Comment #24 - Comment Letter

Accurate Forklift, Inc.
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November 24, 1998

Ray Boyer, P.E.
c/o State of California
Department of Transportation
District 4 - Office of Environmental Engineering
P.O. Box 23660
Oakland, California 94623-0660

Mr. Boyer,

I am writing to confirm my understanding of the lack of necessity for sound wall #2 included in the Highway 101 plans presented at the Cal Trans Open House Public Hearing held on November 18, 1998 in Santa Rosa. At this meeting I discussed this sound wall with you and it's negative impact on the company which would be shielded by the northern most section of this wall. As president and board chairman of this company, Accurate Forklift, Inc., I indicated that **we absolutely do not want this sound wall built** between our industrial distribution business and highway 101. At this same meeting and during the same discussion the property owner/representative of the only other parcel affected by this sound wall, immediately south of our property, indicated that they too, do not wish to have this sound wall constructed.

A

My understanding of your response to our negative reaction was that if the affected property owners do not want the wall then it will be removed from the plan. You indicated that it was only included because the federal government required it, base upon the proximity of housing on the southern parcel. You were verbally informed by the property owner that this commercially zoned property is scheduled to have these few homes removed prior to any projected start date for the highway project. I assume that you have also received written notification of the same.

Additionally, I have some concern about the proposed off ramp and signal light configuration proposed for the southern entrance of Santa Rosa Avenue. It would appear to me that the proposed changes will run the risk of backing traffic onto highway 101 and adding to congestion. In my opinion a more logical use of highway construction dollars would be to widen the southern most (south of Todd Road) section of Santa Rosa Avenue to four lanes with a center turn lane.

B

C

Regards,

Dennis Christensen

Response to #24 - Comment Letter
Dennis Christensen

Comment Number	Response
24-A	Soundwall #2 is no longer proposed as a part of the project.
24-B	The proposed widening/extension of the northbound Santa Rosa Avenue off-ramp includes two left-turn lanes a and one right-turn lane with signal controls. Using the Highway Capacity Manual methodology, analyses indicate the proposed off-ramp intersection would operate at LOS B and should have adequate storage length to accommodate the off-ramp traffic demands. Under these circumstances, it is less likely that traffic on this off-ramp will back up onto Route 101.
24-C	See response 10-B.