, BUT I THINK THAT THE MAJOR IMPACT FOR THE CITY OF WILLITS FOR THE FREEWAY TO BE IN ITS BACKYARD AS OPPOSED TO BEING MOVED UP TO WHERE C1T IS I JUST THINK THAT TO ME MAKES THE MOST COMMON SENSE IS TO LOOK FOR FUTURE DEVELOPMENT WITH THE CITY WITH LAND TO DEVELOPMENT, NOT -- NOT OLD LUMBAR YARDS. THAT'S WHAT WE WOULD HAVE.

288-3

IF WE DID J1T, EVERYTHING THAT'S DEVELOPABLE HAS ALREADY BEEN COMMERCIALIZED AT ONE POINT. IT MAY ALREADY BE. IT DOESN'T HELP ANYBODY WITH THESE SMALL RANCHETTES, AND I LIVE ON A TWO-ACRE RANCHETTE IN THE VALLEY, AND I THINK THAT IT'S A WONDERFUL OPPORTUNITY FOR ME. I FOUND A PIECE OF PARADISE HERE IN WILLITS WHICH I PAID DEARLY FOR AND I'M HAPPY TO HAVE IT, BUT I HATE TO LOSE IT, BUT THINGS CHANGE AND WE NEED TO GROW.

288-4

AND YOU SEE THE CONGESTION IN WILLITS AS FOR WHAT IT IS. I MEAN, IT'S PRETTY BAD. MAYBE THE FREEWAY'S NOT GOING TO BE A GOOD THING FOR WILLITS AND MAYBE IT WILL BE. WE WON'T KNOW THAT UNTIL WE DO IT, BUT WE DO HAVE TO DO SOMETHING. SO THOSE ARE BASICALLY MY COMMENTS.

---.

289-1

MICHAEL FINEGOLD: SO I'VE GOT THROUGH MOST OF THE DISPLAYS HERE, READ THE MATERIALS AND WOULD APPEAR TO ME AT THIS POINT THAT I WOULD BE IN FAVOR OF THE E3 DIVERSION, TWO-LANE, RATHER THAN FOUR-LANE, AND NOT SURE IF THERE'S ANYTHING ELSE YOU NEED TO KNOW.

THE REASONS ARE LOOKING AT COST, NOISE,

289-2 The California Transportation Commission (CTC) is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California, and in conjunction with the local regional transportation authority, MCOG, will determine funding to be allocated to the Willits Bypass Project. Federal approval of the project lies with FHWA, which approves the FEIS and publishes a Notice Of Availability (NOA) in the Federal Register. Following a minimum 30-day period, FHWA will approve the project by issuing a Record of Decision under NEPA.

290 Ananda Johnson

290-1 For a description of the public involvement opportunities and alternatives review process that have occurred over the past several years, please see DEIS/EIR, Section 3.6 (Alternatives Considered but Eliminated from Further Study) and Chapter 10 (Comments and Coordination). See General Response 1.11 regarding adequacy of the Draft EIS/EIR.

290-2 The DEIS/EIR contains sufficient information for decision makers to approve or disapprove the project. Caltrans and FHWA are confident in the adequacy of the Draft and FEIS/EIR. Caltrans has provided reasonable opportunities for public involvement during the planning and development of the project (see Chapter 10 DEIS/EIR). Also, see response to Comment 290-1.

ENVIRONMENTAL IMPACT, NOT DISTURBING THE SURROUNDING ENVIRONMENTS AND BEING FAR ENOUGH AWAY FROM THE CITY SO IT WOULD NOT IMPACT ON THE CITY PROPER.

289-2 I THINK I -- I THINK THE DECISION MAKING PROCESS IS GOING TO BE MADE BY WHOM. I HOPE THE CITY COUNCIL WOULD GET SOME INPUT FROM THEIR CONSTITUENTS AND THAT THE -- I DON'T THINK THE CONGRESS AND SENATE ARE GOING TO -- THE SENATORS FROM HERE SO I DON'T KNOW IF THERE'S ANY POSSIBILITY -- AND I HOPE THAT THEY GET MOVING ON THE PROJECT INSTEAD OF GETTING TIED UP IN KNOTS OVER A LOT OF BUREAUCRACY.

ANANDA JOHNSON: I WOULD LIKE TO KNOW HOW IT'S POSSIBLE FOR A STATE AGENCY TO OVERLOOK A COMMUNITY'S

290-1 CONCERNS AND THEIR DESIRES FOR HOW THIS NOT JUST SERVES THE COMMUNITY BUT ANYBODY REALLY GOING THROUGH THIS COMMUNITY. I WOULD LIKE TO KNOW HOW IT IS THEY CAN PRESENT AN E.I.R. THAT IS FLAWED, WITH MISSING MATERIAL, INACCURATE MATERIAL AND CONSIDER THAT ACCEPTABLE.

I AM CONFUSED BY THEIR ATTEMPTING TO EXCLUDE OTHER ALTERNATIVES WITHIN THIS ELABORATE PROCESS WHICH IS DEMONSTRATING ONLY THE ALTERNATIVES THEY HAVE COME UP

290-2 WITH, BUT OTHER ALTERNATIVES THAT HAVE BEEN AT LEAST PRESENTED THEM UP TO AT LEAST A YEAR AND A HALF AGO.

I WANT TO KNOW WHAT IT IS I, AS THE COMMUNITY, CAN DO TO HAVE CALTRANS LISTEN TO MYSELF AND OTHER PEOPLE IN THIS COMMUNITY AND CHANGE THIS PROCESS OF FEELING LIKE WE'RE BEING FORCED TO ACCEPT SOMETHING THAT

291 Bill Bruneau

291-1 The comment is not clear which alternative is the "truck bypass." If the comment is referring to Alternative TSM, which was eliminated from consideration, see Section 3.6.1 (DEIS/EIR), which provides a detailed explanation.

291-2 Four build alternatives were considered in the DEIS/EIR, plus combinations of the alternatives using the nodal approach (Section 1.5, DEIS/EIR). Alternative E3, the westerly alternative, and Alternatives C1T, J1T, and LT, which are all located to the east. The DEIS/EIR did not propose a preferred alternative; however, the Section 404(b)(1) Alternatives Analysis (Appendix H, DEIS/EIR) concluded that Alternatives J1T and LT had the least overall environmental harm pursuant to Clean Water Act criteria. See General Response 1.3 regarding development of the Modified Alternative J1T, the identified Preferred Alternative.

291-3 Alternative L/C does not meet Clean Water Act Section 404(b)(1) criteria for its overall environmental harm, including significant adverse impacts to wetlands and its potentially significant adverse impacts to federally listed fish species (General Response 1.3).

IS INCOMPLETE, INACCURATE AND FLAWED.

291-1 BILL BRUNEAU: OKAY. SO I THINK -- I'M IN FAVOR OF THE TRUCK BYPASS AND I'M APPALLED THAT CALTRANS ABRUPTLY DROPPED IT AFTER -- AFTER GROUPS IN THE CITY HAD BROUGHT IN EXPERTS ON THE TRAFFIC GROUNDS AND PRESENTED, I THINK, A FAIRLY CONVINCING CASE FOR THAT AS AN ALTERNATIVE TO HANDLE OUR TRAFFIC NEEDS FOR THE NEXT 20 OR 30 YEARS.

SO FIRST OF ALL, I'M TOTALLY APPALLED BY THE FACT THAT CALTRANS REFUSES TO EVEN CONSIDER THAT AS AN ALTERNATIVE.

291-2 I THINK THE THREE ALTERNATIVES THEY ARE GIVING US ARE SO THAT WE WILL ACCEPT THE ONE THEY WANTED US TO TAKE IN THE FIRST PLACE. THERE'S AN EAST SIDE ROAD ONE THAT NOBODY WILL ACCEPT. THERE IS ONE THAT GOES ON THE WEST SIDE THROUGH INDIAN BURIAL GROUNDS AND EXIT LANES WHICH IS UNACCEPTABLE. SO WE HAVE TO TAKE THE THIRD ONE.

SO I DON'T SEE THAT THERE IS ANY CHOICE IN THIS. FROM THE VERY BEGINNING CALTRANS HAD THAT ROUTE MORE OR LESS WHAT THEY WANTED TO DO AND IN THE END THAT'S ALL THAT WE'RE EFFECTIVELY PRESENTED WITH.

291-3 I THINK THAT THE TRUCK BYPASS, AS IT IS CALLED, I THINK IT'S SOMETHING LIKE LC OR WHATEVER IT IS, EXCUSE ME, THE TRUCK BYPASS IS A VIABLE ROUTE AND I WOULD LIKE TO SEE IT REINSTITUTED IN THE CONSIDERATIONS.

PLUS FROM ARTICLES IN THE WILLITS NEWS IT'S

291-4 See General Response 1.11.

292 Howard Letovsky

292-1 See response to Comment 243-1 (Pam Brown).

292-2 Comment noted.

293 John Almida

293-1 See General Response 1.9 for a discussion of a center valley interchange, which is beyond the scope of this project.

Response by emergency vehicles to incidents on the bypass will not be hindered by traffic congestion on the bypass. Two lanes on the bypass in each direction provide ample opportunity for vehicles to pull over in response to emergency traffic. The design speed of the facility provides adequate opportunity for acceptable emergency response times. Congestion on old U.S. 101 through downtown would continue to hinder emergency vehicles and response time without a bypass. The bypass provides an alternative route, which will improve response time during peak hour congestion.

BECOME APPARENT THAT CALTRANS HAS BEEN IGNORING A LOT OF
THE REQUIREMENTS OF THE ENVIRONMENTAL IMPACT REPORT,
291-4 SUCH THINGS AS SOUND AND SCENIC DISTURBANCE AND THINGS
LIKE THAT AND I THINK THAT ALSO IS APPALLING. I FEEL
LIKE I'M BEING RAILROADED IN MY OWN VALLEY.

HOWARD LETOVSKY: FOR THE BYPASS USE THE
EXISTING RAILROAD RIGHT-OF-WAY AND ZONE FOR THIS BYPASS
292-1 HIGHWAY. EITHER MOVE THE RAILROAD TO ONE SIDE OR THE
OTHER OF THE NEW FREEWAY. THE NORTH END OF THIS
CORRIDOR IS ALREADY TOTALLY INDUSTRIAL ZONE AND USAGE.
THE SOUTH END IS WIDE OPEN, THE MIDDLE OF TOWN IS
LIGHTLY POPULATED AND IT'S NOT TERRIBLY HIGH-END HOUSES,
SO IT'D BE CHEAP AS DIRT TO PULL IT ALL BY EMINENT
DOMAIN. SO THAT'S ALL I HAVE TO SAY.

ONE OTHER ALTERNATIVE THAT I WOULD SUGGEST IS
MAKE A U-TURN AT THE RIDGE SO THE HIGHWAY COMING NORTH
292-2 SIMPLY TURNS AROUND AND GOES SOUTH AND NOBODY EVER GETS
TO GO ANY FARTHER.

JOHN ALMIDA: I WANT TO FIRST SAY THAT I AM IN
FAVOR OF THE BYPASS. I'VE LIVED IN THIS TOWN FOR 46
YEARS. MY FAMILY HAS BEEN IN THIS COUNTY SINCE 1911 AND
I'VE FOLLOWED IT THE MAJORITY OF MY LIFE AND HAVE
STARTED COMING TO THESE MEETINGS IN THE EARLY '80S WHEN
THE BYPASS BECAME AN ISSUE AGAIN.

AT THAT TIME IT COST 36 MILLION TO BUILD IT.
293-1 NOW WE'RE UP TO APPROXIMATELY 136 MILLION TO BUILD IT

293-1 cont.

AND WE STILL DON'T HAVE IT. I'M IN FAVOR OF ANY OF THE VALLEY ROUTES BECAUSE OF THE LONGEVITY AND LEAST AMOUNT OF MAINTENANCE AND THE LEAST AMOUNT OF COST. BUT WHAT I AM AGAINST IS THAT THERE IS ONLY TWO INTERCHANGES, ONE FAIRLY SOUTH AT HAEHL CREEK SOUTH OF TOWN AND ONE NORTH OF THE TRUCK STOP OR TRUCK SCALES, EXCUSE ME.

WE NEED FOR EMERGENCY MEDICAL VEHICLES TO BE ABLE TO ACCESS THE FREEWAY WITHOUT HAVING TO TRAVEL THROUGH TOWN AND ENDANGER CITIZENS LIVES, TO BE ABLE TO ACCESS STRAIGHT OUT COMMERCIAL STREET TO THE FREEWAY, THEREBY HAVING A QUICKER RESPONSE TIME FOR PEOPLE THAT ARE IN AN ACCIDENT AND ALLOWING THE VEHICLES NOT TO PROVIDE DANGER TO THE PEOPLE THAT ARE IN THE COMMUNITY.

IF SOMEBODY HAS AN ACCIDENT, GETS A SHARP LAWYER IN THE FUTURE, FINDS OUT THAT CALTRANS AND THE CITY HAVE BEEN IN DISCUSSION FOR 40 YEARS ON THIS BYPASS AND IT WAS BUILT WITHOUT AN INTERCHANGE AND IT COST SOMEBODY'S LIFE, BOTH WILLITS AND CALTRANS COULD BE SUED FOR A GREAT AMOUNT. AND IT JUST DOESN'T MAKE SENSE NOT TO BE ABLE TO PUT EMERGENCY MEDICAL PEOPLE OUT THERE OR TO SERVICE THE GREAT NUMBER OF BUSINESSES THAT CAN BE SERVICED FROM THE FREEWAY INTERCHANGE AT COMMERCIAL STREET.

NOW I'LL GIVE YOU AN EXAMPLE. YOU'VE GOT SHUSTER'S TRUCKING THAT YOU CAN ACCESS WITHOUT HAVING TO COME THROUGH TOWN AT COMMERCIAL. YOU HAVE THE COUNTY MAINTENANCE YARD THERE, YOU HAVE MENDO MILL AND SEVERAL OTHER INDUSTRIAL BUSINESSES AND COMMERCIAL BUSINESSES ON

293-2 The bypass with an interchange at each end of the project will provide Willits residents an additional means to access their community that they do not have now.

293-1 cont.

THIS STREET. IT MAKES SENSE TO HAVE AN INTERCHANGE HERE, EVEN IF THE PROJECT HAS TO BE SHORTENED FROM OIL WELL HILL BACK TO THE TRUCK SCALES AND THEN USE THAT AT A LATER DATE TO FUND THAT PROJECT.

293-2

ALSO, THE PEOPLE OF THIS COMMUNITY ARE PART OF THIS REGION AND THEY NEED TO BE ABLE TO ACCESS THEIR COMMUNITY WITHOUT HAVING TO EITHER GO ALL THE WAY NORTH OF TOWN OR SOUTH OF TOWN AND I TRULY BELIEVE A SIMPLE INTERCHANGE -- THE PROJECT GOES BACK TO TWO LANE AT THE TRUCK SCALES, A SIMPLE INTERCHANGE NORTH OF TOWN WITHOUT THE EXPENSE OF A FULL-BLOWN INTERCHANGE THAT YOU HAVE IN A CENTRAL AREA OR AT THE SOUTHERN AREA COULD SAVE MONEY ALSO. AND I'D BE HAPPY TO TALK WITH SOMEBODY ON IDEAS ON THAT. IT COULD ALSO WORK IN CONJUNCTION WITH THE SECOND ACCESS ROAD TO BROOKTRAILS AT THE NORTH END OF TOWN.

AND FINALLY, I TRULY BELIEVE THE GREATEST NUMBER OF PEOPLE IN THIS COMMUNITY ARE FOR THE BYPASS, THE PEOPLE WHO DON'T SPEAK, THEY'RE AT WORK ALL THE TIME, THEY CAN'T COME TO THESE MEETINGS. YOU HAVE THE ENVIRONMENTAL CONTINGENT THAT'S ALWAYS HERE, ALWAYS LOUD, BUT THEY'RE DEFINITELY NOT THE MAJORITY OF THE PEOPLE THAT LIVE IN THIS COMMUNITY. AND THEY NEED TO BE POLLED OR SOMETHING NEEDS TO BE DONE TO FIND OUT THEIR VIEWS AND HOPEFULLY TONIGHT THAT'S HAPPENING. I HOPE. I DON'T KNOW IF IT IS OR NOT, BUT I HOPE IT IS. I GUESS THAT'S ALL.

THE ONLY THING I WOULD ADD IS I DON'T BELIEVE

293-3 General Response 1.10 discusses why a two-lane alternative does not meet the purpose and need for the project (including to improve safety) and therefore, was not included for consideration in the DEIS/EIR.

294 Robert Hamel

294-1 Modified Alternative J1T has been identified as the Preferred Alternative. Alternative E3 does not meet Clean Water Act Section 404(b)(1) criteria for its overall environmental harm (General Response 1.3). Additionally, the highly erosive, unstable soils on Alternative E3 would require ongoing maintenance.

295 Doug Sawyers

295-1 See response to Comment 294-1 (Robert Hamel).

295-2 See General Response 1.9 for a discussion of a center valley interchange, which is beyond the scope of this project. See also response to Comment 139-7 (Karina McAbee).

293-3

A TWO-LANE BYPASS IS THE SAFEST WAY TO GO AND THERE'S A LOT MORE ACCIDENTS WHEN YOU HAVE TWO LANES. I'M COMPLETELY IN FAVOR OF A FOUR-LANE BYPASS. I GUESS THAT'S IT. THANK YOU.

294-1

ROBERT HAMEL: I DON'T EVEN KNOW HOW TO PHRASE IT. THE ONE IN RED, E3.

MRS. HAMEL: THAT'S THE ONE IN RED.

ROBERT HAMEL: I'D LIKE E3 BECAUSE I THINK SOME DAY -- I THINK ALL THE CITY IS GOING TO GO OUT TO 20 SOME DAY, OUT TOWARD 20 AND I LIKE IT BECAUSE IT'S GOT PRETTY OFF RAMPS TO GET TO WILLITS.

---.

295-1

DOUG SAWYERS: MY FIRST CHOICE WOULD BE E3 MAINLY BECAUSE FUTURE TRAFFIC. I'M JUST CONCERNED ABOUT THE INCREASED TRAFFIC ON HIGHWAY 20 THROUGH WILLITS AND ONCE IT GETS INTO WILLITS IT'S GOING TO HAVE TO GO ON CITY STREETS TO GET TO THE FREEWAY. I'M JUST CONCERNED WITH THE POPULATION GROWTH ON THE COAST IS GOING TO -- SAY 30 OR 40 YEARS FROM NOW IS GOING TO CREATE QUITE A PROBLEM, PROBABLY MORE SO -- MORE TRAFFIC THAN WE HAVE TODAY.

295-2

ORIGINALLY HIGHWAY 20 WAS DESIGNED TO CONTINUE ON TO AND HAVE AN INTERCHANGE WITH 101, BUT THAT'S NOT IN ANY OF THESE PLANS EXCEPT E3, SO THAT IS -- THAT'S MY BIGGEST CONCERN LOOKING INTO THE FUTURE.

LAURA STEBBINS: WE'RE CONCERNED ABOUT NOISE

296 Laura Stebbins

296-1 The construction contractor is required to conduct their operations in such a manner as to cause as little inconvenience as possible to adjacent property owners. This inconvenience requirement must be balanced with safety requirements for backing equipment and lighting work areas for night work. Generally, once excavation (borrow) is begun, the resulting terrain change decreases light and noise for neighbors.

297 Gregg Stebbins

297-1 Caltrans will determine pre-construction well and spring production and utilize this information to help determine impacts of construction.

298 Harry Peters

298-1 See response to Comment 293-1 (John Almida).

299 Karina McAbee

299-1 Significant unavoidable impacts associated with various alternatives are identified in Section 6.4 (DEIS/EIR). The Modified Alternative J1T would have no significant unavoidable impacts, as all impacts would be mitigated to a less than significant level (Section 1.8 FEIS/EIR). See General Response 1.11.

1

296-1 AND LIGHT -- ABOUT THE NOISE AND LIGHT IMPACT THAT THE MACHINERY MIGHT CAUSE ON OIL WELL HILL WHEN THEY'RE REMOVING DIRT.

297-1 GREGG STEBBINS: AND THE OTHER THING WE'RE CONCERNED ABOUT IS OUR SPRINGS ARE REAL CLOSE TO THE TOP OF OIL WELL HILL AND WE USE 20,000 GALLONS A DAY OF WATER IF THEY DIG THE DIRT AWAY ON THE OTHER SIDE OF THE HILL THAT WE MIGHT LOSE OUR WATER.

LAURA STEBBINS: THAT'S IT.

298-1 HARRY PETERS: THE CHEAPEST ONE. I CAN'T REMEMBER THE NUMBER OF THAT, I THINK IT'S J1T. THAT'S MY FAVORITE AND I WISH THAT THEY WOULD HAVE AN ON- AND OFF-RAMP ON COMMERCIAL STREET. I DON'T THINK TWO -- ONE NORTH AND SOUTH IS ENOUGH. I THINK WE NEED ONE IN THE MIDDLE FOR SAFETY, FIRE AND GROWTH.

KARINA MCABEE: OKAY. SO JULY 24TH, 2002 TO CALTRANS REGARDING: I HAVE LIVED IN WILLITS SINCE 1983, ATTRACTED IN PART BY THE PEACEFUL QUIET BEAUTY OF THE VALLEY AND MOUNTAINS AROUND US. THE BUILDING OF A FREEWAY WILL HAVE A GREAT IMPACT ON US ALL.

299-1 IF THE PURPOSE OF THE BYPASS E.I.R. IS TO IDENTIFY THE SIGNIFICANT ENVIRONMENTAL IMPACTS THEN THIS E.I.R. HAS FAILED TO DO SO.

SOME OF THE SIGNIFICANT IMPACTS NOT LISTED IN THE E.I.R. INCLUDE, ONE, NOISE. AUTOMOBILES DRIVING 70 MILES PER HOUR THROUGH THE MIDDLE OF THE VALLEY WILL

The remaining statements by Karina McAbee from the transcript of public comments duplicate Comment Letter 139 (Karen McAbee), where responses can be found.

299-1 cont.

INCREASE NOISE POLLUTION OVER 400 PERCENT THROUGHOUT THE VALLEY FLOOR AND THE SURROUNDING MOUNTAINS, YET WITHOUT ANY MITIGATION NOISE IS NOT INCLUDED IN THE LIST OF IMPACTS.

TWO: VISUAL IMPACT. PLANTING TREES WILL HELP SOME BUT NOT ENOUGH TO REDUCE THE VISUAL IMPACT -- EXCUSE ME, TO REDUCE THE VISUAL IMPACT TO INSIGNIFICANCE.

NUMBER THREE: POLLUTION. HIGHER SPEEDS WILL ALSO INCREASE THE AMOUNT OF AIR POLLUTION WHICH WILL AGGRAVATE THE EFFECTS OF THE INVERSION LAYER ON MANY SENSITIVE INDIVIDUALS AND MAY POLLUTE THE FARMLANDS THROUGHOUT THE VALLEY.

FOUR: LOSS OF FARMLANDS WAS GLOSSED OVER WITH AN IMPOSSIBLE, IN QUOTES, "MITIGATION."

FIVE: LOSS OF TREES. CALTRANS WILL PLANT ACORNS FOR EVERY TREE REMOVED? THIS IS NOT AN ACCEPTABLE MITIGATION.

SIX: OIL WELL HILL. THIS IN QUOTES "BORROW SITE" WILL THEN BE TURNED INTO AN OLD GROWTH FOREST FOR SPOTTED OWLS. WHEN? 150 YEARS FROM NOW?

NEXT PART. ASIDE FROM THE ENVIRONMENTAL IMPACTS ALL THE VALLEY ROUTES FAIL TO ADDRESS THE TRAFFIC FLOW ON HIGHWAY 20. ALL HIGHWAY 20 WILL STILL HAVE TO DRIVE THROUGH TOWN TO GET TO AND FROM THE FREEWAY.

THERE IS ALSO NO CONSIDERATION GIVEN TO THE POSSIBILITY OF CONNECTING WITH A SECOND BROOKTRAILS ACCESS ROAD. THIS SECOND ACCESS IS ABSOLUTELY ESSENTIAL FOR THE SAFETY OF THOUSANDS OF RESIDENTS IN CONNECTING INTO THE BYPASS AND SHOULD BE PART OF THE OVERALL PLAN.

I AM GREATLY OFFENDED BY YOUR COMPLETE DISREGARD FOR THE TWO-LANE ALTERNATIVE. IT SHOULD HAVE BEEN INCLUDED IN THIS STUDY. THE 1998 FEASIBILITY STUDY CONCLUDED THAT TRAFFIC PROJECTIONS ESTIMATE IT WILL TAKE 130 YEARS BEFORE WE OUTGROW A TWO-LANE ROAD. IN 100 YEARS WE WILL NOT BE DRIVING CARS AS WE NOW KNOW THEM, SO WHY DO WE WANT TO BUILD A FREEWAY WE DON'T NEED?

A TWO-LANE ROAD WILL SOLVE OUR TRAFFIC PROBLEMS AT MUCH LESS COST AND WITH LESS ENVIRONMENTAL IMPACT AND DAMAGE. IT SHOULD AT LEAST BE CONSIDERED A SERIOUS ALTERNATIVE.

I WOULD LIKE TO KNOW, ONE, WHO GOT PAID HOW MUCH TO WRITE THIS REPORT AND TWO, WHO WITHIN CALTRANS IS RESPONSIBLE FOR ACCEPTING THIS REPORT AND PASSING IT ON TO US. AND HOW MUCH IN TAX MONEY HAS BEEN SPENT ON THIS PROJECT OVER THE DECADES AND AFTER ALL THAT TIME AND MONEY, THIS IS WHAT YOU COME UP WITH? AND THEN YOU TELL US THIS IS OUR LAST CHANCE TO COMMENT?

AS A CITIZEN AND COMMUNITY MEMBER I AM APPALLED AT THIS BYPASS E.I.R. THESE NONMITIGATIONS ARE EVIDENCE OF EITHER YOUR CONTEMPT FOR OUR COMMUNITY OR OF YOUR OWN INCOMPETENCE. IT CERTAINLY DOESN'T INSTILL CONFIDENCE IN YOUR ABILITY TO MAKE THE BEST DECISIONS. ON THE CONTRARY, THIS DOCUMENT MAKES A MOCKERY OF THE ENTIRE PROCESS OF INTELLIGENT DECISION MAKING.

300 David Hatton

SINCERELY AND WITH INDIGNATION, KARINA, MCABEE.

DAVID HATTON: MY STATEMENT: MY OPINION IS HERE I THINK WE OUGHT TO GO WITH THE ELSIE WITH THE TRUCK SCALE INTERCHANGE, AND IF A PERSON WAS TO WALK IN THE CREEKS THEY WOULD SEE THAT THE CREEK -- I DON'T KNOW WHAT THEY'RE CALLING THEM, THE CREEK CANAL OR THE CREEK RESTORATION SHOULD BE DONE AND I BELIEVE IN THE TWO-LANE. WE SHOULD BE ABLE TO MAKE A TWO-LANE.

I BELIEVE THAT THEIR 20-YEAR DESIGN WE WILL NEVER HAVE AS MUCH TRAFFIC AS THEY ARE PREDICTING. THEIR PLAN FOR THE END OF C AND THE WATERSHED IS WRONG BECAUSE IT NEEDS TO BE REROUTED. SOMEWHERE EARLY 1900 THE RAILROAD HAD SOMETHING TO DO WITH FOGGING UP THE CREEK THERE AND IT NEEDS TO BE FIXED.

EARLY IN THE L IT GOES BY THE WILLITS DRIP WORKS AND WILLITS ELECTRONIC ASSEMBLY, BUT IT GOES RIGHT THROUGH A BRAND NEW HOUSE AND BEAUTIFUL GARDEN AND REALLY CLOSE TO THE WILLITS CEMETERY.

THE FOUR LANE IS 100 YARDS WIDE AT LEAST, SO THAT'S A FOOTBALL FIELD SIDEWAYS ALL THE WAY THROUGH THE VALLEY AND THAT JUST REALLY CAN'T BE. WELL, I CAN PUT IT IN PERSPECTIVE.

IN THE WILLITS RECREATION GROVE ON THE 4TH OF JULY THERE WAS THOUSANDS OF PEOPLE THERE. THE NEXT DAY YOU'RE ALONE IN THAT PARK, SO THAT'S HOW OUR TRAFFIC IS. A COUPLE TIMES A DAY IT'S BAD, BUT ON A REGULAR DAY THERE WON'T BE NO CARS ON THE BYPASS, BUT A TRUCK GOING

300-1 Modified Alternative J1T has been identified as the Preferred Alternative (Chapter 2, FEIS/EIR). Alternative L/C does not meet Clean Water Act Section 404(b)(1) criteria for its overall environmental harm and, therefore, will not be considered for construction. Alternative L/C would result in the greatest direct impact to jurisdictional wetlands and other waters of the U.S., and the extensive creek realignment required for this alternative could result in adverse impacts to critical and essential habitat of three federally listed fish species. See General Response 1.3.

See General Response 1.4 regarding a Willits Creek restoration.

A two-lane bypass will not be considered because it does not meet the purpose and need for the project (General Response 1.10).

300-2 Alternative LT does not meet Clean Water Act Section 404(b)(1) criteria for its overall environmental harm and, therefore, will not be considered for construction (General Response 1.3).

300-3 While the right of way for the valley alternatives is typically on the order of 100 yards wide, the actual footprint is more likely to be about 60 to 70 yards wide. The extra width will accommodate drainage facilities and provide biofiltration for water pollution control. The estimate also includes four lanes, inside and outside shoulders, merge and exit lanes, and 45-foot median (except where the freeway is on viaduct, which will be two separate northbound and southbound structures). Section 3.3 (DEIS/EIR) provides the typical dimensions of the bypass. During final design, these dimensions may vary. See also General Response 1.13 on median width.

300-4 Chapter 2 (DEIS/EIR) discusses in detail the existing traffic conditions on U.S. 101/Main Street that substantiate the need for a four-lane bypass.

300-5 Comment noted

300-6 See response to Comment 300-1. See response to Comment 12-6 (Brooktrails Township Community Services District) regarding borrow material.

300-7 The comment points out that if Alternative C1T, J1T, or LT were constructed, traffic on S.R. 20 would continue to pass through Willits, reducing the impact of the Bypass on businesses that cater to through traffic.

The City of Cloverdale, bypassed in the 1990s, saw growth in its retail sector in the late 1990s. In the 1990s, the number of retail stores declined from a high in 1993 of 81 to a low in 1996 of 65. In 2001, there were 83 retail stores in Cloverdale. The City of Willits has more than twice as many retail stores as Cloverdale and twice the volume of Cloverdale's taxable transactions. While Willits may experience some downturn in taxable transactions, it is likely to recover more quickly than Cloverdale, because Willits' economy is larger and more versatile than Cloverdale's.

301 Anthony F. Lopes, Jr.

301-1 Construction of any of the bypass alternatives will remove interregional traffic (including truck traffic) and some local traffic from local streets thereby reducing congestion referred to in the comment.

BY WITH A REDWOOD, YOU KNOW.

AND THEY HAVEN'T LOOKED IN -- THEY HAVEN'T

300-5 LOOKED INTO A LOT OF THINGS BUT THERE'S A MAN HERE, I'M NOT SURE OF HIS NAME, BUT HE HAS BEEN OUT WALKING IT ALSO. IT LOOKS LIKE HE'S -- SOME OF THESE PEOPLE HAVE REALLY STUDIED THIS FROM CALTRANS, SO THEY KNOW WHAT'S GOING ON. THERE'S SOME PEOPLE MAD ABOUT THINGS, BUT I DON'T SEE THAT AS BEING IT.

THAT KIND OF SUMS IT UP. I THINK THAT A TWO-LANE ELSIE PLAN WITH THE WILD OAK CANYON THEY GET

300-6 THE DIRT FREE, THEIR FILL DIRT FREE AND THEY DON'T HAVE TO TOUCH OIL WELL HILL AND THEN EVERYBODY WINS THAT WAY. WE GET THE SECOND ACCESS TO BROOKTRAILS AND WE GET THE DIRT, THE FILL TO BUILD THE FREEWAY TO THE VALLEY.

SO WHETHER IT'S FOUR-LANE OR TWO-LANE IS A BIG

300-7 THING TO ME. I'M NOT WORRIED ABOUT A HIGHWAY 20 INTERCHANGE BECAUSE THAT WILL GIVE US A LITTLE BIT OF COMMERCE IN TOWN TO STILL HOLD ON TO, AND JUST ENOUGH TO KEEP US ALIVE WHILE WE GO THROUGH OUR CLOVERDALE SYNDROME. HEALDSBURG IS BEAUTIFUL WITH NO CARS COMING THROUGH. IT'S A BEAUTIFUL TOWN AND I BELIEVE WE'RE GOING TO DIE PRETTY BAD BUT WE'LL LIVE. WE'LL LIVE.

SO THAT'S ABOUT REALLY THE DIRECT STATEMENT I HAVE. THANK YOU.

ANTHONY F. LOPES, JR.: I THINK THEY SHOULD

301-1 MAKE IT BETTER SO WHEN THEY HAVE TRAFFIC, YOU KNOW, IT CAN LIKE GO BETTER SO IT DON'T ALL STOP UP. THEN WHEN

302 Linda Breckenridge

302-1 A two-lane bypass will not be considered because it does not meet the purpose and need for the project (General Response 1.10). See also response to Comment 300-4 (David Hatton).

303 John Almida

303-1 Any of the proposed bypass alternatives will reduce congestion at the high school. See General Response 1.9 for a discussion of a center valley interchange, which is beyond the scope of this project.

YOU'RE DRIVING IT'S GOING TO STOP THE FLOW AND THEN -- IT'S LIKE WHEN I LEARNED SCIENCE IF THERE'S -- IF YOU GET SOMETHING STUCK IN YOUR THROAT, THE AIR IT GETS STUCK AND THAT'S WHAT IT'S LIKE IN TRAFFIC SOMETIMES. SEE, THEY SHOULD MAKE IT SO THAT IT WON'T BE CLOGGED AND IT JUST GOES BETTER. THAT'S WHAT I THINK.

302-1 LINDA BRECKENRIDGE: STOP. BREATHE. THINK TWICE. SMALLER IS BETTER. TWO LANES ARE PLENTY. WE LOVE OUR OPEN RURAL LIFESTYLE. THE VALLEY IS A BOWL THAT WILL SEND THE ECHOES OF 18 WHEELERS THROUGHOUT THE OUTLYING AREAS. PLEASE RECONSIDER. THANK YOU.

303-1 JOHN ALMIDA: I'D JUST LIKE TO ADD THAT AN ON-RAMP AT COMMERCIAL STREET WOULD RELIEVE CONGESTION AT THE HIGH SCHOOL.

MR. NIESEN: I AM WALT NIESEN. I AM A PROPERTY OWNER ON THE EAST AND WEST SIDES OF THE RAILROAD TRACKS. CATTLE RANCHING AND LAND MANAGEMENT IS MY FULL-TIME EMPLOYMENT.

I OWN A 125-ACRE PARCEL, WHICH IS NUMBER IS 108-040-03, WHICH IS ON THE EAST SIDE OF THE TRACKS. MY YEARLY 2002 TAXES WILL BE $376.52 WHICH WOULD BE $3.01 AN ACRE. OLIVER KOLKMAN ON SEPTEMBER 11TH, 1997, HE IS THE MENDOCINO COUNTY REAL PROPERTY APPRAISER, COME UP WITH THESE FIGURES.

I OWN 25 1/2 ACRES, PARCEL NUMBER 108-040-02,

304 Walt Niesen

304-1 Assessors Parcel Number (APN) 108-040-02 on the west side of the tracks would be impacted by the Quail Meadows Interchange (Alternatives J1T, Modified J1T, and LT). APN 108-040-03 on the east side of the tracks would be impacted by the Trucks Scales Interchange (Alternative C1T). Since public circulation of the DEIS/EIR, the City of Willits has purchased Assessors Parcel No. 108-040-03 to use as mitigation for impacts resulting from proposed expansion of the City's wastewater treatment plant. Any relocation or property acquisition will be performed pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970.

304-2 See General Response 1.4 and response to Comment 212-10 (Hal Wagenet) regarding a Willits Creek restoration. The DEIS/EIR discusses the occurrence of a significant population of Baker's meadowfoam on the north segment of Alternative C1T, which includes the populations on the property referred to in the comment.

304-3 See response to Comment 304-1.

304-1

WHICH IS ON THE WEST SIDE OF THE TRACKS. MY PROPERTY TAXES YEAR 2002 WILL BE $1646.66, WHICH WILL BE $64.60 AN ACRE.

THE PROPERTY ON THE WEST SIDE OF THE TRACKS WILL BE MORE THAN $60 AN ACRE THAN ON THE EAST SIDE OF THE TRACKS. THE WEST SIDE OF THE TRACKS IS PRIME AGRICULTURAL GROUND AND CATTLE CAN BE RUN THERE YEAR ROUND. THE PROPERTY ON THE EAST SIDE CATTLE CAN BE RUN THERE ONLY FIVE TO SIX MONTHS OUT OF THE YEAR. THERE IS ALSO FIVE RESIDENCES THAT ARE ON THE WEST SIDE OF THE PROPERTY.

304-2

THERE IS THREE LOGJAMS IN MILL -- OR SOME PEOPLE CALL IT WILLITS CREEK. THE ALIGNMENT IN MILL CREEK NEEDS TO BE CHANGED. I'M GOING TO TELL YOU A LITTLE STORY THAT HAPPENED THIS WINTER IN FEBRUARY.

I WENT OUT TO THE 125 ACRES WHILE IT WAS RAINING AND I FOUND SEVEN SALMON IN THE CREEK THAT HAD WASHED DOWN THE CREEK BECAUSE OF THE LOGJAMS.

I WENT BACK THE NEXT DAY AND I FOUND FIVE OF THEM AND THEY HAD DIED. I CUT TWO OF THEM OPEN. ONE OF THEM STILL HAD HER EGGS IN HER SO SHE HAD NOT SPAWNED. ONE OF THE BIGGEST BAKER'S MEADOW FOAM AREAS ON THE NORTH SIDE OF THE WILLITS VALLEY IS FOUND ON MY PROPERTY ON THE WEST SIDE OF THE TRACKS AND ON MY NEIGHBOR ART LUSHER ON THE WEST SIDE OF THE TRACKS. THERE HAS BEEN NO BAKER'S MEADOW FOAM FOUND ON THE 125 ACRES ON THE EAST SIDE OF THE TRACKS.

304-3

MY NEIGHBOR WHICH HAS APPROXIMATELY 65 ACRES

305 Edna Heiderbrish

305-1 Caltrans appreciates that supporters of a Willits bypass are anxious to have construction expedited. Once the environmental document is adopted, permits are acquired, and the right of way process is completed, the project will be advertised and awarded to a construction contractor. See Section 1.2 (FEIS/EIR) for estimated construction schedule. See also response to Comment 211-2 (Gordon Wagenet).

Chapter 2 (DEIS/EIR) discusses in detail the existing traffic conditions on U.S. 101/Main Street that substantiates the need for a four-lane bypass.

ON THE EAST SIDE OF THE TRACKS RUNS CATTLE OVER THERE FOUR TO FIVE MONTHS OUT OF THE YEAR. HE APPROXIMATELY OWNS 65 ACRES ON THE WEST SIDE OF THE TRACKS AND HE RUNS CATTLE OVER THERE YEAR ROUND. THE END.

EDNA HEIDEBRISH: ALL I WANT TO SAY IS BUILD

305-1 IT. I'M EITHER IN FAVOR OF J1T OR THE OTHER ONE, LT. JUST BUILD IT BECAUSE I'M TIRED OF LISTENING TO THIS AFTER 60 YEARS. THAT'S HOW LONG IT'S BEEN. SOMEWHERE WHERE I'VE PUT IT AWAY WHERE IT WOULD BE SAFE, YOU KNOW, AN ARTICLE FROM 1943, HEADLINES THAT SAY "BYPASS IN TEN YEARS."

MY SON IS 49 YEARS OLD, HE'S HEARD THAT ALL HIS LIFE. THE ONLY OTHER THING IS IF POSSIBLE AN OFF-RAMP, POSSIBLY ON COMMERCIAL. IF THAT'S NOT FEASIBLE, WHY JUST BUILD.

NO TWO-LANE BYPASS. IF IT'S GOING TO BE SEPARATED WHY NOT MAKE A FOUR-LANE ONE TO BEGIN WITH. NOBODY'S GOING TO GO 50 MILES PER HOUR ANYWAY.

(THE HEARING WAS CONCLUDED.)

C E R T I F I C A T E

COUNTY OF MENDOCINO
STATE OF CALIFORNIA

I HEREBY CERTIFY THAT THE WITHIN AND FOREGOING PUBLIC HEARING WAS TAKEN DOWN, AS STATED IN THE CAPTION, AND THE FOREGOING 24 PAGES REPRESENT A TRUE AND CORRECT TRANSCRIPT OF THE COMMENTS GIVEN BY SAID WITNESSES AND THE PROCEEDINGS HAD THEREON;

DATED: AUGUST 12, 2002

JOANMARIE TORREANO, C.S.R. 6504