

North County Corridor Project
(Caltrans Project #10-OS800)

Public Scoping Meetings Summary Report

September 8, 2010
6:30 p.m. – 8:00 p.m.
Oakdale Community Center
110 South 2nd Avenue, Oakdale, California

And

September 13, 2010
6:30 p.m. – 8:00 p.m.
Salida Regional Library
4835 Sisk Road, Salida, California

Prepared by Judith Buethe Communications



General Information about This Document

What is in this document?

This document is a summary report of two public scoping meetings for the North County Corridor Project, Project Approval and Environmental Document (PA&ED), in Stanislaus County, California. This document describes what occurred at the meetings.

What should you do?

- Y Please read this summary report.
- Y If you have any concerns about the summary report or questions about the proposed project, please contact Gail Miller, Senior Environmental Planner, Central Sierra Environmental Analysis Branch, California Department of Transportation, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726, (559) 243-8274, or Gail_Miller@dot.ca.gov.

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Zelie Nogueira, Public and Legislative Affairs Chief, Caltrans District 10, P.O. Box 2048, Stockton, CA 95201, (209) 948-3930, or Zelie_Nogueira@dot.ca.gov. Or, use the California Relay Service TDD line at 1-800-735-2929.

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Chapter 1: Introduction

1.1 Two Public Scoping Meetings Were Held

The California Department of Transportation (Caltrans), in cooperation with the North County Corridor Transportation Expressway Authority, held two public scoping meetings in September 2010. The Authority consists of Caltrans; Stanislaus Council of Governments; the cities of Modesto, Oakdale, and Riverbank; and the County of Stanislaus. The meetings were held at the following dates, times, and places:

September 8, 2010	September 13, 2010
6:30 p.m. – 8:00 p.m.	6:30 p.m. – 8:00 p.m.
Oakdale Community Center	Salida Regional Library
110 S. 2 nd Avenue, Oakdale, California	4835 Sisk Road, Salida, California

The agencies are studying the impacts of a proposed expressway, whose alignment would extend approximately 25 miles from a location on State Route 99 in the vicinity of the Salida community, or a location on State Route 120 approximately 6.25 miles east of the City of Oakdale.

1.2 Announcements of the Public Scoping Meetings

The project team planned and implemented the public scoping meetings to conform to the requirements of applicable federal and state laws, including the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

The meeting was publicized through a jumbo postcard invitation in both English and Spanish that was sent by first-class U.S. mail to a mailing list of approximately 5900 property owners, residents, and stakeholders such as local, state, and federal agencies; emergency responders; civic and community groups; chambers of commerce and other business groups; environmental groups; and other potentially interested individuals and organizations.

A personal invitation letter from the Interim District Director of Caltrans District 10 was also sent to federal, state, and local elected officials in Stanislaus County and in southern San Joaquin County.

Public notices were placed in *The Modesto Bee* on August 19, 2010; *The Oakdale Leader* on August 25, 2010; *Riverbank News* on August 25, 2010, and in *Bilingual Weekly* on August 15, 2010.

Two news releases were sent to print and broadcast media (mainstream and alternative) that serve the project area. The news releases were sent to the following mainstream and alternative media outlets: Ceres Chamber of Commerce, Citadel Broadcasting, Clear Channel, Hispanic Chamber of South San Joaquin County, Hispanic Chamber of Stanislaus County, Hughson Chronicle, KANM/KBUL, KAT Country 103, KCBC-770 AM, KCIV-99.9 FM; KCSO Telemundo 33, KCSS-FM, KHKK 104.1 The Hawk, KHOP, KJAX 1280, KJSN, KVFX, KKME, KQOD, KMRQ, KOSO, KRVR, KUYL, KVIN, Mattos Newspapers, *Modesto Bee*, Modesto Chamber of Commerce, Newman Chamber of Commerce, *Oakdale Leader*, Patterson-Westley Chamber of Commerce, Riverbank Chamber of Commerce, *Escalon Times*, *Riverbank News*, Rock 96.7, *Stanislaus Farm News*, *Stanislaus Magazine*, *The Ceres Courier*, *The Signal*, Turlock Chamber of Commerce, *Turlock Journal*, and Valley Builders Exchange. Articles about the meetings were published in *The Modesto Bee* on September 3, 8, and 9, 2010; in *The Sacramento Bee* on September 9, 2010; and in *The Oakdale Leader* on September 15, 2010.

The Public Information Coordinator telephoned a Community Focus Group list of approximately 15 individuals, representing a variety of interests, to ask if they had received the invitation and planned to attend.

Announcements were made at public meetings of the North County Corridor Transportation Expressway Authority Board of Directors and the North County Corridor Technical Advisory Committee.

1.3 Purpose and Goals of the Public Scoping Meetings

Scoping is the first step in the National Environmental Policy Act (NEPA)/California Environmental Quality Act (CEQA) process. Scoping is designed to inform the public, interest groups, affected tribes and government agencies of the Environmental Impact Statement (EIS) and Environmental Impact Report (EIR), including opportunities for public involvement. Scoping presents the proposed actions, alternatives, and impacts for public and agency review early in the process. The purpose of the public scoping meetings, therefore, was to provide members of the public and other interested parties with opportunities to learn about the project and to provide comments or concerns, which would then become part of the public record and be considered as the project team develops the environmental document. The scoping meetings were conducted pursuant to the CEQA Guidelines Section 15083 (Early Public Consultation) to gain input from agencies and interested parties on the range of alternatives and environmental effects to be analyzed in the EIS/EIR.

1.4 Format of the Public Scoping Meetings

Approximately 308 people signed attendance sheets at the two public meetings—112 members of the public (and 23 project team members) at the September 8, 2010, meeting at the Oakdale Community Center, and 152 members of the public (and 21 project team members) at the September 13, 2010, meeting at the Salida Regional Library. At the door, members of the Public Outreach staff, including a person fluent in Spanish and English, welcomed attendees, explained the evening's format, asked attendees to sign in, and distributed a comment sheet and an agenda with a schedule insert. Attendees were also invited to dictate their comments to a public stenographer. The Public Outreach staff also frequently introduced attendees to members of the project team and answered questions of a general nature.

The meetings were conducted as open houses/map showings. This interactive format provided an opportunity for members of the public to individually ask questions of and direct comments to members of the project team. Attendees were encouraged to submit written comments at a public comment station equipped with blank comment sheets and pens, and the professional stenographer was available for persons who wished to provide oral comments. Large maps with potential alternatives were placed on tables in the center of the room, so that attendees could locate their properties, talk with engineering and/or environmental specialists, and draw alternative routes or provide other information directly on the maps. The orientation station provided information on the project description and objectives, involved agencies, funding, next steps, a schedule, and a mailing universe map. It also told attendees how they could be involved and continue to be involved in the project. An environmental studies station defined the scoping process, and described the environmental process, anticipated environmental studies, and screening criteria to be used in evaluating possible alternatives. A right-of-way station was also available with information on the right-of-way process. Another station provided an explanation of the Caltrans processes in both English and Spanish.

Project team members were available at each station to explain the displays, answer questions, and receive public input. A Spanish-language translator was available.

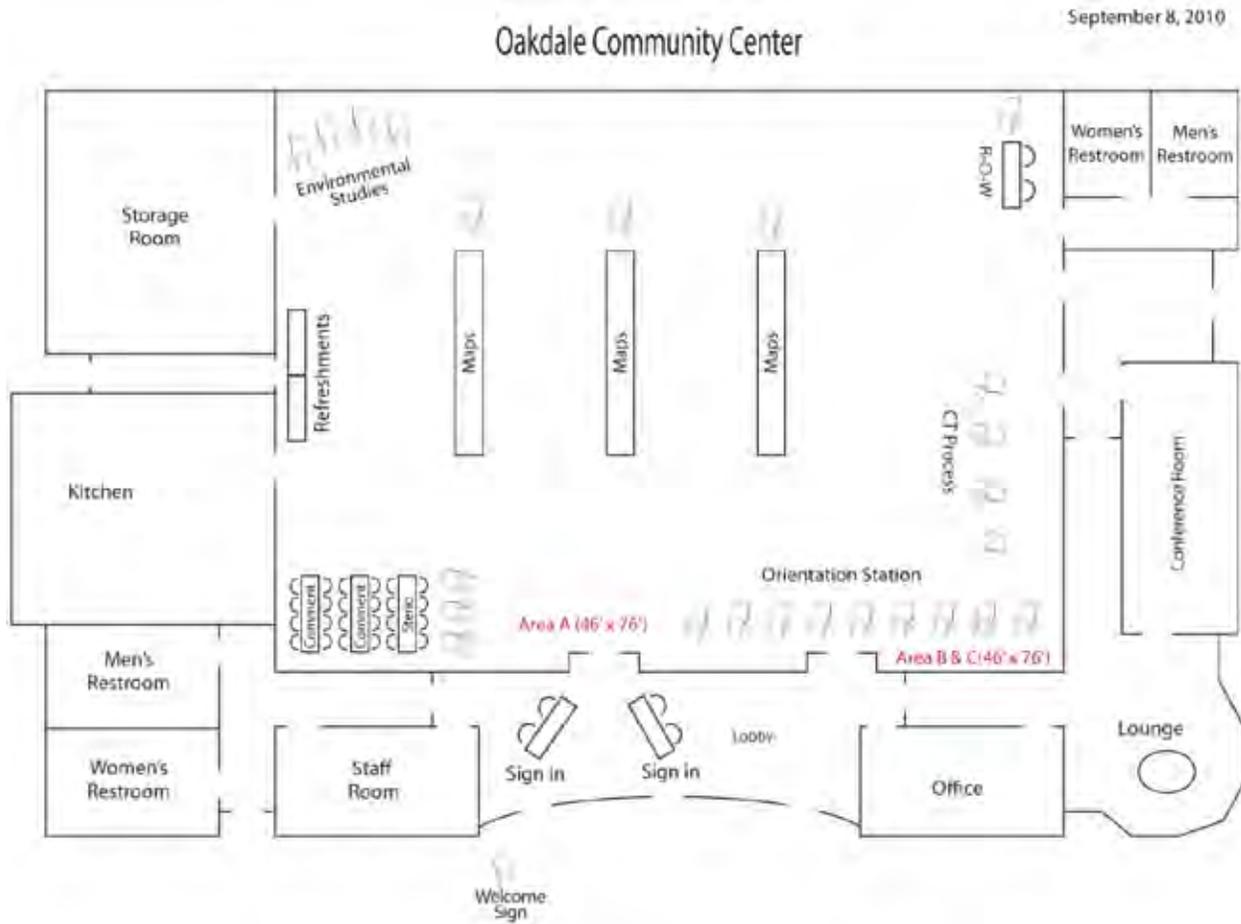
1.5 Summary of Concerns Expressed

The overall feedback from attendees about the breadth and depth of the information provided and the accessibility of project team members was positive. Approximately 23 comment sheets and/or correspondence were received at the meeting and approximately 11 people dictated comments to the public stenographer at the September 8, 2010, meeting. At the September 13, 2010, meeting approximately 36 comment sheets were received; and 16 people dictated comments to the public stenographer. A list of dominant concerns given at each of the two meetings can be found in Chapter 4, “Outcome of the Public Scoping Meetings.”

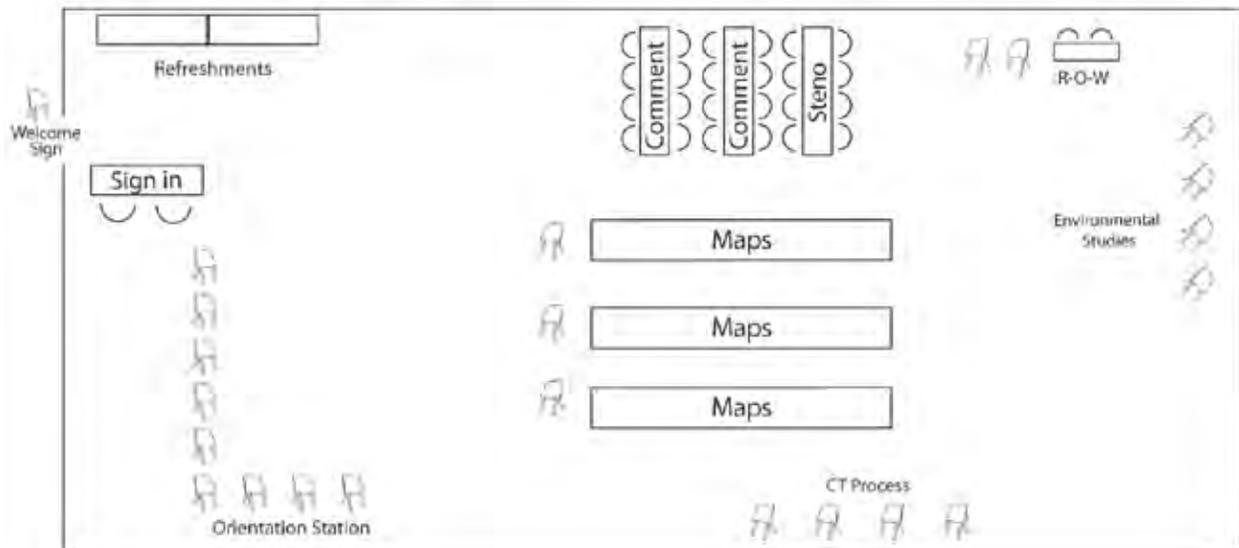
Chapter 2: Meeting Proceedings

2.1: Welcome

The information stations at the public scoping meetings were developed according to the items shown below:



Salida Regional Library



2.2 Displays and Exhibits

The informational display boards, exhibits, and maps at the public scoping meetings are explained below. (Reduced copies of the informational display boards and graphics are included in Appendix A.)

Station 1: Welcome Board and Sign-in Tables

A welcome board greeted attendees as they entered the meeting room. Attendees were asked to sign in to maintain an attendance record and to ensure that all interested parties would be added to the project mailing list. [See Appendix F for attendee lists.] The Public Outreach staff gave each attendee a print program with the sponsor logos—Caltrans, StanCOG, Stanislaus County, City of Riverbank, City of Oakdale, and City of Modesto. The print program welcomed the attendees to the public meeting, stated the evening's agenda, and provided the project background and purpose, project area, and project contact information. [See Appendix A.] The print program also encouraged attendees to comment on the project and provided information on how to do so. A schedule of the primary environmental and project activities was inserted into the print program. Comment sheets provided space for comments and/or concerns and asked attendees if they wished to be added to mailing lists for the projects. The Public Outreach staff, which included a Spanish-speaking translator, explained the format of the meeting and encouraged attendees to ask questions of and make comments to the project team members who were present.

Station 2: Project Objectives/Description

Six boards at this station provided general orientation information: (1) the project objective, (2) project description, (3) next steps, (4) a schedule, (5) funding, and (6) a mail universe map.

Station 3: Agencies

These three boards provided information on (1) the agencies involved in the project, (2) the members of the North County Corridor Transportation Expressway Authority, its Ex-officio members, and the Authority Manager, and (3) the Authority's Technical Advisory Committee.

Station 4: Maps

This station provided the exhibits of most interest to the attendees: large maps on tables so that property owners/businesses could easily locate their properties and suggest revisions by drawing on the maps with marking pens.

Station 5: Environmental

The four boards at this station defined the scoping process and listed the overall environmental process with timelines, the environmental studies to be done, and the possible alternatives screening criteria.

Station 6: Comment Station

A board at the public comment station explained how attendees could continue to participate in the project process, and a second board invited attendees to dictate their comments to the public stenographer who was present. The public outreach staff provided comment sheets for members of the public and other interested parties to submit written comments about the project. Written comments were submitted during the open house or could be mailed in later. Twenty-three written comments were received at the September 8, 2010, meeting and written comments were received from approximately 36 people at the September 13, 2010, meeting. [See Appendix A.]

A public stenographer was also present to take oral comments from attendees. Eleven people dictated comments to the public stenographer at the September 8, 2010, meeting and sixteen people dictated comments at the September 13, 2010, meeting. [See Appendix A.]

Overall, attendees reacted positively to the meeting format, information presented, maps, and displays. One attendee expressed her displeasure at the Web site lacking the information presented at the meeting.

Station 7: How Caltrans Builds

In both English and Spanish, boards provided by Caltrans District 10 gave information about how Caltrans develops and builds project.

Station 8: Right-of-Way

A board provided information on Caltrans. A second board displayed an enlarged Caltrans permit-to-enter letter from the Caltrans project manager.

2.3 Personnel on Hand

The following personnel set up and conducted the meetings and were available to answer questions from the public. Working at the direction of Caltrans personnel, the persons in charge of the meetings were Kris Balaji, P.E., Project Manager, Jacobs Engineering; Theron Roschen, P.E., Deputy Project Manager, Jacobs Engineering; and Judith Buethe, M.A., of Judith Buethe Communications, Public Outreach Coordinator.

2.3.1 Caltrans Staff

Dinah Bortner, Deputy District Director, District 10
Anthony Dorn, Right-of-Way
George Fernandez, Right-of-Way
James Hammer, Project Manager
Richard Harmon, Interim District Director, District 10
Anton Kismetian, Design Oversight
Chantel Miller, Public and Legislative Affairs
Gail Miller, Senior Environmental Planner

Zelie Nogueira, Public and Legislative Affairs Chief
David Sandhu, Caltrans Right-of-Way
Scott Smith, Caltrans Environmental Planner

2.3.2 Joint Powers Authority Staff

Matt Machado, Authority Manager

2.3.3 Joint Powers Technical Advisory Committee

Jeff Barnes, Traffic Engineer, City of Modesto
J. D. Hightower, Community Development Director, City of Riverbank
David Myers, Public Works Director/City Engineer, City of Oakdale
Brent Sinclair, Community and Economic Development Director, City of Modesto
Carlos Yamzon, StanCOG

2.3.4 Consultants

Jacobs Engineering

Lauren Abom, Environmental Manager
Jack Allen, Environmental Manager
Kris Balaji, Project Manager
Trin Campos, Engineering Lead
Gary Fink, Environmental Manager
Theron Roschen, Deputy Project Manager

Fehr & Peers

Eddie Barrios, Traffic Engineer

Judith Buethe Communications

Desiree Britt, Public Stenographer
Judith Buethe, Public Outreach Coordinator
Mary Ann Piana Chapman, Deputy Public Outreach Coordinator
Loreen Huey, Public Outreach Assistant
Rosie Juarez, Translator

2.3.5 Elected Officials and Other Agencies

Farrell Jackson, Mayor, Oakdale

Chapter 3: Public Input

Public input was received in three ways: 1) written comments received at the public scoping meetings, 2) comments dictated to a public stenographer at the public scoping meetings, 3) oral comments received by the project team staff members.

3.1: Written Comments Received at the Public Scoping Meetings

3.1.1: Listing of Comment Sheets and Correspondence Received at the Public Scoping Meetings

Below is a listing of the written comments received at the public scoping meets and requests for inclusion on the mailing list. Twenty-three comment sheets and/or letters were received at the September 8, 2010, meeting; and 36 people submitted comment sheets at the September 13, 2010, meeting. (Copies of all original written comment sheets/correspondence received by the Public Outreach Coordinator at the meetings are included in Appendix E.)

3.1.1.1: Comment Sheets Received on Wednesday, September 8, 2010

Meghan Absner

[REDACTED]

Property lines are the best way to divide property. If property lines aren't used, small parcels would leave land that would be impossible to use for any farming. Save Central Valley farming/food/water supply to help feed America.

Mike Absner

[REDACTED]

It now appears a second and wider swatch is marked on the map, as the proposed roadway passes Emery Rd. Where did this come from?

Why does this project exclude using Stearns Road to connect to Hwy 120? The routes extending past this area will destroy more farm land and encourage urban sprawl.

John Brichetto

[REDACTED]

Protect the 1000 jobs at Con Agra Plant and the 300 jobs at the Ball can plant by avoiding the Con Agra application area used by their rinse water. Weave the alignment north of Patterson Road and adjacent within 300' from Albers to Langworth Rd.

Sandi Casey

[REDACTED]

My biggest concern is the town and its revenue in an already down economy. I talked to Save Mart and 70% of their business is travelers; that's 70% sales tax that WOULD BE lost. How many jobs does that equal and its only 1 store. Gas stations, fast food, parks, police, firefighters, city employees—all rely on

sales tax revenue. I wish you could make F St. (3 to 5 lanes) one way and G St. one way so our town could keep what it has. Please, please really think about the businesses of Oakdale. Thanks.

Eric Christopherson

One of your engineers said that Kiernan-Claribel (Route C) will not work because it will not be like a freeway but will have to allow people to enter on cross streets such as Standiford, Carver, and Tully. The route that he suggested as much better is Route B with the mysterious arms reaching out and crossing all the roads that Kiernan crosses. The problem, if it exists, with C is also a problem with the route that the developers love (Route B) which will destroy wonderful farmland and give us more tracts. I favor "C." It will be cheaper and better for all.

I also asked what the cost of the corridor would come to in 15 or more years when it will be finished. Costs usually accumulate. I don't think it will be 1.5 billion but perhaps 6 or 8 billion. The project is not worth the tax cost.

(Last comment)

If this silly road is built, it should go beyond the projected Eastern end and eliminate the hill-curves death-trap area east of Oakdale.

Michelle Christopherson

Together with my husband Eric, I live in the Bald Eagle Ranch House, built by Oramil McHenry in 1893. I am against the Hammett Road option Routes A & B. [I favor Route C using Kiernan; this would be better for agriculture and people. Thank you.

Barbara and Bill Damewood

The Kiernan-Claribel route for the North County Corridor is, in our opinion, the only logical way for the expressway. This route will have the least cultural, historical, and environmental impact on people in neighborhoods which have bonded over many generations.

Roland L. Enz



Concerns:

To the obscene amounts of land that you have to consider necessary to move people from the bay area in and out of the foot hills and mountain areas of the Sierras. I understand the divisions between the county, state and federal jurisdictions, and the financial implications that are considered in projects of this type, especially since neither the county or state has sufficient resources to support these projects and will rely on each jurisdiction for support.

When I participated on the original 108 committee, which I was the only citizen committee member, the county board of supervisors indicated that they would support a four lane highway to county standards, which for the most part, land owners, in our area, would support.

My concerns are for the:

1. Removal of productive agricultural land. These lands are unique to this area and will never be replaced.
2. Loss of value. We have to disclose the possibility of a major highway that may or may not take or have unknown affects on its use and value.

This affects the property in

1. A potential sale
2. Financing or refinancing
3. Its future use
3. Ingress and egress into our properties will be limited.
4. We transport feed, fuel, milk and cows in and out of the area by truck
5. Tractors and farm equipment move on the road ways

Agriculture is a major industry in this county and contributes to over 2 billion dollars to the county economy. It supports jobs, related and non-related business. It affects our way of life and government seems to be hell-bent on removing agriculture from the landscape of our country.

There are existing rights of way, if and when this ever moves forward from Clause, that could and should be explored. Unfortunately I have sat in on and witnessed those of you that arbitrarily draw lines across the landscape that have and will affect us; probably for the rest of our lives with out any resolve. I do not see that we have to go through, what you have put those through, involving the 120 by pass.



William Fogarty

[Redacted]

The City of Oakdale is going down Stearns Rd. with a 4-to-6 lane expressway for city use. Put the corridor down Stearns Rd. that is going to be used as an expressway anyway. The North County Corridor would then join the existing 108/120 right-of-way that is already bought.

Kurt Hoekstra

[Redacted]

The alignment in Section 4 (the eastern portion) does not make sense. The landowners out there (the Fogartys and Hoekstras) have expressed that we would both be willing to give up some land if you would follow the fence line/property lines. This would disrupt both operations the least. As you have it now, it will either split Fogarty in half or Hoekstra in half. If you are looking for cooperation with landowners on the eastern portion, you could have it, but not with the proposed routes as they are now.

Patti Iverson

[Redacted]

I believe that the “C” option should be adopted. It will impact the fewest residents. If traffic lights are put in along the route (219) in place of stop signs, it would allow the traffic to flow unimpeded. The numerous stop signs cause much of the traffic backup. There is also a new high school in the western area and 6-8 lanes of traffic should not be funneled so close to a public school. The traffic analysis used to justify the expressway was faulty as it used historic data regarding future population projections that are no longer valid as people are leaving Stan. County—not coming here. Make Kiernan work.

Holly Jongsma

Willy Creek Ranch/Wrangler J Ranch

[Redacted]

Alignment B – southern route – Warnerville, east of Stoddard most southern route cuts across our dairy/nut properties; goes over well, pumps, barn, shed. Route goes over historic barn (old wagon stop 100+ y.o.).

Need to consider type of over/underpasses because there are a major big feed/milk/nut trucks and a lot of traffic on Warnerville – all day and night. Many big trucks pulling in and out of properties all day will never cross with a standard stop sign like on 99.

Dairy operation milks 2000 cows and 900+ acres nuts, pastures.

Send info previously to Gail at Caltrans.

Sharon and Tom Haggard

[Redacted]

I would like to be kept informed of 1) impact of this project to property in the Williamson Act. Both land used for the route and adjacent in the same parcel. 2) effect of zoning to affected parcels.

Irene Joe



Plan A and Plan C appear to be the most logical choices. Those routes are most direct and also use existing roads. Concerns about access to businesses on Kie4rnan can be addressed utilizing frontage roads. With some engineering creativity, I'm sure that you can make Kiernan work. I have lived in my home for almost 20 yrs. And have raised my boys in that house. Before purchasing my current home, I felt I did my due diligence in checking w/the Planning and Zoning Commission in my area and was satisfied that I would have my little corner of heaven. Now due to some bureaucrat decisions, it may impact the rest of my life. Please consider the residents affected by this.

Vance Kennedy



To: Interested persons
From: Vance Kennedy
Subject: Discussion of the the North County Corridor

The North County Corridor (NCC) is being planned based on an out-dated view of how and when development will occur in Stanislaus County. That view was based upon a report funded by, and biased for, a developer group, now long gone. It is time that a revised, and more appropriate view, be considered.

The Central Valley of California is a major food source for the nation as a whole and farming is the predominant source of income for the area. That must not change!

Top priority must be given to protecting The Valley's role as a national treasure and not as a future Silicon Valley or it's equivalent. All other considerations must be subservient to that fact. Given that truism, the question is how best to achieve that goal?

It should be obvious that preserving prime soils, and the water to irrigate those soils, should have top priority. Another priority is to assure that there is enough water to provide for existing residents and modest increases in population over the years. The two needs go together because flood irrigation provides perhaps 60 percent or more of recharge to groundwater and that groundwater in turn accounts for more than 50 percent of the water used by Stanislaus County residents. That groundwater is absolutely necessary to provide water during prolonged droughts, which are unpredictable in timing or length.

The general plan of the City of Modesto is based on a fallacy - that it can expand over the land providing a significant fraction of its groundwater recharge, many of it's jobs and some of its food - without enormous problems. The area north of Bangs Avenue is an area of major groundwater recharge and of the best soils in the whole world. The area south of Kiernan is already committed to City development. Six-lane Kiernan avenue is a logical boundary between the City and an area of permanent agriculture. Similar reasoning should apply to equivalent areas around the other cities in the County.

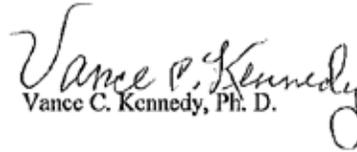
Any highway encourages development and the NCC is no exception. A prominent County official once commented to me that development all the way north to the Stanislaus river is inevitable. I hope not, for similar reasoning will destroy the greatest agricultural area the world has ever known

Placing the NCC between Hammet Road and Kiernan will have multiple bad effects. It will encourage development of an area containing 6500 acres of irrigated farmland and hence not only greatly reduce a groundwater recharge area for Modesto and deplete the existing groundwater supply but also cause air pollution upwind from the City. Furthermore, because that road is not planned for 20 to 30 years into the future, any landowners there will have to notify any prospective buyers of their properties of possible reduction in property value, without any reimbursement for value lost. The obvious answer is to plan for no changes in agricultural zoning for many years into the future, when the tremendous value of such farmland may be recognized by more enlightened leaders.

Any plans for a superhighway north of Kiernan must plan for extensive mitigation to allow

for all the deleterious effects of such a highway on the environment as well as on people presently living in that area.

I am most familiar with the area west of McHenry Avenue, but similar questions must be addressed regarding the NCC on the eastern part. Modesto citizens should realize that their quality of life is at stake.


Vance C. Kennedy, Ph. D.

Dan Medina

[REDACTED]

This is at least the 3rd or 4th comment (officially) I made on this project. We have property located on Warnerville Rd. approx. 1 mile east of Emery Rd. As it is the southern proposal cuts our ranch in two. The ranch was homesteaded by our family 135 years ago. This proposed route would be a travesty. If the corridor must go, use existing roads as much as possible. I would recommend a direct turn to the north of Stearns Rd. and increase Stearns' width to accommodate it. This is the least disruptive!!!!

Reynaldo Moreno

[REDACTED]

Please add name to mailing list.

Esther Nelson

[REDACTED]

"A," the 108 route makes no sense. To go from 2 lanes in Riverbank to 4 lanes and back to 2 lanes in Oakdale and with limited access in between. No good. "B" route makes the most sense because there is no road there now – and leaving "A" and "C" routes they are now. Also "A" and "C" would impact far more parcels than "B."

It would be very difficult and very expensive to make either "A" or "C" into a limited access expressway! What would all the local traffic do???

Joe Neal

[REDACTED]

Alternative C makes the most sense, at least for the western portion of the NCC. Alternative 8 ignores the environmental impact on the ag land between Kiernan and the river. It ignores the stimulation of development occasioned by the construction of a major thoroughfare thru prime ag land. Alternative C uses existing right of ways that can be expanded with the least impact on current homes and agricultural land. I cannot speak to the impact on people east of Riverbank.

Stacy Speiller

[Redacted]

I am in opposition to Alignment “A.” This proposal would destroy historic Oakdale and encroach on residential, business, and farmland properties. I do not see how this option is a feasible or attractive option.

Betit Van Norman

[Redacted]

*Plan A – Too many houses and orchards and 2 towns to go thru.
Plan B – Seems to be a more sensible route to me.
Plan C – Straightest and more direct for trucks but seems to local people off.*

Manuel Vierra

[Redacted]

Lexington – Great Idea!

Dennis Wetherington

[Redacted]

1st-There is no way this project should be a higher priority than the Hwy 120 bypass north of Oakdale that was canceled. Just go back and complete that project before even thinking about this one!

2nd – If you proceed with this ill-advised project, Option C makes the most sense because it mostly utilizes existing roads that do not have significant existing structures. Option A might be better but probably has too many homes and businesses too close to the existing roadway. Option B is too winding and would only make sense if stayed right under the Hetch-Hetchy power lines.

3.1.1.2: Comment Sheets Received at the Monday, September 13, 2010, Meeting

Susan Aced

[Redacted]

*Make the Kiernan/Claribel work.
I recently read “Land is Gold.” Powerful words.
20 yrs ago the Kiernan/Claribel “corridor” was designated as the North County Corridor. We need to make this work. (1) The statistics used to determine the need for this new corridor were incorrect. Population is not increasing, schools are closing. (2) The proposed route crosses over land vital to recaptured water for the aquifer system. (3) The state’s financial status is poor. Land purchased for the Kiernan expansion is unpaid. It would appear that to use the Kiernan/Claribel route would be financially sound. (4) The interchange at Crawford/McHenry includes the original pillar for the Bald Eagle Ranch (McHenry). Meaning full history to Modesto.*

Doug Basmajian

[REDACTED]

What is the noise level in (Db) going to be at the edge of property line? County ordinance states it shall not exceed 60 Db at your property line. The Alternative C should be highly considered beings Kiernan (219) already has improvements and right of way in place.

Eric Christopherson

[REDACTED]

If it is to be built at all, I prefer “C” because Kiernan is finished to Morrow and the land beyond to McHenry (and beyond) is bought already. This would make the corridor much cheaper than other alternatives.

If you want to use the others and connect at Hammett and then wander around through wonderful farm land, you might please developers who could buy chopped up farm land cheaply and create more urban slums. You leave yourselves open to the charges that bribes drive this process. One worker here suggested that Kiernan offramp would create lines of cars on the freeway as happens at Ripon. The answer to this would be to create a longer entrance southbound that would start just south of Hammett. One more longer lane ending at the Kiernan exit point.

Michelle Christopherson

[REDACTED]

Route C is the best. It makes sense to use Kiernan/Claribel. It does not make sense (except to greedy developers) to pave over prime farmland, take houses, and use Routes A or B. We will fight for use of Kiernan/Claribel (w.o. Hammett) and against the others. Thank you.

Jonathan Cohen

[REDACTED]

I saw the poor DIER that was submitted prior to route adoption. Numerous health and historical and environmental issues were poorly outlied if at all. For example:

- 1. Historical McHenry farmhouse*
- 2. Light pollution*
- 3. My neighborhood*
- 4. Lung disease.*

*Best wishes!
Jondy Cohen*

Carla J. Cottrell

[REDACTED]

I do not think the route should be down alignment B. I have previously filed my reasons and of course they have been ignored. Obviously I live on Patterson Rd and do not want a freeway through my living room. However, there are other reasons that hold more merit than my personal property.

- A. Williamson Act property*
- B. Wet lands*
- C. Crane breeding grounds*
- D. Noise pollution*
- E. Agricultural losses*

- F. *Lack of forethought and planning on the part of public officials when allowing all kinds of housing to be built then using and uprooting established agricultural neighborhoods to build traffic corridors through.*
- G. *These meetings would be a joke if they were not so tragic!*
- H. *I realize that this project will bring revenue to Stanislaus County and uniting the funding with the Oakdale bypass is a misappropriation of funds; that money should be to bypass Oakdale as originally planned off 120 to Rodden Rd.*

There will not be bypass. Once again politicians and our tax dollars at work.

Gary W. Cottrell

All of the proposed routes for the North Corridor that are in close proximity to Patterson, Bentley, and Kauffman Rds are problematical. These are designated “Williamson Act” agricultural land – they should remain so. Within the environs of this area are wetlands – very important to preserve: natural breeding/nesting grounds for cranes. To recap:

1. *“Williamson Act” land*
2. *Wetlands*
3. *Breeding/nesting for cranes*
4. *Not an area fit for a multi-lane freeway*

Additional concerns are the \$91 million that was originally for the “Oakdale” bypass is to be used. People will still go through Escalon/Oakdale to get to Sonora and the Sierras. They will not go down to Kiernan. No concern was given to land developed prior to this “scoping.” If plans were made about 10-12 years ago, a “Corridor” would have been an easy process, but no thought was given to a road project such as this.

Barbara and Bill Damewood

We prefer the Kiernan-Claribel route for the NCC Corridor expressway. This route will prevent needless disruption to existing farmland. The cost of the project will also be minimized using this route, because less “right-of-way” will need to be purchased.

Quoting from the July 3, 1970 Modesto Bee and News-Herald Vol. 93-No. 158 on page B4 in their centennial issue “The Land is Gold.”—“Many of the area’s early day settlers had been attracted to the Modesto area by the Gold Rush, but the majority of these pioneers grew rich not from gold but from farming. Many historians, in fact, have wondered why it was not the fertile soil instead of gold which lured so many people into the West.”

The soil has been enriched, and its fruits nourished over many generations. Farming has served to develop Modesto, Salida and surrounding areas; and kept its population stable. Agriculture needs to be kept in the forefront when considering roadway and infrastructure planning.

Daryl Daniel

Hwy 219 as Hwy 219 should go from Salida to Riverbank to near Oakdale airport to Lancaster area. Then leave Hwy 108 as Hwy 108 with confusion of where Hwy is then build can’t build. Like a hotel in Riverbank. www.snowwhitefood.com.

Patricia Davis

[Redacted]

Having lived @ my current address for 32 yrs – it was always communicated to us that Kiernan was slated for widening. For this reason as well as preservation of farmland & personal property, Alighment Route C down Kiernan Ave. should be used. 6 lanes along this Rd would certainly alleviate the east/west congestion. Also Mark Stone has been studying & a proposing the interchange @ 99 be @ Hammett Rd in order to avoid downtown Salida & then be routed over to Kiernan either above or below the High School. The goal should be to get over to Kiernan as soon as possible – preferably east of American Ave.

Richard H. Davis

[Redacted]

I support Plan C i-e Kiernan to “99” from McHenry. I question do need to plan for 50 years – our community is not really growing at this time. A logical future includes mass transit which means that more and more roads for more and more cars is not for ordained! Kiernan even as a 4-lane highway may move more than enough traffic!

Jeannie Grinsell

[Redacted]

I’ve been on Chenault for 32 years. We went for the peace & quiet & horse property. It’s been great. Now after losing my husband 4 years ago & having a head-injured daughter I plan to move. What do I tell my future buyers!! What will happen to my property value? Make “Kiernan work” – cheaper & not wiping out a beautiful subdivision. Let “C” work! Thank you.

Charise Halsey

[Redacted]

I am very glad to see the Kiernan/Claribel corridor as part of the study area. This is a fiscally responsible choise. Use this urban transition land to make an east/west expressway. Yes, there will be challenges, but in the long run not disrupting so many families homes and previous farmland will be so worth it. With the state of our present economy, show the taxpayers of Stanislaus County that you are wisely spending our tax dollars on the best choise of an expressway route Kiernan/Claribel! Thank you.

Dan Hendrix

[Redacted]

My property is located on the corner of Warnerville & Stoddard Rd. If any portion of my property falls in or near the new roadway I want all my property to be purchased. I would not have bought or lived in close proximity to any highway. I do not want to give up just a portion of my property.

Kathy Hendrix

[Redacted]

I live in Oakdale. Bought land to live on. Now this road will come through our home. We have hawks, owls, and other animals living on our land as well as us. Now this hwy will devalue our land. There are other routes that will impact people’s home and land. This also impacts our well water.

Patti Iverson

[Redacted]

In a time of historic impact economically in our area, it makes sense to make Kiernan work. To build a new West leg expressway will not only require paying for the building of the actual expressway, but also frontage roads for access of residents. Much of the cost of land acquisition has already been paid for along this route, which also will save costs. This will also keep the prime farmland north of Kiernan/Claribel from future development which is sure to follow. Make Kiernan Work, please. (Alternative C)

Richard Jenkins

[Redacted]

Kiernan Ave. needs to be the route since it's already developed and being widened. Why cut thru valuable farmland & destroy families' livelihoods when an existing road can already be used. Or maybe it's all about the fight to just get the \$\$\$. Try finishing what was already started on 132.

Irene Joe

[Redacted]

The most logical routes should be on Ladd Rd. or Kiernan Rd. Kiernan is already being widened. If cross traffic is the concern, then include a frontage rd., much like the frontage rd. along Hwy 99. The routes on Option B would be the most disruptive to farmland and home owners. Keep the corridor on either Ladd Rd. or Kiernan.

Hurl Johnson

[Redacted]

I generally understand the nature and need for the project and, like any other homeowner affected, would prefer that the project not go through my property. Proposal "C" appears to have the least impact on my property and appears that my neighbors' concerns were considered. Route "C" makes the most sense, in my opinion, insofar as proceeding down Kiernan/Claribel from a traffic and economic "taking" sense re real property.

Like everyone, I would like a more definitive time table because it does affect our lives and planning. Obviously, this will be a disclosure issue for purposes of listing property for sale.

Shannon Jordan

[Redacted]

We need a East West corridor – but it should be planned for minimal disruption to people, their families, their farms (businesses) and their homes. Please take the time and plan this thoughtfully – use logic and couple it w/thoughts from your heart – what is the best option – this is a long term decision that will impact generations. Don't destroy our homes and our land when you don't have to.

Larry Judd

[Redacted]

I would prefer to widen Hwy 219 to eight lanes to McHenry Ave. Also use Hammett overpass to get 4 lanes to Ladd Rd. to Riverbank.

Ted Kramer

[REDACTED]

The route that goes along Kiernan cross McHenry and follows Claribel Road to Albers Route.

Bill Mussman

[REDACTED]

The project is ill-advised at this time. Development in the county has stalled, and there is little chance for revival in the foreseeable future. Further, building a cross-county expressway/freeway will spur development in an area of prime agricultural production. We don't need this and will not for some time. And agriculture is the only thing making money in this county.

If it must be built, attach it to a high-volume interchange at Hammett and align along Ladd Road to minimize loss of homes for as long as you can. Alignment along existing roads should be avoided as homes will be lost.

Finally, if you must build this, only do it after making 99 at least four lanes in each direction to avoid traffic jams.

Kathleen Nelson

[REDACTED]

After reviewing the 3 plans, it still seems that Plan C which uses the current Kiernan/Claribel path is the most cost-effective over the years of the project and would create the least disturbance to families, ranchers and home owners. Much of the right-of-way has already been purchased and the work of expanding Kiernan to 4 lanes has been completed. Destroying more farmland by leaving Highway 99 at Hammett only means we produce less food for our country/world and will add to the pollution in our region. Let's plan for financial responsibility for the residents in this area.

Irene Pedersen

[REDACTED]

Preliminary Alignment C looks very good. I have the house at [REDACTED]

Gayle Petersen

[REDACTED]

Considering Plans A and B go through prime farmland and cut off many orchards from their water source, I am for Plan C. It was my understanding at the time Kiernan Rd. was widened that enough land was purchased to make it 3 lanes in each direction. It has now only been widened to two lanes and that only partially to Dale Rd. which if completed would be all that is needed for now. Later on, it should be widened to three lanes both ways. The only problem comes in at Claribel, which then needs to be widened as well.

We should use the road that was started and complete it instead of ruining precious farmland. There is not the need for an additional road besides Kiernan & Claribel if they are widened to complete what's been started. Drive the road during peak traffic times and imagine one more lane – that's all that is needed. Money is tight – let's make the best use of it completing what has been started!

Billy Pringle

[REDACTED]
Hook Ladd Rd. to Hammett Rd.

J.R. Robinson

[REDACTED]
Since the 1970s, it was common knowledge Kiernan/Claribel would be expanded as the county's northern east/west route. Alternative C, Kiernan/Claribel route, still makes the most sense. We do not need to destroy prime farmland & ruin the quiet solitude of several community neighborhoods. Make Claribel/Kiernan work!!!

J.R. Robinson

[REDACTED]
NCC has yet to provide a cost analysis for each of the alternative routes. Without this cost analysis, it is difficult for any citizen to make any type of intelligent decision with regard the selection of road for an expressway. Make Claribel/Kiernan work!!!

Joyce Robinson

[REDACTED]
Make Kiernan/Claribel Alignment C work from Salida exit. If must use Hammett Exit, cut down by Stoddard Road. Do not go East to Dale or American Road to meet Kiernan. Follow Kiernan/Claribel or go south of Kiernan/Claribel as necessary. Do not go North of Kiernan. Reasons:

- 1. Expenses – cheaper to use existing roadway and new road widening than to build a road across prime farmland and water resources.*
- 2. Cheaper to make overpasses at major roads than new freeway with 4-6 lanes.*
- 3. Cheaper to extend Pelandale to Oakdale Waterford Highway in Modesto area of interest influence than to go out into county farmland.*
- 4. It was planned 30 years ago to make Kiernan the roadway.*
- 5. Economic downturn, unemployment, closing of schools and business, foreclosure on houses does not merit the expense of a freeway where growth is not going to happen. Keep growth in city, i.e., build upwards and avoid sprawl into farmland. Farming is a major industry. California's rules and regulations do not promote business growth so no need for a highway when Pelandale and River Road plus 120 will carry load for next 50-100 years. Make Kiernan/Claribel Alignment C work.*

Dominga Royce

[REDACTED]
The primary concern obviously is the affect of one of the corridors being considered is its affect on the area in which I live. It is primarily agricultural and provides employment, even though seasonal to a suffering economy. My residence is also of primary concern. I have resided at this location for 28 years and have worked hard at maintaining it. The proposed corridor would have an adverse affect on this property which is of concern to me in my "golden years." It would devalue my property as well as that of my neighbors in close proximity. You need to re-examine continuing on 219. Please carefully consider other alternatives. I will be checking on-line to get a better prospective and comment as needed.

Diana and Joey Vargas

[REDACTED]

Corridor A was a waste of money! We all know you are not going to use it! We love Corridor C. (Make Kiernan work.) Mark Stone had some good road alignment on Corridor C that might help you!

Norma Varrati

[REDACTED]

Following the existing Kiernan/Claribel Hwy 219 route is the only route that makes sense.

- 1. Already begun using established route.*
- 2. Less farmland/land/homeowners/business paved over.*
- 3. Most direct.*
- 4. Why add another thoroughfare that will come within ½-1 mile of 219?*
- 5. Why wasn't Escalon/Escalon-Bellota Rd utilized – it's shorter to 99. \$\$? Misappropriation of funds! Greed!! And as an aside: If you're forcing me to go north on American (unable to turn east on Kiernan now), when is American Ave. going to be paved?*

P.S. This should have been a public meeting with speakers.

Helen Wang

[REDACTED]

The NCC alignment shall go to Ladd Rd. then extend Ladd Rd to Hammett Rd/SR99 interchange. This way NCC will be further away from existing schools and residential house. The NCC will significantly impact the health of school children and residents if built along the alignment shown on the project map. Ladd Rd. extension has been on the county General Plan for many years and shall be continued. Ladd Rd. is on the one mile grid for major corridors. The proposed project alignment on the map diagonally cut through farmland, businesses. The alignment must be changed to a less destructive, hazardous, expensive way. Route C is the best alternative.

R. Todd Whiteside

[REDACTED]

For Corridor B, please take advantage of Claribel/Kiernan as much as possible. Businesses & homes on those streets have been expecting this a long time.

Michele Wolf

[REDACTED]

I prefer Alignment C as it would provide a straight shot from 99 to Riverbank. The other two options impact established neighborhoods, some 40+ years old. Our property would be devalued; resale prior to expansion would need to be disclosed and would drop property values more. Kiernan-Claribel is the best solution and would impact fewer homes/neighborhoods. Thank you.

3.2: Comments Dictated to the Public Stenographer at the Public Scoping Meetings

Below is a listing of the dictated comments received at the September 8, 2010, and September 13, 2010, public scoping meetings.

3.2.1: Dictated Comments Received at the Wednesday, September 8, 2010, Meeting

NCC PROJECT – OAKDALE COMMENTS

1. Di Kanz

[REDACTED]

My concern is if and when they put the future bypass through, the way it's going through, that leaves me south of the bypass. And by looking at all of those maps, all A, B, and C routes, I can't get into town. It's going to be easier for me to go to Sonora and spend my money than Oakdale. So it's not bringing all of our ranches on our side of town, it's not bringing our economy into Oakdale. It's sending us either to Modesto or Sonora. We'll probably go to Sonora to spend our money. It's driving us away. It's going to be 15 miles to get into town, where now it's 5 miles. We're driving stock trailers to get to the feed store and things like that. We have to cross the bypass to get into it, and there's no crossing. We have to go up and around and down and around. And when you're hauling cattle, you don't want to do that.

2. Vernon Kanz

[REDACTED]

Two concerns is, nowhere on these maps yet do they show how we're going to get into town, being cut off from this road. I'd like to know what provisions you're making for the current residents to get to where we need to go. So far, the only crossings increase our time to get to Oakdale. The closest crossings are going to double and triple my commute time.

The other thing is the alignment is going to put it at the crest of the ridge, so it will increase the light pollution. What does the EIR say about the light pollution in the area being increased? I bought to be in a dark area. I do photography at night, and I moved from Livermore to get away from the city lights. Oakdale already has a lot of bad lighting. Now this is only going to make it worse for me.

3. Stacy Speiller

[REDACTED]

I vehemently oppose Alignment A. I didn't even realize that was an option. I think there are a lot of people that don't realize that's an option. That option would destroy the integrity of Oakdale and encroach on the historical part, but also would effect several businesses in the area, the residential areas, and also the agricultural areas. Widening 108 and 120 does not seem like it would be the most attractive option, and it would certainly create more congestion and more pollution for the community.

4. Vic De Melo

[REDACTED]

Our company is the owner of the Crossroads Center with Target, Home Depot, and Kohls. And we have met with all of our anchor tenants, including Target, Home Depot, Kohls, Best Buy, and Save Mart earlier in the year. All of our tenants would like to see an option that makes Claribel Road work as the corridor option. And we would welcome the opportunity to meet with Stanislaus County Public Works and the various agencies, including Caltrans, to do our part to make Claribel Road hopefully work, as long as access for our center can continue to be maintained.

5. Vicki Thayer

[REDACTED]

As a citizen of Oakdale, I'm concerned about loss of sales tax dollars with the corridor being south of our city limits. So I would hope we can get our city limits extended to whatever corridor so we can develop the area, so we can still maintain a solid tax base for the City of Oakdale.

6. Ann Absher

[REDACTED]

There's been a new addition on the outside easternmost route, which runs parallel to Warnerville Road and then dissects the Fogarty Clover Ranch. This group wasn't here before. We spoke about these routes last spring and asked that our clover ranch, which is irrigated by a deep agricultural well, not be dissected. This south eastern route would dissect the clover ranch and mandate digging a new agricultural well to serve both sides of the roadway, and an additional corral would have to be built to service both pieces of property. So I request that the more northern route be used.

I live on that property and have observed the California Tiger Salamander several times.

7. Steve Dickson

[REDACTED]

I'm curious why they aren't going straight out Claribel and why they took that option off the list over there. And to me, it makes more sense to go straight out Claribel past Oakdale Highway and past Smith and keep going out, because there's very few homes you'll interrupt out there. And so it makes more sense to go straight out. You still got a pretty good shot into Oakdale on Claus Road, so that seems like a very good option, and yet they've thrown it out of the mix over there, and I don't understand why.

8. Jan Handn-Myer

It's a waste of taxpayer's money. It's a stupid idea. And I don't know how to be more eloquent than that, but it's unbelievable to dump that road out on Highway 108. I've written letters to Caltrans stating that Sonora did a bypass around their city, and the people are unhappy with it, and a lot of business was lost. Calaveras did a bypass and revenue was lost, their tourist economy dried up, and they are very unhappy too. If you read any of the papers up there or listen to the radio station, both communities were unhappy with the way it turned out. I think Oakdale will, too, be unhappy; besides, it's a stupid waste of money, the route they're taking. It's an unbelievable waste of government money, and the government money is taxpayer money, and that's my money. And the more lines I see drawn, the more stupid it looks.

9. Sandy Casey

[REDACTED]

My concern is not my house. I could care less. My concern is the town of Oakdale. And the bypass is so far away from it that the businesses, I think, will go by the wayside. I was talking to the manager at Save Mart, and he said that 70 percent of their sales are tourists. Well, that's one store. So that means gas stations, fast foods, all these different places. And the City of Oakdale relies on that sales tax for jobs -- police, fire, city officials, all of it. It makes everything for our town. So my concern is basically that they really should be thinking -- the City of Oakdale -- about this.

10. Darlene Cross

[REDACTED]

I've constantly said that when they had the old A and B routes to bring either Claribel or Warnerville and continue straight out, bypass all the curvy roads that they're going to hook up with here. This is the worst part of 120 they're dumping into. There's wrecks galore. Bypass all that, go around those hills, and hook up with the already existing four-lane highway in Tuolumne County, go out the flatlands, don't go through all these little pieces of property and stuff.

Right here (indicating on the map), what we have right in here, there's foxes, a kit foxes habitat. We have a den of them there. They were sitting on the side of our road. They have been on the back of our property or the neighbor's or the other one's before, so there are little foxes there.

11. Janet Medina

Owner of the Fogarty Ranch

[REDACTED]

Our ranch has been in our continuous ownership since 150 years ago. And the proposed bypass is going through many different parts of the ranch, depending upon which bypass is being looked at. And it would totally -- two of the bypasses will disconnect the ranch and make it difficult to farm. We're in the cattle business, and it would split the ranch into two parcels or three parcels, depending upon which one it goes through. And the proximity of the easternmost bypass would go right next to my sister's house.

And I feel that the bypass is not needed. Because I really feel that it just encourages development into the foothills. And I don't see a reason why we need to have a bypass empty out near Lover's Leap. I don't understand why that is important, other than development of more of the foothills.

Stanislaus County is already not a destination, it is a place to go through in order to get to another place. We have the highest unemployment, the lowest education rate in the state of California, and the lowest incomes in the state of California. And we are already becoming an armpit in the state. And I think with encouraged development, we will become a Compton. And I think that it would be a total detriment to this area to jeopardize the agricultural community through development.

12. Marcie Powell

[REDACTED]

I noticed it didn't show Pirrone. So, basically, I want to make sure that Pirrone is not going to be part of this project. And also I want to make sure that landscaping is a part of any of your project in Salida. I also want to make sure there are dedicated bike lanes.

3.2.2: Dictated Comments Received at the Monday, September 13, 2010, Meeting

NCC PROJECT – SALIDA COMMENTS

1. Joe Dutra

[REDACTED]

I have 180 acres at [REDACTED] Claribel Road. My biggest deal as a landowner out there, I feel like if you put an easement out there and nothing happens, that's literally like a cancer being untreated. Once the freeway's in, then I could make amendments. As it stands now, I can't plant trees out there, I can't sell it, I can't plant grapes. It's just sitting there, if they put an easement out there. This whole area's red flagged, so as a landowner out there, that upsets me. I can't plant almonds out there. My thoughts are, if you're going to put an easement, just do it. If I got the road there, I can farm it the way it needs to be farmed. I can't with that potential easement there. And that's a big problem. If you're going to put an easement, I know there's no way of knowing what the funding is. That's the absolute worst possible scenario, never knowing what's going to happen there. Also, I'm 100 percent in favor of Alignment A.

2. David Tucker

[REDACTED]

I represent the Unitarian Church Of Stanislaus County on Kiernan and Carver. We are opposed to any of your alternatives that would impact the church. The church was built in 1911 and is a historic structure. I notice that Alternative C that would widen Kiernan would actually impact the church sanctuary.

We just constructed a new business education building. It's set back from Kiernan. It would be substantially impacted with regard to access. So the alternatives that are shown for the freeway are actually going to the east of the church and down in front of the school. That would have less impact on the church; however, the study area includes the church property. That would concern the impact there. We would prefer to be unimpacted.

3. Delbert Jolly

[REDACTED]

I'm a retired fireman. And when I was a fireman, the hydrants were in a grid system, and the water fed from all different directions from parallel lines going in. And whenever you hooked to a hydrant that only had one line going in, that was not a good thing. We called that a dead-end hydrant.

So, what I'd like to see in the transportation system is to have parallel lines, so if you have a problem with any line, then the other one would feed through. And in our area, I feel that this project helps with that parallel line.

But, specifically, like Highway 132, I feel, should come all the way from San Jose, Del Puerto Canyon, Keyes Road, and then attach to Highway 132 right where the county lines intersect. Because Greely Hill, that's on 132, only has about six turns. And then if you went past that and tied in to what's now 120 by Buck Meadows on Smith Station Road, you can have a road that went all the way from San Jose to Yosemite without having the hundred curves that you have on 120 that's now below Groveland.

The other one is Highway 120 and Highway 108 go together or intersect or connect or double up. And so, Highway 120 starts roughly at Mossdale Y and goes to Hwy 99, and then you have to jog a mile, and then it goes from town to town like the old roads used to do. And now the modern way is being on the outskirts of a town. And so, if Hwy 120 continued on right where 99 is, and then went to roughly where the old Sonora Road is and then continues on up to Sonora, that would be a whole separate situation than Hwy 108, which now starts in Modesto.

If it was kept separate and, specifically, if the new Kiernan Road continues to Claribel Road, tied in to Warnerville Road and went to Chinese Camp, then it would be completely separate from Hwy 120. And so you would have a grid there.

If anyone had a hazardous material spill to where it closed a road down, then people have an alternative route. And right now you're just widening the road. You're not putting alternative roads in.

And then another idea I have is having an east side freeway just like we have a west side freeway with Interstate 5. Well, right now there's from Bakersfield to Porterville to Exeter, there's Hwy 65. That road stops at Exeter. And then there's nothing until you get -- there's a little stub of a road between Rocklin and Roseville. And if you tied those two together, then all the traffic that comes off of Hwy 80 can get to the east side freeway, and it would be a parallel grid system to Hwy 99 to Interstate 5.

The other traffic problem that I see, and of course we're talking statewide, is that traffic congests to Sacramento. And so, if you had Hwy 580 that jogs at 205, if it went from right where it makes that 90-degree turn and went to Woodland to where you could go to the Sacramento Airport, then all the people in the lower end of the valley can get to the Interstate 5, and then people coming off of 80 could get on that east side freeway, go all the way down the valley and avoid all the 99. And it's much less expensive to put highways and roads in rural areas, as we're finding out with this project, than it is to put them into high density areas.

So, new roads in rural areas and east side freeway could go all the way to San Diego. That's my ideas of what would improve the traffic situation in this area. Any time you put a highway in, there should be a frontage road, and that way the people in the town itself have an alternative instead of getting on that freeway. And that helps the flow of things. That's another parallel traffic pattern.

4. Helder Garcia



If they do Kiernan -- I'm shocked right now, because I've been helping these people pay for an attorney, and the road was going to be way down, and I've helped them push it to where it's going to take my house. I know they've got to go somewhere. I'm 44 years old, and I'm almost in tears to think that everything I've done, I've got nothing. Why do people want a \$2 million home when it's next to a highway? What is it worth when a highway's just a stone's throw away? Caltrans just gave me 150,000 for my gate. So, that

tells you it's a beautiful home, but I'm sitting here in shock. You finally find a place that is home, and this was going to be the place we're going to live. I can't believe I'm hearing this. I'm literally in shock right now.

So my question is: I was already bummed out because they moved Kiernan closer to me. They're talking about -- the question is, he's saying that maybe they're going to move Tully and Carver and join them, that way they have one entrance and exit. If it becomes a highway, which that would literally help me, but if they have to put an interchange, if they do it, they've got to tear my house down. If they don't do that, and they move it down somewhere in the middle where there's no houses there, make Tully come over here, and that would be the way to get on and off. So that's my question is how are they proposing to do that? And are they going to do something like that?

5. Brad DeBoer

[REDACTED]

We want to suggest that you consider using C up to Claus Road from Hwy 99 and then switching to B at Claus Road on through and beyond Oakdale.

Our basic reasoning is Kiernan is already pretty much taken care of, at least a lot of it. And the farmland that they're talking about taking in C is prime agricultural land. In B, once it gets outside of Riverbank, the land is not as good. It's poor soil and not as vital for farming. A is bad. We would not want to see A.

6. John Martin.

[REDACTED]

They need to get off the Hammett. There's no way they can put eight lanes there and then drop that into a six-lane, beat-up Hwy 99. It just don't make sense. They need to keep that area as a part of what you were going to do 12, 15 years ago for a park.

They've already got Kiernan going. They need to continue Kiernan with their lane that they've got there, six lanes, and then go and come down to Pelandale. Because that's already 6 lanes and then merge those two out past Albers. Go out there, and they can merge those into a four-lane or whatever. And then take it on up to Sonora.

Hammett is not going to -- it's just going to displace too many people, and the economy is not going to go for it when it dumps. It's going to be that way for another ten years. That's very rich farmland up there, and all you're going to do is destroy it. The dairies are out there, the crops are out there. You're going to displace all the farmers and everything else. It's just crazy.

7. Barbara Longstreath.

[REDACTED]

It just makes no sense to me for one mile on the freeway when you can come across Kiernan or Pelandale. Go across Claribel on up and around. That makes sense. But a whole new swath across? No way.

8. James Area

[REDACTED]

I looked over your maps, and I really like the C version. I know we need a freeway. I think that that would be most beneficial. And I like that route coming down Kiernan. That's what we've been trying to get all this time is to have it come down Kiernan. And it would be less disruptive of the neighborhood that I live in and other people along that route.

9. Gary Darpinian

I prefer Alternative C, the Kiernan and Claribel option in the area between McHenry and Oakdale Road for the following reasons:

Number 1) There's already been extensive right-of-way acquired or going to be acquired for further widening of Claribel Road to four lanes. This would save land acquisition costs in the future and also reduce disruption to lands north of Kiernan and Claribel in the future.

Number 2) This alternative would be in line with Caltrans guidelines to use urban transitions zones wherever possible for new traffic facilities.

Number 3) The Kiernan/Claribel line has been the Modesto sphere of influence boundary since 1972. That's 38 years with no sign that development would cross that line in the foreseeable future.

Number 4) Modesto has more than 5,000 acres of available land south of this line already in its general plan area.

Number 5) -- and this is most important, the NCC Project is going to be built in phases anyway so right-of-way access issues can be mitigated at a future time as development proceeds. There's no need to limit all the access immediately to that roadway. The NCC can use the same process that Caltrans is currently using on the 219 widening project, such as right turn only access to property.

Number 6) Alternative C avoids creating odd-shaped, difficult-to-parcel in an area that's relatively undisturbed, that's the area north of Kiernan and Claribel.

Number 7) Parallel roads for local traffic will logically follow as the area develops in the future. There will be plenty of land available in Modesto's sphere of influence by using existing roads and by landowners as they develop their properties.

I want to talk about Alternative B, which was the original plan considered in the option:

Number 1) If the Hammett interchange is used, the route should be inside or along the perimeter of the Salida general plan area, since this area is already designated for future development, but is still undeveloped at this time.

Number 2) The route should transition as quickly as possible south down to Kiernan Avenue to take advantage of already acquired rights.

Number 3) The route should not in any case cut diagonally through this area, as it will create many parcel islands of odd shapes and sizes. This would render many of these parcels unfarmable or severely reduce their market value.

Number 4) The Kiernan and Claribel corridor makes the most sense from a taxpayer point of view, because it would use the existing corridor for future local traffic needs, with additional traffic streets paid

for with fees as Modesto fills in the thousands of available acres already in its existing sphere of influence.

Number5) Any existing route must evaluate these costs and issues early in the process for the best use of taxpayers' funds.

Then, finally, I want to make some general comments, personal comments:

My family farms 100 acres on American Avenue, on the west side of American Avenue and 400 acres on the northwest corner of Kiernan and Claribel. We feel it would be unfair to impact both of those properties with this project. We're happy to provide or sell land for the NCC Project along the Claribel and Kiernan corridor, but we respectfully ask that our parcel on the west side of American Avenue at 5449 be avoided, if possible. To take two pieces from both of our properties seems to place an unfair burden on our family. We have farmed in this area for the last 80 years, and we are very cognizant of the changes that have already occurred and the need to provide adequate infrastructure for future growth. We look forward to being part of any long-term solutions to these problems.

10. Lloyd Fugett

[REDACTED]

My property is on the corner of Claribel and Coffee, northeast property. And I'm very highly against most of these alignments, except one. I believe that if you come straight down Claribel until you get by the shopping center, and from then on, they can battle it out from there. I'm right across the from Gary Darpinian. That's my belief.

11. Alden Smith

[REDACTED]

I looked at the maps over here. Map A, I never had seen it before, where they just show going up McHenry and around. Map B, they've got two deals, two different blue lines, and one of them just goes through the center of my place.

C, I guess, was the one on the far table where they're talking about Kiernan/Claribel. To me, that seems logical. So I don't know. To me, that's the logical way to go. And they're already widening the road and buying up right-of-ways there. And I can't understand why they would want to tear up a bunch of farmland to establish homes out through -- if they go the way they're showing on that map, they're going to go through the industrial park on to the west side after they cross McHenry.

12. Susan Levy

[REDACTED]

The truth is, I'm totally against the state spending a whole lot of money when we have stores closing, people out of jobs, to have infrastructure in the state of California. Stores on McHenry are closed down, so why more traffic? I don't want to see traffic imposing on my neighborhood.

I'd like to see that the road is kept on Kiernan, because there's less development as far as housing, a lot of footage there that's not being used. And so I'm opposed to the change in my neighborhood, the smog and emissions, and the possibility that our home prices and the quietness that used to be there is impacted.

13. Michael Dominik

[REDACTED]

Looks like one or both routes are going to impact me greatly. And my main question is, why do we need a thoroughfare on Pelandale, on Bangs, Kiernan, Ladd? My main thing is why do they want to make a new road?

My thought is, make Ladd the highway. It's a straight shot. The only deviation that needs to go through would be Riverbank, and if you go to the north of Riverbank and across the Stanislaus River.

Please get back to me. When is this project going to be finished? This process started in '95, so when is this going to be done?

The second comment is, they rebuild Kiernan into a four-lane road now. But they ended it just on the east side of American Avenue, which means for the next couple years or more, we cannot make a left turn onto Kiernan anymore. We can only make a right. So how is this going to affect if we want to go into town if this new highway goes there? Because there probably won't be an interchange on American Avenue. So we either have to go up to Carver onto Dale Road in order to get onto the highway to get into the town of Modesto.

14. Tom and Andrea Holmquist

[REDACTED]

I guess Plan C, if we have to have anything, otherwise no plan is better than any plan. But Plan C is the one that we feel like that has always, since the time we moved there, was what was chosen. We can't help it if they messed up.

And, actually, I'd love it to go back to 120 through Oakdale, the original plan. And also, I don't know, but on Crawford is the Bald Eagle Ranch of McHenry, and I think we should do whatever we can to preserve that. I don't like pollution and all the noise, and we need to save the farmland.

15. Marcie Powell

[REDACTED]

Basically, I'd prefer the 219 option, and, again, I want to say that I want it to be landscaped in Salida.

16. Vance Kennedy

[REDACTED]

I just came from a meeting for the subcommittee of the City Council of Modesto. They're going ahead with the plans for the area between Bangs and Kiernan. If Kiernan becomes the demarcation between the City and farmland, then there'll be a need for a frontage road on the south side. If they go ahead and develop up against Kiernan, there's no need for a frontage road. So they need to be looking ahead and interacting.

As long as Kiernan is seriously considered in North County Corridor, they need to be interacting with the City with the details, whether there's the need for the frontage road or not before they go ahead and do what they've already done with the bids for park development near Nutcracker Lane.

In other words, once again, it's all part of one big picture, and, in theory, everybody's talking to each other, but whether or not they are...

The other big factor -- and I pointed it out in Oakdale -- is that the area, if you look at the maps, of high recharge area for the area surrounding Modesto. The area north of Bangs and south of Riverbank is a top area for recharge. And the recharge came about -- there is equal to about 30 percent of what the City pumps out. So this is something that city development tends to ignore that they need water. And they're getting it from recharge.

And then, in the event of a drought, surface water isn't reliable, and they rely on ground water and more and more farmers are using irrigation. They're pumping out water instead of recharging. Farmers should be paid to irrigate. It's a reasonable thing to do, because, in my case, for example, about 30 years ago, my water table was at 35 feet. Now it's at 25 feet, and I've been putting on three to four feet of water every year, some of which is transpired, but some of it goes to ground water. So when you realize not only about 10 to 15 percent of the space is for storage water. So if you put on one foot and 10 percent, the water table goes on 10 feet. So my water table has gone up one foot of water, and I've put on over 30 years over a hundred feet of water. So it's going somewhere. It's going to the City of Modesto. They're pumping it out, and so I'm paying MID in order to put the water in the ground, and the City is pumping it out and not encouraging me to continue to do that.

My background is a hydrologist, as you can tell. So anyway, to grow, the City is going to need water, and the question is where is it going to come from? And since 68 percent came from ground water, in the case of a major drought, that's going to go to 60 or 70 percent.

And it starts -- at about 300 feet you run into salt water. There's somewhere between three and eight hundred feet down to salt water, and the rest has been flushed out. So it's not an inexhaustible supply, but it's all part of this overall big picture of where you build, what farmland you cover over.

Chapter 4: Outcome of the Public Scoping Meetings

The overall feedback about the breadth, depth, and usefulness of the information provided at the public scoping meeting was positive. However, a degree of skepticism remains about the overall need for the project and about the proposed alternatives. The dominant concerns expressed by attendees were the potential impacts on agriculture and agricultural operations, individual properties, and the environment—and a general preference for Alternative C was expressed.

The following two lists show the concerns and/or comments reflected in the comment cards and dictated comments.

Dominant concerns and comments expressed at the September 8, 2010, meeting:

- ÿ Property lines are the best way to divide property.
- ÿ Preservation of Central Valley farming and water.
- ÿ Need to protect the 1,000 jobs at Con Agra plant and 300 jobs at the Ball can plant by adjusting the proposed alignment.
- ÿ Urban sprawl.
- ÿ Use Stearns Road to connect to Highway 120.
- ÿ Have any changes been made in the proposed alignments?
- ÿ Impacts on businesses in Oakdale and the tax revenue they generate.
- ÿ Cost of the project.
- ÿ Need to extend project and eliminate death-trap curves east of Oakdale.
- ÿ Need to consider Kiernan-Claribel.
- ÿ Historical structures and property.
- ÿ Opposition to Hammett Road options.
- ÿ Devaluation of property.
- ÿ Potential division of property.
- ÿ Property ingress and egress.
- ÿ General impacts on farming operations, e.g., truck traffic, farming equipment on roadways, etc.
- ÿ Traffic analysis was faulty (used out-of-date population projections).
- ÿ “C” option is better.
- ÿ “B” option is better.
- ÿ Do not use “A”—too many impacts on homes and businesses.
- ÿ Impacts to property in the Williamson Act.
- ÿ Air and water pollution.
- ÿ Use Lexington.

Dominant concerns and comments expressed at the September 13, 2010, meeting:

- ÿ Make Kiernan Work.
- ÿ Slowing of population growth
- ÿ Incorrect/out-of-date population projections
- ÿ Present economic downturn
- ÿ Interchange at Crawford/McHenry has historical value.
- ÿ Pollution issues, e.g., noise, light, air
- ÿ Select Alternative C.
- ÿ Developers are driving project.
- ÿ Negative effects on Kiernan off-ramp
- ÿ Save prime farmland; avoid urban sprawl.
- ÿ DEIR for route adoption was flawed.

- ÿ Environmental issues, e.g. historic structures, wetlands, crane habitat, endangered species
- ÿ Williamson Act lands
- ÿ Motorists will still go through Escalon and Oakdale.
- ÿ Uprooting established neighborhoods/homes
- ÿ Misappropriation of funds
- ÿ Avoid downtown Salida.
- ÿ Consider mass transit
- ÿ Devaluation of property
- ÿ Purchase all or none of my property.
- ÿ Finish what was started on SR-132.
- ÿ Include Ladd Road in preferred alternative.
- ÿ Need to provide a timetable.
- ÿ Widen Hwy 219 to eight lanes to McHenry and use Hammett overpass.
- ÿ Growth-inducing.
- ÿ Align along existing roads.
- ÿ Need cost analysis for each route.
- ÿ Use Escalon/Escalon-Bellota Road.
- ÿ If Corridor B is selected, use Claribel/Kiernan as much as possible.

Appendix A: Handouts

Project Map



North County Corridor Transportation Expressway Authority

Board of Directors

- James Ribencour, Mayor, City of Modesto
- Farrell Jackson, Mayor, City of Oakdale
- Virginia Madarlis, Mayor, City of Riverbank
- Jeff Grover, Supervisor, County of Stanislaus
- William O'Brien, Supervisor, County of Stanislaus

Ex-officio Members

- Richard Harmon, Interim District Director, California Department of Transportation, District 10
- Vince Harris, Executive Director, Stanislaus Council of Governments (StanCOG)

Authority Manager

- Matt Machado, P.E.

Thank you for attending!

**North County Corridor
SR-99 to SR-120**



**Welcome to the
Public Scoping Meeting**

Wednesday, September 8, 2010
6:30 p.m. - 8:00 p.m.
Oakdale Community Center
113 South Second Avenue, Oakdale, CA

Monday, September 13, 2010
6:30 p.m. - 8:00 p.m.
Salida Regional Library
4835 Stark Road, Salida, CA



What is Scoping?

Scoping is the first step in the National Environmental Policy Act (NEPA) / California Environmental Quality Act (CEQA) process. Scoping is designed to inform the public, interest groups, affected tribes and government agencies of the Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) including opportunities for public involvement. Scoping presents the proposed actions, alternatives and impacts for public and agency review early in the process.

The purpose of scoping is to determine the range of alternatives and identify the potentially significant issues to be studied in depth in the environmental documents. The scoping process is also intended to eliminate detailed study of those issues that are not significant. This scoping process includes public meetings at which anyone may have his or her oral comments recorded and/or provide written comments. Written comments are encouraged throughout the scoping period.

Project Description

The North County Corridor will be:

- Ultimately a freeway/expressway with interchanges, at-grade intersections, grade-separated railroad crossings, irrigation (ditch) crossings, frontage roads, and street alignments
- Extend approximately 25 miles from a location on State Route 99 in the vicinity of Kiggins Avenue/Salida community to a location on State Route 120 approximately six miles east of the City of Oakdale.

Project Objective

The objective of the North County Corridor is to ultimately build a western freeway/expressway that will:

- Improve regional network circulation
- Reduce existing traffic congestion
- Reduce traffic delay
- Accommodate future traffic
- Increase safety
- Enhance traffic safety



What We Need from You Tonight

- Please review the project information and mapping. Your input is important to our study process. Ask questions. Share any concerns you have regarding the proposed project.
- Tell us about environmental issues and alternatives to consider
- Fill out and put a comment sheet in the comment box.
- Write to us about the scope of the project.

How to Stay Involved

- Review project materials.
- Sign up for the mailing list.
- Attend North County Corridor Technical Advisory Committee (NCCCTAC) and North County Corridor Transportation Expressway Authority (NCCTEA) board meetings and workshops.
- You will be invited to public meetings and hearings.
- Visit the project Web site: www.dot.ca.gov/10a119
- E-mail us at gal_miller@dot.ca.gov
- Call Gal Miller, Senior Environmental Planner, at (559) 243-8274
- Write to Gal Miller, Captain, 2015 E. Shields, Suite 100, Fresno, CA 93726-5248.

Public input is appreciated throughout the environmental review.

What's Next?

After consideration of the public comments in the scoping phase, the Project Development Team will screen alternatives for further study, and California will proceed with required environmental studies and the draft environmental document. The environmental study process allows project staff members to identify potential impacts and to determine ways to avoid or minimize them.

Future Public Involvement Opportunities

- Stakeholder meetings
- Ongoing agency coordination
- CEQA and NEPA comment periods through September 30, 2010
- Open houses, workshops and other public meetings (2010-2012)
- Public hearings on Draft Environmental Impact Statement (Fall 2012)
- Project updates as the study progresses
- Project Web site at www.dot.ca.gov/10a119



North County Corridor Project Fact Sheet

The North County Corridor Project (SR-99 to SR-120) is a high-priority project for Stanislaus County, its communities and the growing urbanized cities of Modesto, Oakdale, and Riverbank. The purpose of the project is to ultimately build a west-east roadway that would improve regional network circulation, relieve existing traffic congestion, reduce traffic delay, accommodate future traffic, benefit commerce and enhance safety.

The purpose of this project phase is to identify a roadway alignment for a west-east facility from SR-99 north of the City of Modesto to SR-120 approximately six miles east of the City of Oakdale. This new roadway would be approximately 25 miles in length from a location on State Route 99 in the vicinity of Kiernan Avenue/Salida community to a location on State Route 120 approximately six miles east of the City of Oakdale. The project may be an entirely new roadway or incorporated into the existing roadway network and would serve as a bypass for the cities of Riverbank, Oakdale and Modesto. The roadway segment from SR-99 to McHenry Avenue near SR-219 is approximately six miles in length and will be studied as a local facility and also as a state freeway/ expressway. The North County Corridor Transportation Expressway Authority anticipates that the ultimate facility would be planned as a multi-lane, access-controlled expressway/freeway, with interchanges, at-grade intersections, grade-separated railroad crossings, irrigation district crossings, frontage roads, and local street alignments.

Existing SR-108 functions as a “main street” passing through the congested downtown areas of Modesto, Oakdale, and Riverbank, in which the current transportation facility does not provide for efficient, reliable and continuous interregional travel. The trucks, recreational vehicles, and commuter traffic using SR-108 during peak travel times add to the congestion in these urban areas; and a significant increase in local and interregional traffic demand is expected in the coming years.

To plan for the freeway/expressway, the North County Corridor Transportation Expressway Authority was formed. The Authority consists of the cities of Modesto, Oakdale, and Riverbank; the County of

Stanislaus; and ex-officio members Stanislaus Council of Governments (StanCOG) and the California Department of Transportation.

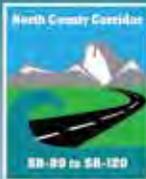
The North County Corridor (NCC) SR-108 East Route Adoption was approved by the California Transportation Commission in May 2010. The adopted corridor provides for approximately 18 miles of freeway/expressway on new alignment from near SR-219 north of the City of Modesto and west of the City of Riverbank to SR-120 approximately six miles east of the City of Oakdale.

Various roadway alignment alternatives will be considered along with the “No Action” alternative during this project study. The proposed roadway would be built in existing unincorporated Stanislaus County and the “No Action” alternative would leave SR-108 in its existing condition.

Public Scoping Meetings are planned for September 8, 2010, and September 13, 2010, and will be the first of many opportunities for members of the public to be involved and provide comments or concerns.

Funding for this phase of the project is being provided by the California Transportation Commission along with regional transportation impact fees. The Authority is also asking for state funding that was once part of the cancelled state Oakdale Bypass project.

Members of the public are encouraged to provide their comments, questions or concerns about this project to Gail Miller, Senior Environmental Planner, Caltrans, by writing to her at 2015 East Shields Avenue, Suite 100, Fresno, CA 93726, by email at gail_miller@dot.ca.gov or by phone at (559) 243-8274. General information about the project can be obtained by contacting James Hammer, Caltrans Project Manager, or Matt Machado, North County Corridor Transportation Expressway Authority Manager. James Hammer can be reached by email at James_R_Hammer@dot.ca.gov or by phone at (209) 948-3748. Matt Machado can be reached by email at machadom@co.stanislaus.ca.us or by phone at (209) 525-6550.



Environmental Studies

Caltrans is proceeding with environmental studies that include the following:

- Architectural History
- Archeological Resources Evaluation
- Biological Studies
- Floodplain Study
- Hazardous Waste Investigation
- Noise Impact Study
- Visual Impact Assessment
- Water Quality Study
- Relocation Impact Study
- Farmland Analysis
- Community Impact Assessment
- Air Quality and Energy
- Traffic Operations and Safety
- Paleontology Study




Possible Alternatives Screening Criteria

The following list includes the possible criteria that will be used by the Project Development Team to identify the range of feasible alternatives to be studied in the Draft Environmental Document.

- Ability to meet the project's purpose and need
- Environmental effects
 - Natural environment
 - Physical environment
 - Human environment
- Financial feasibility
- Design feasibility
- Public acceptability
- Operational performance



Comment Station



Comment Station

What We Need from You Tonight

- Please review the project information and mapping. Your input is important to our study process. Ask questions. Share any comments you have regarding the proposed project.
- Tell us about environmental issues and alternatives to consider.
- Fill out and put a comment sheet in the comment box.
- Write to us about the scope of the project.

How to Stay Involved

- Sign up for the mailing list.
- Attend North County Corridor Technical Advisory Committee (NCCTAC) and North County Corridor Transportation Expressway Authority (NCCTEA) board meetings and workshops.
- You will be invited to public meetings and hearings.
- Visit the project Web site: www.dot.ca.gov/dist10
- E-mail us at gail_miller@dot.ca.gov
- Call Gail Miller, Senior Environmental Planner, at (559) 243-8274.
- Write to Gail Miller, Caltrans, 2015 E. Shields, Suite 100, Fresno, CA 93726-5248.

Additional opportunity for public input will be available throughout the environmental review and in the next stages of the North County Corridor Project.

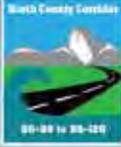



Dictate your comments here

Public comment period for this scoping phase ends September 30, 2010.

Public input is appreciated throughout the environmental review.





Project Description

The North County Corridor will:

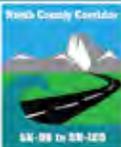
- Ultimately be a freeway/expressway with interchanges, at-grade intersections, grade-separated railroad crossings, irrigation district crossings, frontage roads, and street realignments
- Extend approximately 25 miles from a location on State Route 99 in the vicinity of Kierulff Avenue/Salida community to a location on State Route 120 approximately six miles east of the City of Oakdale




Project Objective

The objective of the North County Corridor is to ultimately build a west-east freeway/expressway that will:

- Improve regional network circulation
- Relieve existing traffic congestion
- Reduce traffic delay
- Accommodate future traffic
- Benefit commerce
- Enhance traffic safety

North County Corridor Transportation Expressway Authority

Technical Advisory Committee

- Laurie Barton, Deputy Director of Engineering and Operations, Stanislaus County Public Works Department
- Carlos Yamzon, Senior Planner, Stanislaus Council of Governments (StanCOG)
- Brent Sinclair, Director of Community and Economic Development, City of Modesto
- Dave Myers, City Engineer/Deputy Public Works Director, City of Oakdale
- J. D. Hightower, Community Development Director, City of Riverbank




North County Corridor Transportation Expressway Authority

Board of Directors

- James Ridenour, Mayor, City of Modesto
- Farrell Jackson, Mayor, City of Oakdale
- Virginia Madueño, Mayor, City of Riverbank
- Jeff Grover, Supervisor, County of Stanislaus
- William O'Brien, Supervisor, County of Stanislaus

Ex-officio Members

- Richard Harmon, Interim District Director, California Department of Transportation, District 10
- Vince Harris, Executive Director, Stanislaus Council of Governments (StanCOG)

Authority Manager

- Matt Machado, P.E.





Agency Involvement

Lead Agency for California Environmental Quality Act/National Environmental Policy Act

Gail Miller, Senior Environmental Planner
Central Sierra Environmental Analysis Branch
2015 E. Shields Avenue, Suite 100
Fresno, CA 93726
(559) 243-8274; (209) 948-3644

James Hammit, P.E., P.M.P. Project Manager
California District 10
1976 E. Charter Way/1976 E. Dr. Martin Luther King, Jr. Blvd.
Stockton, CA 95205
(209) 948-3748

Sponsoring Agency

North County Corridor Transportation Expressway Authority
Matt Machado, P.E., Authority Manager
1716 Morgan Road
Modesto, CA 95358

Responsible Agencies

City of Modesto
City of Oakdale
City of Riverbank
County of Stanislaus
Stanislaus Council of Governments (StanCOG)



Potential Funding

Contributing Sources:

- State Transportation Improvement Program
- Local Development Impact Fees
- Oakdale Bypass Project Funds
- Other

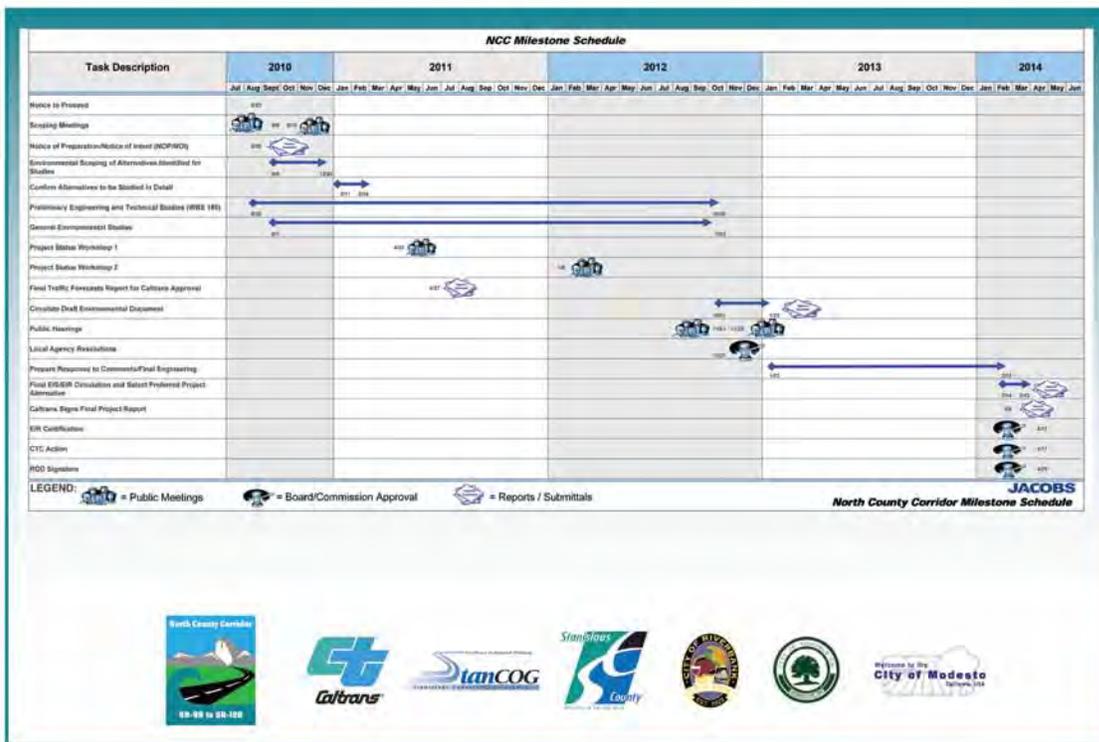
Funding for this phase of the project is being provided by the State Transportation Improvement Program along with local development impact fees. The North County Corridor Transportation Expressway Authority is now seeking State funding that was once part of the Oakdale Bypass Project.



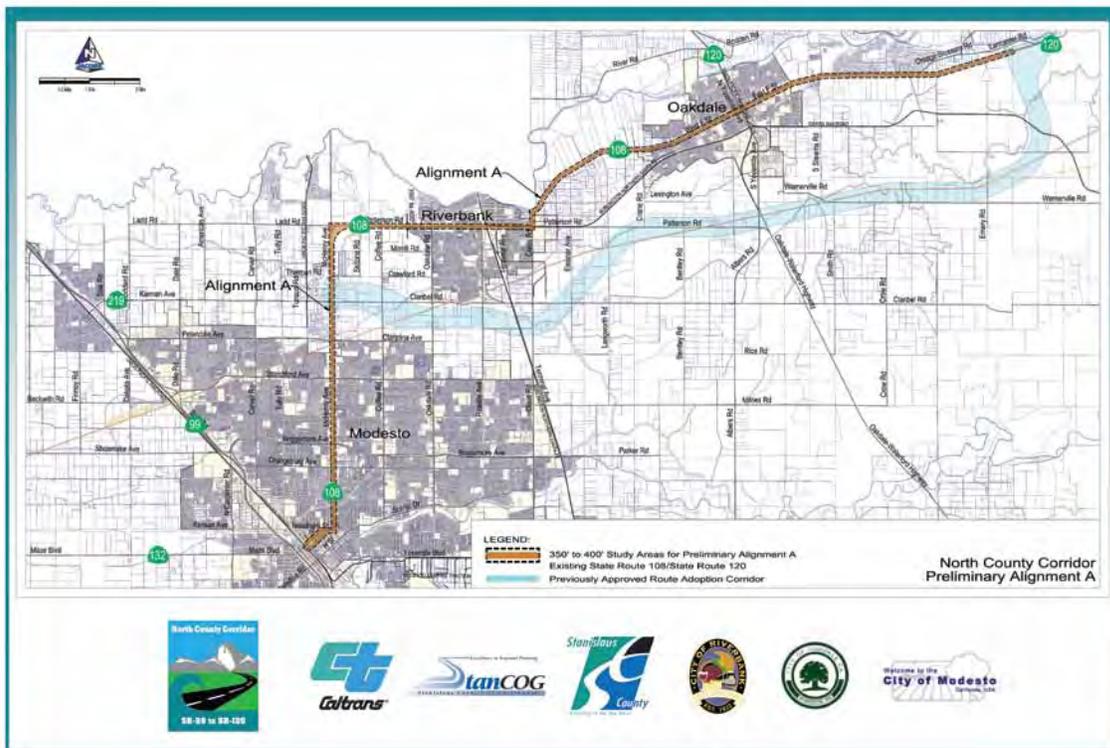
Next Steps

- Public Scoping Meeting **Highway 99**
 - Gather public input tonight
- Project Development Team considers public input and screens alternatives for further study
- Begin environmental studies and prepare draft environmental document
- Public participation
- Public Information Meeting
- Prepare Draft Environmental Document
- Public Hearing
- Alternative Selection and Final Environmental Document





Maps





Appendix C: Notices and Letters



North County Corridor
SR-99 to SR-120

You Are Invited to Public Scoping Meetings

<p>Wednesday, September 8, 2010 6:30 p.m. - 8:00 p.m. Oakdale Community Center 110 South Second Avenue Oakdale, CA</p>	<p>Monday, September 13, 2010 6:30 p.m. - 8:00 p.m. Salida Regional Library 4835 Sisk Road Salida, CA</p>
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North County Corridor (SR-99 to SR-120)
Public Information Coordinator
P.O. Box 773
Stockton, CA 95201-0773

The Public Scoping Meetings are being held to give you an opportunity to view maps, information about the project, and other displays about the proposed preliminary corridor alignments. Representatives from Caltrans and the North County Corridor Transportation Expressway Authority will be there along with other specialists in engineering, environmental studies, and right-of-way to discuss your individual concerns and answer questions. The meeting will be an open forum/open house format. You are invited to attend any time between the hours of 6:30 p.m. and 8:00 p.m. You are also welcome to come to either or both of the meetings, at which the same information will be available.

If you wish to comment on the proposed project, comment cards will be available, and a public stenographer will be there to record your comments. If you cannot attend the meeting but have comments, questions, or concerns regarding the project, please submit them in writing to Gail Miller, Senior Environmental Planner, Caltrans, Central Sierra Environmental Analysis Branch, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726 or by e-mail to Gail_Miller@dot.ca.gov. Individuals who require special accommodations (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.), please contact the Caltrans District Public Affairs Office at (209) 948-7977 at least 5 days prior to the scheduled meeting. Telecommunications Device for the Deaf (TDD) users may contact the California Relay Service TDD at 1-800-735-2922.








What's Being Planned?

The California Department of Transportation (Caltrans)—is the lead agency responsible for compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA)—in cooperation with the North County Corridor Expressway Authority, is preparing an Environmental Impact Report/Environmental Impact Statement for the North County Corridor Project (SR-99 to SR-120). The proposed project would be an expressway with interchanges, at-grade intersections, grade-separated railroad crossings, irrigation district crossings, frontage roads, and street realignments. The proposed project would extend approximately 25 miles from a location on State Route 99 in the vicinity of Kierman Avenue/the Salida community, to a location on State Route 120 approximately 6 miles east of the City of Oakdale. The proposed project may be an entirely new roadway or may be incorporated into the existing roadway network.

Why This Public Notice?

Caltrans is starting environmental studies for this project. The Public Scoping Meetings will be the first of several opportunities to provide comments or concerns. Your comments will become part of the public record and will be considered in developing alternatives to be studied in the environmental document.

Contacts

For general information about the project, feel free to contact Gilbert Betancourt, Project Manager, Caltrans, at (209) 948-3748 or by e-mail at Gilbert_Betancourt@dot.ca.gov. Or, contact Matt Machado, Authority Manager, North County Corridor Transportation Expressway Authority, at (209) 525-6550 or by e-mail at machadom@co.stanislous.ca.us. For environmental information, contact Gail Miller, Senior Environmental Planner, Caltrans, (559) 240-8274/(209) 948-3646 or e-mail Gail_Miller@dot.ca.gov. For all other State Highway matters, please contact District 10 Public Affairs at (209) 948-7977.

Visit www.dot.ca.gov/dist10.

¿Cuál es el plan?

El Departamento de Transporte de California (Caltrans) —es su calidad de principal responsable en el cumplimiento del Acta de Calidad Medioambiental de California (CEQA, por sus siglas en inglés) y el Acta Nacional de Política del Medioambiente (NEPA, por sus siglas en inglés)— en colaboración con la Jurisdicción del Corredor de Transporte Rápido del Norte del Condado— está preparando el informe de impacto al medioambiente declaración de impacto medioambiente para el Proyecto Corredor del Norte del Condado (SR-99 a SR120). Esta ruta propocionará intersecciones a nivel, cruces ferroviarios a desnivel, cruces de canales de irrigación, cruces puentes y realineación de calles. El trayecto se extenderá por aproximadamente 25 millas desde algún punto de la Ruta Estatal 99 Avenida Kierman a la altura de Salida, terminando en un punto en la Ruta Estatal 120, a unas 6 millas al este de la ciudad de Oakdale. La ruta puede ser una carretera totalmente nueva o puede ser incorporada a la red de caminos locales existente.

¿Por qué le hacemos este aviso?

Caltrans está comenzando los análisis medioambientales para este proyecto. Los reuniones de Explotación Abiertas al Público serán las primeras de varias oportunidades en las cuales usted podrá hacer comentarios o manifestar sus preocupaciones. Sus comentarios pasarán a ser parte del archivo público y serán tomados en cuenta en el desarrollo de alternativas a considerar en el documento medioambiental.

Comuníquese con nosotros

Para información en general sobre el proyecto, no dude en comunicarse con Gilbert Betancourt, gerente del proyecto, Caltrans, al (209) 948-3748, o por correo electrónico a Gilbert_Betancourt@dot.ca.gov. O póngase en comunicación con Matt Machado, Gerente de la Jurisdicción del Corredor de Transporte Rápido del Norte del Condado al teléfono (209) 525-6550 o por correo electrónico a machadom@co.stanislous.ca.us. Para información medioambiental, llame a Gail Miller, Jefe de Planificación Medioambiental, Caltrans, (559) 240-8274, (209) 948-3646, o por correo electrónico a Gail_Miller@dot.ca.gov. Para cualquier otro asunto sobre carreteras estatales, por favor póngase en contacto con las Relaciones Públicas del Distrito 10, al (209) 948-7977.

Modesto Bee
August 19, 2010

Oakdale Leader
August 25, 2010

Riverbank News
August 25, 2010

PUBLIC NOTICE

PUBLIC SCOPING MEETINGS

North County Corridor Project (SR-99 to SR-120)



WHEN AND WHERE?

Dates: Wednesday, September 8, 2010 6:30 p.m. - 8:00 p.m. Oakdale Community Center 110 South Second Avenue Oakdale, California	Monday, September 13, 2010 6:30 p.m. - 8:00 p.m. Salida Regional Library 4835 Sisk Road Salida, California
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WHAT'S BEING PLANNED?

The California Department of Transportation (Caltrans) is the lead agency responsible for compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) in cooperation with the North County Corridor Transportation Expressway Authority, in preparing an Environmental Impact Report/Environmental Impact Statement for the North County Corridor Project (SR-99 to SR-120). The proposed project would be an expressway with interchanges, at-grade interchanges, grade-separated railroad crossings, irrigation district crossings, frontage roads, and street realignments. The proposed project would extend approximately 25 miles from a location on State Route 99 in the vicinity of Kierman Avenue in the Salida community, to a location on State Route 120 approximately 6 miles east of the City of Oakdale. The alignment may be an entirely new roadway or may be incorporated into the existing roadway network.

WHY THIS PUBLIC NOTICE?

Caltrans is starting environmental studies for these projects. The Public Scoping Meetings will be the first of several opportunities to provide comments or concerns. Your comments will become part of the public record and will be considered in developing alternatives to be studied in the environmental document.

WHAT'S AVAILABLE?

Maps, information about the project, and other displays will be available for viewing. Representatives from Caltrans and the North County Corridor Transportation Expressway Authority will be there along with other specialists in engineering, environmental studies, and right-of-way to discuss your individual concerns and answer questions. The meetings will be an open forum/open house format. You are invited to attend any time between the hours of 6:30 p.m. and 8:00 p.m. You are also welcome to come to either or both of the meetings, at which the same information will be available.

WHERE DO YOU COME IN?

Come to either or both of the meetings. Talk with staff about the project. Give your input. If you wish to comment on the proposed project, you may make written comments at the meetings. If you cannot attend a meeting, but have comments, questions, or concerns regarding the project, please submit them in writing to Gail Miller, Senior Environmental Planner, Caltrans, Central Sierra Environmental Analysis Branch, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726 or by e-mail to Gail.Miller@dot.ca.gov.

CONTACT

For general information about the project, feel free to contact Gilbert Betancourt, Project Manager, Caltrans, at (209) 948-3748 or by e-mail at Gilbert.Betancourt@dot.ca.gov. Or, contact Matt Machado, Authority Manager, North County Corridor Transportation Expressway Authority, at (209) 525-6550 or by e-mail at machadom@cccaan15mas.ca.gov. For environmental information, contact Gail Miller, Senior Environmental Planner, Caltrans, (559) 240-8274 / (209) 948-3646 or e-mail Gail.Miller@dot.ca.gov. For all other State Highway matters, please contact District 10 Public Affairs at (209) 948-7977.

SPECIAL ACCOMMODATIONS

Individuals who require special accommodations (American Sign Language interpreter, accessible seating, documents in alternate formats, etc.) are asked to contact District 10 Public Affairs Office at (209) 948-7977 at least 5 days prior to the scheduled public scoping meetings. Telecommunications Device for the Deaf (TDD) users may contact the California Relay Service TDD at 1-800-735-2922.



AVISO AL PÚBLICO

Reuniones Públicas

Proyecto Corredor Norte Del Condado
(SR-99 a SR-120)



¿DÓNDE Y CUANDO?

Fechas: Miércoles 8 de septiembre, 2010 6:30 p.m. - 8:00 p.m. Centro Comunitario de Oakdale 110 South Second Avenue Oakdale, California	Lunes 13 de septiembre, 2010 6:30 p.m. - 8:00 p.m. Biblioteca Regional de Salida 4035 Esak Road Salida, California
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¿CUÁL ES EL PLAN?

El Departamento de Transporte de California (Caltrans) —en su calidad de principal responsable en el cumplimiento del Acta de Calidad Medioambiental de California (CEQA, por sus siglas en inglés) y el Acta Nacional de Política del Medioambiente (NEPA, por sus siglas en inglés)— en colaboración con la Jurisdicción del Corredor de Transporte Rápido del Norte del Condado— está preparando el informe de impacto al medioambiente (declaración de impacto medioambiental) para el Proyecto Corredor del Norte del Condado (SR-99 to SR120). Esta rúta proporcionará intersecciones a nivel, cruces ferroviarios a desnivel, cruces de canales de irrigación, caminos panteles y realinación de calles. El proyecto se extenderá por aproximadamente 25 millas desde algún punto de la Ruta Estatal 99 Avenida Kierman a la altura de Salida, terminando en un punto en la Ruta Estatal 120, a unas 6 millas al este de la ciudad de Oakdale. La ruta puede ser una carretera totalmente nueva o puede ser incorporada a la red de caminos locales existente.

¿POR QUÉ LE HACEMOS ESTE AVISO?

Caltrans está comenzando los análisis medioambientales para este proyecto. Reuniones públicas serán las primeras de varias oportunidades en las cuales usted podrá hacer comentarios o manifestar sus preocupaciones. Sus comentarios pasarán a ser parte del archivo público y serán tomados en cuenta en el desarrollo de alternativas a considerar en el documento medioambiental.

¿QUÉ HABRÁ?

Se mostrarán mapas y otra información sobre el proyecto a disposición del público. Habrá representantes de Caltrans y de la Jurisdicción del Corredor de Transporte Rápido del Norte del Condado quienes, junto a otros especialistas de ingeniería, estudios medioambientales y de derecho-de-vía, quienes podrán abordar temas que le preocupen y contestar a sus preguntas. Las reuniones son un foro abierto y de libre circulación a todos. Se le invita a venir en cualquier momento entre las 6:30 p.m. - 8:30 p.m. También es libre de asistir a una o ambas reuniones —habra la misma información en las dos.

¿DÓNDE PARTICIPA USTED?

Venga a cualquiera de las dos reuniones. Hable del proyecto con el personal. Dé su opinión. Si desea hacer algún comentario respecto del proyecto en cuestión, puede hacerlo por escrito en las reuniones. Si no es posible asistir a una de las reuniones pero quiere hacer un comentario, tiene preguntas o le preocupa algo sobre el proyecto, puede hacerlo por escrito a Gail Miller, Jefe de Planificación Medioambiental, Caltrans, Departamento de Análisis Medioambiental Sierra Central, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726 o por correo electrónico a Gail_Miller@dot.ca.gov.

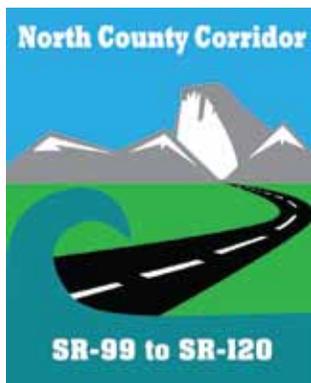
COMUNIQUESE CON NOSOTROS

Para información en general sobre el proyecto, no dude en comunicarse con Gilbert Betancourt, gerente del proyecto, Caltrans, al (209) 948-3748, o por correo electrónico a Gilbert_Betancourt@dot.ca.gov. O póngase en comunicación con Maf MacFaula, Gerente de la Jurisdicción del Corredor de Transporte Rápido del Norte del Condado al teléfono (209) 525-6550 o por correo electrónico a mcfaula@erc.slamtaia.ca.us. Para información medioambiental, llame a Gail Miller, Jefe de Planificación Medioambiental, Caltrans, (559) 240-8274/(209) 948-3646, o por correo electrónico a Gail_Miller@dot.ca.gov. Para cualquier otro asunto sobre carreteras estatales, por favor póngase en contacto con las Relaciones Públicas del Distrito 10, al (209) 948-7977.

SITUACIONES ESPECIALES

A las personas que requieren asistencia especial (intérprete de Lenguaje Mexicano/Español por Señas, asistencia para discapacitados, asistencia en formato alternativo, etc.) se les puede comunicar con la Oficina de Relaciones Públicas del Distrito 10 al (209) 948-7543 por lo menos 7 días antes de la fecha programada para estas reuniones. Para más que sean dispositivos de telecomunicación para sordos (TDD), por sus siglas en inglés) pueden comunicarse con TDD de California Relay Services/Servicio de Traducción de California al 1-800-735-2072.





CONTACT:
Zelie Nogueira
Caltrans District 10 Public and Legislative Affairs Chief
(209) 948-3930

FOR IMMEDIATE RELEASE:
August 27, 2010

PUBLIC SCOPING MEETING NORTH COUNTY CORRIDOR PROJECT (SR-99 TO SR-120)

(Stockton, CA)—Members of the public are invited to attend public scoping meetings to solicit public comment on planning for the North County Corridor Project (SR-99 to SR-120):

Wednesday, September 8, 2010
6:30 p.m. – 8:00 p.m.
Oakdale Community Center
110 South Second Avenue
Oakdale, California

Monday, September 13, 2010
6:30 p.m. – 8:00 p.m.
Salida Regional Library
4835 Sisk Road
Salida, California

Maps, information about the North County Corridor Project, and other displays will be available for viewing. Representatives from Caltrans and the North County Corridor Transportation Expressway Authority will be there along with other specialists in engineering, environmental studies, and right-of-way to discuss individual concerns and answer questions. The meetings will be held in an open forum/open house format. Members of the public are welcome to come to either or both of the public scoping meetings, at which the same information will be available.

Caltrans is starting environmental studies for these projects. The public scoping meetings will be the first of several opportunities to provide comments or concerns.

Comment cards will be available at the public scoping meetings, and a public stenographer will be at the meetings to accept oral comments. Comments will become part of the public record and be considered in developing alternatives to be studied in the environmental document.

The California Department of Transportation (Caltrans)—as the lead agency responsible for compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA)—in cooperation with the North County Corridor Transportation Expressway Authority, is preparing an Environmental Impact Report/ Environmental Impact Statement for the North County Corridor Project (SR-99 to SR-120). The purpose of this project phase is to identify a roadway alignment for a west-east facility from SR-99 north of the City of Modesto to SR-120 approximately six miles east of the City of Oakdale. This new roadway would be approximately 25 miles in length from a location on State Route 99 in the vicinity of Kiernan Avenue/Salida community to a location on State Route 120 approximately six miles east of the City of Oakdale. The project may be an entirely new roadway or may be incorporated into the existing roadway network and would serve as a bypass for the cities of Riverbank, Oakdale and Modesto. The first roadway segment from SR-99 to McHenry Avenue near SR-

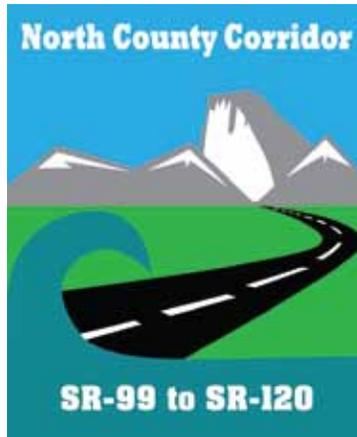
219 is approximately six miles in length and will be studied as a local facility and also as a state freeway/expressway. The proposed roadway would then use the state-adopted corridor for the remaining 18 miles, from near SR-219 easterly to SR-120 approximately six miles east of the City of Oakdale.

The Public Scoping Meetings on September 8, 2010, and September 13, 2010, are the first of many opportunities for members of the public to be involved in the North County Corridor Project and to provide comments or concerns.

Funding for this phase of the project is being provided by the California Transportation Commission along with regional transportation impact fees. The Authority is also asking for State funding that was once part of the cancelled state Oakdale Bypass project.

Members of the public are also welcome to provide comments, questions, or concerns to Gail Miller, Senior Environmental Planner, Caltrans, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726 or by e-mail to Gail_Miller@dot.ca.gov or by calling (559) 243-8274 or (209) 948-3646. Also, for general information about the project, the Project Manager, James Hammer, can be contacted at James_R_Hammer@dot.ca.gov or by calling (209) 948-3748; or the North County Corridor Transportation Expressway Authority Manager, Matt Machado, can be contacted at machadom@co.stanislaus.ca.us or by calling (209) 525-6550.

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CONTACT:
Zelie Nogueira
Caltrans District 10 Public and Legislative Affairs Chief
(209) 948-3930

FOR IMMEDIATE RELEASE:
September 7, 2010

PUBLIC SCOPING MEETING NORTH COUNTY CORRIDOR PROJECT (SR-99 TO SR-120)

(Stockton, CA)—Members of the public are invited to attend public scoping meetings to solicit public comment on planning for the North County Corridor Project (SR-99 to SR-120):

Wednesday, September 8, 2010
6:30 p.m. – 8:00 p.m.
Oakdale Community Center
110 South Second Avenue
Oakdale, California

Monday, September 13, 2010
6:30 p.m. – 8:00 p.m.
Salida Regional Library
4835 Sisk Road
Salida, California

Maps, information about the North County Corridor Project, and other displays will be available for viewing. Representatives from Caltrans and the North County Corridor Transportation Expressway Authority will be there along with other specialists in engineering, environmental studies, and right-of-way to discuss individual concerns and answer questions. The meetings will be held in an open forum/open house format. Members of the public are welcome to come to either or both of the public scoping meetings, at which the same information will be available.

Caltrans is starting environmental studies for these projects. The public scoping meetings will be the first of several opportunities to provide comments or concerns.

Comment cards will be available at the public scoping meetings, and a public stenographer will be at the meetings to accept oral comments. Comments will become part of the public record and be considered in developing alternatives to be studied in the environmental document.

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for a west-east facility from SR-99 north of the City of Modesto to SR-120 approximately six miles east of the City of Oakdale. This new roadway would be approximately 25 miles in length from a location on State Route 99 in the vicinity of Kiernan Avenue/Salida community to a location on State Route 120 approximately six miles east of the City of Oakdale. The project may be an entirely new roadway or may be incorporated into the existing roadway network and would serve as a bypass for the cities of Riverbank, Oakdale and Modesto. The roadway segment from SR-99 to McHenry Avenue near SR-219 is approximately six miles in length and will be studied as a local facility and also as a state freeway/expressway. The North County Corridor Transportation Expressway Authority anticipates that the ultimate facility would be planned as a multi-lane, access-controlled expressway/freeway, with interchanges, at-grade intersections, grade-separated railroad crossings, irrigation district crossings, frontage roads, and local street alignments.

The Public Scoping Meetings on September 8, 2010, and September 13, 2010, are the first of many opportunities for members of the public to be involved in the North County Corridor Project and to provide comments or concerns.

Funding for this phase of the project is being provided by the California Transportation Commission along with regional transportation impact fees. The Authority is also asking for State funding that was once part of the cancelled state Oakdale Bypass project.

Members of the public are also welcome to provide comments, questions, or concerns to Gail Miller, Senior Environmental Planner, Caltrans, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726 or by e-mail to Gail_Miller@dot.ca.gov or by calling (559) 243-8274 or (209) 948-3646. Also, for general information about the project, the Project Manager, James Hammer, can be contacted at James_R_Hammer@dot.ca.gov or by calling (209) 948-3748; or the North County Corridor Transportation Expressway Authority Manager, Matt Machado, can be contacted at machadom@co.stanislaus.ca.us or by calling (209) 525-6550.

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Posted on Fri, Sep. 03, 2010

Don't bypass the corridor planning

last updated: September 03, 2010 01:57:13 AM

The next step in the planning for a east-west expressway across northern Stanislaus County looks a lot like the previous step. It involves identifying the route for the roadway, which will extend about 26 miles from Highway 99 to the east side of Oakdale.

The alignment was the subject of numerous meetings and a major environmental review last year. Another such review is getting started, this time with the intent of defining a specific route and moving the project along toward construction late in this decade and beyond.

No one has a firm idea when the North County Corridor might be finished — or even started — but we think it's important that the planning process stay on track. Otherwise, we could end up with another Oakdale bypass — that is, a project that is talked about for decades and never gets built. Stanislaus County is fortunate that \$91 million earmarked for the Oakdale bypass has been redirected for the eastern section of the corridor — from McHenry Avenue to the east side of Oakdale. The California Transportation Commission OK'd the transfer earlier this summer, preserving money that likely would have gone to projects elsewhere in the state.

The North County Corridor seems to be gaining momentum because of the commitment of leaders of Stanislaus County and three cities — Modesto, Riverbank and Oakdale. They have formed a joint powers authority to oversee the project (the North County Corridor Transportation Expressway Authority). Some of the corridor's proponents, such as Supervisor Jeff Grover and Modesto Mayor Jim Ridenour, will be out of office even before the next environmental review is complete. It's essential that their successors remain committed.

So far, many of the objections have been raised by people who own property in or near the wide swath that was studied initially. For study purposes, the map showed an alignment as wide as 4,000 feet — 4/5 of a mile.

Obviously the alignment crossed a lot of parcels. As the route is more closely defined, to within 400 feet or so, there will be fewer property owners affected and some of the controversy should wane.

But there are multiple issues that must be addressed, such as:

- Just how far east of Oakdale should the connect in to Highway 108/120 from the south? Parts of that highway are known for horrible traffic accidents and that has to be a factor in choosing the connecting point.
- Where should the corridor connect to Highway 99, specifically at or near Salida, where Kiernan Avenue (Highway 219) currently is, or farther north?
- Where would interchanges be located along the route?
- What would the alignment be of what is now Oakdale Road and Claribel Avenue? Riverbank is raking in sales tax revenue as a result of its Crossroads Shopping Center, while Modesto hopes to have big stores in the same area. We can expect some political tussling over this decision.
- What might be the disruption to wildlife, wetlands and so forth?

The North County Corridor is a massive project that will require dozens of studies and decisions before the first layer of pavement ever goes down.

The scope is evident in the price and time frame for the consultant just hired: The expressway authority signed an \$8.8 million contract with the Jacobs Engineering Group, Inc., of Sacramento, that will cover the creation of the environmental impact report and initial design work over the next 45 months.

With growth at a virtual standstill and local and state governments hurting for money, it might be tempting to abandon the idea of a major expressway for the north county.

That would be terribly shortsighted. The current east-west roads are heavily traveled, especially certain times of day and week, and traffic will only get worse in the years ahead.

Current residents of Stanislaus County — and we're in that group — frequently complain that leaders of the past did not adequately plan for major roadways and other big infrastructure needs of the future.

The preliminary work that is under way now on the North County Corridor represents the kind of long-range planning and thinking that has been missing in the past.

We urge public officials to stay committed to this vision, recognizing that there will be many decisions to be made along the way.

And we encourage citizens to look at the route options and offer their views now, when they can carry the most influence in determining the specific alignment that is analyzed and ultimately becomes the North County Corridor.

Posted on Thu, Sep. 09, 2010

2nd look at Stanislaus North Corridor plan

By Garth Stapley

gstapley@modbee.com

The Modesto Bee

modbee.com

last updated: September 09, 2010 02:09:40 PM

OAKDALE — Dozens of families soon could be visited by scientists studying potential paths for the North County Corridor, people learned Wednesday at a meeting kicking off new studies for the controversial expressway.

Another key open house to gather input from anyone with an opinion will be held Monday in Salida.

Transportation leaders have been asking for comments for a couple of years, but they'll look at those from the current round with new eyes, consulting engineer Kris Balaji said Wednesday.

"It's like a brand-new project," Balaji said. "No route is preferred. We're starting from ground zero."

Previous efforts were aimed at securing \$91 million previously designated for the Oakdale bypass, that was dropped in favor of the North County Corridor, which would link Highway 99 in Salida to Highway 108 east of Oakdale, bypassing Modesto on the north and Riverbank and Oakdale on the south.

With approval from state leaders in May, the focus now shifts to environmental studies to satisfy both state and federal law. That means the slate is wiped clean — and comments from previous periods must be restated and re-entered, Balaji said.

Nearly 200 people accommodated that request at Wednesday's open house, where much more detailed maps of specific potential routes were displayed for the first time.

Many asked about "permits to enter" which soon will be mailed to property owners, asking for written permission allowing scientists to look for certain plants and signs of wildlife.

Wednesday's maps presented three principal options:

- A new 25-mile freeway passing mainly through rural property, with limited access ramps.
- Improving Highway 108, with no new road.
- Improving Kiernan Avenue and its Claribel Road extension into an expressway, with an eastern stretch crossing rural property up to Highway 108.

For the first time, people saw multiple options within each of the three principal ones. At the urging of officials, several people drew other routes with colored markers on large maps, showing their preferences.

Dairy farmer Kurt Hoekstra said a printed option at the far east end would disrupt his fields, irrigated by center-pivot sprinklers, and a second would also destroy his neighbor's farm.

Both previously had urged leaders to put the road on a line separating their properties, but that seems to have fallen on deaf ears, Hoekstra said. "God only gave us so much ground to grow food on," he said.

A vocal contingent preferring the Kiernan-Claribel option showed up again Wednesday. Modesto's Joe Neal said that would spare much farmland and many homes, but wondered why leaders never seemed to acknowledge the idea before.

"At a time when lots of people are losing their homes, to kick more people out seems a bad choice," agreed Patti Iverson, who lives north of Modesto.

Others must recognize advantages to smoother driving, even if they constitute a silent majority, said Oakdale's Bill McClain.

"It would sure be nice to get something started," McClain said. "You're always going to have objections, no matter how you do it."

If leaders obtain funding, the \$1.2 billion segment east of Modesto could begin a few years after 2014, when state leaders are expected to select a precise route.

Monday's open house starts at 6:30 p.m. at the Salida Library, 4835 Sisk Road. Comments may be e-mailed to gail_miller@dot.ca.gov, james_r_hammer@dot.ca.gov or machadom@co.stanislaus.ca.us, or mailed to 2015 E. Shields Ave., Suite 100, Fresno, 93726. For more information, call 948-3748 or see www.dot.ca.gov/dist10.

Bee staff writer Garth Stapley can be reached at gstapley@modbee.com or 578-2390.

The Oakdale Leader

✂ Online Edition ✂

North Corridor Meeting Draws Crowd For Latest Scoping Session

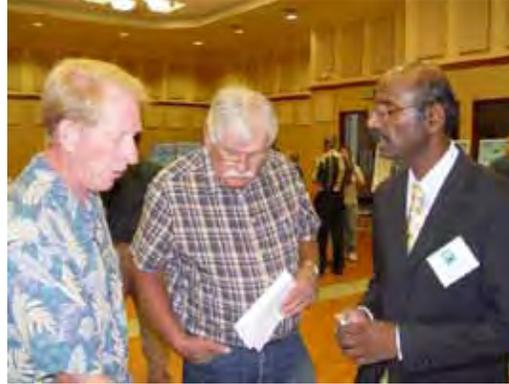


By Craig Macho

Staff Reporter

cmacho@oakdaleleader.com

209-847-3021, ext. 8128



Mark Stone, left, and Jerry Wyllie, both of Modesto, talk with North County Corridor Project Manager Kris Balaji of Jacobs Engineering during a Public Scoping meeting held Sept. 8 at the Oakdale Community Center.

Over 150 people attended a public scoping meeting on the North County Corridor project Sept. 8 at the Oakdale Community Center.

Two years ago the cities of Oakdale, Riverbank, and Modesto, along with the Stanislaus Council of Governments (StanCOG) and Stanislaus County formed the North County Corridor Transportation Expressway Authority.

Caltrans, as the lead agency responsible for compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), is preparing an Environmental Impact Report/Environmental Impact Statement for the North County Corridor Project (SR-99 to SR-120), in cooperation with the North County Corridor Transportation Expressway Authority. The purpose of this project phase is to identify a roadway alignment for an east-west route from SR-99 north of the City of Modesto to SR-120 east of the City of Oakdale. This new roadway would be approximately 25 miles in length from a location on State Route 99 in the vicinity of Kiernan Avenue/Salida community to a location on State Route 120 approximately six miles east of the City of Oakdale. The project may be an entirely new roadway or may be incorporated into the existing roadway network and would serve as a bypass for the cities of Riverbank, Oakdale and Modesto.

The first roadway segment from SR-99 to McHenry Avenue near SR-219 is approximately six miles in length and will be studied as a local facility and also as a state freeway/expressway. The proposed roadway would then use the state-adopted corridor for the remaining 18 miles, from near SR-219 easterly to SR-120 approximately six miles east of the City of Oakdale.

Although prior scoping meetings have been held for environmental impact reports, those were for state requirements.

“Federal requirements require we start from scratch,” said Kris Balasi, a project manager for the Jacobs Engineering Group. He said the authority is attempting to gather as much information from the public as possible in order to plan the route.

“We want to hear from the public,” he said. “What do you want us to consider?” Jim Hammer, a project manager for CalTrans, said the public comment from the scoping meetings will be instrumental in deciding a route for the North County Corridor. “This is not just something we throw out there,” he said. “The impact on the community is very important to us.”

The public scoping meeting was the first of several opportunities to provide comments or concerns.

Members of the public may provide comments, questions, or concerns to Gail Miller, Senior Environmental Planner, Caltrans, 2015 East Shields Ave., Suite 100, Fresno, CA 93726 or by e-mail to Gail_Miller@dot.ca.gov or by calling (559) 243-8274 or (209) 948-3646. Also, for general information about the project, the Project Manager, James Hammer, can be contacted at James_R_Hammer@dot.ca.gov or by calling (209) 948-3748; or the North County Corridor Transportation Expressway Authority Manager, Matt Machado, can be contacted at machadom@co.stanislaus.ca.us or by calling (209) 525-6550.

Funding for this phase of the project is being provided by the California Transportation Commission along with regional transportation impact fees. The Authority is also asking for State funding that was once part of the cancelled state Oakdale Bypass project.

2nd look at Stanislaus North Corridor plan

Residents get input on Highway 99, 108 route

Published Thursday, Sep. 09, 2010

OAKDALE — Dozens of families soon could be visited by scientists studying potential paths for the North County Corridor, people learned Wednesday at a meeting kicking off new studies for the controversial expressway.

Another key open house to gather input from anyone with an opinion will be held Monday in Salida. Transportation leaders have been asking for comments for a couple of years, but they'll look at those from the current round with new eyes, consulting engineer Kris Balaji said Wednesday.

"It's like a brand-new project," Balaji said. "No route is preferred. We're starting from ground zero." Previous efforts were aimed at securing \$91 million previously designated for the Oakdale bypass, that was dropped in favor of the North County Corridor, which would link Highway 99 in Salida to Highway 108 east of Oakdale, bypassing Modesto on the north and Riverbank and Oakdale on the south. With approval from state leaders in May, the focus now shifts to environmental studies to satisfy both state and federal law. That means the slate is wiped clean — and comments from previous periods must be restated and re-entered, Balaji said.

Nearly 200 people accommodated that request at Wednesday's open house, where much more detailed maps of specific potential routes were displayed for the first time.

Many asked about "permits to enter" which soon will be mailed to property owners, asking for written permission allowing scientists to look for certain plants and signs of wildlife.

Wednesday's maps presented three principal options:

- A new 25-mile freeway passing mainly through rural property, with limited access ramps.
- Improving Highway 108, with no new road.
- Improving Kiernan Avenue and its Claribel Road extension into an expressway, with an eastern stretch crossing rural property up to Highway 108.

For the first time, people saw multiple options within each of the three principal ones. At the urging of officials, several people drew other routes with colored markers on large maps, showing their preferences. Dairy farmer Kurt Hoekstra said a printed option at the far east end would disrupt his fields, irrigated by center-pivot sprinklers, and a second would also destroy his neighbor's farm.

Both previously had urged leaders to put the road on a line separating their properties, but that seems to have fallen on deaf ears, Hoekstra said. "God only gave us so much ground to grow food on," he said. A vocal contingent preferring the Kiernan-Claribel option showed up again Wednesday. Modesto's Joe Neal said that would spare much farmland and many homes, but wondered why leaders never seemed to acknowledge the idea before.

"At a time when lots of people are losing their homes, to kick more people out seems a bad choice," agreed Patti Iverson, who lives north of Modesto.

Others must recognize advantages to smoother driving, even if they constitute a silent majority, said Oakdale's Bill McClain.

"It would sure be nice to get something started," McClain said. "You're always going to have objections, no matter how you do it."

If leaders obtain funding, the \$1.2 billion segment east of Modesto could begin a few years after 2014, when state leaders are expected to select a precise route.

Monday's open house starts at 6:30 p.m. at the Salida Library, 4835 Sisk Road. Comments may be e-mailed to gail_miller@dot.ca.gov, james_r_hammer@dot.ca.gov or machadom@co.stanislaus.ca.us, or mailed to 2015 E. Shields Ave., Suite 100, Fresno, 93726. For more information, call 948-3748 or see www.dot.ca.gov/dist10.

Bee staff writer Garth Stapley can be reached at gstapley@modbee.com or 578-2390.

Posted on Mon, Sep. 13, 2010

Speak out, from budgets to test scores

last updated: September 12, 2010 09:22:41 PM

Citizens will have an opportunity to have their say on a variety of big issues -- from 2010-11 budgets to school test scores to the North County Corridor -- at public meetings set for this week.

Topping the list, the Stanislaus County Board of Supervisors on Tuesday will consider a final budget that reduces help for some of society's most vulnerable people -- children, the elderly and the poor.

Despite shedding 857 positions in three years and implementing 5 percent wage reductions for the 3,746 remaining employees, the county's \$918 million spending plan still shows a \$40 million gap between income and expenses.

County officials also worry they won't have enough money to pay home care providers or meet growing retirement obligations.

And, they worry about what lies ahead in future years.

"The past three years have been an incredibly painful time for all of us," said county Chief Executive Officer Rick Robinson. "For more than three years, the county has been cutting and restructuring to deal with this economic crisis. We have let go of valued county employees, many of whom committed their professional lives to serving our community. But, the fact is, as painful as this is, we aren't done cutting and the bottom is not in sight."

The public hearing will start at 9 a.m. in the basement chamber of Tenth Street Place, 1010 10th St., Modesto. If necessary, the public hearing will be continued at 9 a.m. Wednesday and Thursday.

The proposed budget is available at www.stancounty.com/budget, and also can be viewed at the Board of Supervisors office at Tenth Street Place, Suite 6500, or at any of the 13 county library branches.

In other meetings of note this week:

The **Modesto City Schools Board of Education** is scheduled to review student results on a variety of high-stakes tests, including the state's STAR tests, the California High School Exit Exam and Advanced Placement tests. Also, in an effort to become more "paperless," trustees will consider a proposal to purchase and use Apple iPads rather than distributing printed copies of the board's agenda. District staff estimate an annual savings of \$4,690, with the investment paying for itself within two years.

Prior to the public session, which begins at 6:15 p.m. at 425 Locust St., the board will meet in closed session at 4 p.m., followed by a reception at 5 p.m. for 78 students who earned perfect scores on the STAR tests.

Also tonight, the new-look **Hughson City Council** will consider hiring a city manager at its 7 p.m. meeting. The five-person council, with three new members after last month's recall election, met last

week to interview two finalists for the job. The council also will hold the first of two public hearings on the 2010-11 budget. City Hall, 7018 Pine St.

Modesto City Council members on Tuesday will consider stimulating commercial development by lowering or suspending fees. A task force is recommending cutting capital facilities fees in half for six months for new retail buildings in the city's redevelopment area. The council also will weigh the idea of suspending all commercial development fees anywhere in the city, also for six months. The downside, of course, is collecting less money needed for roads, parks and police and fire protection: \$62,500 less for the first idea, or \$375,000 for the second.

In another agenda item, council members are expected to adopt membership fees at the Maddux Youth Center, which never has charged for recreational use. Individual yearly memberships would run from \$10 for extremely low-income people or \$20 for such families, up to \$40 for individuals or \$80 for families that are better off financially.

The council will meet at 5:30 p.m. in the basement chamber at Tenth Street Place, 1010 10th St.

The second public informational meeting on the **North County Corridor** is scheduled for tonight. Residents will be able to see maps and learn more about the proposed east-west expressway that would extend about 26 miles from Highway 99 to the east side of Oakdale.

Maps of the possible alignments are available for viewing on the Caltrans Web site at www.dot.ca.gov/dist10; click on North County Corridor -- State Route 108 on the menu. The meeting will run from 6:30 to 8 p.m. at the Salida regional library, 4835 Sisk Road.

Citizens who cannot attend tonight's meeting can address comments or questions to Gail Miller, senior environmental planner, Caltrans, Central Sierra Environmental Branch, 2015 E. Shields Ave., Suite 100, Fresno 93726 or Gail_Miller@dot.ca.gov.

The **Turlock City Council** will consider taking steps to build its new public safety center when it meets at 7 p.m. Tuesday. Though the state took a large portion of the city's redevelopment money, the city hopes to take advantage of low bids coming in from contractors desperate for work. The city will consider issuing bonds to pay for the project, estimated to cost \$29.7 million, though staff is hopeful actual costs will come in at less than that. The council also will consider seeking construction bids for the project, and putting the old Police Department up for sale, with an option to lease it back until the new facility is built. City Hall, 156 S. Broadway.

DEPARTMENT OF TRANSPORTATION
DISTRICT 10
P.O. BOX 2048, STOCKTON, CA 95201
(1976 E. DR. MARTIN LUTHER KING JR. BLVD. 95205)
PHONE (209) 948-7943
FAX (209) 948-3670
TTY 711



*Flex your power!
Be energy efficient!*

August 24, 2010

The Honorable Dianne Feinstein
United States Senate
2500 Tulare Street, Ste. 4290
Fresno, CA 93721

**Re: Announcement of Public Scoping Meetings for the North County Corridor Project
– State Route 99 to State Route 120**

Dear Senator Feinstein:

The California Department of Transportation (Caltrans), in cooperation with the Stanislaus Council of Governments (StanCOG), Stanislaus County, and the cities of Modesto, Oakdale and Riverbank, proposes to construct a west-east roadway that will meet future traffic projections, improve safety, accommodate multi-modal travel, provide interregional transportation and regional connectivity, accommodate planned economic growth, and reduce projected vehicle emissions.

The purpose of this project phase is to identify a roadway alignment for a west-east facility from State Route 99 (SR-99) north of the City of Modesto to State Route 120 (SR-120) approximately six miles east of the City of Oakdale. This new roadway would be approximately 24 miles in length from a location on SR-99 in the vicinity of Kiernan Avenue/Salida community to a location on SR-120 approximately six miles east of the City of Oakdale. The project may be an entirely new roadway or incorporated into the existing roadway network and would serve as a bypass for the cities of Riverbank, Oakdale, and Modesto. The first roadway segment from SR-99 to McHenry Avenue near State Route 219 (SR-219) is approximately six miles in length and will be studied as a local facility and also as a state freeway/expressway. The proposed roadway would then use the state-adopted corridor for the remaining 18 miles, from near SR-219 easterly to SR-120 approximately six miles east of the City of Oakdale.

The ultimate facility would be planned as a multi-lane, access-controlled expressway/freeway, with interchanges, at-grade intersections, grade-separated railroad crossings, irrigation district crossings, frontage roads, and local street alignments.

"Caltrans improves mobility across California"

Senator Feinstein
August 24, 2010
Page 2

Environmental studies for this project are beginning. Caltrans is interested in your comments and opinions of the project. The Public Scoping Meeting will be the first of several opportunities to provide comments or concerns. Your comments will become part of the public record and will be considered in developing the environmental document. We would like to invite you to attend the Public Scoping Meetings for the project. You will have an opportunity to review the design concepts, project information, and environmental process displays. Representatives from Caltrans, StanCOG, Stanislaus County, and the cities of Modesto, Oakdale, and Riverbank, along with other specialists in engineering, environmental studies, right-of-way, and project management will be there to answer questions and to take public comments. Spanish/English-speaking staff and a translator will also be available. The dates, locations, and times of the Public Scoping Meetings are listed below:

Wednesday, September 8, 2010	Monday, September 13, 2010
6:30 p.m. – 8:00 p.m.	6:30 p.m. – 8:00 p.m.
Oakdale Community Center	Salida Regional Library
110 South Second Avenue	4835 Sisk Road
Oakdale, CA 95361	Salida, CA 95368

Enclosed is a copy of the public notice for the information meeting, which appeared in *The Modesto Bee* on August 19, 2010, and in *The Oakdale Leader* and *The Riverbank News* on August 25, 2010.

If you have any questions that the public notice does not answer, please contact Gail Miller, Senior Environmental Planner, Central Sierra Environmental Analysis Branch at (559) 243-8274, or Jim Hammer, the Project Manager at (209) 948-3748.

Sincerely,



ROSS A. CHITTENDEN
District 10 Director

Enclosure

"Caltrans improves mobility across California"

Appendix D: Photographs at Meetings

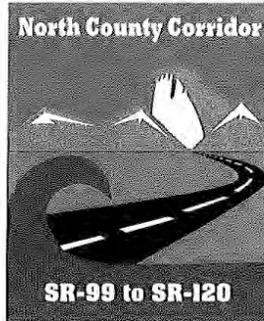
September 8, 2010
Oakdale Community Center
Oakdale, California



September 13, 2010
Salida Regional Library
Salida, California

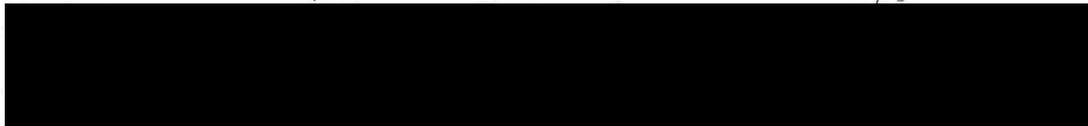


Appendix E: Public Comments



Comments

Name (Please print): Medhan Absrev Date: 9/8



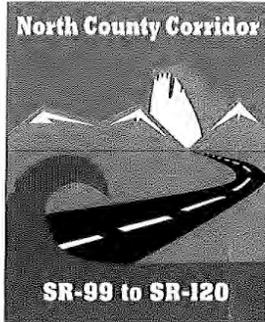
Please add my name to the North County Corridor mailing list.

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

Property lines are the best way to divide property. If property lines aren't used small parcels would leave land that would be impossible to use for any farming. Save Central Valley Farming / Food / Water supply to help feed America.

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): MIKE ABSHAW Date: 9-8-10



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

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

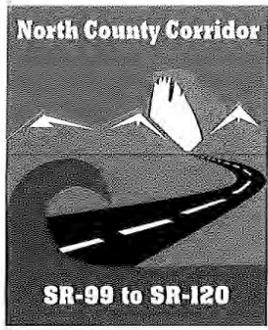
IT NOW APPEARS A SECOND OR WIDER SWATCH IS
MARKED ON THE MAP, AS THE PROPOSED ROADWAY PASSES
EMERY RD. WHERE DID THIS COME FROM.

WHY DOES THIS PROJECT EXCLUDE USING STEEP ROADS
TO CONNECT TO HWY 120. THE ROUTES EXTENDING WEST
THIS AREA WILL DESTROY MORE FARM LAND AND
ENCOURGE URBAN SPRAWL.

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10

✓



Comments

Name (Please print): John Bricchetto Date: 9-10-10



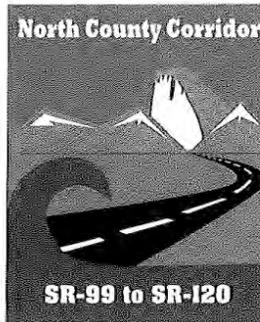
Please add my name to the North County Corridor mailing list.

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

Protect the 1000 jobs at Con Agra Plant and the 300 jobs at the Ball Can plant by AVOIDING the Con Agra Application Area ~~be~~ used by their rinse water. Weave the Alignment North of Patterson Road and Adjacent within 300' ^{from} ~~to~~ Albers to Langworth Rd.

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): Sandi Casey

Date: 9-8-10

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

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

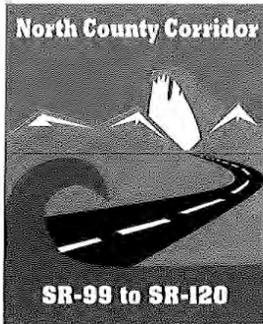
My biggest concern is the town and it's revenue in an already down economy. I talked to SaveMart and 70% of there business is travelers, thats 70% sales tax that WOULD BE lost how many jobs does that equal and its only 1 store. Gas stations, fast food, parks police, firefighters, city employec's all rely on sales tax revenue. I wish you could make F St ^(3 to 5 lanes) one way and G St one way so our town

Please mail or e-mail to:

California Department of Transportation
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2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10

Could keep what it has.
Please Please really think.
Ask the businesses of oakdale.

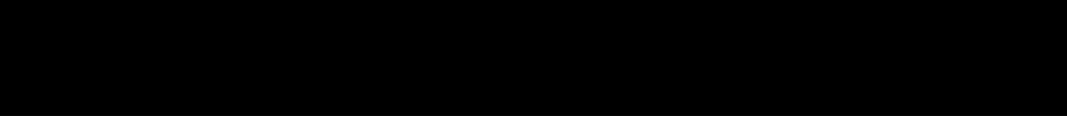
Thanks
Sandi Casey



oakdale meeting

Comments

Name (Please print): Eric Christopherson Date: Sept 8 2010



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

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

*One of your engineers said that
Kieman Charibel (Route C) will not work
because it will not be like a freeway but
will have to allow people to enter on cross
streets such as Standiford, Carver and Tully.
The route that he suggested is much better is
route B with the mysterious arms reaching
out + crossing all the roads that Kieman
crosses. The problem with C is ^{if it exists, with also} the problem with
The route that the developers love (route B) ~~the route~~ ^{which}
~~will~~ will destroy wonderful farmland + give us
more tracts.*

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10

*I favor
"C"*

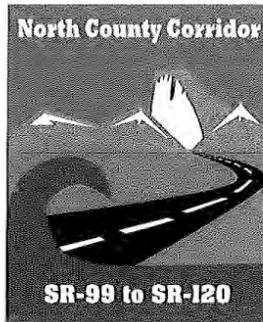
It will be cheaper + better for all.

*(see over)
↓*

I also asked what the cost of the corridor would come to in 15 or more years when it will be finished. Costs usually accumulate, I don't think it will be 1.5 billion but perhaps 6 or 8 billion. The project is not worth the tax cost.

(Lost comment)

If this silly road is built, it should go beyond the projected Eastern end & eliminate the hill-curves death-trap area E. of Oakdale.



Comments

Name (Please print): Michelle Christopherson Date: 9/8/2010



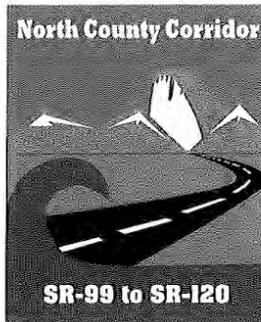
Please add my name to the North County Corridor mailing list.

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

Together with my husband Eric, I live in the Bald Eagle Ranch House, built by Oranil Mettenry in 1893. I am against the Hammet Road ^{option} Routes A + B. [I favor using Route C using Kierman; this would be better for agriculture and people. Thank you.]

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): Bill and Barbara Damewood Date: 9-08-10



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

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

The Kiernan-Claribel route for the North County Corridor is, in our opinion, the only logical way for the expressway. This route will have the least cultural, historical, and environmental impact on people in neighborhoods which have bonded over many generations.

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10

Concerns:

To the obscene amounts of land that you have to consider necessary to move people from the bay area in and out of the foot hills and mountain areas of the Sierras. I understand the divisions between the county, state and federal jurisdictions, and the financial implications that are considered in projects of this type, especially since neither the county or state has sufficient resources to support these projects and will rely on each jurisdiction for support.

When I participated on the original 108 committee, which I was the only citizen committee member, the county board of supervisors indicated that they would support a four lane highway to county standards, which for the most part, land owners, in our area, would support.

My concerns are for the:

1. Removal of productive agricultural land. These lands are unique to this area and will never be replaced.
2. Loss of value. We have to disclose the possibility of a major highway that may or may not take or have unknown affects on its use and value.

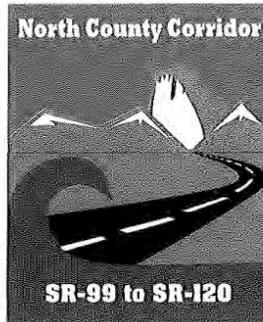
This affects the property in

1. A potential sale
2. Financing or refinancing
3. Its future use
3. Ingress and egress into our properties will be limited.
4. We transport feed, fuel, milk and cows in and out of the area by truck
5. Tractors and farm equipment move on the road ways

Agriculture is a major industry in this county and contributes to over 2 billion dollars to the county economy. It supports jobs, related and non-related business. It affects our way of life and government seems to be hell-bent on removing agriculture from the landscape of our country.

There are existing rights of way, if and when this ever moves forward from Clause, that could and should be explored. Unfortunately I have sat in on and witnessed those of you that arbitrarily draw lines across the landscape that have and will affect us; probably for the rest of our lives with out any resolve. I do not see that we have to go through, what you have put those through, involving the 120 by pass.





Comments

Name (Please print): William Fogarty Date: 9-09-2010

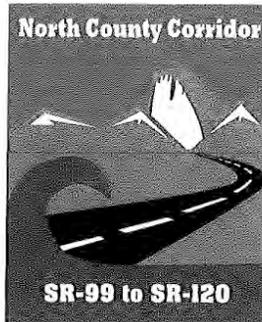


Please add my name to the North County Corridor mailing list.
already on it

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

The City of Datdate is going down Stearns Rd with a 4 to 6 lane expressway for city use. Put ~~the~~ the corridor down Stearns Rd that is going to be used as an expressway anyway. The North county corridor would then join the existing 108/120 right of way that is already bought.

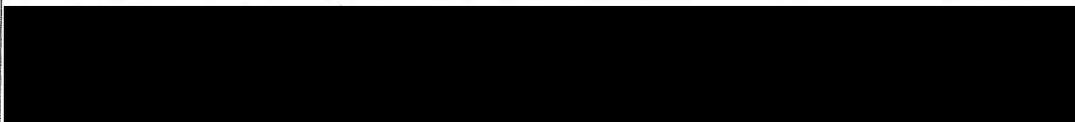
Please mail or e-mail to: California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): Kurt Hoekstra

Date: 9-8-10



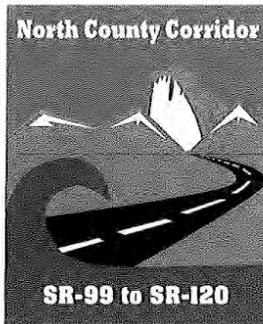
Please add my name to the North County Corridor mailing list.

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

The alignment in section 4 ~~and~~ (the eastern portion) does not make sense. The landowners out there (the Fogarty's and Hoekstra's) have expressed that we would both be willing to give up some land if you would follow the fence line/property lines. This would disrupt both operations the least. As you have it now it will either split Fogarty in half or Hoekstra in half. If you are looking for cooperation with landowners on the eastern portion, ~~that~~ you could have it, but not with the proposed routes as they are now.

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): Patti Iverson Date: 9-8-10



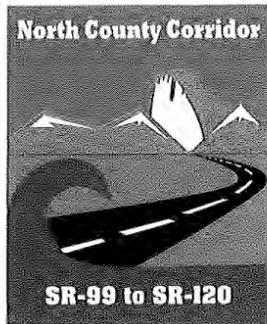
Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) I believe that the "C" option should be adopted. It will impact the fewest residents. If traffic lights are put in along the route ^(21.9) in place of stop signs, it would allow the traffic to flow unimpeded. The numerous stop signs cause much of the traffic backup. There is also a new high school in the western area & 6-8 lanes of traffic should not be funneled so close to a public school. The traffic analysis used to justify the expressway was faulty as it used historic data regarding future population projections that are no longer valid as people are

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10

leaving Stan. County — not among here. Make Kernan work.



Comments

Name (Please print): JONGSMA; WILLY CREEK RANCH; WRANGLER TRANCH Date: 9-8-10



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

ALIGNMENT B - SOUTHERN ROUTE - WARNERVILLE, ^{EAST} SOUTH OF STODDARD
most southern route cuts across our dairy/nut properties;
goes over well, pumps, Barn, shed. Route goes over historic
barn (old wagon stop 100+ y.o.)

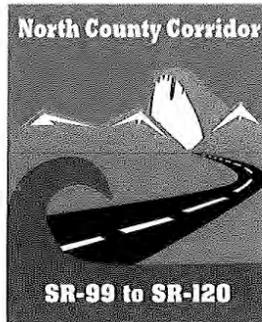
Need to consider type of over under passes because there is
major big food/milk/nut trucks and a lot of traffic in
Warnerville. all day and night. Many big trucks pulling in and
out of properties all day, will never cross with a standard
stop sign like on 99.

DAIRY OPERATION MILKS 2000 COWS & 900+ acres nuts, pastures.

Sent info previously to Mail at Caltrans.

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): Tom + Sharon Haggard Date: 9/8/10



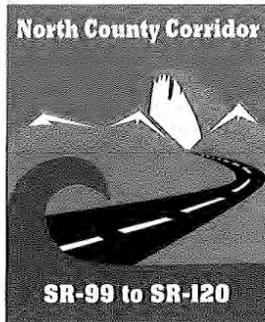
Please add my name to the North County Corridor mailing list.

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

I would like to be kept informed of 1.) impact of this project to property in the Williamson Act. Both had used for the route & adjacent in the same parcel. 2) effect of zoning to affected parcels

Please mail or e-mail to:

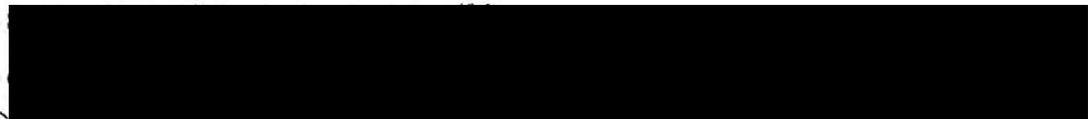
California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): IRENE JOE

Date: 9/7/10



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

I would like the following comments filed in the record. (Please print.) PLAN A AND PLAN C APPEAR TO BE THE MOST LOGICAL CHOICES. THOSE ROUTES ARE MOST DIRECT AND ALSO USES EXISTING ROADS. CONCERNS ABOUT ACCESS TO BUSINESSES ON KIERNAN CAN BE ADDRESSED ~~USING~~ UTILIZING FRONTAGE ROADS. WITH SOME ENGINEERING CREATIVITY, I'M SURE THAT YOU CAN MAKE KIERNAN WORK. I HAVE LIVED IN MY HOME FOR ALMOST 20 YRS. AND HAVE RAISED MY BOYS IN THAT HOUSE. BEFORE ^{PURCHASING} ~~MOVING~~ MY CURRENT HOME, I FELT I DID MY DUE DILIGENCE IN CHECKING W/ ^{COMMISSION} THE PLANNING'S ZONING ^{IN MY AREA} AND WAS SATISFIED THAT I WOULD HAVE MY LITTLE CORNER OF HEAVEN. NOW ^{DUE TO SOME BUREAU BUREAUCRATS' DECISIONS, IT MAY IMPACT THE REST OF MY LIFE. PLEASE CONSIDER THE RESIDENTS EFFECTED BY THIS.}

Please mail or e-mail to:

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Attn: Gail Miller, Senior Environmental Planner
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To: Interested persons
From: Vance Kennedy
Subject: Discussion of the the North County Corridor

The North County Corridor (NCC) is being planned based on an out-dated view of how and when development will occur in Stanislaus County. That view was based upon a report funded by, and biased for, a developer group, now long gone. It is time that a revised, and more appropriate view, be considered.

The Central Valley of California is a major food source for the nation as a whole and farming is the predominant source of income for the area. That must not change!

Top priority must be given to protecting The Valley's role as a national treasure and not as a future Silicon Valley or it's equivalent. All other considerations must be subservient to that fact. Given that truism, the question is how best to achieve that goal?

It should be obvious that preserving prime soils, and the water to irrigate those soils, should have top priority. Another priority is to assure that there is enough water to provide for existing residents and modest increases in population over the years. The two needs go together because flood irrigation provides perhaps 60 percent or more of recharge to groundwater and that groundwater in turn accounts for more than 50 percent of the water used by Stanislaus County residents. That groundwater is absolutely necessary to provide water during prolonged droughts, which are unpredictable in timing or length.

The general plan of the City of Modesto is based on a fallacy - that it can expand over the land providing a significant fraction of its groundwater recharge, many of it's jobs and some of its food - without enormous problems. The area north of Bangs Avenue is an area of major groundwater recharge and of the best soils in the whole world. The area south of Kiernan is already committed to City development. Six-lane Kiernan avenue is a logical boundary between the City and an area of permanent agriculture. Similar reasoning should apply to equivalent areas around the other cities in the County.

Any highway encourages development and the NCC is no exception. A prominent County official once commented to me that development all the way north to the Stanislaus river is inevitable. I hope not, for similar reasoning will destroy the greatest agricultural area the world has ever known

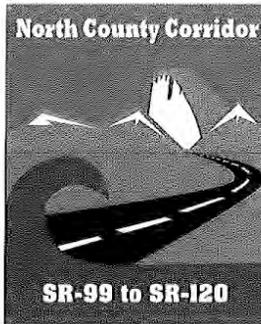
Placing the NCC between Hammet Road and Kiernan will have multiple bad effects. It will encourage development of an area containing 6500 acres of irrigated farmland and hence not only greatly reduce a groundwater recharge area for Modesto and deplete the existing groundwater supply but also cause air pollution upwind from the City. Furthermore, because that road is not planned for 20 to 30 years into the future, any landowners there will have to notify any prospective buyers of their properties of possible reduction in property value, without any reimbursement for value lost. The obvious answer is to plan for no changes in agricultural zoning for many years into the future, when the tremendous value of such farmland may be recognized by more enlightened leaders.

Any plans for a superhighway north of Kiernan must plan for extensive mitigation to allow

for all the deleterious effects of such a highway on the environment as well as on people presently living in that area.

I am most familiar with the area west of McHenry Avenue, but similar questions must be addressed regarding the NCC on the eastern part. Modesto citizens should realize that their quality of life is at stake.


Vance C. Kennedy, Ph. D.



Comments

Name (Please print): Dan Medina Date: 9-8-10



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

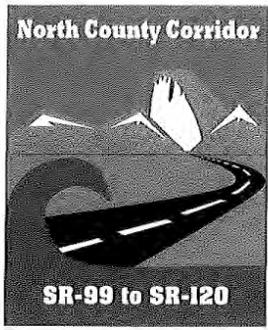
I would like the following comments filed in the record. (Please print.)

This is at least the 3rd or 4th comment (officially) I made on this project. We have property located on Waverly Rd approx 1 mile east of Emerald Rd. As it is the southern proposed cuts our ranch in two. The ranch was homesteaded by our family 125 years ago. This proposed route would be a travesty.

If the corridor must go, use existing roads as much as possible. I would recommend a direct turn to the north at Stearns Rd & increase Stearns width to accommodate it. This is the least disruptive!!!

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Comments

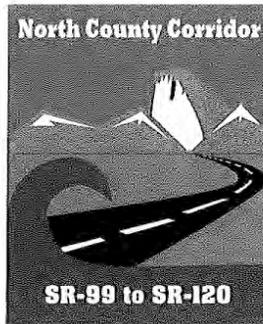
Name (Please print): REYNALDO MORENO Date: 9-8-2010



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

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

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Gail_Miller@dot.ca.gov
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Comments

Name (Please print): ESDAIR NELSON

Date: 9/8/10



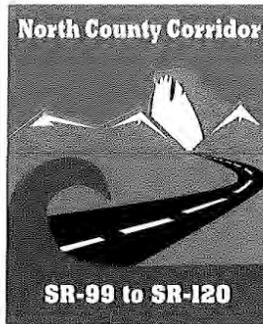
Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) "A", THE 10+ ROUTE
MAKES NO SENSE, TO GO FROM 2 LANES IN RIVERBANK TO 4
LANES AND BACK TO 2 LANES IN DAVISDALE AND WITH
LIMITED ACCESS IN BETWEEN, NO GOOD. "B" ROUTE MAKES THE
MOST SENSE BECAUSE THERE IS NO ROAD THERE NOW --
AND LEAVING "A" & "C" ROUTE ^{THEY ARE} ~~AS IS~~ ^{AS NOW.} ALSO "A" AND "C"
WOULD IMPACT FAR MORE PARCELS THAN "B".

IT WOULD BE VERY DIFFICULT & VERY EXPENSIVE TO MAKE
EITHER "A" OR "C" INTO A LIMITED ACCESS EXPRESSWAY! WHAT
WOULD ALL THE LOCAL TRAFFIC DO???

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Gail_Miller@dot.ca.gov
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Comments

Name (Please print): JOE NEAL Date: _____



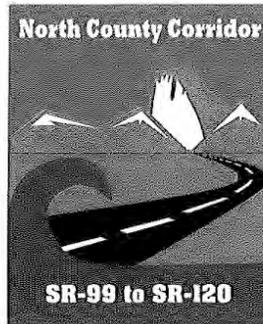
Please add my name to the North County Corridor mailing list.

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

Alternative C make the most sense, at least for the western portion of the NCC. Alternative B ignores the environmental impact on the ag land ~~and~~ between Kern and the river. It ignores the stimulation of development occasioned by the construction of a major throughfare thru prime ag land. Alternative C does quantify right of ways that can be appended with the least impact on current homes and agricultural land.

I can not speak to the impact on people east of Riverbank.

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Gail_Miller@dot.ca.gov
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Comments

Name (Please print): Stacy Speller Date: 9/8/10

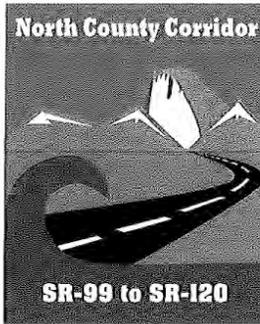


Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) I am in opposition to Alignment "A." This proposal would destroy historic Oakdale & encroach on residential, business, & farmland properties. I do not see how this option is a feasible or attractive option.

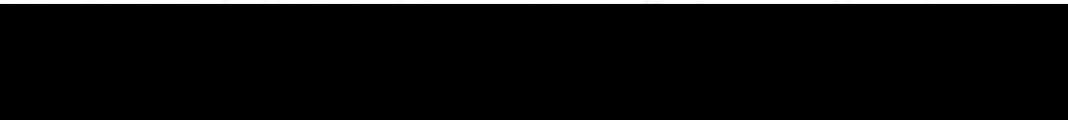
Please mail or e-mail to:

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2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): BETTY VAN NORMAN Date: 9/8/10



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

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

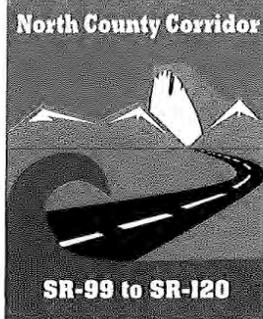
PLAN A - TOO MANY HOUSES & ORCHARDS & 2 TOWNS TO GO THRU

PLAN B - SEEMS TO BE A MORE SENSIBLE ROUTE TO ME

PLAN C - STRAIGHTEST AND MORE DIRECT FOR TRUCKS BUT SEEMS
TO LOCAL PEOPLE OFF

Please mail or e-mail to:

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Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): Manuel Vierra Date: 9/8/10

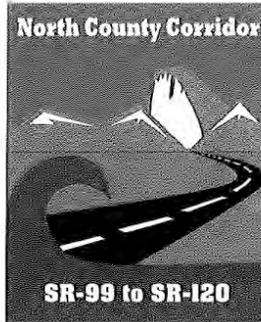


Please add my name to the North County Corridor mailing list.

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

Lexington Great Idea!

Please mail or e-mail to: California Department of Transportation
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Gail_Miller@dot.ca.gov
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Comments

Name (Please print): Dennis Wetherington Date: 9/8/10



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

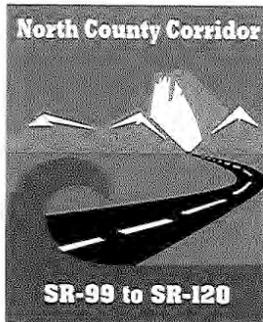
I would like the following comments filed in the record. (Please print.) _____

1st - There is no way this project should be a higher priority than the Hwy 120 bypass north of Oakdale that was cancelled. Just go back and complete that project before even thinking about this one!

2nd - If you proceed with this ill-advised project, Option C makes the most sense because it mostly utilizes existing roads that ~~are going to~~ do not have significant existing structures. Option A might be better but probably has too many homes and businesses too close to the existing roadway. Option B is too winding and would only make sense if stayed right under the Hetch-Hetchy power lines.

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Gail_Miller@dot.ca.gov
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Comments

Name (Please print): SUSAN ACED Date: 9-13-10



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

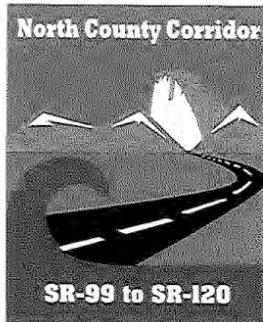
I would like the following comments filed in the record. (Please print.) MAKES THE KIERWAN/CLARIBEL WORK

I RECENTLY READ "LAND IS GOLD" POWERFUL WORDS.
20 YRS AGO THE KIERWAN/CLARIBEL "CORRIDOR" WAS DESIGNATED AS THE
NORTH COUNTY CORRIDOR. WE USED TO MAKE THIS WORK. ① THE STATISTICS
USED TO DETERMINE THE NEED FOR THIS NEW CORRIDOR WERE INCORRECT.
POPULATION IS NOT INCREASING, SCHOOLS ARE CLOSING. ② THE PROPOSED
ROUTE CROSSES OVER LAND VITAL TO RECAPTURED WATER FOR THE
AGRICULTURE SYSTEM. ③ THE STATE'S FINANCIAL STATUS IS POOR. LAND
PURCHASED FOR THE KIERWAN EXPANSION IS UNPAID. IT WOULD
APPEAR TO USE THE KIERWAN/CLARIBEL ROUTE - WOULD BE FINANCIALLY
SOUND. ④ THE INTERCHANGE AT CRAWFORD/MCKELRY INCLUDES THE
ORIGINAL PILLAR FOR THE BALD EAGLE RANCH (MCKELRY). MEANINGFUL HISTORY

Please mail or e-mail to:

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2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10

(GWR)



Comments

Name (Please print): Doug BASMASIAN Date: 9/13/10



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

I would like the following comments filed in the record. (Please print.) What is the
Noise level in (DB) going to be at the edge
of property line. County ordinance states it
shall not exceed 60db at your property line.
The Alternative C should be highly considered
Beggs Kierman (219) already has improvements
and right of way in place

Please mail or e-mail to:

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2015 East Shields Avenue, Suite 100, Fresno, CA 93726
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Salida meeting

Comments

Name (Please print): Eric Christopherson

Date: Sept 13, 2010



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

I would like the following comments filed in the record. (Please print.) If it is to be built at all, I prefer "C" because Kiernan is finished to Morrow & the land beyond to McHenry (& beyond) is bought already. This would make the Corridor much cheaper than other alternatives.

If you want to use the others and connect at Hammet & then wander around through wonderful farm land you might please developers who could buy chopped up farm land cheaply & create more urban slums. you leave yourselves open to the charges that bribe drive this process.

Please mail or e-mail to:

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over

one worker here suggested that ~~trucks~~ ^{trucks} would create lines of cars on the freeway as happens at Ripon. The answer to this would be to create a longer entrance southbound that would start just south of the ~~trucks~~ ^{longer} ~~trucks~~ ^{lane} ending at the truck exit point.



Comments

Name (Please print): Michelle Christopherson

Date: 9/13/2010



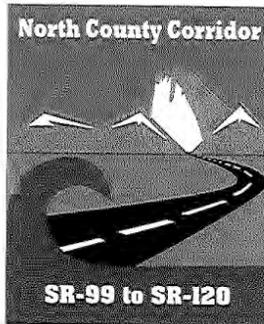
Please add my name to the North County Corridor mailing list.

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

The Route C is the best. It makes sense
to use Kiernan / Claribel. It does not make
sense (except to greedy developers) to pave
over prime farmland, take houses, and
use Routes A or B. We will fight for
use of Kiernan / Claribel (w.o. Hammet) and
against the others.
Thank you.

Please mail or e-mail to:

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Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): Jonathan Cohen Date: 9/13/10



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

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

I saw the poor DIER that was submitted prior to Route Adaptation. Numerous health, historical, & environmental issues were poorly outlined if at all. For example:

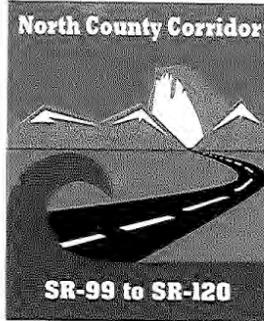
- ① Historical McHenry farmhouse
- ② Light pollution
- ③ My neighborhood
- ④ Lung disease

Best wishes!

Jonathan Cohen

Please mail or e-mail to:

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Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): GARY W. COZZELL

Date: 8/13/10



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

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

ALL OF THE PROPOSED ROUTES FOR THE NORTH CORRIDOR THAT ARE IN CLOSE PROXIMITY TO PATTERSON, BENTLEY; AND KAUFFMAN RD ARE PROBLEMATICAL. THESE ARE DESIGNATED "WILLIAMSON ACT" AGRICULTURAL LAND - THEY SHOULD REMAIN SO. WITHIN THE ENVIRONS OF THIS AREA, ARE WETLANDS - VERY IMPORTANT TO PRESERVE; NATURAL BREEDING/NESTING GROUNDS FOR CRANES; TO RECAP:

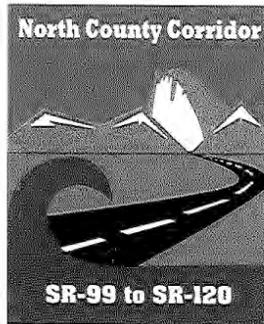
- 1. WILLIAMSON ACT LAND
- 2. WETLANDS
- 3. BREEDING/NESTING FOR CRANES.

Please mail or e-mail to:

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Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10

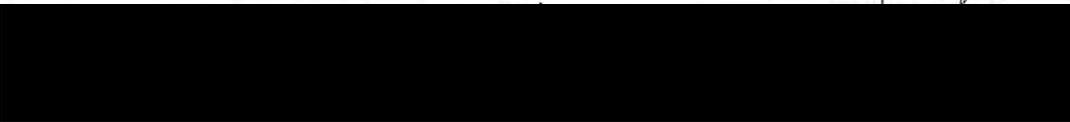
NOT AN AREA FOR A MULTI-LANE FREEWAY

ADDITIONAL CONCERNS ARE THE
~~THE~~ \$91 MILLION THAT WAS ORIGINALLY
FOR THE "OAKDALE" BYPASS IS TO BE
USED. PEOPLE WILL STILL GO THROUGH
ESCALON/OAKDALE TO GET TO SONOMA
AND THE SIERRAS. THEY WILL NOT GO
DOWN TO KIERNAN. NO CONCERN WAS
GIVEN TO LAND DEVELOPED PRIOR TO
THIS "SCOPING". IF PLANS WERE
MADE ABOUT 10-12 YEARS AGO A
"CORRIDOR" WOULD HAVE BEEN A EASY
PROCESS, BUT NO THOUGHT WAS GIVEN
TO A ROAD PROJECT SUCH AS THIS.



Comments

Name (Please print): Carle J Cottrell Date: 9/13/10



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

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

I Do Not think the route should be down alignment B. I have previously filed my reasons and of course they have been ignored. Obviously I live on Patterson Rd and do not want a freeway through my living room. However there are other reasons that hold more merit than my personal property.

A. Williamson act property

E. Agricultural Losses

B. Wet lands

C. Crane breeding grounds

D. Noise Pollution

over please

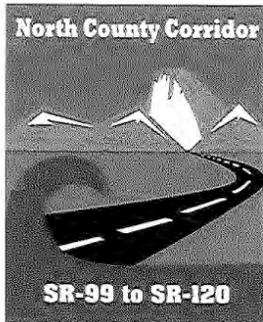
Please mail or e-mail to:

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F. Lack of forethought and planning on the part of public officials when allowing all kinds of housing to be built then using & uprooting established ~~neighborhoods~~ agricultural neighborhoods to build traffic ~~corridors~~ corridors through.

G. These meetings would be a joke if they were not so tragic!

H. I realize that this project will bring revenue to Stanislaus County and ~~uniting~~ uniting the funding with the oakdale bypass is a misappropriation of funds, that money should be to bypass oakdale as originally planned off 120 to Rodden Rd.
There will ~~be~~ ^{Not be} ~~by~~ ^{bypass} Once again Politicians & our tax dollars at work.



Comments

Name (Please print): Bill & Barbara Dameswood Date: 9-13-10



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

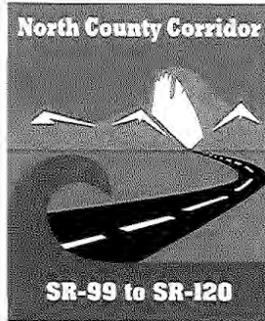
I would like the following comments filed in the record. (Please print.) We prefer the Kiernan-Claribel route for the NCC Corridor expressway. This route will prevent needless disruption to existing farmland. The cost of the project will also be minimized using this route, because less "right-of-way" will need to be purchased.

Quoting from the July 3rd, 1970 Modesto Bee and News-Herald Vol. 93 - No. 158 on page B4 in their centennial issue "The Land is Gold." -- "Many of the area's early day settlers had been attracted to the Modesto area by the Gold Rush,

Please mail or e-mail to:

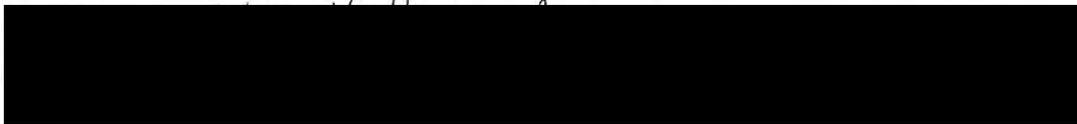
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Gail_Miller@dot.ca.gov
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(page 1)



Comments

Name (Please print): Bill & Barbara Damewood Date: 9-13-10



Please add my name to the North County Corridor mailing list. (page 2)

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

but the majority of these pioneers grew rich not from gold but from farming.

Many historians, in fact, have wondered why it was not the fertile soil instead of gold which lured so many people into the West."

The soil has been enriched, and its fruits nourished over many generations. Farming has served to develop Modesto, Salida and surrounding areas; and kept its population stable. Agriculture needs to be kept in the forefront when considering roadway and infrastructure planning.

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Comments

Name (Please print): DARYL DANIEL

Date: 9-13-10



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

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

Hwy 219 as Hwy 219 should go from Salida to
Riverbank to near Oakdale at Port to Lancaster
Area. then Leave Hwy 108 as Hwy 108
with confusion of where Hwy 108 is then build can
Build. like a Hotel in Riverbank.

www
SNOWwhite Food.com

Please mail or e-mail to:

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Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): Patricia Davis Date: 9/13/10

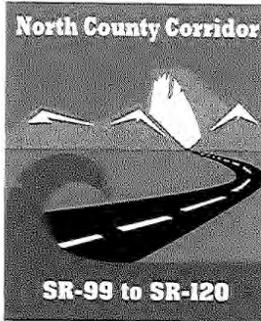


Please add my name to the North County Corridor mailing list. already on list

I would like the following comments filed in the record. (Please print.) Having lived @ my current address for 32 yrs - it was always communicated to us that Kernan was slated for widening. For this reason as well as preservation of farmland & personal property, Alignment Route C down Kernan Ave should be used. 6 lanes along this Rd. would certainly alleviate the east/west congestion. Also Mark Stone has been studying & proposing the interchange @ 99 be @ Hammett Rd. in order to avoid downtown Salida & then be routed over to Kernan either above or below the High School. The goal should be to get over to Kernan as soon as possible - preferably east of American Ave.

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Comments

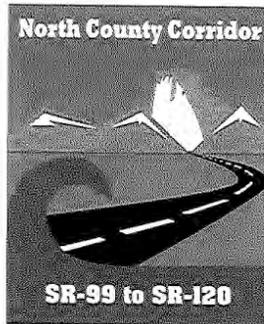
Name (Please print): Richard H Davis Date: 13 Sept 10

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

I would like the following comments filed in the record. (Please print.) I support plan C i.e. Kiernen to "99" from McHenry. I question the need to plan for 50 years - our community is not really growing at this time. A logical future includes mass transit which means that more and more roads for more and more cars is not for ordained! Kiernen even as a 4 lane highway may move more than enough traffic!

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www.dot.ca.gov/dist10



Comments

Name (Please print): Jeannie Grinsell Date: 9/12/2010



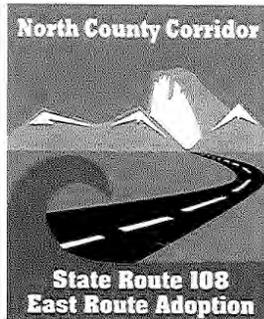
Please add my name to the North County Corridor mailing list.

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

I've been on Chenault for 32 years. We went for the peace + quiet & horse property. It's been great. Now after losing my husband 4 years ago & having a head injured daughter I plan to move. What do I tell my future buyers!! What will happen to my property value? Make "Kernan work" = cheaper & not wiping out a beautiful subdivision.
Let "C" work! Thank you

Please mail or e-mail to:

California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): Charise Halsey Date: 9-13-10



Please add my name to the North County Corridor State Route 108 East Route Adoption mailing list.

I would like the following comments filed in the record. (Please print.) I AM very glad to see the Kiernan/Claribel corridor is part of the study area. This is a fiscally responsible choice. Use this urban transition land to make an east/west express way. Yes, there will be challenges, but in the long run not disrupting so many families homes and precious farmland will be so worth it. With the state of our present economy, show the taxpayers of Stanislaus County that you are wisely spending our tax dollars

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2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10

on the best choice of an
expressway route
Kiernan / Claribel !

Thank you,
Charise Halsey



Comments

Name (Please print):

DAN HENDRICK

Date:

9/13/10



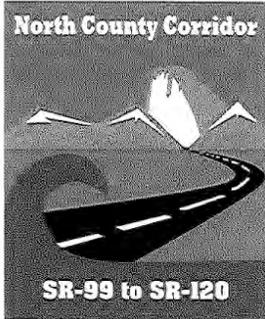
Please add my name to the North County Corridor mailing list.

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

My property is located on the corner of Warnerville & Stoddard Rd. If any portion of my property fall in or near the new roadway I want all my property to be purchased. I would not have bought or lived in close proximity to any hwy. I do not want to give up just a portion of my property

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www.dot.ca.gov/dist10



Comments

Name (Please print): Kathy Hendrix

Date: 9/13/10

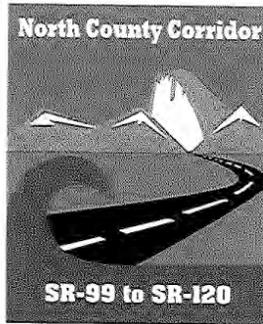


Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) I live in Oakdale
bought land to live on. Now this road will come
through our home. We have Hawks, Owls, and other
animals living on our land as well as us. Now this
they will devalue our land. There are other
routes that will impact people's home & land.
this also impact our well water.

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Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): Patti Iverson Date: 9-13-10

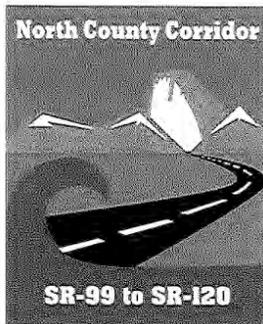


Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) In a time of historic impact economically in our area, it makes sense to make Kiernan work. To build a new west leg expressway will not only require paying for the building of the actual expressway, but also frontage roads for access of residents. Much of the cost of land acquisition has already been paid for along this route, which also will save costs. This will also keep the prime farmland north of Kiernan / Claribel from future development which is sure to follow. Make Kiernan Work please.

Please mail or e-mail to:

California Department of Transportation (Alternative C)
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): Richard Jenkins Date: 9/13/10



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

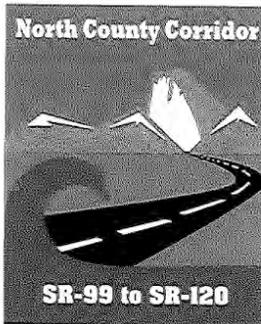
I would like the following comments filed in the record. (Please print.)

Killman Ave needs to be the Route
since its already developed & being widened.
Why not thru valuable farm land &
destroy families livelihoods when a existing
Road can already be used.

Or maybe its all about the fight to
just get the \$\$.

Try finishing what was already started
in 1982.

Please mail or e-mail to: California Department of Transportation
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Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): IRENE JOE

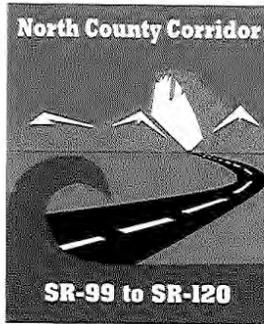
Date: 9/13/10

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

I would like the following comments filed in the record. (Please print.) THE MOST LOGICAL ROUTES SHOULD BE ON LADD RD OR KIERNAN RD. KIERNAN IS ALREADY BEING WIDENED, IF CROSS TRAFFIC IS THE CONCERN, THEN INCLUDE A FRONTAGE RD, MUCH LIKE THE FRONTAGE RD. ALONG HWY 99. THE ROUTES ON OPTION B WOULD BE THE MOST DISRUPTIVE TO FARMLAND AND HOME OWNERS. KEEP THE CORRIDOR ON EITHER LADD RD, OR KIERNAN

Please mail or e-mail to:

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Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): Hurl Johnson Date: 9/13/10



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

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

I generally understand the nature and need for the project and, like any other homeowner affected, would prefer that the project not go through my property. Proposal "C" appears to have the least impact on my property and appears that my neighbors concerns were considered. Route "c" makes the most sense, in my opinion, insofar as proceeding down Kiernan/Claribel from a traffic and economic "fitting" sense re: real property.

Like everyone I would like a more definitive time table because it does affect our lives and planning. Obviously this will be a disclosure issue for purposes of listing property for sale.

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2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print):

Stammal Jordan

Date:



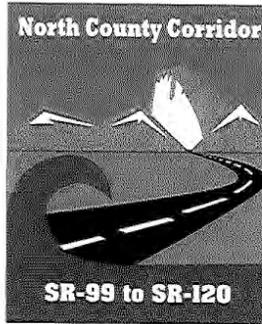
Please add my name to the North County Corridor mailing list.

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

We need a EastWest corrador - but it should be planned for minimal disruption to people, their families, their farms (businesses) and their homes. Please take the time and plan this thoughtfully - use logic and couple it w/ thoughts from your heart - what is the best option - this is a long term decision that will impact generations. Dont destroy our homes and our land when you dont have to.

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Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): Larry Judd

Date: 9/13/2010



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

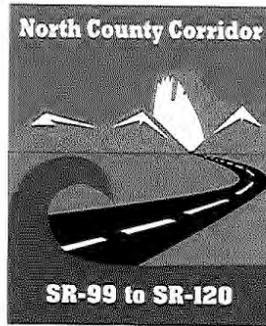
I would like the following comments filed in the record. (Please print.)

I would prefer to widen Hwy 219 to eight lanes
to McHenry Ave. Also use Hammett overpass
to get 4 lanes to LADD rd. to Riverbank

Larry E. Judd

Please mail or e-mail to:

California Department of Transportation
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2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): Ted Kramer

Date: _____



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

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

goes along Kieran Cross McHenry and follows Claribel Road
to Albers Route

Please mail or e-mail to:

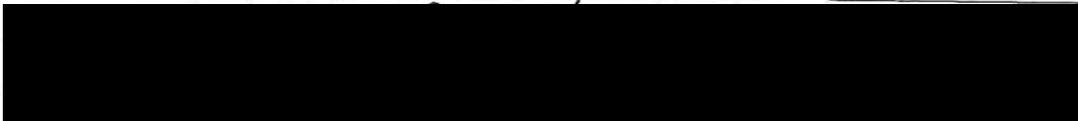
California Department of Transportation
Attn: Gail Miller, Senior Environmental Planner
2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): Bill Mussman

Date: 9-13-10



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

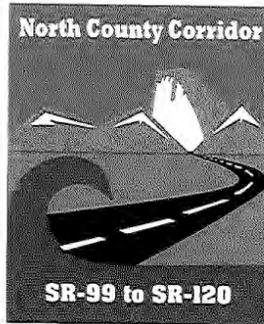
I would like the following comments filed in the record. (Please print.) The project is ill-advised at this time. Development in the County has stalled, and there is little chance for revival in the foreseeable future. Further, building a cross-county expressway freeway will spur development in an area of prime agricultural production. We don't need this and will not for some time. And agriculture is the only thing making money in this county.

If it must be built, attach it to a high-volume interchange at Hammett and align along Lodd Road to minimize loss of homes, for as long as you can. Alignment along existing roads should be avoided as homes will be lost.

Finally, if you must build this, only do it after making 99 at least 4 lanes in each direction to avoid traffic jams.

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www.dot.ca.gov/dist10



Comments

Name (Please print): Kathleen Nelson

Date: 9/13/10

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

I would like the following comments filed in the record. (Please print.) After reviewing the 3 plans, it still seems that Plan C which uses the current Kiernan/Claribal path is the most cost effective over the years of the project and would create the least disturbance to families, ranchers and home owners. Much of the right-of-way has already been purchased and the work of expanding ^{Kiernan} ~~has~~ to 4 lanes has been completed. Destroying more farmland by leaving highway 99 at Hammett only means we produce less food for our country/world and will add to ^{the} pollution in our region. Let's plan for financial responsibility for the residents in this area.

Please mail or e-mail to:

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Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): Irene Pedersen Date: 9-13-2010



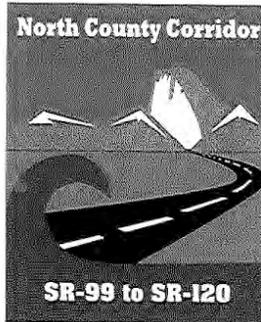
Please add my name to the North County Corridor mailing list.

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

Preliminary Alignment C looks very good
I have the house at 1307 Crawford Rd
just off Coffee Rd

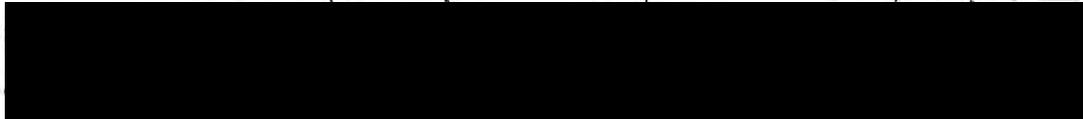
Please mail or e-mail to:

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Gail_Miller@dot.ca.gov
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Comments

Name (Please print): Gayle Petersen Date: 9/13/10



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

I would like the following comments filed in the record. (Please print.) Considering plans A and B go through prime farmland and cut off many orchards from their water source I am for plan C. If was my understanding at the time Kiernan Rd was widened that enough land was purchased to make it 3 lanes in each direction. It has now only been widened to two lanes and that only partially to Dale Rd. which if completed would be all that is

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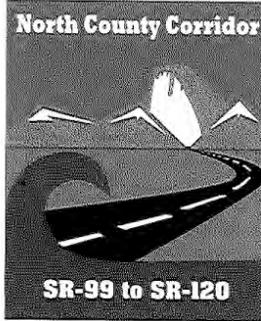
needed for now. Later on it should be widened to three lanes both ways. The only problem comes in at Claribel, which then needs to be widened as well.

We should use the road that was started and complete it instead of ruining precious farmland.

There is not the need for an additional road besides Kiernan & Claribel if they are widened to complete what's been started.

Drive the road during peak traffic times and imagine one more lane — that's all that is needed.

Money is tight — let's make the best use of it completing what has been started!



Comments

Name (Please print): BILLY PRINGLE Date: 11-13-10



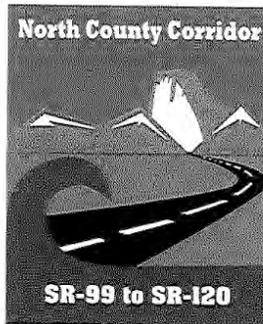
Please add my name to the North County Corridor mailing list.

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

~~HOOK~~ HOOK LADD RD
TO HAMMET RD

Please mail or e-mail to:

California Department of Transportation
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2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): JR ROBINSON Date: 9-13-10
[Redacted address block]

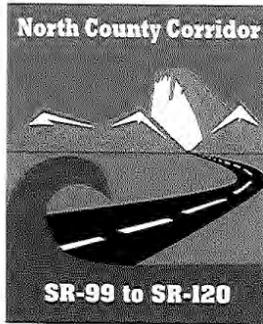
Please add my name to the North County Corridor mailing list.

I would like the following comments filed in the record. (Please print.) SINCE THE 1970s IT WAS COMMON KNOWLEDGE KIERMAN/CLARIBEL WOULD BE EXPANDED AS THE COUNTY'S NORTHERN EAST/WEST ROUTE.

ALTERNATIVE C, KIERMAN/CLARIBEL ROUTE STILL MAKES THE MOST SENSE. WE DO NOT NEED TO DESTROY PRIME FARMLAND & RUIN THE QUIET SOLITUDE OF SEVERAL COMMUNITY NEIGHBORHOODS.

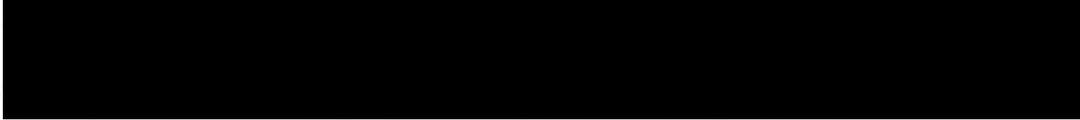
MAKE CLARIBEL/KIERMAN WORK!!!

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Comments

Name (Please print): Joyce Robinson Date: 9/13/10



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

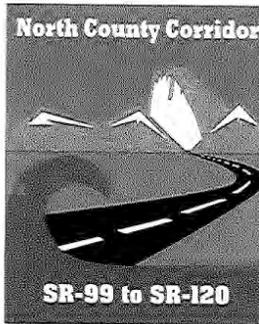
I would like the following comments filed in the record. (Please print.)

Make Kieruan/Chamberl Alignment C work from Salida Exit. If must use Hammett Exit cut down by Stoddard Road. Do not go East to Dale or American Road to meet Kieruan. Follow Kieruan/Chamberl or go south of Kieruan Chamberl as necessary. Do not go North of Kieruan. Reasons:
1. Expenses - Cheaper to use existing roadway and new road widening than to build a road across prime farmland and water reserves.

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(0 dev)

2. Cheaper to make over passes at major roads than new freeway, with 46 lanes
 3. Cheaper to extend Pelandale to Orndale Waterford Highway in Modesto area of interest, ^{in Modesto} than to go out into county farmland.
 4. It was planned 30 years ago to make Kierman the road way.
 5. Economic downturn, unemployment, closing of schools and business, fore-closure on houses does not merit the expense of a freeway where growth is not going to happen. Keep growth in city i.e. build upwards and avoid sprawl into farmland. Farming is a major industry. California's rules and regulations do not promote business growth so no need for a highway when Pelandale & River Road plus 120 will carry load for next 50-100 years. Make Kierman/Clarkel Alignment work.
-



Comments

Name (Please print): JANINGA ROYCE

Date: 9-13-2010

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

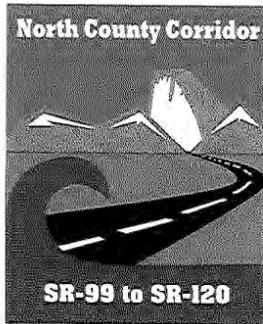
I would like the following comments filed in the record. (Please print.)

THE PRIMARY CONCERN OBVIOUSLY IS THE AFFECT OF
ONE OF THE CORRIDORS BEING CONSIDERED IS ITS AFFECT
ON THE AREA IN WHICH I LIVE IT IS PRIMARILY AGRICUL-
TURAL AND PROVIDES EMPLOYMENT, EVEN THOUGH SEASONAL TO
A SUFFERING ECONOMY. MY RESIDENCE IS ALSO OF PRIMARY
CONCERN. I HAVE RESIDED AT THIS LOCATION FOR 28 YEARS
AND HAVE WORKED HARD AT MAINTAINING IT. THE PROPOSED
CORRIDOR WOULD HAVE AN ADVERSE AFFECT ON THIS PROPERTY
WHICH IS OF CONCERN TO ME IN MY "GOLDEN YEARS". IT
WOULD DE-VALUE MY PROPERTY AS WELL AS THAT OF MY
NEIGHBORS IN CLOSE PROXIMITY. YOU NEED TO RE-EXAMINE

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CONTINUING ON 219. PLEASE CAREFULLY CONSIDER OTHER ALTERNATIVES. I WILL BE CHECKING ON-LINE TO GET A BETTER PROSPECTIVE AND COMMENT AS NEEDED.



Comments

Name (Please print): Joey & Diana Vargas Date: 9-13-10



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

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

Corridor A was a waste of money! (We all know you are
not going to use it!

We love Corridor C (make Kiernan work)

Mark Stone had some good road alignment on Corridor C
that might help you!

Please mail or e-mail to:

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Comments

Name (Please print): NOEMA VARRATI Date: 9/13/10



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

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

Following the existing Kernan/Clarendon Hwy 219
route is the only route that makes sense.

1) already begun using established route.

2) less farmland / flood / homeowners / business paid over.

3) Most direct

4) Why add another throughfare that will come
within 1/2-1 mile of 219?

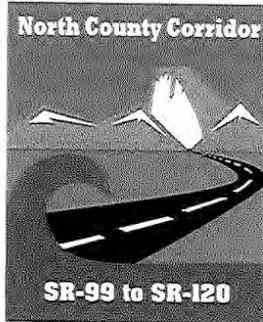
5) Why wasn't Escalante / Escalante Bellota Rd utilized -
its shorter to 99. \$\$\$?? Misappropriation of funds!
Breed!!

And as an aside: If you're forcing me to go north on
American (unable to turn east on Kernan now)

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www.dot.ca.gov/dist10

When is America are going to be paved?

PS - This should have been a public
meeting with speakers.



Comments

Name (Please print): HELEN WANG

Date: 9/13/10

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

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

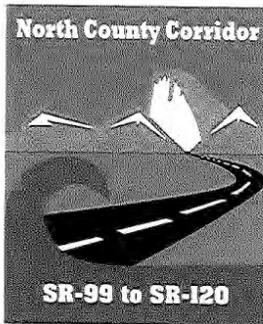
The NCC alignment shall go to Ladd Rd then extend Ladd Rd to
Hammett Rd/SR99 interchange

This way NCC will be further away from existing schools
and residential houses. The NCC will significantly impact
the health of school children and residents if built along
the alignment shown on the project map.

Ladd Rd extension has been on the county General Plan
for many years and shall be continued. Ladd Rd is on the
one mile grid for major corridors. The proposed project alignment
on the map diagonally cut through farm-land, businesses. The alignment
must be changed to a less ^{destructive} ~~expensive~~ way. Route C is the best alternative.

Please mail or e-mail to:

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Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10



Comments

Name (Please print): R. Todd Whiteside Date: 9/13/2010



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

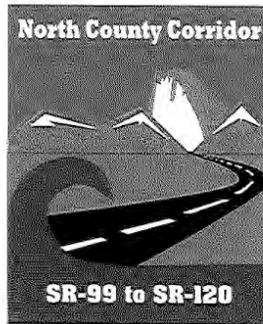
I would like the following comments filed in the record. (Please print.)

For corridor B, please take advantage
of Cleribel / Keirnan as much as possible.

Businesses & homes on those streets
have been expecting this a long time.

Please mail or e-mail to:

California Department of Transportation
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2015 East Shields Avenue, Suite 100, Fresno, CA 93726
Gail_Miller@dot.ca.gov
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Comments

Name (Please print): Michele Wolf Date: 9-13-10



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

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

I prefer Alignment C as it would provide a straight shot from 99 to Riverbank. The other two options impact established neighborhoods, some 40+ years old. Our property would be devalued, & sale prior to expansion would need to be disclosed and would drop property values more.

Kiernan-Clarabel is the best solution & would impact fewer homes/neighborhoods.

Thank you

Please mail or e-mail to: California Department of Transportation
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Gail_Miller@dot.ca.gov
www.dot.ca.gov/dist10

Appendix F: Meeting Sign-in Sheets



Date: September 8, 2010

Please Print Your Name	Organization, if any
Eric Christophers	Make Kierman Work
Parry Cooper	
Brew Custon	
Jim Custon	
Beth Gripenstren	ORFD
Claude Musick	
Anna Bettenant	
John Bidanos	OID
Melani Oxley	
Yvonne deMelo	BDC

Thank you for attending. Gracias por su asistencia.

136



Date: September 8, 2010

Please Print Your Name	Organization, if any
AL & LINDA WAGNER	
DARYL DANIEL	Snowhill
Don Stewart	
Larry King	
MIKE SCHWARTZ	
JIM HAYON-MYER	A.M. Center
MARK Stone	
Deirdre Janet Medina	
Meghan Blayser	
M. S. Gurn	

Thank you for attending. Gracias por su asistencia.



Date: September 8, 2010

Please Print Your Name	Organization, if any	
Dwke Cooper		
Wally Hirtz		
William + Bourke Fogarty		
Wayne Riches		
Edward Tung	BDC	
Rolando L. Ruiz		
Glenn M Stewart	CAPS	
Steve + Ann Bellotto		
Esther Nelson		
Betty Van Norman		

Thank you for attending. Gracias por su asistencia.



Date: September 8, 2010

Please Print Your Name	Organization, if any	
REY MORENO		
Jim Schooker		
Terry Willie		
Mike Donahue		
Dennis Wetherington		
Manuel Viera		
Lydell Warr		
Gordon Franciosa Ed Franciosa		
CRAIG MACIO		
Garrett Sander		

Thank you for attending. Gracias por su asistencia.



Date: September 8, 2010

Please Print Your Name	Organization, if any
MaryAnn Crimm	JBC
Charlie & Blonna Bartick	
Jay Spahr	
Eddie Barnes	FHP
Nichole McClure	
Gaye Steady	Home Owner Landowner
Matt Machado	Stanislaus County
Cheryl Yarnall	Stanislaus
Terry & Fay Pritchard	landowner
Karen Baboian	landowner

Thank you for attending. Gracias por su asistencia.



Date: September 8, 2010

Please Print Your Name	Organization, if any
Charles Turner	Stan CTR
John Camps	JACOBS
Frank Ring	
Di'Kang	Independent Team
Jim Hightower	Riverbank
Patti Iversen	Homeowner
Tom & Sharon Haggard	Land Owner
*David E. Braden	Sub-10P PDRMS
Fannell Jackson	Outside City
Bill Kirby McClain	none

Thank you for attending. Gracias por su asistencia.



Date: September 8, 2010

Please Print Your Name	Organization, if any
SANDY McKeon	
Michael + Jan Harwitz	
Beth & Bill Soregen	Living Faith Community Church
Mike & Ann Blake	
Darlene Bross	Holyden Enterprises
Sarah Casey	" "
Janet + Joe Neal	
Dennis Scroggins	Oakdale Traffic Commission
Rubon & Herman	Caltrans
Dinah Toedter	Caltrans

Thank you for attending. Gracias por su asistencia.



Date: September 8, 2010

Please Print Your Name	Organization, if any
Loreen Huey	JBC
DAVID FERREIRA	
John Brichetto	
VERNON K. KANZ	
Card-Ray Raye	
Donald Beasly	
Freddie Beasly	
Michelle Christopherson	
Ann Curtioni	
X Susan MARTIN	JUDEE FARMS LLC

*Add to Meeting list

Thank you for attending. Gracias por su asistencia.



Date: September 8, 2010

Please Print Your Name	Organization, if any
VICKI THAYER	—
JOHN YURIAR	CITY OF MODESTO
Kurt Heekstra	
Ellyn Dickson	
Bill and Barbara Damarcod	
José Rubelló	
TOM RAUCH	
Holly Grogma	
George Grogma	
GARY DARPINIAN	K. DARPINIAN & SONS, INC.

Thank you for attending. Gracias por su asistencia.



Date: September 8, 2010

Please Print Your Name	Organization, if any
John Williamson	LFCC
GARTH STAPLEY	Mod. Bee
VANCE KENNEDY	
Chantel Miller	CT-PIO
Brian de Vissor	
Steve Dickson	
Paul ^{Laura} Coffey	
José Campbell	
Dave Gear	Modesto City Council

Thank you for attending. Gracias por su asistencia.



Date: September 8, 2010

Please Print Your Name	Organization, if any	
NATE LUDICW		
Evelyn Halbert		
Paul J. Fogarty		
JUANITA BUEHLE	JIBC	
Jim Hammer	Caltrans	

Thank you for attending. Gracias por su asistencia.



Date: September 8, 2010

Please Print Your Name	Organization, if any	
IRICNE SOE	HOME OWNER	
LEE DELANO	Home owner	
Bill Ardis	Ardis Orchards	
Rosie Juarez		
L Powell and Mary Powell		
Joko Waterman	land owner	

Thank you for attending. Gracias por su asistencia.



Date: September 8, 2010

Please Print Your Name	Organization, if any
Kris Balaji	Jacobs
Theron Roschen	"
Lauren Abom	"
Jack Allen	"
Gary Fink	"
Anton Kismetian	Caltrans
David Myers	"
Gail Miller	"

Thank you for attending. Gracias por su asistencia.

09-13-10



Date: September 15, 2010

Please Print Your Name	Organization, if any
Je + Janet Neal	_____
Greg Zumwalt	
Marcie Powell	
Steve Bunkle	
Vance Kennedy	
Jerry Willie	

Thank you for attending. Gracias por su asistencia.



Date: September 13, 2010

Please Print Your Name	Organization, if any
Carey	
Gregg Oxley	
EILEEN OLSON	
NORMAN OLSON	
DENNY JACKMAN	FARMLAND WORKING GROUP
JOHN BLAKELEY	
Karen Eng	

Thank you for attending. Gracias por su asistencia.

①



Date: September 13, 2010

Please Print Your Name	Organization, if any
MILE MCCORMACK	
NEVA BLAKELEY	
David Sandhu	CT ROW

Thank you for attending. Gracias por su asistencia.

8



Date: September 13, 2010

Please Print Your Name	Organization, if any
Mike & Gail Macke	
Mar MacLure	Stanislaus County
MICHAEL DOMINIK Shannon Jordan	
Bill and Barbara Damewood	
Bill Mussman	Mussman Family Sutcliffe Area Board
Susan McCormack	

Thank you for attending. Gracias por su asistencia.

15 9



Date: September 13, 2010

Please Print Your Name	Organization, if any
Brooke Rich	
Zelie Nogueira	CT
Maria E Gonzalez	
Russ Hammik	
Molly Grinsell	
See Rossi	
Susan Ares	
Gardn Jolliff	
Kathy Jolliff	
Susan Levy	

Thank you for attending. Gracias por su asistencia.

10



Date: September 13, 2010

Please Print Your Name	Organization, if any
Jamy Withrow	Self Employed
Carl Gutierrez	
James Boersma	Kramer Business Park
José Sanchez	
HEADWEY MORALES	VIP Chief
All Bassitt	Alliance
Scott Reis	Self Employed
Robert W. Kerr	Self Employed
RICHARD LUTZ	
IRENE JOE	

Thank you for attending. Gracias por su asistencia.

12 10



Date: September 13, 2010

Please Print Your Name	Organization, if any
BILLY PRINGLE	
JOE DEGRAFF	
ALDEN SMITH	
Stevy Roz Stern	
M. Wagnen	
- Vince Harris	STANCOG
Helen Way	
Charise Helms	
David - Tony Rich	
- Chantel Miller	CT-PIO

Thank you for attending. Gracias por su asistencia.

12



Date: September 13, 2010

Please Print Your Name	Organization, if any	
Dan Henderson		
Irene Pedersen		
+ Steve Andrade		
BRAD KAISER		
2 Mark + Sandy Johnson		
Todd Horganson		
Lacey Wood		
Al Holt		
Brad + Janet DeBel		
Steve Pedersen		

+ Add to List

Thank you for attending. Gracias por su asistencia.

10



Date: September 13, 2010

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
NORMA VARRATI				
JR ROBINSON				
Mark Meissner				
James O'Neal				
Kathleen Nelson				
Laura M. Young				
Theresa Kramer				
Ted Kramer				
Lloyd Fugitt				
Horl Johnson				

12



Date: September 13, 2010

Please Print Your Name	Organization, if any
GAYLE STIFFLER	
Kathy Edge	Pappy G Ranch
John MARTIN	
Phil & Teresa Reese	WINDYBROOK
Richard & Patricia Davis	
Jonathan Cohen	
FRANK PLOOF	-
Evelyn Jolliff	-
Tony Molloy	
DEB SWEET	

Thank you for attending. Gracias por su asistencia.

12



Date: September 13, 2010

Please Print Your Name	Organization, if any
Barbara Longstrech	-
Jeannie Corrsell	
Doug BASMASIAN	
Tom Terpstra	(agency)
Eric + Michelle Christopherson	
FRANK BOUARD	
Tim Allen	
Mark S. Manning	
Channing	
DENNIS BOUSKEY	
ED BROWN	CHH

Thank you for attending. Gracias por su asistencia.

12)



Date: September 13, 2010

Please Print Your Name	Organization, if any	
Kathy Stepp		
Richard & Jill Jenkins		
Joey & Blana Vargas		
Rachael Cohen		
LUKAS COHEN		
Arnival Badalich		
Davis Sanchez		
Dane Bartlett		
Greg Zumwalt		
Terry L. Murray		

Thank you for attending. Gracias por su asistencia.

13)



Date: September 13, 2010

Please Print Your Name	Organization, if any	
KEN & MILUE KRAUSE		
Kathy Harding		
Daniel Tucker	UU Fellowship Kennan	
Sumi Thompson		
Kathleen Hollock		
Scott Smith	Cellars	
Patti Ingersoll	landowner	
Andrea Thomas	landowner	
DARYL DANIEL	SNOWHITE DRIVE	
Lynndee Whipple		

Thank you for attending. Gracias por su asistencia.

14



Date: September 13, 2010

Please Print Your Name	Organization, if any
Warren & Kennedy, US Victoria Kennedy	
TED + DENNA SOKIMANS	
Tom Orwig	STANISLAUS COUNTY FARM BUREAU
GREG FROENKE	GIC TRUST
Michele Wolf	
Jerry and Donna Ellman	
Geary & Carla Cottrell	
Jeff Grater	STANISLAUS CO.
Susan Adams	
MARK STONE	

Thank you for attending. Gracias por su asistencia.

15



Date: September 13, 2010

Please Print Your Name	Organization, if any
Thom Blesch	JACOBS
Jim Hammer	Caltrans
* Tom Lopez	JACOBS
Ken Dejeu	JACOBS
* GARY PINK	"
Helder Garcia	
George Fernandez	Caltrans
R. Todd Whiteside	self
Farrell Jackson	City of Colusa
Gayle Petersen	Self/home owner

Thank you for attending. Gracias por su asistencia.

2 (4)



Date: September 13, 2010

Please Print Your Name	Organization, if any
Jim Hightower	Riverbank
Charles Turner	Stam CoG
Loren Huey	UBC
Jack Allen	Jacobs
WALTER PETERSEN	Home owner
Cindie Tolsgard	homeowner
Larry Nydahl	Ranch owner
Ronc Juarez	Blackhawk
WALTER COLK	HOMEOWNER
Delbert Jolly	

Thank you for attending. Gracias por su asistencia.

10 (5)



Date: September 13, 2010

Please Print Your Name	Organization, if any
MaryAnn Francis - Ogden	JTSU
Laurie Barton	Stam CoG
Quate Bonwick	
Anthony Dorn	Coltrans
Timothy Bordent	
Judith Brothe	JBC
PAUL B. RUMBLE	FARMER
Edie Dennis Joe Dutra, Jr	Fox & Pees Land Owner
DOMINGA RYCE	HOMEOWNER

Thank you for attending. Gracias por su asistencia.