

**North County Corridor Alternatives Screening Process**

	Alt 8 SR 120 Bypass	Alt 9 Exist SR 108	Alt 9A Alt 9 with F&G Streets One-way	Alt 9B Extend SR 120 Beyond Present Limits	Alt 9C: Ladd/ Patterson/ SR 108	Alt 10 Alts 10A, 10B and 10C from SR 99 to Langworth)	Alt 10A New to North of SR 219/ North of Paterson/ SR 120	Alt 10B New to SR 219/to South of Claribel/ SR 120	Alt 10C New to SR 219/to North of Lexington/ SR 120	Alt 10C-1 Alt 10 Stearns to SR 120	Alt 10 C-2: SAME AS ALT 10C	Alt 10C-3 Hammett/ Ladd/ Alt 13	Alt 11 SR 219/ Kiernan/ Claribel Corridor	Alt 11A: SR 219 to Claus	Alt 11B: Alt 11 to Wamble	Alt12 Patterson to Albers	Alt 13: Widen SR 219 to McHenry SR 108	Alt 14: Claus
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**PURPOSE AND NEED:**

**Does the Alternative Improve Network Circulation**

Improve regional traffic circulation?	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Reduce travel times?	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Improve travel time reliability?	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

**Does the Alternative Reduce Existing and Future Traffic Congestion**

Reduce existing & future traffic along SR 108?	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Accommodate new and diverted traffic from future growth?	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Reduce existing and future vehicle hours of delay?	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

**Does the Alternative Benefit Commerce in the cities of Modesto, Riverbank, and Oakdale**

Improve east-west mobility access for job creation?	N	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Provide for movement of goods and services?	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Provide economic stability and growth?	N	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

**Does the Alternative Enhance Traffic Safety**

Reduce accidents by reducing traffic volumes?	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Reduce conflicts between long distance travelers and local trips?	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

**Recommended Alternative to be Screened Out –**  
**See following pages for explanation**

**Notes:**

A “Yes” answer under Purpose and Need means that Project Purpose and Need would be met. A “No” answer means that Purpose and Need would not be met.

**Alternatives 1 through 7 are the No Action Alternatives** and include the following: **Alternative 1:** Land Use (Existing General Plans of Cities and County) **Alternative 2:** Use Existing or Improved Transit System; **Alternative 3:** Intersection and Signal Improvements; **Alternative 4:** Improve Existing Roadway System; **Alternative 5:** Use of Carpools, Vanpools, Train, Bus, Bicycle, and Walking; **Alternative 6:** Compressed Work Hours/Telecommuting; and **Alternative 7:** Increased Park and Ride Use.

**Column Color Coding:** Column colors coordinate with NCC Alternative Screening Map

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**North County Corridor Alternatives Screening Process**

All "Yes" responses for this page are discussed further on the following page	Alt 8 SR 120 Bypass	Alt 9 Exist SR 108	Alt 9A Alt 9 with F&G Streets One-way	Alt 9B Extend SR 120 Beyond Present Limits	Alt 9C: Ladd/ Patterson/ SR 108	Alt 10 Alts 10A, 10B and 10C from SR 99 to Langworth)	Alt 10A New to North of SR 219/ North of Paterson/ SR 120	Alt 10B New to SR 219/to South of Claribel/ SR 120	Alt 10C New to SR 219/to North of Lexington/ SR 120	Alt 10C-1 Alt 10 Stearns to SR 120	Alt 10 C-2: SAME AS ALT 10C	Alt 10C-3 Hammett/ Ladd/ Alt 13	Alt 11 SR 219/ Kiernan/ Claribel Corridor	Alt 11A: SR 219 to Claus	Alt 11B: Alt 11 to Wamble	Alt12 Patterson to Albers	Alt 13: Widen SR 219 to McHenry SR 108	Alt 14: Claus
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**OTHER EVALUATION CRITERIA:**

**Excessive Construction Costs**

Would the alternative result in excessive construction costs?	N	Y	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
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**Severe Operational or Safety Problems**

Would the alternative result in operational or safety problems?	N	Y	Y	Y	Y	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y
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**Unacceptable Adverse Social, Economic, or Environmental Impacts**

Would the alternative have unacceptable adverse social, economic, or environmental impacts?	Y	Y	Y	Y	Y	N	N	N	N	N	N	Y	N	N	N	Y	Y	N	N
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**Combination of Reasons, Which Taken Individually May Not Be Significant but Would Be Significant Cumulatively**

Is there a combination of reasons which individually may not be significant but would be significant cumulatively?	Y	Y	Y	Y	Y	U	U	U	U	U	U	Y	U	U	U	U	Y	Y	Y
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**Previously Rejected at an Earlier Stage (Regional Planning Process as Documented in an Environmental Document)**

Was the alternative previously rejected at an earlier stage in a regional planning process as documented in an environmental document?	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
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**Notes:**

A "Yes" answer under Other Evaluation Criteria means that the alternative would result in negative impacts. A "No" answer means that no negative impacts would occur. A letter "U" means that the answer is currently unknown. Alternatives 1 through 7 are the No Action Alternatives and include the following: **Alternative 1:** Land Use (Existing General Plans of Cities and County); **Alternative 2:** Use Existing or Improved Transit System; **Alternative 3:** Intersection and Signal Improvements; **Alternative 4:** Improve Existing Roadway System; **Alternative 5:** Use of Carpools, Vanpools, Train, Bus, Bicycle, and Walking; **Alternative 6:** Compressed Work Hours/Telecommuting; and **Alternative 7:** Increased Park and Ride Use.

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## North County Corridor Alternatives Screening Process

### Explanation of “Yes” Responses:

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**Alternative 8: State Route 120 Bypass** - This alternative would not meet project Purpose and Need since it would not provide a connection to State Route 99. It would also not provide economic benefits to the cities of Modesto, Riverbank, and Oakdale as it would by-pass these cities. Socio-economic impacts could occur in these communities as this alignment would redirect traffic away from existing business districts. This alternative could also result in negative environmental impacts as it crosses the Stanislaus River. In addition, this alternative was previously rejected at an earlier stage in a regional planning process as documented in an environmental document.

**Alternative 9: Improve Existing SR 108** – This alternative would have excessive construction costs and negative relocation effects because many developed commercial and residential properties would be taken and this would increase overall project costs. Estimated cost for this alternative is \$1.411 billion dollars; this alternative would affect 1,361 parcels, 914 building structures which include 597 commercial buildings, 570 urban acres, and 357 rural acres. This alternative would result in excessive construction cost because total cost exceeds \$1.2 billion dollars as identified for the project in the 2011 RTP. Operational and safety problems could also result due to the density of development along the route and conflicts between existing development and the road. Unacceptable adverse social, economic, or environmental impacts could occur due to the high number of relocations required, which would result in cumulative significant impacts. In addition, disruption to existing traffic operations and to existing businesses could occur during the construction process. Total length of this alternative would be 21.4 miles.

**Alternative 9A: Alternative 9 with F & G Streets One-Way** – This alternative would have excessive construction costs and negative relocation effects because many developed commercial and residential properties would be taken and this would increase overall project costs. Estimated cost for this alternative is \$1.429 billion dollars; this alternative would affect 1,600 parcels, 1,000 buildings which include 624 commercial buildings, 630 urban acres, and 348 rural acres. This alternative would result in excessive construction costs because total cost exceeds \$1.2 billion dollars as identified in the 2011 RTP. Operational and safety problems could result due to the density of development along the route and conflicts between existing development and the road. This alternative could have unacceptable adverse social, economic, or environmental impacts because a high number of relocations would be required, which could also result in cumulatively significant impacts. In addition, disruption to existing traffic operations and to existing businesses could occur during the construction process. Total length of this alternative would be 21.4 miles.

**Alternative 9B: Extend SR 120 Beyond Present Limits** – This alternative would have excessive construction costs and negative relocation effects because many developed commercial and residential properties would be taken and this would increase overall project costs. Estimated cost for this alternative is \$1.567 billion dollars; this alternative would affect 1,401 parcels, 924 buildings which include 597 commercial buildings, 762 urban acres and 365 rural acres. This alternative would result in excessive construction costs because total cost exceeds \$1.2 billion dollars as identified in the 2011 RTP. Operational and safety problems could result due to the density of development along the route and conflicts between existing development and the road. This alternative could have unacceptable adverse social, economic, or environmental impacts because a high number of relocations would be required, which could also result in cumulatively significant impacts. In addition, disruption to existing traffic operations and to existing businesses could occur during the construction process. Total length of this alternative would be 24.9 miles.

**Alternative 9C: Ladd/Patterson/SR 108** – This alternative would not meet project Purpose and Need as it would not provide economic benefit to the city of Modesto because it bypasses the city. This alternative would have high construction costs and negative relocation effects because many developed commercial and residential properties would be taken and this would increase overall project costs. Estimated cost for this alternative is \$1.028 billion dollars; this alternative would affect 850 parcels, 628 buildings which include 388 commercial buildings, 333 urban acres, and 427 rural acres. Operational and safety problems would result due to the density of development along the eastern portion of the route and conflicts between existing development and the road. This alternative could have unacceptable adverse social, economic, or environmental impacts because a high number of relocations would be required, which could also result in cumulatively significant impacts. In addition, disruption to existing traffic operations and to existing businesses could occur during the construction process. This alternative has a high number of relocations and parcels affected, high economic and social impacts, and cumulative impacts to the community as a result of relocations and economic impacts. Total length of this alternative would be 20.9 miles

**Alternative 10: SR 219 from SR 99 to Langworth** – This alternative would not meet project Purpose and Need since it would not connect to SR 108/SR 120 on the east but would terminate at Langworth Road. This alternative has low construction costs and there would be a low number of parcels and buildings affected. Estimated cost for this alternative is \$459 million dollars; this alternative would affect 145 parcels and 100 buildings including 20 commercial buildings, 192 urban acres and 252 rural acres. Operational and safety problems could result due to the density of development along the route and conflicts between existing development and the road. Disruption to existing traffic operations and to existing businesses could occur during the construction process. Total length of this alternative would be 12.7 miles.

**Alternative 10A: Alternative 10 (Begins at Langworth)** – This alternative would have moderate construction costs and there would be a low number of commercial and residential properties that would be taken. Estimated cost for this alternative is \$746 million dollars; it would affect 193 parcels, 124 buildings which include no commercial buildings, 209 urban acres, and 679 rural acres. Total length of this alternative would be 24.8 miles.

**Alternative 10B: Alternative 10 (Begins at Langworth)** – This alternative would have moderate construction costs and there would be a low number of commercial and residential properties that would be taken. Estimated cost for this alternative is \$818 million dollars, with 218 parcels affected, 153 buildings which include 20 commercial buildings 276 urban acres, and 630 rural acres that would be lost. Total length of this alternative would be 24.8 miles.

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**Alternative 10C: Alternative 10 (Begins at Langworth)** – This alternative would have moderate construction costs and there would be a low number of commercial and residential properties that would be taken. Estimated cost for this alternative is \$719 million dollars; the project would affect 184 parcels, 115 buildings, 194 urban acres, and 663 rural acres. Total length of this alternative would be 23.9 miles.

**Alternative 10C-1: Alternative 10C to Stearns Road to SR 120** – This alternative would have moderate construction costs and there would be a low number of commercial and residential properties that would be taken. Estimated cost for this alternative is \$711 million dollars and it would affect 316 parcels, 172 buildings, 213 urban acres and 629 rural acres. This alternative could result in operational or safety problems due to conflict with airspace at the adjacent airport. Total length of this alternative would be 23.5 miles.

**Alternative 10C-2: Alternative 10C with Lexington Avenue** – Due to similarity of alignment, Alternative 10C-2 has been combined with Alternative 10C. See analysis above of impacts associated with Alternative 10C..

**Alternative 10C-3: Hammett/Ladd to Alternative 10C** – This alternative would have moderate construction costs and there would be a low number of commercial and residential properties that would be taken. Estimated cost for this alternative is \$817 million dollars; it would affect 258 parcels, 60 buildings which include 20 commercial buildings, 286 urban acres, and 628 rural acres. Operational and safety problems could result due to the density of development along the route and conflicts between existing development and the road. This alternative could have unacceptable adverse social, economic, or environmental impacts as it would negatively affect a large amount of farmlands and natural habitat areas. Total length of this alternative would be 24.4 miles.

**Alternative 11: SR 219 (Kiernan/Claribel Corridor)** – This alternative would have moderate construction costs and there would be a low number of commercial and residential properties that would be taken. Estimated cost for this alternative is \$915 million; this alternative would affect 315 parcels, 258 buildings which include 20 commercial buildings, 280 urban acres, and 629 rural acres. Total length of this alternative would be 22.6 miles.

**Alternative 11A: SR 219 to Claus to 10A, 10B, or 10C** – This alternative would have moderate construction costs and there would be a low number of commercial and residential properties that would be taken. Estimated cost for this alternative is \$869 million dollars; this alternative would affect 262 parcels, 169 buildings which include 20 commercial buildings, 226 urban acres, and 569 rural acres. Total length of this alternative would be 21.8 miles.

**Alternative 11B: Alternative 11 to Wamble Road** – This alternative would have moderate construction costs and there would be a moderate number of commercial and residential properties that would be taken. Estimated cost for this alternative is \$881 million dollars; this alternative would affect 307 parcels, 226 buildings which include 20 commercial buildings, 283 urban acres, and 583 rural acres. Total length of this alternative would be 21.5 miles.

**Alternative 12: Patterson Road to Albers Road** – This alternative would have low construction costs and there would be a low number of commercial and residential properties that would be taken. Estimated cost for this alternative is \$749 million dollars, with 209 parcels, 128 buildings, no commercial buildings, 210 urban acres and 684 rural acres affected. Total length of this alternative would be 24.9 miles.

**Alternative 13: Widen SR 219 to McHenry/SR108** – This alternative would have moderate construction costs but high numbers of parcels and relocations would be affected. Estimated cost for this alternative is \$724 million, but there would be 916 parcels and 399 buildings which include 20 commercial buildings, 410 urban acres, and 726 rural acres that would be affected. Unacceptable adverse social, economic, or environmental impacts would result because many developed properties would be taken and the community character could be negatively affected. This alternative could also result in significant cumulative impacts to an existing community in terms of economic and social impacts due to the number of relocations and parcels affected. Total length of this alternative would be 20.9 miles.

**Alternative 14: Claus Road** – This alternative would have moderate construction costs but high numbers of parcels would be taken and relocations would be high. Estimated cost for this alternative is \$787 million, but there would be 822 parcels taken or partially taken and 670 building structures, which include 20 commercial buildings, 466 urban acres, and 382 rural acres that would be affected. Unacceptable adverse social, economic, or environmental impacts would result because many developed properties would be taken and the community character would be negatively affected. This alternative would also result in significant cumulative impacts to an existing community in terms of economic and social impacts due to the number of relocations and parcels affected. Total length of this alternative would be 21.0 miles.