

Comments Received on Draft EIR/EA

This appendix contains comments received on the DEIR/EA. A copy of each letter, or public comment card is reproduced, followed by the responses to substantive issues raised. The portions of each comment requiring a response have been marked with numbers to correspond to the responses.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

JAN 5 2004

December 24, 2003

Kome Ajise, AICP
Chief, North Region Environmental
Caltrans – District 3
P.O. Box 911
Marysville, CA 95901

Subject: Draft Environmental Assessment/Draft Environmental Impact Report for the State
Route 70 Freeway Extension/Ophir Road Interchange, Oroville, CA

Dear Mr. Ajise:

The U.S. Environmental Protection Agency (EPA) has reviewed the above-referenced document pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act. Our detailed comments are enclosed.

Overall, the Draft Environmental Assessment (DEA) is well-written, and we commend Caltrans' efforts to avoid impacts to aquatic resources. Specifically, EPA concurs with the elimination of Alternative C (South Interchange) from further consideration due to adverse impacts to waters of the U.S. We also recognize Caltrans for designing the footprint of the roadway to avoid both a large vernal pool complex east of Powder House Hill Road, and swales that are hydrologically connected to wetlands west of State Route (SR) 70.

Based on our review of the Draft EA, EPA has environmental concerns about: 1) the cumulative impacts analysis; 2) impacts to waters of the U.S.; and 3) hazardous waste/material. We recommend that the Final EA (FEA) provide a more complete cumulative impacts analysis, disclose additional opportunities to reduce impacts to waters of the U.S. (including the feasibility of narrowing the median width from 72 feet), and include specific commitments to avoid environmental and human health risks associated with hazardous material in the project area.

On September 25, 2002, EPA, a signatory agency to the NEPA/Clean Water Act Section 404 Integration Process Memorandum of Understanding for Surface Transportation Projects (NEPA/404 MOU), concurred with the project purpose and need, criteria for selection of alternatives, and the range of alternatives for this project. We look forward to meeting with the Federal Highway Administration and Caltrans to discuss the Least Environmentally Damaging Practicable Alternative (LEDPA), and the conceptual mitigation plan and implementation schedule, which are the next two concurrence points in the NEPA/404 MOU process.

Printed on Recycled Paper

EPA appreciates the opportunity to review this DEA/EIR. When the Final EA is released for public review, please send two copies to the address above (mail code: CMD-2). If you have any questions, please contact me or Nancy Levin, the lead reviewer for this project. Nancy can be reached at 415-972-3848 or levin.nancy@epa.gov.

Sincerely,



Lisa B. Hanf, Manager
Federal Activities Office

Enclosures:
EPA's Detailed Comments

cc:
Maiser Khaled, Federal Highway Administration
Carolyn Dierksen, Caltrans District 3
Jerry Bielfeldt, U.S. Fish and Wildlife Service
F. Kelly Finn, National Marine Fisheries Service
Laura Whitney, U.S. Army Corps of Engineers

EPA DETAILED COMMENTS ON THE DRAFT ENVIRONMENTAL ASSESSMENT FOR THE STATE ROUTE 70 FREEWAY EXTENSION/OPHIR ROAD INTERCHANGE, DECEMBER 24, 2003

1

Cumulative Impacts

The Council on Environmental Quality (CEQ) regulations implementing the National Environmental Policy Act (NEPA) define a cumulative impact as

“...the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time” (40 CFR §1508.7).

The CEQ has also prepared guidelines, based on its NEPA regulations, on how to prepare a cumulative impact analysis.¹

A cumulative impacts analysis should focus on impacts to resources of concern within a geographical study area appropriate for each resource. The DEA identified the following resources of concern for cumulative impacts: threatened and endangered species (including valley elderberry longhorn beetle, giant garter snake, red-legged frog, Swainson’s Hawk, and listed fairy shrimp species); habitats supporting these species; communities of special concern (including blue oak woodland and riparian forest); and waters of the U.S. Table 4-1 provides a useful summary of impacts to those resources from six transportation projects.

However, these six transportation projects are not the only actions that could adversely affect the resources of concern identified in Table 4-1. Other actions (e.g., industrial activity in Oroville’s designated annexation areas, planned commercial development along SR 70) could also impact these resources. The FEA should identify those past, present and future actions, in addition to the transportation projects in Table 4-1, that cumulatively impact resources of concern.

The DEA uses a single cumulative impacts study area boundary – the Sacramento to Chico transportation corridor identified in Figure 4-1 – for the analysis. We understand that the Sacramento to Chico corridor study area was developed for an induced growth study of the corridor² and we commend Caltrans for taking a corridor-wide perspective in that regard. However, cumulative impact study area (CISA) boundaries are more appropriately based on the natural boundaries of each resource. A cumulative impacts analysis could have several difference CISAs, each corresponding to a different resource or ecosystem.

¹Considering Cumulative Effects Under the National Environmental Policy Act, Council on Environmental Quality, Executive Office of the President, January 1997. <http://ceq.eh.doe.gov/nepa/ccenepa/ccenepa.htm>

²State Route 70 Sacramento to Chico Corridor Growth Inducement Report, State of California Department of Transportation District 3, June 2000.

EPA recommends that the cumulative impacts study area for waters of the U.S. be based on watershed boundaries. The CISA for the Giant Garter Snake should consider its critical habitat and habitat connectivity. Other CISAs should be based on the natural boundaries or characteristics of the resource. EPA recognizes that these CISAs may be smaller in size than the Sacramento to Chico corridor in Figure 4-1.

The cumulative impacts analysis in the State Route 46 Corridor Improvement Project Draft Environmental Assessment (Caltrans District 6) provides an example of the type of information that is useful in a comprehensive cumulative impacts analysis. The Annotated IS/EA Outline in the Caltrans Standard Environmental Reference is another useful reference.

Recommendations:

- Identify the resources of concern that are important to consider from a cumulative impacts perspective.
- Define a geographic study area that is appropriate for each resource.
- Assess the current health of the resource, considering historical context and trends. Establish a baseline from which to measure the cumulative impacts to the resource.
- Identify past, present and reasonably foreseeable future actions that will cumulatively impact the resource. These should include transportation and non-transportation activities of federal, non-federal public and private entities.
- Identify the impacts and assess the cumulative effect of these actions on the resource.
- Discuss the mitigation responsibilities of the lead agency and other agencies for cumulative impacts to resources of concern.

Waters of the U.S./Threatened and Endangered Species

2

Based on our review of the DEA, it is unclear why the proposed facility requires an unusually wide median (up to 72 feet wide). EPA is concerned about the median width because of the potential impacts to waters of the U.S. and threatened and endangered species. We recommend that Caltrans consider narrowing the median to reduce the footprint of the facility, thereby further avoiding and minimizing impacts to waters of the U.S. and special status species.

The DEA was circulated prior to U.S. Army Corps of Engineers' (Corps) verification of the wetland delineation for this project. EPA recognizes that the impacts to waters of the U.S. as characterized in the DEA may change based on the delineation verified by the Corps. EPA recommends that the FEA clearly disclose any changes in project impacts once the delineation is verified by the Corps.

Since the project is located in an area that is prone to surface instability and soil erosion, EPA is concerned about impacts to waters of the U.S. and special status species caused by erosion, sedimentation and turbidity. The FEA should enumerate Best Management Practices (BMPs) that will address these potential impacts.

Recommendations:

- 2-a • Disclose in the FEA all measures taken to avoid and minimize impacts to waters of the U.S.
- 2-b • Explain in the FEA why a 72-foot median is needed to accomplish the project purpose. If the width is necessary to support future widening of the facility, the FEA should address the future widening needs and timeframe, and the environmental impacts associated with future construction.
- 2-c • Include in the FEA a Corps-verified wetlands delineation, and disclose any additional impacts to waters of the U.S. that were not analyzed in the DEA.
- 2-d • Specify in the FEA the BMPs that will be used to prevent erosion, sedimentation and turbidity.

Hazardous Waste/Material

3 Section 3.3 Hazardous Waste/Material of the DEA indicates that soil and water in the project study area is contaminated with dioxin/furans. These contaminants were generated by two nearby wood treatment plants that both appeared on the Superfund National Priorities List (Koppers Industries International is currently listed, Louisiana-Pacific Corporation was delisted in 1996). In addition, dioxin/furans were created by fire at one of the plants (Koppers), and then spread off-site.

We commend Caltrans for performing a Screening Level Toxicology and Risk Assessment (HRA) that fully considers risks from dioxins/furans. The Risk Assessment concluded that the project would not pose an unacceptable risk to neighboring residents or workers during construction. The DEA states that no dioxin/furan soil sample exceeded 10 parts per billion (ppb), based on sampling and analysis. The DEA does not specify whether or not these sampling results apply to all congeners of dioxins and furans. This should be clarified in the FEA.

EPA has selected 1 ppb Toxic Equivalency (TEQ) as a cleanup level for dioxin in residential surface soils.³ In light of this determination, the FEA should explain whether a concentration of 10 ppb will be protective of neighboring residents. The FEA should also discuss whether EPA's recommended range of 5 ppb to 20 ppb TEQ for commercial/industrial soils will be protective of roadway construction and maintenance workers, particularly those that handle and dispose of the hazardous material.

In addition, the FEA should disclose the Risk Assessment's numerical results on 1) carcinogenic risk compounds and 2) non-carcinogenic hazard index for human health, and provide summary data from the Risk Assessment.

EPA is concerned about the entry of dioxin into the food chain, and resultant bio-accumulative risks of dioxin exposure to humans and wildlife. The DEA does not indicate whether the Risk Assessment analyzed these risks, or the potential impact on agricultural land from storm water run off or fugitive dust.

³EPA Office of Solid Waste and Emergency Response Directive 9200.4-26; <http://www.epa.gov/superfund/resources/remedy/pdf/92-00426-s.pdf>

Response to United States Environmental Protection Agency

1. Changes were made in the Final EIR/EA in response to USEPA concerns regarding the cumulative impact analysis.
2. a) Minimization measures are incorporated in the Final EIR/EA which include selecting the alternative which has the least amount of impacts on Waters of the U.S. as the preferred, incorporating design changes which avoids directly impacting the large pond east/north of the SR 70 / Ophir Road, and the reduction of the median to 7.5 m (25 ft) in biologically sensitive areas.

b) After careful review by Caltrans design, the median width was reduced to 7.8 m (25 ft) in biologically sensitive areas.

c) The USACE concurred with Caltrans wetland determination on March 19, 2004. In the concurrence letter, USACE indicated that water identified as #18, wet meadow (.39 acre) as not within the current jurisdiction of the USACE.

d) BMPs that will be used to prevent erosion, sedimentation, and turbidity are incorporated in the final document.
3. a) Surface soil samples were analyzed for polychlorinated dibenzo-p-dioxin and dibenzo-p-furan congeners using USEPA Test Method 8280A. In addition, eight samples were analyzed using USEPA Test Method 8290. The predominant congener detected at the site was octachlorodibenzodioxin (OCDD). Within the site investigation report for this project, the dioxin and furan results were converted to 2,3,7,8-tetrachlorodibenzodioxin (2,3,7,8-TCDD) using the I-Toxic Equivalency Factors (ITEFs) developed by an international scientific community convened under the auspices of the North American Treaty Organization (NATO/CCMS). The Department of Toxic Substances Control (DTSC) adopted the I-TEF method in assessing risk to dioxins and furans in Chapter 9 of the California EPA 1992 *Office of the Science Advisor Guidance*. The HRA selected these values because the I-TEFs are the most conservative for the contaminants of concern (COCs) present at the site.

b) Eighty-three samples collected within the potential right-of way were analyzed for dioxins and furans. Detectable levels were noted in 48 of these samples. Of these detections, only one sample result was greater than the USEPA's recommended residential cleanup of level of 1 part per billion (ppb) (a

concentration of 3.7 ppb). The second highest concentration was 0.78 ppb, well below the USEPA's recommended residential cleanup level.

One of the principal exposure pathways evaluated within the RA was inhalation of dusts by surrounding community members (residents and workers) generated during project excavation and construction. This evaluation was completed under two scenarios: (1) no dust control, and (2) the implementation of adequate dust control measures.

Assuming no dust control and using the highest detected concentration of 3.7 ppb, the total estimated carcinogenic risk for adult residents (2×10^{-6}) marginally exceeded DTSC's benchmark of 1×10^{-6} . Using the maximum detected concentration, the total estimated risk for child residents (5×10^{-6}) also exceeded the DTSC's benchmark. However, these estimated risk were well within the USEPA's recommended range of 1×10^{-4} to 1×10^{-6} . In addition, the risk estimated using the second highest concentration and assuming no dust control measures (1×10^{-6} for adults and children, respectively) were less than or equal to DTSC's benchmark of 1×10^{-6} . In addition, the risks estimated using the second highest concentration and assuming no dust control measures (1×10^{-6} for adults and children, respectively) were less than or equal to DTSC's benchmark of 1×10^{-6} .

Futhermore, when dust control measures are utilized, the risks estimated using the maximum detected concentrations (7×10^{-8} and 2×10^{-7} for adults and children, respectively) were well below DTSC's benchmark. Caltrans' standard dust control measures as described in Section 10.1 (Dust Control) of the current *Caltrans Standard Specifications* would be implemented during site construction. Thus, based on the conservative analysis presented in the RA, dioxins and furans are not expected to pose an unacceptable risk to residents or other community members who may be present in the vicinity of the project site.

As stated above, the maximum detected concentration was 3.7 ppb 2,3,7,8-TCDD equivalents, which is below the USEPA's recommended range for construction and maintenance workers.

Although the maximum detection was below USEPA's recommended range, the RA evaluated the following exposure pathways for the construction worker: incidental ingestion of soils, inhalation of generated dusts, and uptake from direct dermal contact. These pathways were evaluated using the highest detected concentration, the second highest detected concentration, the mean concentration,

the industrial PRG, and the maximum concentration outside of the areas impacted by 'Wood Treating Area.' Assuming adequate dust control measures, only the highest and second highest soil sample concentrations exceeded the DTSC's benchmark (5×10^{-5} and 1×10^{-5} , respectively). However, all of the estimated risks were within the USEPA's recommended range of 1×10^{-4} to 1×10^{-6} . Thus, based on the conservative analysis presented in the RA, dioxins and furans are not expected to pose an unacceptable risk to construction or maintenance workers.

d) As stated previously 83 samples collected within the potential right-of-way were analyzed for dioxins and furans. Only one sample result was greater than the USEPA's recommended residential cleanup level of 1 ppb (a concentration of 3.7 ppb). As described above, the total estimated carcinogenic risks calculated for residents and construction workers during the RA were below or within the USEPA-recommended range provided that dust control measures are implemented in accordance with Caltrans Stand Specifications. Therefore, no unacceptable risks are anticipated to be associated with dioxins/furan-impacted soil.

Review of the boring logs of the 48 samples, which contained detectable concentration of dioxins and furans, indicated that the soil matrix was either dredged tailings or log deck fill. Both these soil types were described as gravel and cobbles with sand and silt. The fine materials, (i.e., silts and clays) tend to preferentially adsorb low mobility compounds such as dioxins and furans. Thus, dioxin and furan concentrations can be 10 to 100 times higher in this fine material than in the gravel and cobbles. The sample collection procedures for this project segregated fine material from the gravel and cobbles and preferentially submitted the fine material for analysis. Therefore, the actual COC concentration representing the entire soil matrix is expected to be substantially less than the reported concentrations.

The project will likely result in a net import of soil. Therefore, no soil is planned to be exported offsite. Although there are no identified issues related to exporting soil from this site, if excess soil is accumulated during construction, it would be sampled, analyzed and if applicable, disposed of in compliance with all state and federal laws, as stated in Section 3.3.4 of the FEA.

e) Although there is minimal potential risk associated with the COCs in soil, it is always in Caltrans best interest to control dust and surface water during

construction projects. Consistent with this, dust migration to air is mitigated by Caltrans' standard dust control measures as described in Section 10.1 (Dust Control) of the current *Caltrans Standard Specifications*, which will be implemented during construction.

To control surface water migration and sediment movement during a construction project of this size, Caltrans requires all contractors to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must comply with the Caltrans NPDES General Permit No. CAS000003 describing the best management practices (BMPs) to control erosion and sediment transport from disturbed areas during construction. The likely transport mechanism for the COCs, dioxins and furans, would be through sediment transport. Properly installed and maintained BMPs that will be required by the SWPPP include practices for soil stabilization, sediment control, wind erosion control, tracking control, non-storm water management and waste management. The BMPs are intended to prevent contaminant migration from the site during construction, thereby preventing potential agricultural and wildlife impacts.

Following construction, the land controlled by Caltrans will either be covered with pavement/vegetation or reserved as a right of way with restricted use, thereby preventing exposure to impacted material and thus further limiting or preventing potential agricultural and wildlife impacts.

f) A Sampling and Analysis Plan for non-visible pollutants is required as an element in a Caltrans SWPPP. Although not anticipated to be an issue, Caltrans will sample stormwater for dioxins and furans within the first 2 hours of discharge from rain events (during daylight hours) that result in a sufficient discharge for sample collection.



California Regional Water Quality Control Board
Central Valley Region



Arnold Schwarzenegger
Governor

Redding Office
415 Knollcrest Drive, Suite 100, Redding, California 96002
Phone (530) 224-4845 • FAX (530) 224-4857
<http://www.swrcb.ca.gov/rwqcb5>

3 December 2003

Mr. Jeffery Loudon
c/o California Department of Transportation
703 B Street
Marysville, CA 95901

**DRAFT ENVIRONMENTAL ASSESSMENT/DRAFT ENVIRONMENTAL IMPACT REPORT
FOR CALTRANS STATE ROUTE 70 FREEWAY EXTENSION, 03-BUT-70, KP 16.2/21.8
(PM 10.0/13.6) EA 3A6300, STATE CLEARINGHOUSE NUMBER 2001092034, OROVILLE,
BUTTE COUNTY**

We have reviewed the Draft Environmental Assessment/Draft Environmental Impact Report for the Caltrans State Route 70 Freeway Extension/Ophir Road Interchange Project located near the town of Oroville. The proposed project will include: Upgrading 3.6 miles of SR 70 to expressway to four-lane freeway beginning 1 mile north of Palermo Road and ending 0.3 miles south of the SR 162 junction. The project would include an interchange at Ophir Road and an over crossing at Georgia Pacific Way. We have the following comments regarding this project.

Caltrans Storm Water Permit

In order to protect water quality from the potential development activities, appropriate storm water pollutant controls will be required during construction. Construction activities for this project will be covered under the Caltrans Storm Water Permit (Order No. 99-06-DWQ), adopted in July 1999. The Caltrans Storm Water Permit covers all Caltrans construction activities. Caltrans is required to notify the Regional Board that a project is to be covered under the permit at least 30-days prior to the onset of construction. In addition, the Regional Board may require Caltrans to submit a Storm Water Pollution Prevention Plan to address potential water quality impacts.

Army Corps of Engineers and State Water Quality Certification

The proposed project will also require a 404 permit from the US Army Corps of Engineers and a 401 water quality certification from the State Water Resources Control Board. The Federal 404 permit is required for activities involving a discharge (such as fill or dredged material) to waters of the United States. "Waters" include wetlands, riparian zones, streambeds, rivers, lakes, and oceans. Typical activities include any modifications to these waters, such as stream crossings, stream bank modifications, filling of wetlands, etc. These projects also require a water quality certification (per Section 401 of the Clean Water Act) verifying that the project does not violate State water quality standards. The 404 permit and water quality certification must be obtained prior to disturbance. The Army Corps of Engineers contact for Butte County is Ms. Laura Whitney (916) 557-7455.

California Environmental Protection Agency



Dewatering Permit

A dewatering permit (Order No. 5-00-175, General Order for Dewatering and Other Low Threat Discharges) may be required for dewatering discharges associated with this project. The Draft Environmental Assessment/Draft Environmental Impact Report states that in some areas of the project the depth to ground water varies from near surface to 5.4 m below the surface. The dewatering permit is required for the removal of water from excavations, cofferdams, diversions, areas of ponding that is eventually discharged to a storm drain or surface watercourses. Typical pollutants of concern associated with construction dewatering are settleable material, suspended material, and turbidity.

The water quality certification application and dewatering permit, if deemed necessary, can be obtained from the Regional Water Quality Control Board office in Redding. If you have any questions regarding these comments, please contact me at (530) 224-4784.



for Scott A. Zaitz, R.E.H.S.
Environmental Scientist
South Regulatory Unit

SAZ: sae

cc: State Clearinghouse, Sacramento
Ms. Laura Whitney, United States Army Corp of Engineers, Sacramento

Response to CRWQCB

The construction general permit (Order No. 99-08-DWQ)(CAS000002) requires that all storm water discharges associated with construction activities which disturb areas greater than .4 ha (1 acre) of total land area must comply with the provisions specified in the general permit, including development and implementation of an effective Storm Water Pollution Prevention Plan (SWPPP).

Caltrans has been involved with the NEPA/404 MOU process for this project. The Department has received concurrence on the LEDPA and the Conceptual Mitigation and has applied for the individual Section 404 permit and the water quality certification (per Section 401 of the Clean Water Act).

Comment noted. Dewatering is not anticipated on this project. If dewatering does occur, Caltrans will apply for the appropriate permit.



"mike korb"
<mikekorb@oroville.com>
m>
12/22/2003 11:20 AM

To: <carolyn_dierksen@dot.ca.gov>
cc: "jim prouty" <mineralresources@oroville.com>, "ron black"
<ronb@citld.com>
Subject: Butte 70 - Ophir Road Interchange

Mineral Resources, LLC
100A Gold Dredger Drive
Oroville CA 95965
530-534-9565
530-534-9564 fax
mineralresources@oroville.com
December 22, 2003

Mineral Resources, LLC is a property owner on Georgia Pacific Way. We plan to transport sand to and from a drying facility located on the site by truck. Removal of the access/egress from 70 onto Georgia Pacific Way will create a considerable traffic congestion from the expected truck traffic. We understand that there are future plans for an interchange at GPW, but believe that at least an exit to the south and an exit to the north should be included in any changes made.
Very Truly Yours
Michael C Korb, PE
General Manager

Response to Mineral Resources, LLC

Thank you for commenting on the draft environmental document. Caltrans is currently installing a traffic signals at the Georgia Pacific and SR 70 intersection to help address the safety issue currently present at this location. Phase 1 of the project will make modifications to this intersection (widen to accommodate four lanes), but will not affect the configuration of the intersection.

Tile Artisans, Inc.

www.tileartisans.com

4288 Hwy 70 So. Oroville, Ca. 95965

530-534-3563 FAX 530-534-1290

December 12, 2003

Jody E. Lonergan, District 3 Director
California Dept. of Transportation
P.O. Box 911
Marysville, CA 95901

Attn: Carolyn Dierksen

Dear Ms. Dierksen,

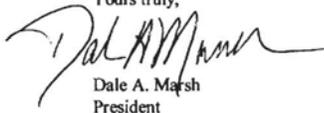
On December 4, 2003 we attended a public workshop in Oroville concerning the widening of State Highway 70. In looking at the photos of the proposed changes we find that our right of way from Highway 70 will be eliminated.

The proposed off ramp on Ophir Road and Power House Hill Road would give access to the rear of our property, however, we have semi-trucks delivering and picking up materials and Power House Hill Road, as it presently exists is not going to handle that kind of traffic. These trucks many times are carrying up to 30,000 pounds of freight. The proposed improvement of Power House Hill Road would not come far enough south to reach our property. Creating access to our property from Power House Hill Road would also entail the construction of a driveway from the rear of our property that would accommodate such traffic.

We believe that the loss of Highway 70 access will cause serious financial damage to the value of our property and to the owners personally. We would expect to be compensated accordingly. This will require improvement to our property and compensation for lost long term value of said property.

Please send any future information about this project to the above address, to the attention of Dale Marsh, as the Hunters are no longer owners of this property. The current owners are as follows: Dale & Valori Marsh, Valanda Marsh, and Danny and Lenora Marsh.

Yours truly,



Dale A. Marsh
President

Response to Tile Artisans inc

During the appraisal process, a notice of our intent to appraise your property will be sent to the property owner. At that time, we will ask the property owner to meet with the appraiser to provide input regarding all aspects of the property and any concerns/options the property owner would like us to consider during the appraisal/valuation process. All impacts to the subject property will be considered during the appraisal process to determine fair market value as well as damages, if any, to grantors' remaining property. The appraisal and acquisition agent will be Caltrans' representative throughout the highway project and it is his/her responsibility to continually keep the property owner informed as the project and valuation/acquisition process progresses.

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

2072 3rd Street
Oroville, CA 95965-1471
(530) 538-2700
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



November 18, 2003

File No.: 240.12673

State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814



Clear
12-29-03
e

Dear State Clearinghouse:

The California Highway Patrol (CHP) Oroville Area has had the opportunity to review the environmental impact report for the State Route 70 Freeway Extension/Ophir Road Interchange Project in Butte County (SCH # 2001092034).

I have reviewed this project and have determined that it will provide for a safer more efficient flow of traffic. For this reason, the CHP Oroville Area fully supports this project and has no objection to its implementation.

If you have any questions feel free to contact me at (530) 538-2700.

D. S. GILLINGWATER, Lieutenant
Commander
Oroville Area

cc: Special Projects Section



Thank you for your interest. Your comment has been noted.

STATE OF CALIFORNIA **COMMENT CARD** DEPARTMENT OF TRANSPORTATION

PROJECT: STATE ROUTE 70 FREEWAY EXTENSION/OPHIR ROAD INTERCHANGE IN BUTTE COUNTY

NAME (Please Print) Owen Young 95705

ADDRESS (Home) 4823 Powell Road, Oroville, CA ZIP CODE

AUTHORIZED REPRESENTATIVE (Name of organization or agency) ADDRESS (Business) Owsen

COMMENTS We learned a lot by coming here. Everyone was so helpful. It is better than we have seen before. Dena Boywa was so help to us (13)

NOTE: PLEASE SUBMIT COMMENTS NO LATER THAN DECEMBER 31, 2003

STATE OF CALIFORNIA **COMMENT CARD** DEPARTMENT OF TRANSPORTATION

PROJECT: STATE ROUTE 70 FREEWAY EXTENSION/OPHIR ROAD INTERCHANGE IN BUTTE COUNTY

NAME (Please Print) Donforce

ADDRESS (Home) 20 Tucker Ave, Oroville, CA ZIP CODE 95966

AUTHORIZED REPRESENTATIVE (Name of organization or agency) ADDRESS (Business) COMPASS EQUIPMENT INC

COMMENTS I would prefer that a final alignment decision be made as soon as possible & would hope that would be the middle alignment. Thank you

NOTE: PLEASE SUBMIT COMMENTS NO LATER THAN DECEMBER 31, 2003

Thank you for your interest. Your comment has been noted.