

**Sonoma 101 Widening & Soundwall Construction (Wilfred to Route 12)
Final Negative Declaration/Final Environmental Assessment**

COMMENT #32 - LETTER (page 1 of 2)

JIM GROOM INVESTMENTS

"Retired but Still Working"

(707) 584-0101 Bus.

Since 1946

(707) 542-2840 Res.

November 23, 1998

Mr. Jim Smith
District Branch Chief
Dept. of Transportation, Dist. 4
P. O. Box 23660
Oakland, CA 94623-0660

Dear Mr. Smith:

This letter is a follow-up to our conversation last Wednesday evening, November 18th, regarding widening Hwy. 101 from Steele Lane to the Wilfred overpass. I have been a property owner on Santa Rosa Avenue since 1948 when it was a State Highway, and I still own and have substantial interest in several properties that front the 101 freeway and Santa Rosa Avenue. I have observed and been a part of the few improvements for traffic that have been made on those two highways. The designs that you posted at the meeting were generally quite good on the project as a whole; however, I am very concerned about your design at the interchange of the north-bound lanes of Hwy 101 junction to Santa Rosa Avenue in the Wilfred overpass area.

I have been associated with the transportation industry for almost fifty years; have built and laid out roadways in conjunction with land development projects that provided safe ingress and egress to main traveled roads. The problem I have with the aforementioned design at Hwy 101 and Santa Rosa Avenue is the "stacking" of trucks and cars at the Santa Rosa Avenue stop light. If you will do a time and space study, along with a traffic count of five (5) peak hours and allowing the standard movement of a vehicle 70' long with 80,000 lbs. load, you will find it will take over a minute for them to clear the intersection. Add that to 3 or 4 more trucks plus several autos, and you will have created a serious stacking problem. At the peak hours on any given day, the north-bound lane from 101 freeway to Santa Rosa Avenue is either bumper-to-bumper or spaced within 30 feet of each other; add that to a 60-second stoplight, and you will have a serious stacking problem. This situation will kill the future development of lower Santa Rosa Avenue, and very likely will overload Todd Interchange that will impede the further development of Santa Rosa Avenue.

I hereby request that you give this matter further consideration as to design, and provide an opportunity for the property owners to respond -- many of them were not notified of the meeting on the 18th, and are not aware of the short timetable provided for response. We property owners have suffered long and hard in dealing with traffic on Santa Rosa Avenue; it seems highly unfair that we are not presently offered more time for our comments and reactions to your submitted plan for this interchange. Like you, many of us are very busy people and have many other problems we have to deal with daily, some even taking us out of state. It's very unfair, in my view, that a notice in the newspaper is sufficient notice to the affected property owners.

P.O. Box 447
Santa Rosa, CA 95402

6400 Redwood Dr., Suite 103
Rohnert Park, CA 94928

A



B

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We can provide you with a list of names and addresses of all the property owners between Todd and Wilfred. We are also willing to provide a notification to the property owners if you will schedule a future hearing.

Looking forward to hearing from you at your earliest convenience.

Sincerely,


James H. Groom
Property Owner

cc: Mr. Robert Ruden, Project Engineer
Dept. of Transportation
State of California

/s

P.O. Box 447
Santa Rosa, CA 95402

6400 Redwood Dr., Suite 103
Rohnert Park, CA 94928

**RESPONSE #32 - LETTER
Jim Groom Jim Groom Investments**

Comment Number	Response
32-A	See response to 14-A
32-B	<p>The Public Notices and Publicity process for the Sonoma 101 Widening Project was followed per the Project Development Procedure Manual.</p> <p>Newspaper Requirements Each public hearing notice must be published in a newspaper having a general circulation in the vicinity of the proposed project. Each notice must be published in a prominent location in the newspaper other than in the legal notices section. The notices for this project were placed in the <u><i>Santa Rosa Press Democrat</i></u>.</p> <p>Publishing Two Hearing Notices A hearing notice or a "Notice of Opportunity" must be published two times. The first notice should be published 30 days prior to the hearing. The second notice should be published approximately one week prior to the hearing or the deadline for requesting a hearing. The notices for this project were placed October 19 and November 10, 1998.</p> <p>In addition to these requirements as per the Project Development Procedures manual, Caltrans also had the notice distributed to property owners along the project corridor as a door to door flyer.</p> <p>For your convenience, a copy of the final environmental document will be sent to you and additional copies will be available at local libraries.</p>