

INTERSTATE 5 NORTH STOCKTON IMPROVEMENT PROJECT



PUBLIC INFORMATION MEETING SUMMARY REPORT

January 23, 2008

6:30pm – 8:00pm

Karl Ross American Legion Post No. 14
2020 Plymouth Road, Stockton, California



General Information about This Document

What's in this document?

This document is a summary report of the public information meeting for the Interstate 5 North Stockton Improvement Project located in San Joaquin County, California. This document describes what went on at the meeting.

What should you do?

- Please read this summary report.
- If you have any concerns about the summary report or questions about the proposed project, please contact Judith Buethe, Public Information Coordinator, (209) 464-8707, Ext. 101; Judith@buethecommunications.com; or P.O. Box 773, Stockton, CA 95201-0773.

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 Judith Buethe, Public Information Coordinator, (209) 464-8707, Ext. 101; Judith@buethecommunications.com; or P.O. Box 773, Stockton, CA 95201-0773. Or, use the California Relay Service TDD line at 1-800-735-2929.

Executive Summary

The City of Stockton, in cooperation with the San Joaquin Council of Governments (SJCOG), California Department of Transportation (Caltrans), and the Federal Highway Administration (FHWA) held a public information meeting for the Interstate 5 North Stockton Improvement Project on Wednesday, January 23, 2008, from 6:30pm – 8:00pm. The purpose of the public meeting was to give members of the public and interested parties an opportunity to learn about the project and to provide comments or concerns.

This meeting was part of the project development process. It is the intent of the project development team to analyze the information gathered at this meeting to potentially be used for improvement to the project design and/or the environmental studies process. All comments submitted at the meeting or sent to the Public Information Coordinator following the meeting—prior to February 11, 2008, are included in the Public Information Meeting Summary Report.

The City of Stockton, SJCOG, Caltrans, and FHWA gave notice of the public information meeting by sending an announcement to property owners, residents, elected officials, public agencies, transit entities, and other interested parties. Display advertisements noticing the public information meeting were placed in *The Record*, a regional newspaper.

The meeting format included two open house periods, before and after a presentation by the consultant team project manager. Upon arriving, attendees were asked to sign in to maintain an attendance record and to ensure all interested parties would be added to the project mailing list. Each attendee received a handout with an agenda, project background and purpose, project limits, and information on how to comment on the project. Also included were logos of the City of Stockton, SJCOG, Caltrans, FHWA, and Measure K (the half-cent, voter-approved sales tax).

Attendees were encouraged to visit the information stations around the room and to view maps, graphics, and display boards. Project development team members were available at the stations to explain the displays, answer questions, and receive public input. Attendees were also encouraged to submit written comments on forms provided at the public comment station or to mail them to the Public Information Coordinator at a later date. A stenographer was available to receive dictation.

The meeting included a PowerPoint presentation by the project manager of the consultant team, after welcoming remarks by the Caltrans Project Manager. The presentation gave the background and purpose of the project as well as a project description.

This Summary Report provides a complete description of the purpose and goals of the public information meeting, its planning and implementation, and the information presented. Public comment received at the public information meeting and on the Project Hotline is summarized, and copies of material related to the meeting are included in the appendices.

Comment on the Project

The project team encourages you to comment on the project. Your comments and concerns will become part of the public record and be considered in developing the environmental document.

Here's How to Comment

Fill out a Comment Sheet and leave it with the Public Outreach Coordinator this evening. Or, call the Hotline, send e-mail, or send a letter.

Project Contact Information:

Project Hotline
(209) 464-4350 phone; (209) 942-3080 fax

Write or send email:
Judith Buehe
Public Outreach Coordinator
P.O. Box 773, Stockton, CA 95201-0773
Hotline@buehecommunications.com

Thank you for attending.



Welcome to the Public Meeting

Wednesday, January 23, 2008
Karl Ross American Legion Post No. 14
2020 Plymouth Road, Stockton



Project Background and Purpose

The City of Stockton, in cooperation with the San Joaquin Council of Governments (SJCOG), California Department of Transportation (Caltrans), and the Federal Highway Administration (FHWA), is studying the impacts of a major improvement project along Interstate 5 (I-5) in North Stockton.

Project components may include widening I-5 for new carpool lanes, converting an existing segment of I-5 mixed flow lanes to carpool use, constructing auxiliary lanes between interchanges, modifying two existing interchanges (Hammer Lane and Eight Mile Road), constructing two new interchanges (Otto Drive and Gateway Boulevard), and constructing freeway noise barriers where warranted within the project limits.

The project is proposed to reduce existing traffic congestion and delay on I-5, to improve interchange traffic operations and congestion, to encourage carpool use in the corridor and to accommodate forecasted travel demand anticipated through the year 2035.

Project Limits

The anticipated project limits for construction improvements on I-5 are from the Country Club Boulevard interchange on the south to a proposed new interchange at North Gateway Boulevard, approximately 1.3 miles north of the Eight Mile Road interchange. The limits of the potential lane conversion to carpool designation are from Charter Way on the south to match with the added lanes at Country Club Boulevard.

Eastern and western project limits would vary along the corridor at each interchange, depending on interchange requirements, detouring and staging.



Tonight's Agenda
January 23, 2008

6:30pm
Exhibits and Refreshments

7:00pm
Welcome, Introductions, Review of Agenda
Judith Buehe
Public Outreach Coordinator

Background, Purpose of Project, and Project Description
Keith Meyer, P.E.
Rajappan & Meyer

Exhibits and Refreshments

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Chapter 1 Introduction

1.1 A Public Information Meeting Was Held

The City of Stockton, in cooperation with the San Joaquin Council of Governments (SJCOG), California Department of Transportation (Caltrans), and the Federal Highway Administration (FHWA) held a public information meeting from 6:30pm – 8:00pm on Wednesday, January 23, 2008, at the Karl Ross American Legion Post No. 14, 2020 Plymouth Road, Stockton. The agencies are studying the impacts of a major improvement project along Interstate 5 (I-5) in North Stockton.

1.2 Announcement of the Public Meeting

The project team planned and implemented the public information meeting to confirm to the requirements of applicable federal and state laws, include the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

The Public Information Coordinator publicized the meeting through a letter of invitation sent by first-class U.S. mail to approximately 959 property owners, residents, public agencies, transit agencies, civic and community groups, chambers of commerce, environmental groups, and other interested parties. The letters were also sent to federal, state, and local elected officials who represent the project area. Public notices were placed in *The Record* (regional newspaper) on January 12 and 17, 2008. A press release was sent to newspapers (mainstream and alternative) that serve the Stockton area. An article about the meeting was published in *The Record* on January 23 and on January 24, and in the *Bilingual Weekly* on February 1. (The *Lodi News-Sentinel* is researching and plans to write on the project, also.)

1.3 Purpose and Goals of the Public Meeting

The purpose of the public meeting was to provide members of the public and other interested parties an opportunity to learn about the project and to provide comments, which would then become part of the public record and be considered as the project team develops the environmental document.

1.4 Format of the Public Meeting

Approximately 71 people signed in at the door. The meeting was conducted as an open house – presentation – open house. This interactive format provided an opportunity for members of the public to hear a detailed overview of the project by the project manager of the consultant team, review maps and other exhibits, and ask questions of and direct comments to members of the project team. Attendees were encouraged to submit written comments at a public comment station with blank comment sheets and pens. A professional stenographer was available for persons who wished to provide oral comments. Information stations with project maps, graphics, and exhibits were placed around the room. The information stations provided information on alternatives, traffic, and environmental issues. Project team members were available at each station to explain the displays, answer questions, and receive public input.

Chapter 2 Meeting Proceedings

2.1 Welcome

The information stations at the public information meeting were developed according to the issues listed below. (Reduced copies of the informational display boards and graphics are included in Appendix A.)

2.2 Displays and Exhibits

The informational display boards and exhibits at the public information meeting are explained below. (Reduced copies of the informational display boards and graphics are included in Appendix A.)

Station 1: Welcome Board and Sign-In Table.

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 were added to the project mailing list. See Appendix D for a list of attendees. The Public Information Coordinator gave each attendee a handout with the sponsor logos—City of Stockton, San Joaquin Council of Governments, Caltrans, FHWA, and Measure K—welcoming them to the public meeting, stating the night’s agenda, and providing the project background and purpose, project limits, and project contact information. The handout also encouraged attendees to comment on the project and provided information on how to do so. The public information coordinator staff explained the format of the meeting, and attendees were encouraged to ask questions of the project team who were present.

Station 2: Potential Improvements

Maps, aerial photographs, and boards were displayed, which showed the site of each of the four involved interchanges and described potential improvements to widen the freeway, consider designating HOV lanes, modify the existing Hammer Lane and Eight Mile Road Interchanges, and construct new interchanges at Otto Drive and North Gateway Boulevard. Boards also showed existing and proposed conditions for each of these improvement areas. The consultant team’s design engineers and City of Stockton engineers were available to explain the exhibits, answer questions, and explain the overall project.

Station 3: Traffic Boards

This station held a board with the purposes of the proposed improvements and the likely effects of no improvements. Another large aerial display of the entire length of the project showed each of the interchanges and the areas for building auxiliary lanes, HOV lanes, and widening. Other displays provided information on average daily traffic volumes, travel routes on Otto Drive, and on existing land use and the future City of Stockton General Plan. A representative from the consulting firm that researched the existing and projected traffic volumes was on hand to answer questions.

Station 4: Environmental and Schedule

The boards at this station detailed the environmental issues to be studied, the anticipated project schedule, and described how the cumulative impacts of all improvements would be considered in the environmental document. A representative from the consulting firm responsible for assembling the environmental document was there to explain the research and analysis being conducted and to explain the boards, answer questions, and hear comments.

Station 5: Public Comment

A board identified the public comment station. Another board explained the importance of each person’s input and how he or she could participate. The Public Information Coordinator 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.

Six written comments were received at the public meeting, as well as eight comments dictated to the professional stenographer. Public input received at the meeting is summarized in Chapter 3 of this report, and copies of the written comments submitted are included in Appendix C.

Attendees reacted positively to the meeting format, information presented, maps, and displays. Attendees appreciated the opportunity to hear a formal presentation in a group setting and, as well, the opportunity to interact directly with project staff and have specific questions and concerns addressed.

2.3 Personnel on Hand

The following personnel set up and conducted the meeting and were available to answer questions from the public. The persons in charge of the meeting were Keith Meyer of Rajappan & Meyer, Project Manager, and Judith Buethe of Buethe Communications, Public Information Coordinator.

2.3.1 Caltrans

C. Scott Guidi, Project Manager
José Mujica, Traffic
Zelie Nogueira, Public Affairs
Trais Norris, Environmental

2.3.2 City of Stockton

Carla Corral-Cervantes, Public Works
Ray Deyto, Public Works
James Giottonini, Director, Public Works
Alex Menor, Public Works
Bob Murdoch, Deputy Director/City Engineer, Public Works
Ron Palmquist, Right-of-Way

2.3.3 SJCOG

Andrew Chesley, Executive Director
Dana Cowell, Deputy Executive Director

2.3.4 Consultants

Rajappan & Meyer

Martha Dadala, P.E., Project Engineer
Keith Meyer, P.E., Project Manager
Alex Ng, P.E., Engineer
Suchita Potta, P.E., Engineer

Fehr & Peers

Eddie Barrios, P.E., Traffic Engineer

LSA Associates

Bill Mayer, Environmental

Buethe Communications

Judith Buethe, Public Information Coordinator
Jan Stanley, Assistant Public Information Coordinator

2.3.5 Other Agencies

San Joaquin County

Jeffrey Levers, Public Works
James Rexroth, Parks and Recreation

U.S. House of Representatives

Gary Prost, Aide to Congressman Jerry McNerney

Chapter 3 Public Input

3.1 Written Comments Received at Meeting

Summary of Written Comments Received

Below is a brief summary of the written comments received at the public information meeting. (Copies of all written comments received by the Public Information Coordinator are included in Appendix C.)

- What considerations are there for future projected traffic increases, and what plans are there to increase regional transit options? A soundwall is needed to reduce road noise within Oak Grove Regional Park.
- Building a soundwall on the east side of the interstate is imperative and should be curved inward toward Quail lakes.
- Regarding the new interchange at Otto Drive, soundwalls are a must, additional lanes are needed from Estate Drive eastward, and consideration should be given to a combination of elevated I-5 and sub-level Otto Drive to eliminate the extremes of either option.
- The northbound soundwall should start an additional 300 meters down the northbound on-ramp or be angled with less height, so that the noise levels will not increase on the east side of the freeway.
- This project should be completed as soon as possible! Soundwalls are a must north to Eight Mile Road, Loop exits at Eight mile Road and North Gateway are not desirable.
- The soundwall should be competed from the Monte Diablo on-ramp to the Country Club off-ramp as originally envisioned.

3.2 Dictated Comments Received at Meeting

Summary of Dictated Comments

Below is a brief summary of the comments that were dictated to a stenographer at the public information meeting. (A copy of the dictated comments received by the Public Information Coordinator are included in Appendix C.)

- Property owners have been told in the past that if the lanes are going to widen, the area would be eligible for soundwall funding and that soundwalls would be built. Concern was expressed that a soundwall would be built along the southbound lane only, which would create noise bouncing back into the Quail Lakes neighborhood. A soundwall should be built from March Lane up to Benjamin Holt and the canal at Ben Holt.
- Concern was expressed that although soundwalls are planned on the east side of the freeway that businesses in the Quail Lakes area would object to the lack of visibility.

- An Otto Drive interchange could promote crime in the Otto Drive area.
- Funding should be assured for not only the highway widening but for the soundwalls, because noise levels are likely to otherwise increase and result in a neighborhood with decreased property values.
- A mass transportation system such as rail is needed. An interchange at Otto Drive is not needed. There should be an alternative way for people to travel locally outside of an interstate freeway.
- Connecting neighborhoods under or over the freeway will negatively impact some neighborhoods, increase crime, increase traffic, and decrease property values. Once it is open, the bridge on Trinity will also increase traffic and create more of a mess.
- A soundwall is imperative at least from Ben Holt to Eight Mile Road, especially on the east side. A soundwall would also improve the environment at Oak Grove Regional Park.
- It is about time that funding because available for this project. The noise is atrocious and should be addressed with soundwalls that extend at least between Ben Holt and Hammer Lane. Drainage off the freeway should also be addressed. Criminal activity has taken place on the Caltrans property in the freeway right-of-way, which has become a raceway, allowing people to cut through the fence, break into cars, and rob tenants in the apartment next to the freeway, as well as nearby houses. .

3.3 Hotline Comments Received January 21, 2008 – February 4, 2008

Summary of Hotline Comments

Below is a brief summary of the 16 comments that were received on the telephone and e-mail Hotlines. Two of the calls were from reporters. (A copy of the Hotline comments received by the Public Information Coordinator are included in Appendix E.)

- Requests for general information about the project.
- Concern about eminent domain
- Need for the project and for road improvements in general.
- Opposition to car pool lanes.
- Need to repair the existing roadway.
- Need for sound walls, particularly to protect Claudia Landeen Elementary School and the Quail Lakes residential areas.
- Safety concerns with no barrier between Claudia Landeen Elementary School and the freeway.
- Need for public transportation
- Support for HOV lanes
- Concern about quality of life issues in the Otto Drive neighborhood.
- Need for frontage roads from Eight Mile Road north to the new Gateway intersection.
- Concern about inefficiencies, budget overruns, project processes, and delays.

Chapter 4 Outcome of the Public Information Meeting

The overall feedback received from attendees about the public information meeting was positive. Regarding the proposed project, the dominant concern was the need for sound walls along I-5 as noise abatement.

The following table shows the concerns reflected in the comment cards and dictated comments and the number of concerns associated with each issue.

Table #1

CONCERNS	NUMBER OF COMMENTS
Need for soundwalls to abate noise	10
Otto Drive issues	3
Need for public transportation	2
Support for the project to be completed	2
Drainage	1
Visibility for business in Quail Lakes area	1

The following table shows the concerns expressed in Table #1 plus concerns expressed in Hotline calls between January 21, 2008, and February 4, 2008.

Table #2

CONCERNS	NUMBER OF COMMENTS
Need for soundwalls to abate noise	13
Quality of life issues for Otto Drive residents	4
Support for the project to be completed	4
Need for public transportation	3
HOV lanes opposition	3
Eminent domain	2
Need to patch the freeway	2
Sound and safety at Claudia Landeen School	2
Inefficiencies, delays, cost	2
Drainage	1
Visibility for business in Quail Lakes area	1
HOV lanes support	1
Need to create frontage roads	1

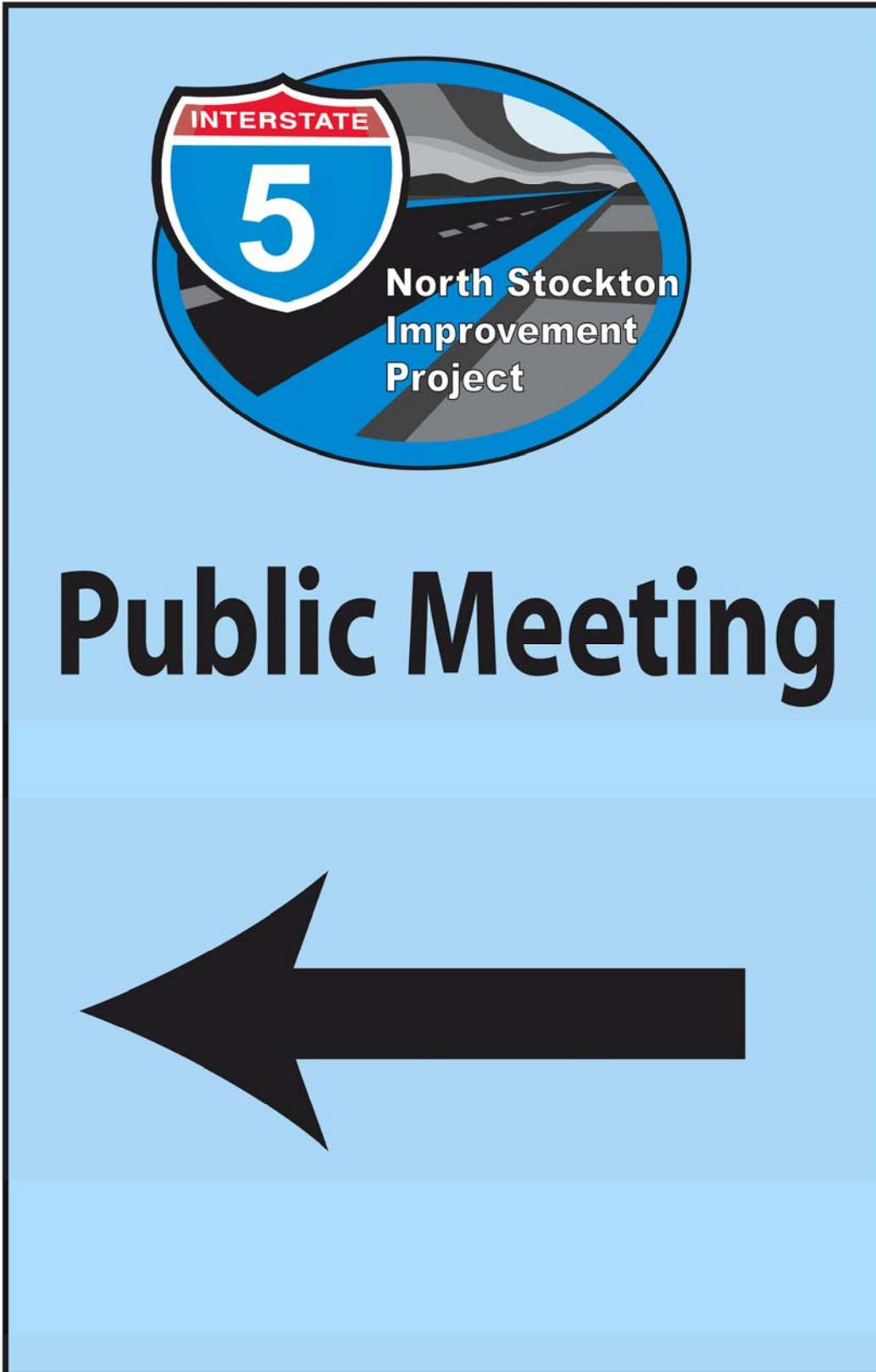
Appendix A Display Materials

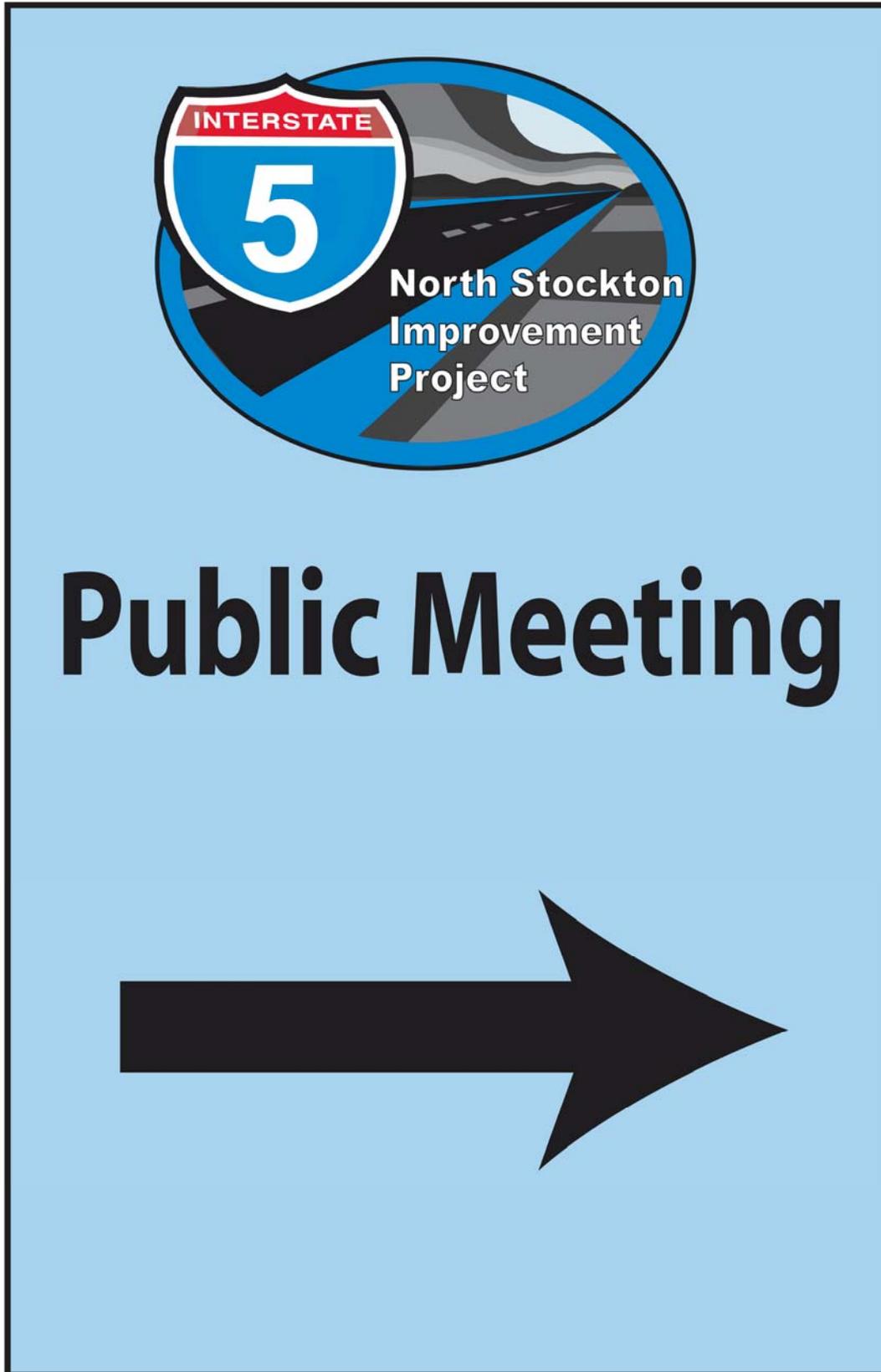
Following are the maps, exhibits and other displays that were available for public review at the meeting. A room layout is also included. Directional signs from the street to the building in which the meeting was being held were also highly visible.

Welcome to the

Public Meeting





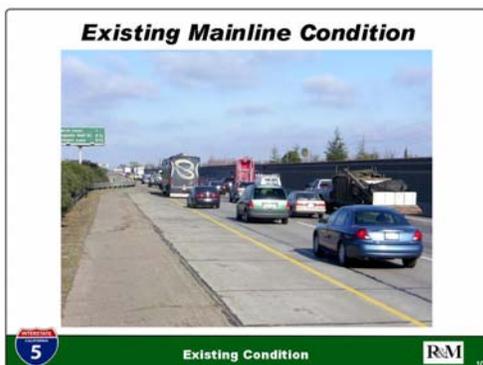
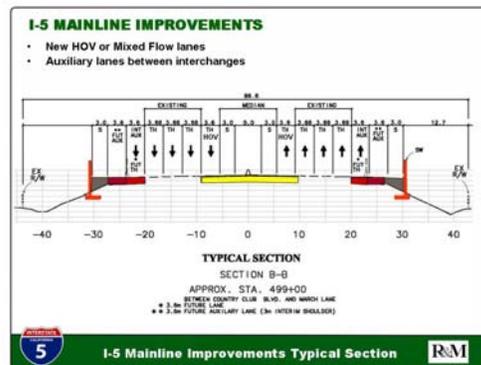
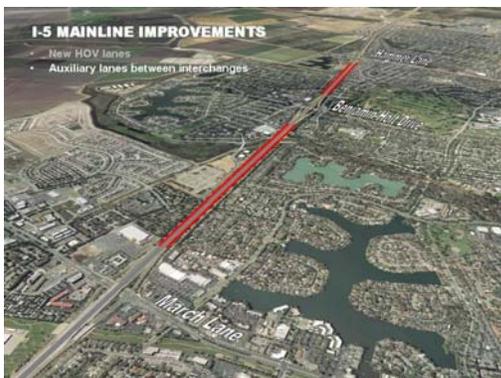
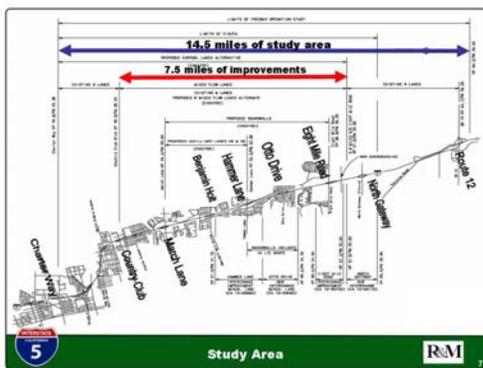


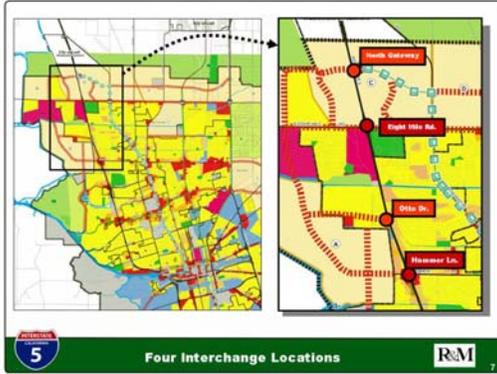


PRESENTATION TOPICS

- Proposed Project
- Alternatives to be Studied
- Schedule
- Funding and Implementation Plan

5 Topics R&M





HAMMER LANE - INTERCHANGE IMPROVEMENTS

Project Description

- Add thru lanes on Hammer
- Widen northbound on and off ramps
- Widen southbound on and off ramps
- Add I-5 auxiliary lanes to Benjamin Holt

Hammer Lane Interchange Improvements

OTTO DRIVE - NEW INTERCHANGE

- In General Plan and RTIP Since 1990
- Right of way reserved
- Relieves Hammer Road interchange

Project Description

- Narrow Diamond Design
- SPI Alternative considered but dropped
- Two I-5 Elevation Alternatives
- 4-lane local roadway connecting east and west
- Add I-5 Auxiliary Lanes to Hammer Ln.

Otto Drive New Interchange

EIGHT MILE ROAD - INTERCHANGE IMPROVEMENTS

- Major commercial center
- New regional mall
- Interim improvements recently finished

Project Description

- New northbound off ramp loop alternative
- New southbound loop alternative
- Eight Mile widening for queuing

Eight Mile Road Interchange Improvements

NORTH GATEWAY INTERCHANGE

- New arterial constructed with local funds
- Connects Interstate 5 to Highway 99
- Relieves Eight Mile Road interchange

Project Description

- Partial cloverleaf "A" design
- Alternative wide diamond
- High capacity to allow for future growth

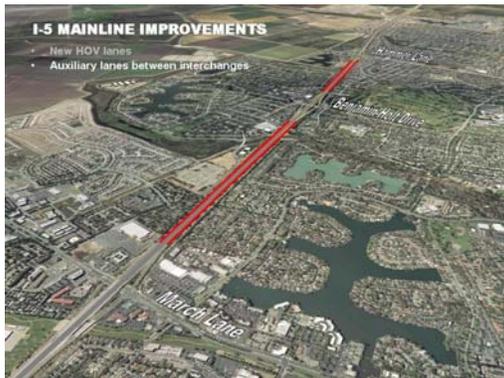
North Gateway New Interchange

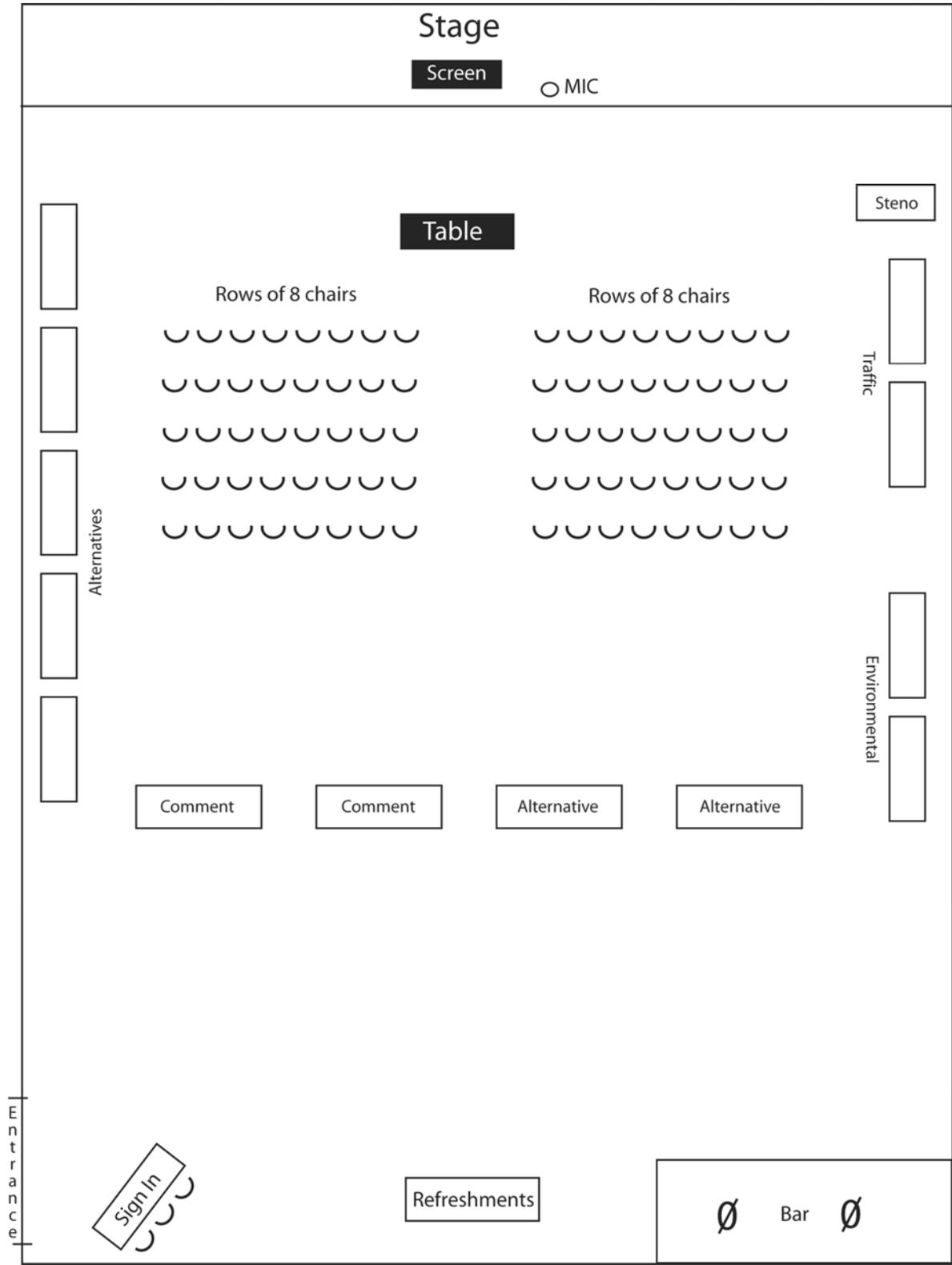
I-5 MAINLINE BRIDGE WIDENINGS

Dist. Mile	Dist. Number	Dist. Name	2010	2011	2012	2013
100.00	20100A	COUNTRY CLUB BLVD UC				
100.01	20100B	COUNTRY CLUB BLVD UC				
100.02	20100C	COUNTRY CLUB BLVD UC				
100.03	20100D	ALHAMBRA AVENUE UC				
100.04	20100E	ALHAMBRA AVENUE UC				
100.05	20100F	ALHAMBRA AVENUE UC				
100.06	20100G	ALHAMBRA AVENUE UC				
100.07	20100H	ALHAMBRA AVENUE UC				
100.08	20100I	ALHAMBRA AVENUE UC				
100.09	20100J	ALHAMBRA AVENUE UC				
100.10	20100K	ALHAMBRA AVENUE UC				
100.11	20100L	ALHAMBRA AVENUE UC				
100.12	20100M	ALHAMBRA AVENUE UC				
100.13	20100N	ALHAMBRA AVENUE UC				
100.14	20100O	ALHAMBRA AVENUE UC				
100.15	20100P	ALHAMBRA AVENUE UC				
100.16	20100Q	ALHAMBRA AVENUE UC				
100.17	20100R	ALHAMBRA AVENUE UC				
100.18	20100S	ALHAMBRA AVENUE UC				
100.19	20100T	ALHAMBRA AVENUE UC				
100.20	20100U	ALHAMBRA AVENUE UC				
100.21	20100V	ALHAMBRA AVENUE UC				
100.22	20100W	ALHAMBRA AVENUE UC				
100.23	20100X	ALHAMBRA AVENUE UC				
100.24	20100Y	ALHAMBRA AVENUE UC				
100.25	20100Z	ALHAMBRA AVENUE UC				
100.26	20100AA	ALHAMBRA AVENUE UC				
100.27	20100AB	ALHAMBRA AVENUE UC				
100.28	20100AC	ALHAMBRA AVENUE UC				
100.29	20100AD	ALHAMBRA AVENUE UC				
100.30	20100AE	ALHAMBRA AVENUE UC				
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100.43	20100AR	ALHAMBRA AVENUE UC				
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100.45	20100AT	ALHAMBRA AVENUE UC				
100.46	20100AU	ALHAMBRA AVENUE UC				
100.47	20100AV	ALHAMBRA AVENUE UC				
100.48	20100AW	ALHAMBRA AVENUE UC				
100.49	20100AX	ALHAMBRA AVENUE UC				
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100.67	20100BP	ALHAMBRA AVENUE UC				
100.68	20100BQ	ALHAMBRA AVENUE UC				
100.69	20100BR	ALHAMBRA AVENUE UC				
100.70	20100BS	ALHAMBRA AVENUE UC				
100.71	20100BT	ALHAMBRA AVENUE UC				
100.72	20100BU	ALHAMBRA AVENUE UC				
100.73	20100BV	ALHAMBRA AVENUE UC				
100.74	20100BW	ALHAMBRA AVENUE UC				
100.75	20100BX	ALHAMBRA AVENUE UC				
100.76	20100BY	ALHAMBRA AVENUE UC				
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100.88	20100CK	ALHAMBRA AVENUE UC				
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100.91	20100CN	ALHAMBRA AVENUE UC				
100.92	20100CO	ALHAMBRA AVENUE UC				
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100.94	20100CQ	ALHAMBRA AVENUE UC				
100.95	20100CR	ALHAMBRA AVENUE UC				
100.96	20100CS	ALHAMBRA AVENUE UC				
100.97	20100CT	ALHAMBRA AVENUE UC				
100.98	20100CU	ALHAMBRA AVENUE UC				
100.99	20100CV	ALHAMBRA AVENUE UC				
100.100	20100CW	ALHAMBRA AVENUE UC				
100.101	20100CX	ALHAMBRA AVENUE UC				
100.102	20100CY	ALHAMBRA AVENUE UC				
100.103	20100CZ	ALHAMBRA AVENUE UC				
100.104	20100DA	ALHAMBRA AVENUE UC				
100.105	20100DB	ALHAMBRA AVENUE UC				
100.106	20100DC	ALHAMBRA AVENUE UC				
100.107	20100DD	ALHAMBRA AVENUE UC				
100.108	20100DE	ALHAMBRA AVENUE UC				
100.109	20100DF	ALHAMBRA AVENUE UC				
100.110	20100DG	ALHAMBRA AVENUE UC				
100.111	20100DH	ALHAMBRA AVENUE UC				
100.112	20100DI	ALHAMBRA AVENUE UC				
100.113	20100DJ	ALHAMBRA AVENUE UC				
100.114	20100DK	ALHAMBRA AVENUE UC				
100.115	20100DL	ALHAMBRA AVENUE UC				
100.116	20100DM	ALHAMBRA AVENUE UC				
100.117	20100DN	ALHAMBRA AVENUE UC				
100.118	20100DO	ALHAMBRA AVENUE UC				
100.119	20100DP	ALHAMBRA AVENUE UC				
100.120	20100DQ	ALHAMBRA AVENUE UC				
100.121	20100DR	ALHAMBRA AVENUE UC				
100.122	20100DS	ALHAMBRA AVENUE UC				
100.123	20100DT	ALHAMBRA AVENUE UC				
100.124	20100DU	ALHAMBRA AVENUE UC				
100.125	20100DV	ALHAMBRA AVENUE UC				
100.126	20100DW	ALHAMBRA AVENUE UC				
100.127	20100DX	ALHAMBRA AVENUE UC				
100.128	20100DY	ALHAMBRA AVENUE UC				
100.129	20100DZ	ALHAMBRA AVENUE UC				
100.130	20100EA	ALHAMBRA AVENUE UC				
100.131	20100EB	ALHAMBRA AVENUE UC				
100.132	20100EC	ALHAMBRA AVENUE UC				
100.133	20100ED	ALHAMBRA AVENUE UC				
100.134	20100EE	ALHAMBRA AVENUE UC				
100.135	20100EF	ALHAMBRA AVENUE UC				
100.136	20100EG	ALHAMBRA AVENUE UC				
100.137	20100EH	ALHAMBRA AVENUE UC				
100.138	20100EI	ALHAMBRA AVENUE UC				
100.139	20100EJ	ALHAMBRA AVENUE UC				
100.140	20100EK	ALHAMBRA AVENUE UC				
100.141	20100EL	ALHAMBRA AVENUE UC				
100.142	20100EM	ALHAMBRA AVENUE UC				
100.143	20100EN	ALHAMBRA AVENUE UC				
100.144	20100EO	ALHAMBRA AVENUE UC				
100.145	20100EP	ALHAMBRA AVENUE UC				
100.146	20100EQ	ALHAMBRA AVENUE UC				
100.147	20100ER	ALHAMBRA AVENUE UC				
100.148	20100ES	ALHAMBRA AVENUE UC				
100.149	20100ET	ALHAMBRA AVENUE UC				
100.150	20100EU	ALHAMBRA AVENUE UC				
100.151	20100EV	ALHAMBRA AVENUE UC				
100.152	20100EW	ALHAMBRA AVENUE UC				
100.153	20100EX	ALHAMBRA AVENUE UC				
100.154	20100EY	ALHAMBRA AVENUE UC				
100.155	20100EZ	ALHAMBRA AVENUE UC				
100.156	20100FA	ALHAMBRA AVENUE UC				
100.157	20100FB	ALHAMBRA AVENUE UC				
100.158	20100FC	ALHAMBRA AVENUE UC				
100.159	20100FD	ALHAMBRA AVENUE UC				
100.160	20100FE	ALHAMBRA AVENUE UC				
100.161	20100FF	ALHAMBRA AVENUE UC				
100.162	20100FG	ALHAMBRA AVENUE UC				
100.163	20100FH	ALHAMBRA AVENUE UC				
100.164	20100FI	ALHAMBRA AVENUE UC				
100.165	20100FJ	ALHAMBRA AVENUE UC				
100.166	20100FK	ALHAMBRA AVENUE UC				
100.167	20100FL	ALHAMBRA AVENUE UC				
100.168	20100FM	ALHAMBRA AVENUE UC				
100.169	20100FN	ALHAMBRA AVENUE UC				
100.170	20100FO	ALHAMBRA AVENUE UC				
100.171	20100FP	ALHAMBRA AVENUE UC				
100.172	20100FQ	ALHAMBRA AVENUE UC				
100.173	20100FR	ALHAMBRA AVENUE UC				
100.174	20100FS	ALHAMBRA AVENUE UC				

MILESTONE SCHEDULE	
Project Study Report (PSR) complete	October 2003
Supplemental PSR#1	May 2005
Supplemental PSR#2	January 2007
Engineering and Environmental Started	December 2007
Begin Circulation of Draft Environmental Document	May 2008
Final Approval of Environmental Document	March 2009
Completion of plans, specifications, and estimates	August 2009 District December 2009 HQ
I-5 Mainline Improvements Construction	
Right-of-way certification	October 2009
Ready for advertisement	March 2010
Construction contract award	August 2010
Construction contract acceptance	August 2013


Milestone Schedule
 26





Appendix B Notices and Letters

Following are the advertisement, news release, news articles, and letters of invitations that were disseminated to the public inviting residents and interested parties to the meeting.



INTERSTATE 5
North Stockton Improvement Project

PUBLIC NOTICE

PUBLIC INFORMATION MEETING

Interstate 5 North Stockton Improvement Project

WHEN AND WHERE

Date: Wednesday, January 23, 2008
Time: 6:30 p.m. - 8:00 p.m.
Place: Karl Ross American Legion Post No. 14
 2020 Plymouth Road
 Stockton, CA 95204

WHAT'S BEING PLANNED

The City of Stockton, in cooperation with the San Joaquin Council of Governments (SJCOG), California Department of Transportation (Caltrans), and the Federal Highway Administration (FHWA) is studying the impacts of a major improvement project along Interstate 5 (I-5) in North Stockton. Project components may include widening I-5 for new carpool lanes, converting an existing segment of I-5 mixed-flow lanes to carpool use, constructing auxiliary lanes between interchanges, modifying two existing interchanges (Hammer Lane and Eight Mile Road), constructing two new interchanges (Otto Drive and Gateway Boulevard), and constructing freeway noise barriers where warranted within the project limits. The anticipated project limits for construction improvements on I-5 are from the Country Club Boulevard interchange on the south to a proposed new interchange at North Gateway Boulevard, approximately 1.3 miles north of the Eight Mile Road interchange. The limits of the potential lane conversion to carpool designation are from Charter Way on the south to match with the added lanes at Country Club Boulevard. Eastern and western project limits would vary along the corridor at each interchange, depending on interchange requirements, detouring and staging.

WHY IS THE PROJECT NEEDED?

The project is proposed to reduce existing traffic congestion and delay on I-5, to improve interchange traffic operations and congestion, to encourage carpool use in the corridor, and to accommodate forecasted travel demand anticipated through the year 2035.

WHY THIS PUBLIC NOTICE?

The project team is starting traffic and environmental studies for this project. The Public Information Meeting will give you an opportunity to provide comments or concerns. Your comments will become part of the public record and will be considered in developing the environmental document.

WHAT'S AVAILABLE?

Maps, information about the project, and other displays will be available for viewing. Specialists in engineering, environmental studies, and right-of-way will be there to discuss your individual concerns and answer questions. An open house from 6:30 p.m. - 7:00 p.m. will be followed by a brief presentation at 7:00 p.m., and then an open house again until 8:00 p.m.

CONTACT

For more information, please contact Judith Bueche, Public Outreach Coordinator, at (209) 464-8707, Ext. 101.

SPECIAL ACCOMMODATIONS

Individuals who require special accommodations (American Sign Language interpreter, accessible seating, documents in alternate formats, etc.) are asked to contact (209) 464-8707, Ext. 101, at least 7 days before the scheduled meeting date. Telecommunications Device for the Deaf (TDD) users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2922. For other state matters, please contact Caltrans District 10 Public Affairs at (209) 948-7977.







CONTACT: Judith Buethe
Public Outreach Coordinator
(209) 464-8707; (209) 969-7722 cell

FOR IMMEDIATE RELEASE:
January 17, 2008

PUBLIC INFORMATION MEETING SET INTERSTATE 5 NORTH STOCKTON IMPROVEMENT PROJECT

(Stockton, CA)—Members of the public are invited to a public information meeting about the Interstate 5 North Stockton Improvement Project on Wednesday, January 23, 2008, from 6:30pm – 8:00pm, at the Karl Ross American Legion Post No. 14, 2020 Plymouth Road, Stockton. An open house from 6:30pm – 7:00pm will be followed by a brief presentation at 7:00pm, and then an open house again until 8:00pm.

The project team is starting traffic and environmental studies for this project.

Maps, information about the project, and other displays will be available for viewing at the meeting. Specialists in engineering, environmental studies, and right-of-way will be there to discuss individual concerns and answer questions. Public comments will become part of the public record and be considered in developing the environmental document.

The City of Stockton, in cooperation with the San Joaquin Council of Governments (SJCOG), California Department of Transportation (Caltrans), and the Federal Highway Administration (FHWA), is studying the impacts of a major improvement project along Interstate 5 (I-5) in North Stockton. Project components may include widening I-5 for new carpool lanes, converting an existing segment of I-5 mixed flow lanes to carpool use, constructing auxiliary lanes between interchanges, modifying two existing interchanges (Hammer Lane and Eight Mile Road), constructing two new interchanges (Otto Drive and Gateway Boulevard), and constructing freeway noise barriers where warranted within the project limits.

The anticipated project limits for construction improvements on I-5 are from the Country Club Boulevard interchange on the south to a proposed new interchange at North Gateway Boulevard, approximately 1.3 miles north of the Eight Mile Road interchange. The limits of the potential lane conversion to carpool designation are from Charter Way on the south to match with the added lanes at Country Club Boulevard. Eastern and western project limits would vary along the corridor at each interchange, depending on interchange requirements, detouring and staging.

The project is proposed to reduce existing traffic congestion and delay on I-5, to improve interchange traffic operations and congestion, to encourage carpool use in the corridor and to accommodate forecasted travel demand anticipated through the year 2035.

Contact: (209) 464-8707, Extension 101, or e-mail Hotline@buethecommunications.com.

Individuals who require special accommodations (American Sign Language interpreter, accessible seating, documents in alternate formats, etc.) are asked to call (209) 464-8707, Extension 101. Telecommunications Device for the Deaf (TDD) users may contact the California Relay Service TDD line at 1-800-735-2929 or voice line at 1-800-735-2922.



January 11, 2008

«FirstName» «LastName»
«Organization»
«Mailing_Address»
«City», «State» «Zip»

You are cordially invited to a public information meeting about the Interstate 5 North Stockton Improvement Project on **Wednesday, January 23, 2008, from 6:30pm – 8:00pm, at the Karl Ross American Legion Post No. 14, 2020 Plymouth Road, Stockton.** An open house from 6:30pm – 7:00pm will be followed by a brief presentation at 7:00pm, and then an open house again until 8:00pm.

The City of Stockton, in cooperation with the San Joaquin Council of Governments (SJCOG), California Department of Transportation (Caltrans), and the Federal Highway Administration (FHWA), is studying the impacts of a major improvement project along Interstate 5 (I-5) in North Stockton. Project components may include widening I-5 for new carpool lanes, converting an existing segment of I-5 mixed flow lanes to carpool use, constructing auxiliary lanes between interchanges, modifying two existing interchanges (Hammer Lane and Eight Mile Road), constructing two new interchanges (Otto Drive and Gateway Boulevard), and constructing freeway noise barriers where warranted within the project limits.

The anticipated project limits for construction improvements on I-5 are from the Country Club Boulevard interchange on the south to a proposed new interchange at North Gateway Boulevard, approximately 1.3 miles north of the Eight Mile Road interchange. The limits of the potential lane conversion to carpool designation are from Charter Way on the south to match with the added lanes at Country Club Boulevard. Eastern and western project limits would vary along the corridor at each interchange, depending on interchange requirements, detouring and staging.

The project is proposed to reduce existing traffic congestion and delay on I-5, to improve interchange traffic operations and congestion, to encourage carpool use in the corridor and to accommodate forecasted travel demand anticipated through the year 2035.

The project team is starting traffic and environmental studies for this project. The public meeting will give you an opportunity to provide comments or concerns. Your comments will then become part of the public record and will be considered in developing the environmental document.

Maps, information about the project, and other displays will be available for viewing at the meeting. Specialists in engineering, environmental studies, and right-of-way will be there to discuss your individual concerns and answer questions.

We look forward to meeting with you on January 23. Meanwhile, feel free to call me at (209) 464-8707, Extension 101. Individuals who require special accommodations (American Sign Language interpreter, accessible seating, documents in alternate formats, etc.) are asked to call me at (209) 464-8707, Extension 101, by January 16. Telecommunications Device for the Deaf (TDD) users may contact the California Relay Service TDD line at 1-800-735-2929 or voice line at 1-800-735-2922.

Sincerely,

Judith Buethe
Public Outreach Coordinator

THE RECORD WEDNESDAY, JANUARY 23, 2008 **B3**

www.recordnet.com/local

Meeting to discuss I-5 today

The Record

STOCKTON — A public information meeting on the possible widening of Interstate 5 in the north Stockton area will be held today from 6:30 to 8 p.m. at Karl Ross American Legion Post No. 14, 2020 Plymouth Road, Stockton.

The city of Stockton, in cooperation with the San Joaquin County Council of Governments, Caltrans and the Federal Highway Administration, is studying the effects a major project would have along I-5 in

north Stockton.

The project could include new carpool lanes, constructing auxiliary lanes between interchanges, modifying existing interchanges at Hammer Lane and Eight Mile Road, constructing new interchanges at Otto Drive and Gateway Boulevard, and possibly constructing freeway noise barriers where warranted.

For more information, go to www.stocktongov.com or call Judith Buethe, public outreach coordinator, at (209) 464-8707, ext. 101.

The Record, Thursday, January 24, 2008

By **David Siders**

Record Staff Writer

January 24, 2008 6:00 AM

STOCKTON - Stockton transportation officials on Wednesday outlined a \$550 million proposal to widen Interstate 5 and build two new interchanges, one north of Eight Mile Road and one at Otto Drive.

The congestion-relief measure would expand I-5 from six to eight lanes from Country Club Boulevard north to Eight Mile Road. Widening could be completed by 2013, and interchanges could be built by 2015, officials said.

Get involved

To comment on the Interstate 5 project, call the project hot line at (209) 464-4350. Mail comments to Judith Buethe, Public Outreach Coordinator, P.O. Box 773, Stockton, CA 95201, or e-mail Hotline@buethecommunications.com.

"Without improvements, the freeway will be at gridlock," consultant Keith Meyer told a handful of residents at a public forum Wednesday in central Stockton.

The two lanes to be added to I-5 - one in each direction, both in the existing median - could be carpool lanes, though a decision about that has not yet been made. If carpool lanes were to be designated, they would be San Joaquin County's first.

The San Joaquin Council of Governments, the county's transportation planning body, is likely today to pledge \$115 million in revenue from Measure K - the half-cent sales tax for regional road improvements - to pay for part of the freeway's widening. The remainder likely will require developer fees and state and federal aid, officials said.

"Everything depends on the funding," said the city's Alex Menor, the I-5 project team leader. The roadway's widening and additional interchanges are required to accommodate planned residential growth in northwest Stockton, officials said.

Already, an estimated 140,000 vehicles travel each day on Stockton's stretch of I-5 north of Country Club Boulevard.

Often among them are Ed and Kathy Brown, who attended Wednesday's forum. They said traffic is congested on I-5 in the morning and that they have looked forward to its widening. They do not look forward, however, to the construction of an interchange at Otto Drive, between Hammer Lane and Eight Mile Road.

The Browns, who live in the Twin Creeks neighborhood west of I-5, said the connection of Otto Drive across I-5 would invite traffic from east of the freeway, from a high-crime area around Kelley Drive. "There goes our quiet neighborhood," Kathy Brown said.

The other interchange to be built would be just more than a mile north of Eight Mile Road and would serve planned development at the city's northern limit. The plan has not been finalized, and details remain unclear.

In addition to widening I-5, the proposal calls for the upgrade of interchanges at Hammer Lane and Eight Mile Road and for the construction of auxiliary lanes between some interchanges on I-5. Officials said Wednesday's meeting would be the first of a number of meetings to take public input this year and in 2009.

Contact reporter David Siders at (209) 943-8580 or dsiders@recordnet.com.

Planean mas carriles para la Interestal 5 en Stockton

Funcionarios públicos y asesores de transporte celebraron la primera de una serie de audiencias comunitarias que se planearon para informar al público sobre una propuesta para enanchar la autopista Interestatal 5 (I-5) y la construcción de dos nuevas rampas de acceso en Stockton Norte. Las juntas que buscan la participación ciudadana continuarán hasta el 2009.

Las mejoras del proyecto comenzarían desde Country Club Boulevard y hacia el norte hasta Eight Mile Road. Se está considerando aumentar la autopista de los existentes 6 a 8 carriles, y dos nuevas rampas: una en Otto Drive al norte de Hammer Lane y otra pasando Eight Mile Road la que se denominaría North Gateway Boulevard.

La nueva capacidad y mejoras se anticipan al crecimiento urbano residencial que se planea hacia al noroeste de Stockton. El concepto es utilizar el camellón existente para crear una nueva vía en cada dirección, y posiblemente designar estas pistas como carriles de transporte compartido. Hasta la fecha el Condado de San Joaquín no tiene carriles de transporte compartido —pistas que sólo pueden ser usadas por vehículos con más de un ocupante. Según funcionarios oficiales, el plan todavía no está terminado.

Estas mejoras pretenden aliviar la congestión vehicular. Diariamente pasan 140 mil vehículos por el sector al norte de Country Club Blvd. e incluye un alto volumen de camiones pesados.

Se calcula que el proyecto tendrá un costo de \$550 millones. Unos \$115 millones provendrán de la Medida K, aprobada por el electorado en 1991 y nuevamente aprobada en noviembre del 2006. La medida K recauda un impuesto de medio cen-

tavo por cada transacción de compraventa para uso en proyectos y programas de transporte. El balance del costo se espera sea cubierto con ayuda federal y estatal, como de impuestos a la urbanización.

Una de los asistentes a la primera junta dio rienda suelta a su frustración diciendo "hasta aquí nos llegó la tranquilidad." Existe una percepción que un nuevo acceso a la autopista en Otto Drive permitirá el tráfico desde el área de Kelly Drive —donde se cree hay alta criminalidad.

Para opinar sobre este proyecto o pedir mas información puede llamar al (209) 464-4350, e-mail Hotline@buthecommunications.com o escribir a Judith Buethe, coordinadora de Acercamiento Comunitario, P.O. Box 773, Stockton, CA 95201.

Hi-5 to get more lanes through Stockton

Public officials and transportation planning consultants held the first of a series of planned community meetings to inform the public about a proposal to widen Interstate 5 (I-5) and the construction of two new interchanges in north Stockton. Meetings on this project to solicit public input will continue into 2009.

The project improvements and modifications are from Country Club Boulevard to north of Eight Mile Road. Under consideration is the widening of I-5 from six lanes to eight lanes, the construction of two new interchanges; one at Otto Drive, north of Hammer Lane, and one north of

Eight Mile Road which would be designated as North Gateway Boulevard.

The proposed capacity increases and improvements are intended to accommodate planned residential growth in northwest Stockton. The concept is to use the existing median to build an additional lane; one in each direction, and possibly designating those lanes as carpool lanes. To date, San Joaquin County does not have any carpool lanes —carpool lanes can only be used by vehicles with more than one individual. According to officials, the plan has yet to be finalized.

These improvements are anticipated to provide congestion relief. Presently 140,000 vehicles travel every day north of Country Club Boulevard that includes a high volume of truck traffic.

This project is estimated to cost \$550 million with approximately \$115 million from the Measure K, approved by local voters in 1991 and approved by voters again in November 2006. It is a one-half cent local sales tax for transportation projects and programs. The remainder of the costs is anticipated to be covered by State and Federal aid and developer fees.

One person in attendance spoke her mind by stating "There goes our quiet neighborhood". The perception being that a new interchange at Otto Drive would encourage traffic from areas around Kelley Drive that are perceived to be high-crime areas.

To comment on this project or request more information you can call (209) 464-4350, e-mail Hotline@buthecommunications.com or send comments to Judith Buethe, Public Outreach Coordinator, P.O. Box 773, Stockton, CA 95201.

Appendix C Public Comments

Following are photocopies of the comment sheets and dictated comments from members of public regarding the meeting held for the proposed project.



Comment Sheet

Name (Please print): JAMES REXROTH Date: 1-23-08

Mailing address: 625 Kermit Ct, Stockton CA, 95207

Resident, Business, Organization, etc.: Resident / San Joaquin County Parks - Oak Grove Regional Park

Phone: H-951-6260 W-953-8814 Email: rexsanimals@aol.com

Comments: What considerations are there for future projected traffic increases that will exceed this projects capacity within 15 years of completion (assuming no delays)?

What plans are there to increase regional transit options that could/would alleviate traffic congestion on the roadways in general and freeways in particular?

A sound wall is currently needed along the east side of I-5 at Eight Mile to reduce road noise within Oak Grove Regional Park.

Public Information Coordinator
P.O. Box 773
Stockton, CA 95201-0773
(209) 464-8707, ext. 101 Fax (209) 942-3080
email: hotline@buethcommunications.com



Comment Sheet

Name (Please print): Michelle Farnes Date: 1-23-08

Mailing address: 2743 Lost Creek Ct Stkn 95207

Resident, Business, Organization, etc.: Resident

Phone: 209-478 3240 Email: farnes@comcast.net

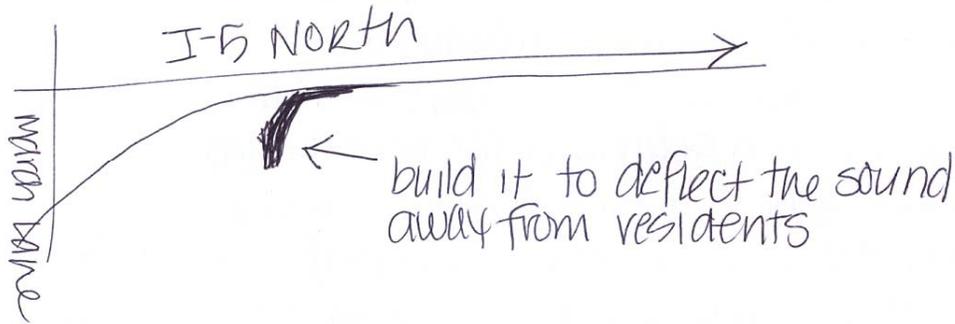
Comments: I live off March Lane, in Quail Lakes. I sat on the COG's citizen's Advisory com. 5⁺ years back from a result of trying to obtain a soundwall for northbound I-5 from March Lane to Ben Holt. From numerous meetings attended, the primary issue for myself & neighbors in my vicinity was "buried". I understood that to now obtain a soundwall that a level of decibels must be present due to freeway noise, it is there now. Also, this current proposed project is widening I-5 in my area. That means the freeway noise will be closer, truck traffic will be closer to our residents. A soundwall is a must. The soundwall needs to be done along with that portion of building; not to be done after entire project

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completion since the impact of noise on residents will then have increased.

Also, the construction of the soundwall starting just north of March Lane at the residents property line will cause a tunnel or funnel of noise directly onto those residents. I understand the need to keep clear shopping centers' visibility, why not build the soundwall turned inwards some to deflect the sound?





Comment Sheet

Name (Please print): Mike Frost Date: 1-23-08

Mailing address: 9669 Bismark Place Stkn. CA 95209

Resident, Business, Organization, etc.: Resident

Phone: 209 477-3281 Email: mfrost@stockton.k12.ca.us

Comments: My first concern is for the handling of the increased traffic on Otto Dr. There appears to be enough room for 4 lanes from I-5 to Bancroft or even to Estate Dr., but further east the road narrows considerably. Would there be additional lanes from Estate Dr. eastward?

Sound walls are a must for the new interchange at Otto Dr.

My next concern would be that an elevated I-5 would not be as high as Arch/99. The 2 options stated presently are I-5 at Grade and I-5 elevated.

I-5 at grade (current level) means Otto goes under I-5. How about a combination of elevated I-5 and sub-level Otto to eliminate the extremes of either option.

thanks for the comment opportunity.
M. Frost

Public Information Coordinator
P.O. Box 773
Stockton, CA 95201-0773
(209) 464-8707, ext. 101 Fax (209) 942-3080
email: hotline@buethcommunications.com



Comment Sheet

Name (Please print): Steve Martinelli Date: 22 JAN 08

Mailing address: 4120 Round Valley

Resident, Business, Organization, etc.: Resident

Phone: 209-482-1710 Email: Steve.Martinelli@us.army.mil

Comments: Sound walls - I propose the AE consider either
bringing the Northbound soundwall an additional 300 meters
down the Northbound on-ramp as an angled soundwall; less
height. Reason - I offer that current design/build
proposal may actually increase decibels/noise because
the soundwall begins so far North of the on-ramp.

Public Information Coordinator
P.O. Box 773
Stockton, CA 95201-0773
(209) 464-8707, ext. 101 Fax (209) 942-3080
email: hotline@buethcommunications.com



Comment Sheet

Name (Please print): Jed Smith Date: 1-23-08

Mailing address: 1530 Cortez Ave Stockton, CA 95209

Resident, Business, Organization, etc.: _____

Phone: (209) 481-3093 Email: RidmontA@ADL.Com

Comments: this is a much needed project that needs to be completed as soon as the EIR is completed & the funds are available! the only thing that I did not care for were the loop exits ~~on~~ on 8 Mile Rd + N. Gateway! Also I feel the sound walls to 8 Mile Rd are a must! Generally the presentation tonight was very good! Let's get started!

Public Information Coordinator
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Stockton, CA 95201-0773
(209) 464-8707, ext. 101 Fax (209) 942-3080
email: hotline@buethecommunications.com



Comment Sheet

Name (Please print): Andrew Belasco Date: 1-23-08

Mailing address: 1441 Dena Ct.

Resident, Business, Organization, etc.: Resident

Phone: 463-4958 Email: _____

Comments: I live just east of I 5
between Monte Diablo and
County Club. Our sound
wall project was originally
to be from Monte Diablo
on ramp to County Club
off ramp. Due to budget constraints,
the wall was stopped short.
We would like the original
project to be completed or
at least considered.
Please contact us.
Thank you.

Public Information Coordinator
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Stockton, CA 95201-0773
(209) 464-8707, ext. 101 Fax (209) 942-3080
email: hotline@buethcommunications.com

CASECATALYST4 - STUDENT VERSION
BY STENOGRAPH

1 PUBLIC HEARING #1

2 JANUARY 23, 2008

3 I-5 NORTH STOCKTON CORRIDOR IMPROVEMENT PROJECT

4 ORAL STATEMENTS TAKEN BY: TARA A. LOHMAN

5

6 MICHELLE FARNES

ADDRESS: 2743 LOST CREEK COURT STOCKTON, CA 95207

7 PHONE NUMBER: 209.478.3246

8 MICHELLE FARNES, PRESENT AT 6:47 PM ON HER OWN BEHALF,
9 STATED AS FOLLOWS:

10

11 MY CONCERN IS THE AMOUNT OF TRAFFIC FLOW WILL
12 INCREASE. I HAVE A RESIDENCE THAT IS GOING NORTH ON I-5
13 IN THE QUAIL LAKES AREA ALONG THE FREEWAY. THE NOISE
14 DECIBELS ARE WELL ABOVE STANDARD RATES AT THIS POINT.
15 WE DO NEED A SOUNDWALL.

16 WE HAVE GONE TO PREVIOUS MEETINGS AND SAT ON COG --
17 C-O-G -- MEETINGS, AND DURING THOSE MEETINGS WE WERE
18 TOLD THAT ON PREEXISTING HOMES PRIOR TO THE FREEWAY GOT
19 SOUNDWALLS. THE ISSUE WAS SLOWLY BURIED INTO DESCRIBING
20 WHERE FUNDING WAS GOING TO GO, AND OTHER DISTRICTS
21 WITHIN THE REGION GOT INVOLVED AND BEGAN SITTING ON
22 THOSE COMMITTEES, TOO. SO ULTIMATELY, WHAT HAPPENED IS
23 THE SOUNDWALL ISSUE WAS BURIED. AND I DO NOT WANT THAT
24 TO HAPPEN AGAIN. IF THE LANES ARE GOING TO WIDEN, WE
25 WERE TOLD THAT WE WOULD BE ELIGIBLE FOR FUNDING FOR THE

1 SOUNDWALLS AND SOUNDWALLS WOULD BE BUILT. AT THIS
2 POINT, WITH THE DECIBELS BEING ABOVE STANDARD RATES, IT
3 SHOULD BE BUILT.

4 MY CONCERN IS THAT THE SOUNDWALL FOR OUR AREA WOULD
5 NOT BE BUILT OR A SOUNDWALL GOING SOUTH IN THE SAME
6 GENERAL AREA WOULD BE BUILT, WHICH WOULD -- AND OURS
7 WOULD NOT -- WHICH WOULD CREATE A BOUNCEBACK OF NOISE
8 INTO OUR NEIGHBORHOOD.

9 I WANT TO BE ASSURED THAT WITH THE GO-AHEAD OF THIS,
10 A SOUNDWALL IS BUILT FROM MARCH LANE UP TO BEN HOLT, AND
11 THE CANAL AT BEN HOLT.
12

13 STEVE MARTINELLI
ADDRESS: 4120 ROUND VALLEY CIRCLE STOCKTON, CA 95207
14 PHONE NUMBER: 209.983.5499

15 STEVE MARTINELLI, PRESENT AT 6:50 PM ON HIS OWN BEHALF,
16 STATED AS FOLLOWS:
17

18 MY CONCERN IS MAKING SURE THAT THE NOISE BARRIERS ARE
19 CONSTRUCTED ALL THE WAY ALONG THE NORTHBOUND AND
20 SOUTHBOUND, FROM THE BEGINNING OF THE PROJECT TO THE END
21 OF THE PROJECT. A FURTHER CONCERN THAT I HAVE WITH THAT
22 IS THAT IN SPEAKING WITH ONE OF THE ENGINEERS WALKING
23 AROUND, I WAS TOLD THAT THE PRELIMINARY DESIGNS DO CALL
24 FOR JUST THAT. HOWEVER, MY CONCERNS ARE THAT THE
25 BUSINESSES IN THE QUAIL LAKES AREA HAVING MONUMENTAL

1 SIGNAGE -- IN OTHER WORDS, SMALL SIGNS -- HOW THEY'RE
2 GOING TO REACT TO THAT, HOW THAT MAY IMPACT THE NOISE OF
3 THE BARRIERS THAT WOULD BE PROTECTING NOISE GOING INTO
4 THE QUAIL LAKE RESIDENTIAL AREA. SO TO ME, IT COMES
5 DOWN TO A -- I'M PLEASED TO HEAR THAT THE NOISE BARRIERS
6 WILL BE THERE IN THE BEGINNING OF THE DESIGN, BUT WHAT
7 KIND OF IMPACT DOES THE FUTURE HAVE IF THE BUSINESSES
8 GATHER -- GET TOGETHER AND SAY, "HEY, LOOK, THIS IS
9 COSTING US TOO MANY MILLIONS PER SIGN IN ORDER TO SEE
10 OVER THE SOUNDWALL"?

11

12 KATHY & EDDIE BROWN
ADDRESS: 9728 TWIN CREEKS AVENUE STOCKTON, CA 95219
13 PHONE NUMBER: 209.951.0302

14 KATHY BROWN, PRESENT AT 6:53 PM ON HER AND HER HUSBAND,
15 EDDIE BROWN'S BEHALF, STATED AS FOLLOWS:

16
17 OUR CONCERN IS THAT WE'VE ALWAYS HAD A FAIRLY QUIET
18 NEIGHBORHOOD AND WE'VE LEARNED THAT THEY'RE GOING TO PUT
19 UP AN OTTO DRIVE INTERCHANGE WHICH IS DIRECTLY OVER OUR
20 NEIGHBORHOOD, KELLY DRIVE AND BANCROFT, ON THE EAST SIDE
21 OF THE FREEWAY. SO THEREFORE, WE'RE WORRIED ABOUT
22 CRIME. THAT'S A HIGH CRIME NEIGHBORHOOD AND WE'RE
23 WORRIED ABOUT THE CRIME COMING OVER TO OUR NEIGHBORHOOD.
24 WE JUST FEEL THAT OFTEN, PEOPLE'S LIVES AREN'T LOOKED AT
25 WHEN THESE DECISIONS ARE BEING MADE. LIKE WE SAID,

1 WE'VE HAD A PRETTY QUIET NEIGHBORHOOD, AND WE THINK
2 THAT'S GOING TO CHANGE. AND THAT'S OUR MAIN CONCERN.
3

4 FRANCES GILLESPIE
ADDRESS: 6942 ALLEGHENY PLACE STOCKTON, CA 95219
5 PHONE NUMBER: 209.951.4294

6 FRANCES GILLESPIE, PRESENT AT 6:54 PM ON HER OWN BEHALF,
7 STATED AS FOLLOWS:

8
9 WE'RE RIGHT UP AGAINST THE HIGHWAY. MY CONCERN IS
10 THAT THE FUNDING IS THERE FOR ALL OF THE PROJECT, THE
11 WAY IT'S LAID OUT.

12 WE'RE INTERESTED IN THAT SOUNDWALL. THAT SOUNDWALL
13 BEING ON BOTH THE WEST AND NORTH SIDE OF BEN HOLT, NORTH
14 TO EITHER HAMMER LANE, OR FURTHER. THE DECIBEL LEVEL IS
15 TOO HIGH NOW, AND I'M WORRIED THAT IF FUNDING FALLS
16 APART OR DIMINISHES IN ANY WAY, THE HIGHWAY WILL ALREADY
17 BE WIDENED, THE NOISE LEVEL WILL GO UP, AND THEN I'LL BE
18 IN EVEN MORE NOISE AND A NEIGHBORHOOD WITH LESS PROPERTY
19 VALUE.

20

21 WOODY ALSPAUGH
ADDRESS: 119 WEST ALDER STOCKTON, CA 95204
22 PHONE NUMBER: 209.462.7669

23 WOODY ALSPAUGH, PRESENT AT 6:56 PM ON HIS OWN BEHALF,
24 STATED AS FOLLOWS:

25 NOTWITHSTANDING THE FACT THAT WE HAVE A PROBLEM WITH
1 TRAFFIC, AND OF COURSE WE NEED MORE AREAS OF
2 TRANSPORTATION, RIDING HIGHWAYS AND SO FORTH IS NOT
3 GOING TO SOLVE THE PROBLEM. WHAT WE REALLY NEED IS A
4 MASS TRANSPORTATION SYSTEM SUCH AS A RAIL.

5 HOWEVER IN THIS PARTICULAR CASE, AN INTERSECTION AT
6 OTTO AVENUE -- STREET -- WHATEVER, I FEEL THAT IT'S JUST
7 AN ANTICIPATION OF FUTURE HOUSING DEVELOPMENT, AS THEY
8 SAY, AND IN THE HOPE THAT WE DON'T CONTINUE TO NOT BUILD
9 ON FARMLAND. WE WOULD NOT NEED THAT INTERSECTION AT
10 THIS PARTICULAR POINT.

11

12 MANUEL GAMBOA
ADDRESS: 9448 SWAIN PLACE STOCKTON, CA 95219
13 PHONE NUMBER: 209.951.6572

14 MANUEL GAMBOA, PRESENT AT 7:01 ON HIS OWN BEHALF, STATED
15 AS FOLLOWS:

16
17 MY INTEREST IN ALL THIS IS THAT MY BACKYARD SITS BACK
18 THROUGH THE FREEWAY AT THE INTERCHANGE. MY HOUSE WOULD
19 BE THE FIRST ONE RIGHT OFF -- RIGHT THERE, AND MY
20 CONCERN IS THAT WHEN THEY BUILD UNDER THE FREEWAY OR I-5
21 AREA, WE'RE GONNA ENCOUNTER PEOPLE FROM KELLY DRIVE
22 WHICH IS A ROUGH AREA. DUE TO POLICE REPORTS, YOU CAN
23 SEE WE'RE -- MORE OR LESS -- GOING TO GET THOSE PEOPLE
24 OVER INTO OUR AREA. WHICH -- WE HAVE A PRIVATE
25 COMMUNITY, AND WE HAVE AN ASSOCIATION THERE AND THEY ARE

1 CROSSING UNDER THE MOSHER, M-O-S-H-E-R, CREEK, UNDER THE
2 FREEWAY THROUGH THERE AND THEY GRAFFITI THE WALLS. OR,
3 THEY BREAK INTO THE HOMES OR BREAK INTO THE CARS THAT
4 ARE OUT THERE.

5 AND, IF THEY TURN AROUND AND CONNECTED UNDER THE
6 FREEWAY -- OR OVER THE FREEWAY, LIKE THEY ARE PLANING TO
7 -- I FEEL IT'S GOING TO MAKE A BIG IMPACT ON THE WHOLE
8 ASSOCIATION THERE, WHICH IS A GOOD-SIZED AREA IN THE
9 BEST OF I-5 AREA.

10 AND ALSO, CONSIDER THE VALUE OF OUR HOMES. WHAT IS
11 THAT GONNA TO DO IT? IS IT GONNA DROP BECAUSE OF MORE
12 VANDALISM?

13 AND WE WILL HAVE MORE TRAFFIC. AS IT NOW FOR THE
14 APARTMENTS THAT ARE ALONG THERE, WE HAVE A LOT OF KIDS
15 THAT GO TO SCHOOL. THEY ARE THERE AT 6 O'CLOCK IN THE
16 DARK. AS IT IS NOW, WE ARE BUMPER TO BUMPER, AND THERE
17 IS ONLY ONE WAY IN AND ONE WAY OUT WHICH IS THROUGH
18 HAMMER LANE. WITH ALL THOSE OPENINGS, THAT IS GOING TO
19 CREATE MORE TRAFFIC ALONG THAT NEIGHBORHOOD. ALSO,
20 COMING AND PICKING UP THE STUDENTS WE ALL HAVE TO STOP
21 AS IT IS, AND TRAFFIC BACKS UP AND AS THE BUSES LEAVE,
22 IT STARTS BACKING UP ON HAMMER LANE, ESPECIALLY IF
23 THERE'S AN ACCIDENT ON HAMMER LANE. IT IS BUMPER TO
24 BUMPER. WE CAN'T EVEN MOVE. IT IS A DEAD STOP. AND
25 WITH THIS OPENING, I FEEL IT'S GOING TO CREATE EVEN

1 MORE.

2 THAT'S NOT INCLUDING THE BRIDGE THAT IS ON A HALT
3 RIGHT NOW. THAT IS ON TRINITY DRIVE THAT CONNECTS US
4 WHICH IS CLOSED RIGHT NOW, BUT IT IS BUILT, AND THAT IS
5 DUE TO OPEN AS SOON AS THE MORTGAGE SITUATION CALMS
6 DOWN. AND ALL THAT IS DUE TO OPEN. SO, THEREFORE, WE
7 ARE GOING TO GET MORE TRAFFIC IN THAT AREA.

8 ALSO -- SO ITS JUST A BIG MESS. MY MAIN CONCERN IS
9 THE VALUE OF THE HOMES AND MINE BEING THE FIRST ONE.
10 AND I HOPE THAT I GET A RETAINING WALL THERE BECAUSE I
11 AM GOING TO BE RIGHT NEXT TO ALL OF THIS.

12

13 DARRYL PEDRO
ADDRESS: 3265 ESTATE DRIVE STOCKTON, CA 95209
14 PHONE NUMBER: 209.957.7104

15 DARRYL PEDRO, PRESENT AT 7:38 PM ON HIS OWN BEHALF,
16 STATED AS FOLLOWS:

17

18 I KNOW IT'S IN THE PLAN, BUT I JUST WANT TO KIND OF
19 REENFORCE THE IMPORTANCE. I FEEL IT IS IMPERATIVE THAT
20 THE SOUNDWALL -- WHATEVER HE POINTED OUT, I HOPE IT ALL
21 GOES THROUGH. BUT, I WOULD LIKE TO SEE A SOUNDWALL FROM
22 AT LEAST BEN HOLT TO EIGHT MILE ROAD, ESPECIALLY ON THE
23 EAST SIDE. THERE ARE BEAUTIFUL NEIGHBORHOODS THERE, AND
24 I'M ABOUT HALFWAY IN BETWEEN I-5 AND THORNTON. BUT, YOU
25 CAN HEAR THE FREEWAY ALL THE WAY TO THORNTON. IT WOULD
1 IMPROVE DRAMATICALLY IN THE QUALITY OF LIFE.

2 MY OTHER STATEMENT IS THAT IT WOULD IMPROVE THE
3 ENVIRONMENT THERE AT ELK GROVE REGIONAL PARK FOR THE
4 PEOPLE TO VISIT THE PARK AND RECREATION AREA. BUT RIGHT
5 NOW, YOU HAVE TO PRACTICALLY YELL AT EACH OTHER TO HEAR.
6 FOR SOME REASON, THE SOUND -- ITS INTERESTING, BECAUSE I
7 RODE A BIKE ON BOTH SIDES. I'VE BEEN IN THE
8 NEIGHBORHOOD FOR FIFTEEN YEARS, AND THE SOUND ALL
9 CARRIES EASTWARDLY FROM I-5. I DIDN'T KNOW THAT UNTIL I
10 WAS RIDING A BIKE ON THE EAST SIDE, AND SO THE SOUND AND
11 EVERYTHING, I GUESS, GOES EASTWARDLY.

12 AND OF COURSE, I DO A LOT OF THE WORK WITH THE PARK,
13 AND I'M A RETIRED ENGINEER MYSELF, SO I JUST WANTED TO
14 GET THAT POINT ACROSS WITH THE WALLS. HOPEFULLY, THE
15 WALLS ARE IN THE PLAN A LONG WAY DOWN WHERE THERE ISN'T
16 WALLS, BECAUSE THEY WORK VERY WELL IN THE MIDDLE OF
17 STOCKTON ALL THE WAY TO FRENCH CAMP.

18

19 WOODY ALSPAUGH, PRESENT AT 7:43 ON HIS OWN BEHALF,
20 CONTINUED HIS STATEMENT AS FOLLOWS:

21

22 OKAY, I WAS JUST TALKING TO THE HEAD OF THE COUNCIL.
23 I ATTEND A LOT OF THE MEETINGS, AND I SUGGESTED THAT
24 THAT MEDIAN TO WHERE THEY WANT TO ADD LANES -- INSTEAD
25 OF ADDING LANES, HAVE A MASS TRANSPORTATION SYSTEM,
1 PREFERABLY RAILS.

2 ON THE EXPECTATION OF FUTURE HOUSING DEVELOPMENTS, I
3 HOPE THAT DOES NOT HAPPEN. BUT, IN CASE IT DOES, THE
4 ANTICIPATION IS THAT THEY'RE GOING TO GO FROM POINT A TO
5 STOCKTON AND THAT MAY NOT BE THE CASE. THEY MIGHT GO TO
6 SACRAMENTO. SO THE PROBLEM IS THAT THEY'RE GOING TO
7 EXIST, SO THERE SHOULD BE AN ALTERNATIVE WAY FOR PEOPLE
8 TO TRAVEL OUTSIDE OF AN INTERSTATE FREEWAY. LOCAL
9 TRAFFIC SHOULD NOT HAVE TO CLOG AN INTERSTATE FREEWAY.
10 IT IS A PROBLEM DOWN IN LOS ANGELES, TOO. I GO TO
11 EUROPE ALL THE TIME, AND I VISIT DIFFERENT CITIES, AND
12 I'M AMAZED AT WHAT THEY HAVE, THE RAIL TRANSPORTATION
13 SYSTEM THERE.

14

15 GARY NICKLES
ADDRESS: 6851 PLYMOUTH ROAD, SUITE 56 STOCKTON, CA
16 95207
ALSO OWNER OF 6821 PLYMOUTH ROAD (SWENSON OAKS
17 APARTMENTS)

18 PHONE NUMBER: 209.477.2480

19 GARY NICKLES, PRESENT AT 7:51 PM ON HIS OWN BEHALF,
20 STATED AS FOLLOWS:

21
22 WELL FIRST OF ALL, I'D LIKE TO START THAT IT'S ABOUT
23 TIME THAT CAL TRANS, COG, STARTED TO FUND SOMETHING LIKE
24 THIS, CAUSE I SPOKE TO THEM NINE YEARS AGO AND
25 COMPLAINED ABOUT THE NOISE FROM HIGHWAY I-5 BEHIND MY
1 PROPERTY. I HAVE AN APARTMENT COMPLEX THAT BACKS UP
2 AGAINST HIGHWAY I-5, AND I'VE DONE MY OWN NOISE TESTS,
3 WHICH ARE ABOUT 85 DECIBELS FROM THE SECOND FLOOR
4 BALCONY OF MY UNITS. THE NOISE IS ATROCIOUS. AND THEY
5 TOLD ME IT WAS ALWAYS GOING TO HAPPEN SOME DAY.

6 NOW YOU'RE PROCEEDING WITH THIS AND THE FUNDINGS, I
7 HOPE THEY DO INCLUDE THE SOUNDWALLS. I HAVE OBSERVED
8 FROM MY PROPERTY THE BACKUPS ALREADY IN THE MORNING,
9 TRAFFIC JAMS OR TRAFFIC -- BASICALLY, THE TRAFFIC JAMS
10 AND THE TRAFFIC BACKUP BETWEEN HAMMER LANE GOING SOUTH
11 INTO THE CITY IN THE MORNING AND THEN COMING HOME IN THE
12 EVENING.

13 I LIVE AT THE PROPERTY, SWENSON OAK APARTMENTS. I'M
14 COMMITTED TO THE CITY OF STOCKTON AND IT'S ABOUT TIME
15 THEY GET THIS TRAFFIC UNDER CONTROL.

16 IN THE FUTURE THINKING -- FOR THE FUTURE, THE
17 SOUNDWALL SHOULD HAVE BEEN COMPLETED WHEN THEY DID THE
18 LAST WIDENING OF THE BENJAMIN HOLT OFF RAMP HEADED
19 NORTH. AND SO, I'M LOOKING FOR THE SOUNDWALL TO BE
20 COMPLETED AT LEAST BETWEEN BEN HOLT AND HAMMER LANE.
21 ANYWHERE THEY PUT THOSE IN, TURNS OUT TO BE BENEFICIAL
22 AND PIECE OF MIND FOR THE TENANTS. SO IT'S A WIN-WIN.

23 I WANT TO SAY, ALSO, IT WOULD BE OF INTEREST FOR CAL
24 TRANS -- AND WHEN THEY GET INTO THE DESIGN STAGE, THEY
25 CAN DEAL WITH THEIR FREEWAY RUN-OFF SYSTEM -- THAT THEY
1 WOULD UPDATE THAT ALSO, BECAUSE AT THE PRESENT TIME THE
2 FREEWAY IS FLOODING PART OF MY PROPERTY IN THE BACK
3 WHERE MY PARKING LOT ADJOINS THE CAL TRANS PROPERTY.

4 ALSO, WE'VE HAD A LOT OF CRIME INCIDENTS BECAUSE OF
5 THE CAL TRANS PROPERTY THAT THE PEOPLE HAVE MADE THE
6 FREEWAY RIGHT-OF-WAY -- THE VEGETATION -- THAT RECENTLY
7 CAL TRANS HAVE COME IN THERE AND CLEANED UP THE
8 VEGETATION AND ALLOWED TO MAKE A RACEWAY WHERE PEOPLE
9 CAN DRIVE ON THE CAL TRANS SIDE OF OUR PROPERTY, CUT
10 THROUGH OUR FENCE, NO LESS THAN SIX TIMES. AND THEY
11 BROKE INTO OUR CARS AND ROBBED OUR TENANTS, AND ALSO THE
12 HOUSES NEXT DOOR. AND I PERSONALLY REPAIRED THAT FENCE

13 AND FIXED IT TO MAKE IT SAFER.
14 SO, I'M HOPING THIS WILL CUT DOWN ON THE CRIME AND
15 THE RIFFRAFF THAT'S ALLOWED ON THE TRANSIT ALONG THE CAL
16 TRANS RIGHT-OF-WAY ALONG THE -- GOING FROM BEN HOLT
17 NORTH TOWARDS HAMMER LANE. THEY COME UP PAST OUR
18 PROPERTY, AND THERE'S BEEN DOCUMENTED POLICE REPORTS OF
19 THE THEFTS. SO, THIS WILL HELP MITIGATE THAT, I'M SURE.
20

Appendix D Meeting Sign-in Sheets

Following are copies of the sign-in sheets at the public information meeting.



Date: 01-23-08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
CARLO THOMPSON	TATE GROUP	1196 RIND CANYON BLVD #B STOCKTON, CA 95203	ct@tategroup.com	209 951 9957
DUSTIN HOLMES	HTT OF CALIFORNIA	1234 W. CHURCH WAY STOCKTON CA 95206	D.HOLMES@HTTCA.COM	209 649 3326
Andrew Chohy	SJCOG			
Tom Chohy	.			
JESSE ROBLES		4433 CURLEW	JIMMEROBLES@COMCAST.NET	473 3710
PAUL FLYNN	STOCKTON PD			937-7513
Jim Giottolini	Stockton PD			
Wendy Morrow		1027 W. Bent Holt Dr 95207	wend.morrow@ci.stockton.ca.us	951-6250
Jose Mujica	CT	916 E. Charter Way		942-6026

Thank you for attending.



Date: 01-23-08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Andrew Belasio		1441 DENA CT.		463-4958
Parryl Pedro		3265 ESTATE DR		977-7104
FRANK MORRIS	CALTRANS			
Ivy Lane	David Evans & Assoc.	485 W. WEBER, STE 200 STK, CA	ivy@edevinc.com	939-0303
Steve Murtinelli			Steve.Murtinelli@USArmy.mil	
Woody ALSPAGHI	ALSPAGHI FOUNDATION	119 MI. ALDFR	W-ALS 209@pac.com	422-7659
Frank Seddon	Extended Stay America	2844 W. March Ln Stockton CA 95219	Fseddon@extendedstay.com	209-472-7588
Zelia Nogueira	CT		Zelia_Nogueira@dot.ca.gov	948-3930

Thank you for attending.



Date: 01-23-08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Jeffrey Levers	San Joaquin Co.			209 953 7631
Alex Menor	City of Stockton			
Ray Nanto	"			
Bob Murdoch	"			
Dennis Anderson	Resident	1653 Henry Long Blvd		209 237 2841
EDWARD E. OUEYATON	RESIDENT	3014 HILLVIEW AVE		209 951-8405
Elaine Carungny		2821 Ofco Drive		
Robert Carungny		3841 Ofco Drive		
GOAD		4622 Stillmeadow Dr	hgoad@stosd	209-454-6623
Nancy Good	President	Stockton CA 95219		

Thank you for attending.



Date: 01-23-08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
LARRY SILVA		9543 DEKALB PL		951-8577
CHRIS CARLIN	GRUPE			473-6067
Eddie + Kathy Brown		9728 TWIN CREEKS STKW 95219		951-0302
BILL SOMERS		2304 OTTO DP		473-0440
Anthony Dorn		3009 DESERET DR. STKW		948-3858
Stacey A. Jones		2658 W. WILLOW ST STOCKTON, CA 95203		462-7027
Frances Gillespie		6542 ALLEGHENY PL STOCKTON 95219		951-4294
BILL HELLIGIE	BROOKSIDE WEST HOME OWNER ASSN	2929 ASSEMBLY FAUCET STOCKTON, CA 95219		473-1474
Elliotte Johnson				403-7499

Thank you for attending.



Date: 01-23-08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Bob Hurst	None	4622 Saint Andrew Ave Palo Alto	bob_hurst@comcast.com	209 403 0292
Connie A. Allen	None	8667 Mendocino Dr. #18	Samir233@sbccglobal.net	209 954-0549
Ted Smith	None	1530 Coetzee Ave Stockton, CA 95209	Romante@Hdl.com	209-481-3093
Gary Nickles	Swenson Oaks. Apartment	6821-6951 Plymouth Rd		209-777-2480
Gary Frost	Congressman Jerry McNerney	2222 Grand Canal BL #17 Stockton, CA 95207	Gary.frost@email.house.gov	209-476-8552
Mike Frost	None	9669 Bismark Pl.	mfrost@stockton.k12.ca.us	209-477-3201
Gurpreet Singh	None	8106-Kelly Dr Stockton	gp209@sbcglobal.net	473-8387
Scott Eastwood	Holt of California	1234 W Churchar Way	SEastwood@Holt.ca.com	209-946-1776
DICK MESA		6528 Hemdon Place Stockton, CA 95219	Dickmesa@aol.com	209-478-6574

Thank you for attending.



Date: 01-23-08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Maxine Sundberg		3846 Estate Dr. Stockton, CA 95209	PRS mrs@pacnet.net	
KARLA CARRAL-CERVANTES	CITY OF STOCKTON		Karla.Carral-Cervantes@ci.stockton.ca.us	937-8492
Ron Palmquist	City of Stockton			937-8320
Colleen Givadi	—	10257C neck-trail CIR	A.givadi@socglob.net	952-4491
M.S. Gunn	AVM	8106 -C-1celery Dr		992-1411
K.S. SKAR	AVM	8106-C Kelley Dr 95209		992-1302
Doug Ollis	Hoff CA	1034 W Chamberlayne 553 East Weber Stockton 95202	Dollis@hoffca.com	649-1631
Dana Cavel	SSC06		dcavel@ssc06.org	466-3913
BARRY O'KEGAN	GRUPE	3255 W MARLM LN. Stockton CA	boregen@grupe.com	473 6051

Thank you for attending.



Date: 01-23-08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
MANUEL GAMBORA		Stockton, 95219 9448 BLACKSLAIN PL.		209-9576572
MICHELLE FAMES		2943 WEST CREEK CT STAN 95207		209 478 3246
BILL MAYER	LSA			916 630-4600
James Rexroth	SJC Parks & Rec	625 Kermit Ct Stkn CA 95207	rexrothj@sjc.ca.gov	209-951-6260
George W Fuwill		9215 Kelley Dr Stockton, CA 95201	gofuwill@cityof-stkn.org	
George Fernandez		P.O. Box 688 Daly City 94017		415-668-7938
John Allen		2544 W. Willow Stkn. 95203	johnallen@comcast.net	209 462 5256
Mike Miller		8067 Mari Ness Dr Stkn 95219		209 649-0326
Bobby V Lucante		2658 W. Christine ave		209-941-9217

Thank you for attending.



Date: 01-23-08

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
A Scott Glavin	CAITRANS	1976 E. CHATELIER WY 100 PINE 6 AVE WALNUT CREEK, CA	SCOTT-glavin@caltrans.ca.gov	(209) 948-7829
Eddie Barris	FERRIS FERRIS		e.barris@feh.wadsworth.com	925-934-7100
Feita Meyer	F&M	1038 Leigh Ave Suite 108 SS. CA 95126	feita@fmenjineers.com	408-280-2772
SUCHITA POTTA	R&M		suchita@fmenjineers.com	408-280-2772
MARTHA DADALA	R&M		martha@fmenjineers.com	408-280-2772
ALEX NG	R&M		alex@fmenjineers.com	408-280-2772
JUDITH BAETHE	JBC			
JAN STANLEY	JBC			
Tara Lohman	Stenographer			

Thank you for attending.

Appendix E Project Hotline

Following is a record of the telephone calls and e-mails received on the project Hotline Prior to the public meeting.



January 21, 2008

Jim Panagopolous (call)

A.G. Spanos Companies

Mr. Panagopolous' assistant called to say that he will attend the public meeting.

January 22, 2008

David Siders (call)

The Record

P.O. Box 900, Stockton, CA 95201

Mr. Siders called from The Record to ask for general information about the project and the upcoming meeting. He and a photographer will be at the meeting tomorrow evening. He was interested in some graphic images of the project. He also asked for the person at the City in charge of the project. [JB gave Mr. Siders the name and phone number of Alex Menor, explained that maps and other displays would be at the meeting, and e-mailed to him the graphic from the ad that was published.]

January 23, 2008

Cecilia Cardinale (call)

3006 Otto Drive, Stockton 95209

Ms. Cardinale prefers not to provide her phone number. Ms. Cardinale built her home on Otto Drive 22 years ago, mid-way between I-5 and Thornton Road. Is any eminent domain going to happen? A freeway interchange would be good news—an improvement—and provide better, safer freeway access. What is JB's role in the project? Who are other members of the project team? She does not have time to come to the meeting but may send her husband.

Wendy Morrow (call)

(209) 937-8325

Ms. Morrow (unsure of spelling) left a voice message. [JB called back and left a message.]

Bob Hurst (call)

Mr. Hurst called to ask for directions to the Karl Ross Post meeting place.

January 24, 2008

Dennis Vetica (e-mail)

From: Dennis Vetica [mailto:dvetica@comcast.net]

Sent: Thursday, January 24, 2008 6:06 PM

Hi Judith,

You might remember me from Rotary. I applaud any efforts to widen our roads. We need widening all over the place. Why is it that Hwy 12 remains the step child? How many people have to die before we get a divided 4 lane highway? I drove 2x' s in the last month to Vacaville. What a joke. This country is the largest economy in the world, and as a state, we are the 5th or 6th largest economy in the world, and we can't fix a freeway?

Where is all the money going from gas tax, excise tax, car tax, etc? I suspect the democrats at state level as did the federal level and use it as general funds money.

*Enough of that, back to I-5. If I-5 is widened, I do not favor a car pool lane. I would have to see a study that shows car pool lanes work. How many times are you zipping down the car pool lane, the only car, and everyone else is backed up. If those car pool lanes, and resources were put to use for the masses, I think gridlock would be improved. **Again, go ahead with the widening, but no car pool lanes.***

Sincerely, Dennis Vetica

Hi, Dennis:

I do remember you! It's nice to hear from you.

Thanks for taking the time to contact the project with your comments, which I will share with the project team.

We do plan to have a couple more public meetings, also. If you want to send your address, I will make sure that you get a personal invitation to those meetings. (They will also be publicized in the newspaper.)

Sincerely,

Judith

Kent Scheidegger (e-mail)

From: Kent Scheidegger [mailto:Kent.Scheidegger@cjlf.org]

Sent: Friday, January 25, 2008 4:14 AM

To: hotline@buethecommunications.com

Subject: I-5 widening project

The proposal to add additional lanes to Interstate 5 is a worthwhile one, but I am surprised that carpool lanes are even being considered. I thought it was widely understood by this time that carpool lanes are a failed, discredited concept.

Carpool lanes reserve the benefit of newly constructed lanes for drivers with passengers, most of whom already had passengers in the car for other reasons. A parent with a child in the car seat qualifies, for example. They have minimal effect in increasing the number of people who carpool.

The premise of carpool lanes is that people who drive solo are just selfish pigs who could carpool but don't, and we can get them to carpool if we just harass them enough, such as by forcing them to drive in congested lanes. The premise is false. People who drive solo generally have good reasons for doing so.

Participating in a carpool requires that a person leave work at a fixed time every day, a time known in advance. Many, perhaps most, jobs are not like that any more. People have responsibilities to take care of matters that arise in the course of the day. If a matter requires attention that will not wait for tomorrow, a person in such a position has to stay until it is resolved. He cannot just say, "My carpool is here. I'm leaving." I haven't had a job where I could do that since 1975. In addition, some people need their car in the course of the working day. Not everyone works all day in one location. Some jobs involve going out of the office.

Construction of highways is paid for by everyone who buys gasoline and pays the gas tax. The benefits of widening the highway should not be reserved for the few people who have jobs that permit them to carpool or who have passengers for other reasons. A project paid for by all should benefit all.

*Sincerely,
Kent Scheidegger*

Dear Mr. Scheidegger:

Thank you for your thoughtful comments about carpool lanes and freeway construction funding.

Your comments will be shared with the project team and taken into consideration as the project progresses. Feel free to contact us again at any time. Also, if you would like to send your address to me, I will see that you receive a personal invitation to future public meetings. Sincerely,

Judith Buethe
Public Outreach Coordinator

Gary Kulick (call)

(209) 957-4337

Mr. Kulick left a voice message that before widening I-5, Caltrans should patch the holes and cracks in the roadway. Both sides of the freeway are in bad shape and are not much better than a dirt road. It needs to be fixed now!

Harold Eastman (call)

4479 Mallard Creek Circle, Stockton 95207

(209) 474-8271

Mr. Eastman lives in the Quail Lakes area and has been trying to talk to someone about the noise issue. His home is just off March Lane in the first circle off Quail Lakes Drive, across the street from S-Mart, Long's Drug, etc. The previous work on the freeway did not extend the freeway far enough, so noise comes across the shopping center parking lot and into the Quail Lakes area. The noise is deafening! The noise hits the back of his neighbor's home and bounces into the Eastman yard. His wife's brother-in-law has a backyard in Quail Lakes that faces west and says that the noise can be terrible there, also. He wants to have a sound wall along the freeway. Can this be done? He would be happy for the engineers and environmental consultants to come over to his backyard and spend some time there listening to the noise. [JB explained that the project is in the environmental assessment phase now but that his comments will be forwarded to the project team.]

January 25, 2008

Paula Islas (call)

4124 Sun River Court, Stockton, CA 95219

(209) 405-1397

Her children attend Claudia Landeen Elementary School. The present situation without a sound wall or barrier is unsafe for students and generates unbearable noise. Will the project erect a sound wall or barrier? [JB explained that the project is in the environmental assessment phase now but that her comments will be forwarded to the project team.]

Margaret Boise (call)

5833 Morgan Place, #74, Stockton 95219

(209) 473-7680

The project should be encouraging public transportation rather than permitting more traffic on the freeway. Maybe light rail or trains would work. The project should "Go Green." She hopes the project team will consider it. One person to a car is clearly not the way to go. [JB explained that the project is in the environmental assessment phase now but that her comments will be forwarded to the project team. JB also said that HOV lanes are being considered for I-5.] Ms. Boise said that HOV lanes would be some help but not enough.

Duane White (call)

12912 North Tully Road, Lodi 95240

(209) 931-3453

Mr. White is a former county highway engineer. Express lanes are a waste of public funds. Lanes should not be corked up for the benefit of a few and to the detriment of the general public during rush hours. A few will benefit, yet all the taxpayers will pay for it. It should be opened to all. HOV lanes make no sense logistically. Lanes should not be shut down when they are needed most.

January 29, 2008

Chris Iverson (call)

Target

(612) 761-1555

Chris.iverson@target.com

Mr. Iverson was concerned about eminent domain issues affecting the Target at I-5/Eight Mile Road. [JB gave him a brief overview of the project, including how that interchange would be affected. JB also promised to inform him as soon as the web site has the PowerPoint presentation inserted.]

January 30, 2008

Ross Farrow (call)

Reporter, Lodi News-Sentinel

(209) 369-7035

rossf@lodinews.com

Mr. Farrow said that while the Lodi News-Sentinel does not ordinarily cover Stockton news that this project is of interest because it extends so far north. He had talked to Andy Chesley at SJCOG who told him that money had been allocated to this project but had not yet been received from the state. Mr. Farrow asked which developments were going to benefit from the improvements to I-5 and asked about the Stockton General Plan. [JB explained that the new Stockton General Plan was approved in December 2007 and referred him to Connie Cochran, Stockton PIO, for more information about the General Plan and its status.] Mr. Farrow inquired about eminent domain issues and the interchanges that will be affected or built. [JB explained that the widening will be done in the center median and supplied information about the interchanges from the PowerPoint presentation that was made at the public meeting. JB also explained that this phase of the project will be about 18 months long and that at least two more public meetings would be held during this phase.] Mr. Farrow was not given the news release that was sent before the public meeting. [JB has sent a copy of the news release to him.]

January 31, 2008

Jesse Castellon (e-mail)

(209-951-7046)

From: jcastellonsr@comcast.net [mailto:jcastellonsr@comcast.net]

Sent: Thursday, January 31, 2008 11:37 PM

To: Hotline@buethecommunications.com

Subject: I- 5 N. Stockton Improvements

Hi Judith.

I have one concern and one suggestion for the planned improvements.

My one concern is for the proposed I-5 intersection at Otto Drive. I do not want to see an underpass at this location go to Kelly Drive. I live in the Twin Creeks sub-division and we have a great, quiet neighborhood. To have such a peaceful neighborhood in Stockton is very rare. PLEASE, PLEASE, PLEASE do not ruin our neighborhood. If this access was to a street such as Hammer Lane which is an east-west thoroughfare, I wouldnt complain.

My suggestion:

I strongly suggest there be frontage roads on both sides of I-5 from Eight Mile Road north to the new Gateway intersection. This would give the traffic from the new neighborhoods access north & south and keep traffic off of I-5. The frontage roads next to I-5 between the Calaveras River & Smith Canals work great for keeping traffic off of I-5. Traffic is a mess north of the Calaveras River because there are no frontage roads. The frontage roads next to Hiway 99 are used not only for traffic but are areas for private commercial businesses. Modesto is a great example of commercial enterprise on hiway frontage roads. Private commercial businesses make up a large percentage of our economy. If I knew the percentage I would list it here.

Its unfortunate that the powers that be are influenced by developers who insist on building houses right up next to the freeway. Don't let this happen on your watch.

Thank you -Jesse Castellon (209-951-7046)

Dear Jesse:

Thank you for your thoughtful, detailed comments and suggestions. I will ensure that they are shared with the project team.

Also, if you would like to send your mailing address, I will send you personal invitations to the next public meetings that will be held on this project.

Sincerely,

Judith Buethe

February 1, 2008

David Atwater (e-mail)

P.O. Box 1107, Stockton, CA 95201

From: David Atwater [mailto:DBAtwater@VanDePol.US]

Sent: Friday, February 01, 2008 8:18 AM

To: hotline@buethecommunications.com

Cc: dsiders@recordnet.com

Subject: I-5 Widening Projects

Judith,

I am commenting on the article in the 1-24-08 Record Re the I-5 Projects.

First, there is quiet a bit of work needed especially north of the channel where I-5 is literally breaking up much to the detriment of the cars and trucks that drive this section in Stockton. I have had many problems with my trucks on this section where immediate repairs are needed to maintain the safe operations of the vehicles due to damage from this broken up road. By the way, I run gas tanker on that section of road and there is no wall next to Claudia Landeen School. Think of it...potholes that appear out of nowhere and a loaded gas tanker at 55 miles per hour with kids on the playground. By the way I have been a personal supporter of the wall for a long time as my son went to school there. I know, I know...if we do this project Cal Trans says we'll get our wall...I will believe it when I see it.

Second, a segment of I-5 was repaved recently from Charter way south and did not need the paving...why didn't they fix the above section first. The unneeded repave was a waste of millions in taxpayer money.

Third, I-205 is a project that is over 10 years old, now in progress. The construction is haphazard and has been too stretched out and very inefficient. This reminds me of the Arch Road Project that took twice as long and was way, way, way.... over budget. What makes anyone suspect that projects on I-5 will be any less poorly run!!!!

*Fourth, there is so much inefficiency built into the system by our legislature that, and you can quote me on this, the project will be delayed due to **new** projected costs of over 1 billion \$\$! Also causing delay will be the inevitable environmental harassment suits brought by groups wanting to simply disrupt any changes, in exchange for funding to protect the cause of the week. Lest you think I am anti environment, I am an active environmentalist who' treats all rainwater before it leave my business and I am SOLAR POWERED, having the largest solar plant in the county.*

Fifth, why does no one dispute the whole system of payoffs, prevailing wage laws, and the lawsuits previously mentioned above, and corruption in the "consulting" process (because politicians can then blame someone else for bad decisions), that lead to the higher costs mentioned above?

Sixth, why will it take 8 to 10 years to get this done? This is a perfect illustration of how bad our system is. It was said; "everything depends on the funding," that tells me that with long known government inefficiency, this project will be used to blackmail our population into voting for higher taxes to hire more bureaucrats to suck more money out the pockets of the people well before this project is complete. This is our well known as

the State Budget Crisis. Crisis, the only crisis that exists is that fact that the legislature and our Governor buy votes with someone else's money and they borrow that in advance!

Seventh, planned upgrades to Hammer Lane and Eight Mile interchanges were done already...who will take the responsibility for the recently completed upgrades and the fact that was are going to have to do them all over. And what about Otto Drive....the interchange should have been financed and built many years ago by the builders, when the developments on both sides of I-5 were built? This would have saved what maybe 50 million dollars???? Probably a lot more, as I keep forgetting to add in the planned waste.

Lastly, keep in mind that politicians and bureaucrats don't lie....they just never have enough of our money, so projects take longer, are under built and "must" be redone again soon.

Thanks,

David Atwater

Dear David:

Thank you for your thoughtful, detailed comments. I will ensure that they are shared with the project team. Could you send your address so that we can send you invitations to the additional public meetings that will be held?

Sincerely,
Judith

[Mr. Atwater responded with his address.]

February 4, 2008

Jesse Castellon Sr. (e-mail)

4215 Curlew Street, Stockton, CA 95219

From: jcastellonsr@comcast.net [mailto:jcastellonsr@comcast.net]

Sent: Monday, February 04, 2008 7:02 PM

To: Judith Buethe

Subject: RE: I- 5 N. Stockton Improvements

Hello Judith.

Thank you for your response. You can send the invitation to my address:

Jesse Castellon Sr.

4215 Curlew Street

Stockton, CA 95219