



Public Meeting to Review Draft Environmental Impact Report *Summary Report*

Monday, August 29, 2016
6:00 p.m. – 8:00 p.m.

Basement Training Room
Stanislaus County Administrative Offices
1010 Tenth Street, Modesto, California

Prepared by Judith Buethe Communications



General Information about This Document

What is in this document?

This document is a summary report of the Public Meeting held on Monday, August 29, 2016, to review and comment on the Draft Environmental Impact Report (EIR) for the 7th Street Bridge Project.

What should you do?

- Please read this summary report of the Public Meeting to review the Draft EIR.
- If you have any concerns about the summary report or questions about the environmental process, please contact David Leamon, Project Manager, Stanislaus County Public Works, 1716 Morgan Road, Modesto, CA 95358. Comments can also be submitted by email to leamond@stancounty.com. Email comments must either be included in the body text of the message or as an attachment in Microsoft Word or Adobe PDF format.
- For general information about the Public Meeting, call (209) 464-8707, ext. 1, or send email to Hotline@buethecommunications.com.

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Executive Summary

Stanislaus County, in cooperation with the City of Modesto, held a Public Meeting to Review the Draft EIR for the 7th Street Bridge Project in Modesto, California on Monday, August 29, 2016. Stanislaus County is the lead agency for the California Environmental Quality Act (CEQA), and Caltrans is the lead agency for the National Environmental Policy Act (NEPA) for the 7th Street Bridge Project.

The purpose of the 7th Street Bridge Project is to: (1) correct structural and hydraulic deficiencies, including removal of load restrictions on the bridge; (2) expand vehicular capacity of the 7th Street corridor; and (3) improve safety for vehicles, bicyclists, and pedestrians.

The project is in the Project Approval and Environmental Document (PA&ED) phase.

The Draft EIR considers four project alternatives to repair or replace the 7th Street Bridge, and also considers a No Project Alternative under which no action would be taken. Three of the four project alternatives would demolish the existing bridge and construct a new bridge roughly following the same alignment. These three new bridge alternatives vary in terms of bridge design (e.g., span lengths, number and locations of bridge piers), intersection configuration options north and south of the bridge crossing, and construction methods. The fourth project alternative would retrofit the existing bridge and construct a new parallel bridge just downstream. At this time, a Preferred Alternative has not been identified.

The Public Meeting to Review the Draft EIR was publicized through a jumbo postcard invitation sent by first-class U.S. mail; a public notice (advertisement) in English published in *The Modesto Bee*; a public notice (advertisement) in Spanish published in *Vida en el Valle*; a news release to print and broadcast media that serve the Modesto area; and the websites of the City, County, and Caltrans. Additionally, information about the meeting was posted on the dedicated project website: www.7thStreetBridge.org.

The Draft EIR was published on the dedicated project website: www.7thStreetBridge.org.

Thirty-six persons were signed in at the Public Meeting to Review the Draft EIR—30 members of the public and six members of the project team. After a welcome from the Stanislaus County Project Manager, a presentation was made by the consultant environmental leader, who invited questions, comments, and suggestions from the audience. Members of the project team were also available before the presentation and during a subsequent open house period to receive comments and answer questions.

A public stenographer was present to accept dictated comments.

Informational display boards and exhibits were available for review. Attendees were also provided with a print agenda, and a comment sheet for general comments about the project.

Personnel from Stanislaus County, City of Modesto, and the consultant team staffed the information stations.

A Caltrans Title VI survey was done by the public outreach team.

Chapter 1: Introduction

1.1 A Public Meeting to Review the Draft EIR Was Held

Stanislaus County, in cooperation with the City of Modesto, held a Public Meeting to Review the Draft EIR from 6:00 p.m. – 8:00 p.m. on Monday, August 29, 2016.

1.2 Announcement of the Public Meeting to Review the Draft EIR

The Public Meeting to Review the Draft EIR was publicized through a jumbo postcard invitation sent by first-class U.S. Mail to approximately 585 property owners, residents, public agencies, businesses, emergency responders, transit agencies, civic and community groups, chambers of commerce, environmental groups, and other interested parties.

A public notice (advertisement) in English was placed in *The Modesto Bee*, Modesto, California, on Tuesday, August 23, 2016. A public notice (advertisement) in Spanish was placed in *Vida en el Valle* on Wednesday, August 24, 2016. (See Appendix A for a copy of the public notices.)

A news release was distributed on August 22, 2016, to print and broadcast media (mainstream and alternative) that serve the Modesto and Stanislaus County region. (See Appendix A for a copy of the news release.)

A news article was published by *The Modesto Bee* on Monday, August 29, 2016.

Information about the Public Meeting to Review Draft EIR was posted at www.7thStreetBridge.org.

1.3 Purpose and Goals of the Public Meeting to Review the Draft EIR

The Public Meeting to Review the Draft EIR reviewed the project purpose and the Draft EIR. After a brief welcome and introductions by the consultant team's Public Outreach Manager, the Stanislaus County Project Manager and Deputy Director of Public Works provided a brief history of the project. The consultant team's environmental leader reviewed the environmental process and the Draft EIR findings. Subsequently, members of the audience were invited to ask questions and provide comments.

Members of the project team were also available before and after the presentation to review the posted displays, receive comments, and answer questions.

Members of the public were informed of how they could comment, question, or provide other concerns about the project. Contact information for David Leamon, Department of Public Works, Stanislaus County, was provided. Members of the public were also given contact information for the Public Information Manager if general information about the meeting was needed. The project website was also included.

1.4 Format of the Public Meeting to Review the Draft EIR

Thirty-six persons were signed in at the Public Meeting to Review the Draft EIR—30 members of the public and six members of the project team. Each attendee was provided with a print agenda, a comment sheet for general comments, and an invitation to dictate comments to the public stenographer.

Exhibits staffed by members of the project team were placed in the room. A Caltrans Title VI survey was done by the public outreach team.

Chapter 2: Public Meeting to Review the Draft EIR

2.1 Room Layout

Following is a photograph showing the room layout for the Public Meeting to Review the Draft EIR. The layout encouraged attendees to move about the room and through the various stations.



2.2 Displays and Exhibits

The exhibits at the Public Meeting to Review the Draft EIR provided examples of the four alternatives. (Reduced copies of the informational display boards and graphics are included in Appendix B.)

County and City staff and consultant team staff members were available to answer questions and receive comments and suggestions.

Additionally, a public stenographer was available to receive dictated comments.

Station 1: Welcome Board, Sign-in Table and Comment Station

A welcome board greeted attendees as they arrived at the entrance to the Basement Training Room in the City-County Administrative Building where the Public Meeting to Review the Draft EIR was held. Attendees were asked to sign in to maintain an attendance record and to ensure that

all interested parties could be included in the project mailing list. (See Appendix D for sign-in lists of attendees at the Public Meeting to Review the Draft EIR.)

The Public Outreach staff members explained the overall format, encouraged attendees to sign in, view the displays, ask questions, and provide comments about the project. The Public Outreach staff members also gave each attendee a print program and a comment sheet. The print program welcomed them to the Public Meeting to Review the Draft EIR, stated the meeting's agenda, and provided a brief project description, project purpose, and review of the Draft EIR, as well as the agenda, and project contact information. The print program also encouraged further comment on the project and the Draft EIR, information about where a copy of the Draft EIR can be reviewed, and how comments can be submitted for review. (See Appendix C for copies of the handouts.)

A news media kit was also provided for members of the news media.

A Title VI Public Participation Visual Survey was performed by the Public Outreach Manager.

2.3 Staff and Elected Officials at the Meeting

Staff

The following personnel organized and conducted the Public Meeting to Review the Draft EIR and were available to answer questions and receive comments from the public.

2.3.1. Elected Officials

Stanislaus County Board of Supervisors

Terry Withrow

Modesto City Council

Ted Brandvold, Mayor

Jenny Kenoyer, Councilmember

Tony Madrigal, Councilmember

Doug Ridenour, Councilmember

Bill Zoslochi, Councilmember

California State Senate

Brenda Herbert, Staff to State Senator Anthony Cannella

2.3.2. Stanislaus County

David Leamon, P.E., Project Manager, Department of Public Works

2.3.3 Consultants

CH2M HILL

Jennifer Elwood, P.E., Project Manager

Matthew Franck, Environmental Lead

Chris Serroels, P.E., Bridge Lead

Quincy Engineering, Inc.

Carl Gibson, P.E., Roadway Lead

Brent Lemon, P.E., Roadway Lead

Judith Buethe Communications
 Judith Buethe, Public Outreach Manager
 Dan Natividad, Public Outreach Associate

2.4 Attendance

An informal identification of individual persons and groups is shown in the chart below :

Individual Persons	Businesses	Civic Organizations	Government	Project Team	Media	TOTAL
19	7	1	1	7	1	36

3. Presentation and Audience Interaction

Following the welcome and introductions by Judith Buethe, Public Outreach Coordinator, and the project history presented by David Leamon, PE, Project Manager/Deputy Director, Stanislaus County Public Works, Matt Franck of CH2M Hill made a PowerPoint presentation and reviewed the environmental process and EIR findings. Members of the audience were invited to ask questions and make comments.

PUBLIC QUESTIONS AND COMMENTS

QUESTION: I noted in one of the earliest slides, once the EIR has been accepted and approved by the County and the City, then the alternative will also be decided. How is that alternative to be decided?

MR. LEAMON: Staff will have a recommendation from the board based on the feedback we get from the public.

MR. FRANCK: So this draft EIR becomes the final EIR after responding to comments. When we publish the final EIR, our thought right now is to say, "Hey, we heard from everybody. We talked about the historic nature of the bridge, the closure under Alternative 2, and we've collected all this." So as part of the final EIR, and the staff recommendation, we would say -- and this is also Caltrans' input, because they were the ones who provided a substantial portion of the funding -- this is what we are recommending that the Board of Supervisors adopt as the preferred alternative. And the Board takes that staff recommendation and decides if they want to do something different.

MR. LEAMON: Based on a lot of things that we've heard so far, (Matt) Machado and I -- the director of Public Works at the County -- have talked quite a bit. 2-B is shaking out to be what looks to be a good alternative to us staff. So that, I was told, I could share, that 2-B is looking pretty good.

There's a bunch of reasons why. It's the people living in the neighborhood and it's the cheapest project, most affordable. Caltrans and FHWA will fund it at the maximum match rate. There are some impacts, and that's where we need to hear from the community.

Early on, we thought we needed an access road down to River Zeff, and the community told us, "Why would you do that? We can get around. Don't spend the five million dollars and cut the mobile home park in half." So listening to the community, we've learned a lot as we've moved. So there are a lot of compelling reasons why 2-B is what staff is thinking might be our recommendation.

Now, if we hear overwhelming response from the community that says, "No. We have to have 3 or we have to have 4," then we can change our minds. It's not fixed. But that's kind of where staff is sitting right now, is that 2-B is what we're thinking makes the most sense. But nothing has been decided.

QUESTION: I'm going to echo what I hear from constituents: Save all the lions, please. They care about them, and it's part of our local history. And they're local icons, and they identify with them.

Is the plaza that's in that rendering over on the floor, will that one -- will they keep all four of them or only two of them?

MR. FRANCK: This one shows that two of the lions -- so under Alternatives 2-A, B, and 3, there's no existing bridge. And the lions would be relocated to the pedestrian plaza. Under Alternative 4, there is reason for them to stay on the bridge. But assuming 2-A, 2-B, or 3, right now this -- why --

Let me flip back to the artist's rendering about four slides back. It's the same sort of thing. One is a nice artist's rendering and this is more of an engineer drawing. But it shows a place for two lions in this pedestal. You know, in terms of readiness for construction, the plaza is thought through in conceptual basis. But there is a lot of room for what happens in detail of the plaza. If we need to find a place for four lions, we can find a place for four lions.

QUESTION: I'm a sculptor. And in reference to those old lions and building a plaza, I'm not sure what you budgeted for building that plaza and restoring the lions, but I would suggest commissioning -- and I have a vested interest in this -- commissioning bronze sculptures similar to the lions that are there. They could be patined to look just like the cement lions. Replace them on the new bridge in the same location and turn the decaying old lions over to a historical society or someone in the community that would like to take that project on.

It would be terribly expensive. I've examined them. I know sculpture, and I don't think they can be saved that much without totally changing their appearance and at a lot of expense. It would be less expensive. I don't know what your budget is for that plaza. But I know what my budget would be for four bronze lions, and I've made a formal proposal.

MR. FRANCK: I think that's part of the record. Thank you.

QUESTION: On number 4, where you leave the existing bridge, now, are trucks going to be able to drive over it when it's done?

MR. FRANCK: Yes.

QUESTION: So it would be up to today's current demand then.

MR. FRANCK: The guts of the bridge would be reconfigured. Something -- I think it's called a "super girder" -- would be placed. It's like a big hanger is placed. So the existing bridge would be hung up -- this is probably a terrible explanation. But there would be enough structural work deep in the guts of the existing bridge to make it -- and if it doesn't meet all modern standards, then Caltrans won't fund it. It has to be able to do that.

MR. LEAMON: And there's quite a bit of risk there too. I think the proposal to do some of the investigative work to decide really how much work does it take is -- what is it? 750 or a million, Jenny? I forget. It was a lot. Because you have to figure out -- all those cross beams, you can see it on some of the pictures from below -- is all the steel in every beam still good for this super girder to hold everything else up? Or are you jackhammering out all those old beams, installing new beams?

I mean, it's almost like the colonel in the army in Vietnam who says, "We have to destroy the village to save the village." We're not sure that you don't have to destroy the bridge to save the bridge for it to be able to safely carry new loads and be safe for another 50 years.

QUESTION: I haven't been to a meeting for like over a year. And this kind of confused me because I thought there was no money to really restore the bridge. That was my understanding at that time, that the money available was knocking it down and building a new one.

MR. FRANCK: I might defer to the brains behind the bridge, Jenny and Chris. But Caltrans will pay for roughly seven-eighths of the cost of the bridge, with the remainder paid by the City and the County. Caltrans is looking for a reasonable project that they can fund, because they have competing projects throughout the state.

There is a budget for all four alternatives. Alternative 4 is not the most expensive alternative, knock on wood. But then again, what we find in the steel once we expose more of the steel from the concrete -- but, you know, if that is the preferred alternative, then that is within the range of costs that Caltrans has seen. They haven't committed that they will pay for that, but there is a budget and Caltrans will ante up. That's for sure.

COUNCIL MEMBER: The old bridge, we don't even know if it -- until you guys really look at it, they don't even know if it can be saved. I mean, there's a possibility that they're going to say you can't build on it. And how long does this extend the time limit of being able to have full access to the bridge?

MR. FRANCK: Let me ask Jenny if you might -- let me start off, but when I stumble, I'll have you finish. So we do think that if we -- we think we can do a retrofit. There's been a retrofit report that was done. That was talked about a long time ago. And there was studies that have been done to say, based on what we can get access to, here's what we think the retrofit will be. And if that turns out to be the case, then the bridge will be fully safe for the long term, if the retrofit goes as planned. But there's a chance that once we expose the steel, we might find more trouble than we expected. Which blows the cost estimate for Alternative 4 up quite a bit. And it means a lot more work would have to be done. But in the long run, if the retrofit is chosen, then it will be refreshed to modern standards and trucks can drive on and it will be fine.

QUESTION: Okay. Your new bridge is going to be two different bridges, right, if we do 4?

MR. FRANCK: Yes.

QUESTION: And then the reconstructed bridge is going to be nine feet lower -- well, the new bridge is going to be nine feet higher.

MR. FRANCK: Yes.

QUESTION: We haven't had a lot of water in a long time, but, you know --

MR. FRANCK: Yeah. Hydraulically, having the existing lion bridge retrofit -- you can retrofit, but you're not going to be able to raise as part of the retrofit. I don't want to say never, because engineers say, "Oh, that sounds like a challenge." But there's no feasible way that we can raise the old bridge.

The people that regulate flooding, primarily the Central Valley Flood Protection Board, certainly would be much happier with an alternative other than 4. Because all the alternatives other than 4, everything stays outside of that protected flood area, at least as high. 4 leaves that existing bridge in the floodplain. I believe they could say no, because we're not asking to do anything to that bridge, the retrofit is -- it's the same bridge.

MR. LEAMON: But it was closed in '97 with high water.

QUESTION: Yeah. And because it is nine feet. There's a big difference.

QUESTION: That super girder, if it was put under there, would probably impede the water in years like '97, wouldn't it? Like he said, the bridge was closed. The water was right up there.

MR. FRANCK: It would be imbedded within the guts of the bridge. And it wouldn't be below the existing soffit elevation. So it wouldn't encroach further down. It wouldn't be right under the pavement.

QUESTION: If there was a new bridge done -- by the way, south of there, I have 20 or so businesses. We use this bridge every day. But we can get by with 99 and Ninth Street. If we can build more bridge with less money, we can close the area.

But, anyway, if we build a whole new bridge with the aesthetics of the old style, it will look a lot better. If you've got one low bridge and one high bridge -- go up to Safeway across the aqueduct, it looks like heck. They got one bridge up here and one down here. And if they build it all new, they can do it right and it'll last forever. And we can get trucks in and out of there.

But also, back in some of the early meetings, they talked about, beings this bridge was going to be higher, also do a bridge across the railroad track on B Street to get the traffic congestion down. Has that been looked at?

MR. FRANCK: So almost like an overpass?

QUESTION: Yeah. In other words, your bridge is up here, and off the bridge, off the center -- kind of like Hatch Road. Say Hatch Road was a bridge. It's not, but similar. You go off across the track because that track slows the traffic down so much in that area too.

And then one other question on this EIR. I know it will probably be a different phase. It's going to be great for that end of town. I'm glad to see the engineering. But we're going to put more traffic out there, and we're going to need a traffic signal or something down at the freeway area. Right now, you can't cross the road as it is now, let alone put more traffic on it. And it might not be done in this phase, but it ought to be in the EIR, how we're going to handle additional traffic.

MR. FRANCK: I think those are very, very good comments. Almost for the sake of time -- I feel like I have some responses to give you, but for the sake of time, I'm not going to -- but I think that's a good thing to say. Because traffic safety needs to be part of this. And the configuration of the new Sunrise Village interest, it warrants some additional study.

QUESTION: Because we can't get out now as it is, as a two lane. If you have a four lane, there's no way.

QUESTION: That relates to one of the questions I have too. Because in one of the options, you end up with a Level B service level. And the other two options, you end up with a mess, E and F. It just seems if you're going to spend all this money, that you want to improve the traffic flow.

MR. FRANCK: Were you speaking to a specific intersection, with the B and the -- ?

QUESTION: You have an exhibit here you showed.

MR. FRANCK: Oh, exactly. Yeah.

QUESTION: The alternatives and what impact they have in terms of traffic capacity. Only one really improved the situation, which I assume, has a bit of environmental impact in terms of exhaust, and cars, and noise, if, in fact, it's still congested.

MR. FRANCK: Yeah. Congestion is a big part of those inputs. Because congestion has its own types of impacts with air quality. So, yes, thank you.

QUESTION: The one where you have like the two entrances to the Sunrise, why couldn't you take just

one of the entrances out and just put a signal light at one entrance instead of having two entrances?

MR. FRANCK: I think -- and I want to ask Brent or Carl to weigh in. Because they're the brains behind the roadway configuration. The one thing that it's very difficult to see with these two-dimensional maps is the grade differences. So with the new bridge being nine feet higher, as we talked about, it will be much higher than existing elevation. So that -- I think that limits the ability to access Sunrise Village anything other than at the southern end. I'm thinking of an off ramp, but it would be a very steep off ramp into Sunrise Village. I'm not sure if that would work.

In terms of the grade differentials, we've landed the -- we can show up here on the exhibits, we've landed the entrance and the reconfiguration to where it causes the least impacts to the mobile home park itself. So we can talk further about the details of that. But we've thought through the location and the relocation of that entrance quite a bit to make sure that we're causing the least impact to the mobile home and the Lion's market.

MR. FRANCK: One thing I mentioned briefly to some people earlier is that these are fairly-well developed, but it's not final design. Once a preferred alternative is selected, it'll be fine tuned. And if we have the ability to fine tune some things, based on your input, then, I mean, it's a chance to correct some things that might not be showing in the best way possible.

MR. LEAMON: The other thing to think about is when we do signalize 7th and Crows Landing, with the ped movements, you're going to get breaks, like 30-second breaks where no traffic is moving so people are crossing the street. So then you'll have time to cross.

With a signal there, it's going to be much different than it is today, where it's uncontrolled. So you won't probably get a signal all of your own, but you'll have a signal right there. And it'll create breaks so that you can get in and out. So I think it'll be better than it is today for sure. I drive through it every day and it's a mess sometimes for sure.

QUESTION: Well, actually looking at it -- but traffic's going to stop at Crows Landing. I just don't see where it's really going to help to build two lanes. I'm there every day, and I just see the traffic one way. Once you start going to Crows Landing --

MR. FRANCK: It does go pretty quick. But I think it's a projection of future traffic volumes and I think there's some safety things also. What I would suggest doing is, in addition to making that comment officially, is talking to Carl and Brent afterwards and kind of looking to see exactly what these lane configurations look like and how the --

QUESTION: If you go southbound, you have one lane. On 9th Street, where they're building two lanes, you'd have two lanes going all the way from 9th Street going all the way to the freeway. So it makes sense. But right here, you got -- going through the bridge, it's going to be two lanes, but you're going to hit one lane. It's going to back traffic up.

MR. FRANCK: Yeah. Yeah. The regional transportation plan does show widening occurring sometime in the future. So that three-quarter mile between 7th and Crows Landing and where it widened out to four lanes just south of the overhead bridge over 99, that three-quarters of a mile will be widened to four lanes with a future project. But our project is to replace a seriously deficient bridge and not to do the widening project. Can't do everything all at once. And it's a different pot of money anyway. But it will get done eventually. But when that eventuality is, I can't tell you for sure.

Deep in the body of the document, in I believe Chapter 5, we talk about other things that are -- Chapter

4 -- other things that are happening in the area. And we do talk about the Crows Landing Road improvement project. It's a County thing. The study's been complete. Because I think it says it's supposed to be six lanes, but the study said, "No. That's too much." But it's got to be four.

QUESTION: So you're wanting to spend more money later on. So why not do it now rather than having to spend money later on? Why do part of it now, like we're doing to everything else, starting and then five or six years from now having to spend double to do it again?

MR. FRANCK: It's a network system. I mean, it's a good question. And that's part of what the County does, is they prioritize their spending. There's a carpe diem with this bridge. Now's the time to seize the day and fix the bridge. If you can do other stuff, that's great if there's money available. But it becomes a cash flow thing for both the City and the County.

QUESTION: If there's money available, do it now and make it into a four, where we don't have to spend twice that much. Because things go up constantly. It's going to cost about five or six times more later on.

QUESTION: I wouldn't divert the traffic onto 9th Street because 9th Street is already weak. There's a dip in it. You better concentrate on fixing that bridge first so when you divert the traffic over to that bridge, which causes more weight, it's going to collapse.

And as far as a standard, look at the Bay Bridge. They built it earthquake proof, and it fell. So I wouldn't go that route either.

QUESTION: The question I have is, if you're going to build a new bridge, why can't you use the old bridge for a foot bridge?

MR. FRANCK: That has been studied and talked about. We talked about it in some earlier conversations. One of the sections of the document explains why the County and City are not interested in doing that. And there's some very good reasons for that and they're explained in section 2.5.2 of the EIR. There's three paragraphs that say it's a -- it's too much money, and the County will be left with a bike-ped bridge that doesn't serve traffic. Caltrans would not pay for it. It's determined to be sort of a non-starter.

Chapter 4: Additional Public Input

4.1 Comments Dictated to Public Stenographer

Larry Buehner

(209) 576-2574

I'm not exactly in the bridge area, but I'm a little further south on Crows Landing Road. And we have a big traffic problem trying to get out on Crows Landing as it is. And I realize what they're saying, different pot of money, different phase. But I'd like to see this EIR, if it hasn't already addressed the additional traffic flow, to address that for another phase. We need some red lights down there by the freeway area to where Crows Landing -- all that traffic will be coming out of south Modesto to where they could get on the freeway and a red light to slow it down so some of the side streets can get out onto Crows Landing Road. Because it's hard right now, let alone with additional traffic to get out.

And then also, hopefully we can address how the big rigs can get across the railroad track at the north end of the bridge. Because that's good industrial area and Modesto is out of industrial area. And we can make that industrial area bigger if the big rigs can get in and out of there. Right now, it's just traffic grid locked especially during the season right now with all of the produce that's running.

Jeanne Collins

(209) 581-4392

On project 2-B -- 2-A and 2-B, we need to see if we can get a left turn to go downtown instead of -- because a lot of people go downtown instead of going the other direction. And see if we can figure out a signal to where we can put a signal in our park, in Sunrise Village. We need a way to where we can turn left.

4.2 Comment Sheets Submitted at the Public Meeting

Betty Salette

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Oakdale, CA 95361

salettesculpture@aol.com

Environmental Impact Assessment of a public Saletta Sculpture

- *The project:
Lion sculpture in bronze, life size, to replace the 4 existing lions.*
- *The 4 lions will be created and produced in cast bronze. With a life expectancy of at least 500 years.*
- *The cast bronze sculptures will require 1-1/2 inch wide by 6 inch deep holes for cementing into concrete. Or can be attached to a stainless steel base with 1 inch all-thread bolts. Contact of bronze to other metal must be with a stainless steel buffer. Cast bronze is approximately 96% copper.*
- *No air or water pollution output.*
- *Alternative would be cast concrete, fiberglass, or carved stone.
Each with a limited life expectancy, requiring repair or replacement*
- *Bronze sculpture will enhance the population's esthetical appreciation of the art.*

- *It will stimulate interest of children and offer opportunity for shared expression.*

Saijit Singh

Star Auto Sales

514 Crows Landing Road

Modesto, CA 95355

Saijit_singh@yahoo.com

Relocation of Business

- *Star Auto Sales – 514 Crows Landing Road in all options our business is going to relocate. Business located there for 2 years.*
- *What County will do to assist the business?*
- *What happens to customers I build for all these years?*
- *Is there any goodwill provided to business, since business losing in all the options.*

4.3 Comment Sheets Submitted Subsequent to the Public Meeting, as of September 12, 2016

Bill Hudelson

Stanislaus Food Products

1202 D Street

Modesto, CA 95354

Hud_sfp@hotmail.com

Near the north bank of the Tuolumne River, there is a large concrete pipe that transports process water from the canneries, Frito-Lay, and Gallo to the Sutter Avenue Wastewater facility. There is no backup pipe currently, if this pipe were to break. From June through early October, 15 to 20 million gallons per day goes through this pipe. If this pipe was broken by construction activities for the bridge, thousands of workers would be without pay and millions of dollars of fruit would rot in the fields per day. Please prepare a plan on how to mitigate the risk of this potential disaster occurring during demolition of the old bridge or construction of the new bridge. See attached map for the location of the pipe. Please confirm receipt of our comments by phone, 548-3464, or email.

See Appendix D for map.

Yehia Ahmed Qassem Shaibi

764 Richland Avenue

Modesto, CA 95351

I am the owner of the Lions Market @ 439 7th St. and owner of 514 Crows Landing at the corner of Tuolumne Ave. & 7th St. All 3 properties are being rented out. Before my final vote (I am leaning towards Plan #2), I would like to know how project #2 will affect the ingress & outgress to the Lions Market. I do not want to be left in a position where traffic does not flow easily in and out of my store.

APPENDICES

Appendix A: Notices

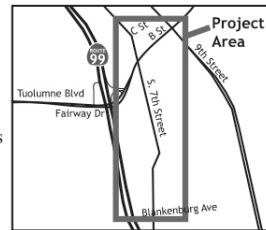
Published
August 23, 2016 in
The Modesto Bee

You Are Invited to a Public Meeting

7th Street Bridge Project

When and Where?

Date: Monday, August 29, 2016
6:00 p.m. – 8:00 p.m.
6:30 p.m. Presentation
Place: Stanislaus County Administrative Offices
Basement Training Room
1010 Tenth Street, Modesto, CA



Project Location

The project is located in the City of Modesto and in unincorporated Stanislaus County, along 7th Street between B Street and Crows Landing Road. The entire project study area includes the intersections of 7th Street with B Street/Tuolumne Boulevard north of the Tuolumne River, and 7th Street with Crows Landing Road south of the river.

Project Purpose and Description

The purpose of the 7th Street Bridge Project is to: (1) correct structural and hydraulic deficiencies, including removal of load restrictions on the bridge; (2) expand vehicular capacity of the 7th Street corridor; and (3) improve safety for vehicles, bicyclists, and pedestrians.

The Draft Environmental Impact Report (EIR) considers four project alternatives to repair or replace the 7th Street Bridge, and also considers a No Project Alternative under which no action would be taken. Three of the four project alternatives would demolish the existing bridge and construct a new bridge roughly following the same alignment. These three new bridge alternatives vary in terms of bridge design (e.g., span lengths, number and locations of bridge piers), intersection configuration options north and south of the bridge crossing, and construction methods. The fourth project alternative would retrofit the existing bridge and construct a new parallel bridge just downstream. At this time, a Preferred Alternative has not been identified.

Why This Public Notice?

This notice is to tell you of the availability of the Draft EIR for you to read. Also, the public meeting on August 29 is being held to give you an opportunity to discuss the proposed project and the Draft EIR with the project development team and to provide comments. Comment sheets will be available for your written comments, and a stenographer will be available to record your comments, if you wish to dictate them.

Where Can You Read the Draft EIR?

The Draft EIR and supporting information are available at www.7thstreetbridge.org. The documents may also be reviewed and/or obtained at the Stanislaus County Department of Public Works, 1716 Morgan Road, Modesto, CA 95358. The public counter is open Monday through Friday from 8:30 a.m. to 4:30 p.m. Copies are also available to review at the Stanislaus County Library, 1500 I Street, Modesto.

Please submit your written comments by 5:00 p.m. on Wednesday, October 6, 2016, to the Stanislaus County Department of Public Works, Attn: David Leamon, 1716 Morgan Road, Modesto, CA 95358. Comments can be submitted by email to: leamond@stancounty.com. Email comments must either be included in the body text of the message or as an attachment in Microsoft Word or Adobe PDF format. For general information about the meeting call (209) 464-8707, Ext. 1, or send email to judith@buethepr.com. Project website: www.7thStreetBridge.Org. Se habla Español.

Special Accommodations

Individuals who require special accommodations (American Sign Language interpreter, accessible seating, documents in alternate formats, etc.) are asked to contact the Public Outreach Coordinator at (209) 464-8707 at last 5 days prior to the scheduled public information meeting. Telecommunications Device for the Deaf (TDD) users may contact the California Relay Service TDD at 1-800-735-2922.



Published
August 24, 2016 in
Vida en el Valle

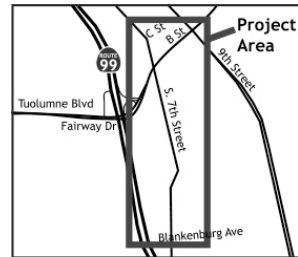
Usted está invitado a una reunión pública

Proyecto del Puente de la Calle 7

¿Cuándo y donde?

Fecha: Lunes, 29 de agosto de, el año 2016
6:00 pm to 8:00 pm
6:30 pm Presentación

Lugar: Condado de Stanislaus Oficinas
Administrativas
Sótano Sala de Entrenamiento
1010 Tenth Street, Modesto, CA



Localización del proyecto

El proyecto se encuentra en la ciudad de Modesto y en áreas no incorporadas del Condado de Stanislaus, a lo largo de la calle 7 entre calle B y Crows Landing Road. toda el área de estudio del proyecto incluye las intersecciones de la Calle 7 con calle B / Tuolumne Boulevard, al norte del río Tuolumne, y la calle 7 con Crows Landing Road al sur del río.

Objetivo y descripción del proyecto

El propósito de la 7 Proyecto Puente de la calle es: (1) las deficiencias estructurales e hidráulicas correctas, incluyendo la eliminación de las restricciones de carga en el puente; (2) ampliar la capacidad vehicular de la 7^a corredor de la calle; y (3) mejorar la seguridad de los vehículos, ciclistas y peatones.

El Proyecto de Informe de Impacto Ambiental (EIR) considera cuatro alternativas del proyecto para reparar o reemplazar el 7 de puente de la calle, y también considera una alternativa sin proyecto en virtud del cual se realiza ninguna acción. Tres de las cuatro alternativas del proyecto sería demoler el puente existente y la construcción de un nuevo puente siguiendo aproximadamente la misma alineación. Estas tres nuevas alternativas puente varían en términos de diseño del puente (por ejemplo, longitudes de recorrido, número y ubicación de los pilares de puentes), las opciones de configuración intersección norte y sur de la travesía del puente, y los métodos de construcción. La cuarta alternativa proyecto reequipar el puente existente y la construcción de un nuevo puente paralelo justo aguas abajo. En este momento, una alternativa preferida no ha sido identificado.

¿Por qué este aviso público?

Este aviso es para informarle de la disponibilidad del Borrador del EIR para que lo lea. Además, se llevará a cabo la reunión pública el 29 de agosto para darle la oportunidad de discutir el proyecto propuesto y el EIR preliminar con el equipo de desarrollo de proyectos y proporcionar comentarios. hojas de comentarios estarán disponibles para sus comentarios por escrito, y un taquígrafo estarán disponibles para registrar sus comentarios, si así lo desea para dictar ellos.

Donde se puede leer el borrador del EIR?

El Proyecto EIR y la información de apoyo están disponibles en www.7thstreetbridge.org. Los documentos también pueden ser revisados y / u obtenidos en el Departamento de Obras Públicas de 1716 Morgan Road, Modesto, CA 95358. El contador público es de lunes a viernes de 8:30 am a 4:30 pm Condado de Stanislaus También hay copias disponibles a examen en la Biblioteca del Condado de Stanislaus, 1500 I Street, Modesto.


Por favor enviar sus comentarios por escrito a las 5:00 pm el miércoles 6 de octubre de, 2016, el Departamento de Obras Públicas, la atención del Condado de Stanislaus: David Leamon de 1716 Morgan Road, Modesto, CA 95358. Los comentarios pueden enviarse por correo electrónico a: LeaMond@stancounty.com. los comentarios por correo electrónico o bien deben incluirse en el texto del cuerpo del mensaje o como un archivo adjunto en formato PDF Archivo de Microsoft Word o. Para obtener información general acerca de la llamada reunión (209) 464-8707, Ext. 1, o enviar un correo electrónico a judith@buethepr.com, página web del proyecto: www.7thStreetBridge.Org. Se habla español.

Alojamientos especiales

Las personas que requieren adaptaciones especiales (intérprete del lenguaje de signos americano, asientos accesibles, documentos en formatos alternativos, etc.) se les pide ponerse en contacto con el Coordinador de Difusión Pública al (209) 464-8707 en los últimos 5 días antes de la reunión de información pública programada. Dispositivo de telecomunicaciones para los usuarios sordos (TTD) puede ponerse en contacto con el Servicio de Retransmisión de California TDD al 1-800-735-2922.



Invitation Postcard



You Are Invited to a Public Meeting



Monday, August 29, 2016
6:00 pm – 8:00 pm

Stanislaus County Administrative Offices
Basement Training Room
1010 Tenth Street, Modesto, CA

You are invited to a public meeting to review and comment on the Draft Environmental Impact Report for the 7th Street Bridge Project. Specialists in engineering and environmental studies will be at the meeting to hear your comments and answer questions. Comment sheets will be available, and a public stenographer will be there for your dictated comments. Your written or dictated comments will become part of the public record and will be considered in evaluating the environmental impacts of the project.

Usted está invitado a una reunión pública para revisar y hacer comentarios sobre el proyecto de Informe de Impacto Ambiental para el Proyecto 7 de la calle del puente. Especialistas en ingeniería y estudios ambientales en la reunión para hablar sobre sus preocupaciones y responder a sus preguntas. Hojas de comentario estarán disponibles y un estenógrafo público estará disponible para su dictado. Su escrito o dictado comentarios se convertirá en forma parte del registro público y será tenido en cuenta en la elaboración medioambiental impactos del proyecto.

7th Street Bridge Project
Public Information Coordinator
P.O. Box 4436
Stockton, CA 95204



Project Location
The project is located in the City of Modesto and in unincorporated Stanislaus County, along 7th Street between B Street and Crows Landing Road. The entire project study area includes the intersections of 7th Street with B Street/Tuolumne Boulevard north of the Tuolumne River, and 7th Street with Crows Landing Road south of the river.

Project Description and Draft Environmental Impact Report (EIR)
The purpose of the 7th Street Bridge Project is to: (1) correct structural and hydraulic deficiencies, including removal of load restrictions on the bridge; (2) expand vehicular capacity of the 7th Street corridor; and (3) improve safety for vehicles, bicyclists, and pedestrians.

The Draft Environmental Impact Report (EIR) considers four project alternatives to repair or replace the 7th Street Bridge, and also considers a No Project Alternative under which no action would be taken. Three of the four project alternatives would demolish the existing bridge and construct a new bridge roughly following the same alignment. These three new bridge alternatives vary in terms of bridge design (e.g., span lengths, number and locations of bridge piers), intersection configuration options north and south of the bridge crossing, and construction methods. The fourth project alternative would retrofit the existing bridge and construct a new parallel bridge just downstream. At this time, a Preferred Alternative has not been identified.

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Where Can You Read the Draft EIR?
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Please submit your written comments by 5:00 p.m. on Wednesday, October 6, 2016, to the Stanislaus County Department of Public Works, Attn: David Leamon, 1716 Morgan Road, Modesto, CA 95358. Comments can be submitted by email to: leamon@stanislauscounty.com. Email comments must either be included in the body text of the message or as an attachment in Microsoft Word or Adobe PDF format.

For general questions about the public meeting, please call Judith Bueche, Public Outreach Coordinator, (209) 464-8707, Ext. 1, or send email to judith@buechepr.com.

Project Area



Press Release



FOR IMMEDIATE RELEASE: August 22, 2016

CONTACT: Judith Buethe, Public Outreach Coordinator
(209) 464-8707, Ext. 1

PUBLIC MEETING SET FOR 7TH STREET BRIDGE PROJECT

(Modesto, CA)—Members of the public are invited to a public meeting for the 7th Street Bridge Project on Monday, August 29, 2016, 6:00 p.m. – 8:00 p.m., in the Basement Training Room at the Stanislaus County Administrative Offices, 1010 Tenth Street, Modesto, California.

A presentation will be made at 6:30 p.m.

The public meeting is being held to encourage members of the public to review and comment on the Draft Environmental Impact Report for the project. Specialists in engineering and environmental studies will be at the meeting to receive comments and answer questions. Comment sheets will be available, and a public stenographer will be there for dictated comments. Written or dictated comments will become part of the public record and will be considered in evaluating the environmental impacts of the project.

Project Location

The project is located in the City of Modesto and in unincorporated Stanislaus County, along 7th Street between B Street and Crows Landing Road. The entire project study area includes the intersections of 7th Street with B Street/Tuolumne Boulevard north of the Tuolumne River, and 7th Street with Crows Landing Road south of the river.

Project Purpose and Description

The purpose of the 7th Street Bridge Project is to: (1) correct structural and hydraulic deficiencies, including removal of load restrictions on the bridge; (2) expand vehicular capacity of the 7th Street corridor; and (3) improve safety for vehicles, bicyclists, and pedestrians.

The Draft Environmental Impact Report (EIR) considers four project alternatives to repair or replace the 7th Street Bridge, and also considers a No Project Alternative under which no action would be taken. Three of the four project alternatives would demolish the existing bridge and construct a new bridge roughly following the same alignment. These three new bridge alternatives vary in terms of bridge design (e.g., span lengths, number and locations of bridge piers), intersection configuration options north and south of the bridge crossing, and construction methods. The fourth project alternative would retrofit the existing bridge and construct a new parallel bridge just downstream. At this time, a Preferred Alternative has not been identified.

Availability of the Draft EIR

The Draft EIR and supporting information are available at www.7thstreetbridge.org. The documents may also be reviewed and/or obtained at the Stanislaus County Department of Public Works, 1716 Morgan



Road, Modesto, CA 95358. The public counter is open Monday through Friday from 8:30 a.m. to 4:30 p.m. Copies are also available to review at the Stanislaus County Library, 1500 I Street, Modesto.

Written comments on the Draft EIR must be submitted by 5:00 p.m. on Wednesday, October 6, 2016, to the Stanislaus County Department of Public Works, Attn: David Leamon, 1716 Morgan Road, Modesto, CA 95358. Comments can be submitted by email to: leamond@stancounty.com. Email comments must either be included in the body text of the message or as an attachment in Microsoft Word or Adobe PDF format.

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#

8/28/16

Modesto Bee Article

Meeting will explore new Seventh Street Bridge in Modesto

Bee Staff Reports

A meeting Monday evening will deal with plans to replace the Seventh Street Bridge in Modesto, which is a century old this year.

The public will get a chance to comment on the draft environmental impact report for the new span over the Tuolumne River. The city and Stanislaus County are partners on the project, expected to

cost about \$40 million, mostly from the federal government.

The bridge debuted in 1916, early in the automobile era, but it now has a 4-ton weight limit because of structural problems. The new version would double the lanes to four and improve bicycle and pedestrian access, along with connections to downtown and Crows Landing Road.

The options include building an entirely new

bridge or working the existing structure into the project. The old crossing has distinctive lion sculptures at each end, which could be preserved in some way. The project also could improve management of high river flows compared with the current bridge, which has several footings in the channel.

The meeting will be from 6 to 8 p.m. in the basement training room at Tenth Street Place, 1010 Tenth St., Modesto. The draft report and other information are at www.7thstreetbridge.org. Questions also can be directed to 209-464-8707, ext. 1, or judith@buethepr.com.

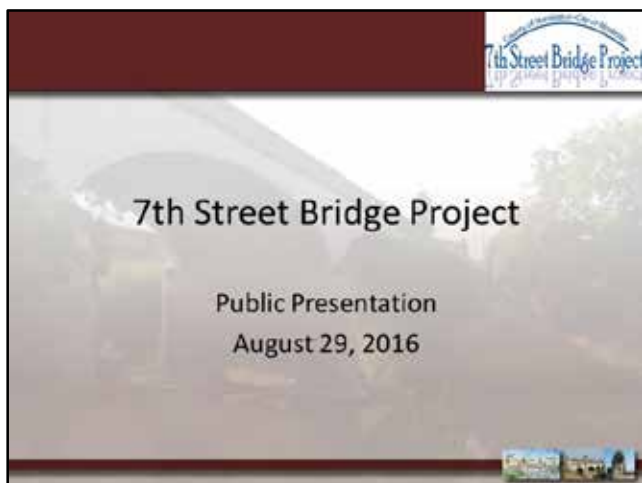


The Seventh Street bridge in Modesto has distinctive lion sculptures at either end. The city is considering options for replacing or upgrading the 1916 structure.

Appendix B: Display materials



PowerPoint Presentation



Project History

- History of the 7th Street Bridge
 - Constructed in 1916
 - Unique Canticrete Arch Bridge
- Condition of the Existing Bridge
 - Functionally obsolete
 - Load restricted to 4 tons
 - Substandard walkway for pedestrians and bicycles; no shoulder for vehicles
 - Structurally deficient
 - Vulnerable to collapse from earthquake or flood event
 - Excessive cracking displacements and cracking of bridge



Project History

• Develop Alternatives	Complete
• Bridge Aesthetic Workshop	Complete
• Environmental Studies	Complete
• Type Select Bridge	In Progress
• Draft Project Report	In Progress
• Environmental Docs complete	Early 2017
• Final Design	2017-18
• Right-of-Way	2018
• Construction	Starting 2019

Project History

Input from the public is an important part of the environmental process. We need your comments and thoughts to help develop a solution that best serves the community.

Purpose and Need

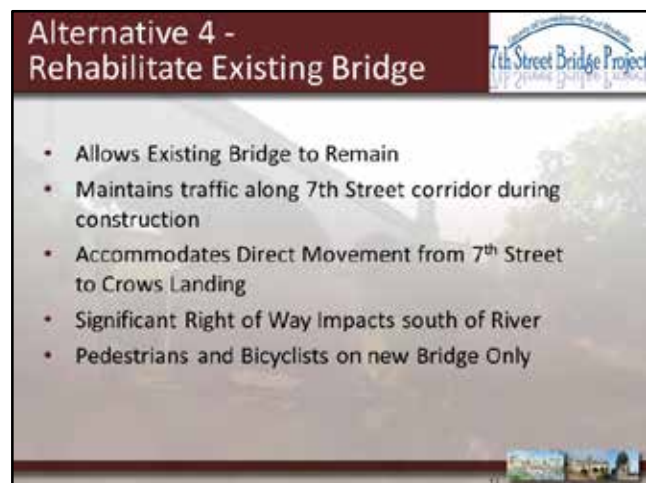
- Correct structural and hydraulic deficiencies
 - Remove load restrictions
- Expand vehicular capacity
- Improve safety for vehicles, bicyclists, and pedestrians

Alternative 2 - Existing Alignment



Alternative 2 - Existing Alignment

- Requires a Turning Movement from 7th Street to Crows Landing
- Diverts traffic to SR 99 and 9th Street during construction and constructs entire bridge in one stage
- Temporary Transit and Pedestrian Accommodations
- Lesser right of way impacts than Alternatives 3 & 4 by avoiding significant impacts south of River



Environmental Impacts

- All potential impacts considered
- Some focus areas:
 - Traffic impacts
 - Noise impacts
 - Historic bridge
 - Fisheries and riparian habitat

Traffic Impacts

- Regional vehicle miles traveled decreases
 - VMT in 2040 (No Project): 102K
 - VMT in 2040 (New Bridge): 100K
 - Current VMT: 68K
- Bridge average daily traffic increases
 - ADT in 2040 (No Project): 20,100
 - ADT in 2040 (New Bridge): 29,000
 - Current ADT: 15,900

Traffic Impacts

- Intersection level of service improves:
 - Future (No Project) 7th and B: LOS F
 - Future (New Bridge) 7th and B: LOS E
 - Existing 7th and B: LOS D
- Some intersections have decreased LOS
 - Hwy 99 ramps (Tuolumne and Crows Landing)
 - 9th Street and B Street
 - Interim partial buildout of 7th Street and B Street

Traffic Impacts

- Bridge closure under Alternative 2
 - Construction done faster and cheaper
 - 9 months faster (Alt 2B compared to Alt 3)
 - Traffic shifts to Hwy 99 and 9th Street
 - Small pedestrian bridge connecting to park
 - Enhanced transit options

Noise Impacts

- Overall increases in traffic will make future traffic noise worse than existing conditions
- Sunrise Village Mobile Home Park
 - Project will not have a noticeable change
 - Hwy 99 is key noise source – project barriers not feasible or effective
- Tuolumne River Regional Park
 - Project will have a have a noticeable change due to downstream bridge footprint



Noise Impacts

7th Street Bridge Project

- Receptor R28
 - Existing
 - 66 dBA
 - Future (No Project)
 - 69 dBA
 - Future (With Project)
 - 70 dBA




Noise Impacts

7th Street Bridge Project


- Receptor TR2
 - Existing
 - 62 dBA
 - Future (No Project)
 - 65 dBA
 - Future (With Project)
 - 66 dBA




Noise Impacts

7th Street Bridge Project


- Construction activities may adversely affect Sunrise Village Mobile Home Park and Tuolumne River Parkway
 - Most severe noise source would be impact pile driving to install temporary trestles
 - Stanislaus County and City of Modesto generally allow construction noise as long as activities are during the daytime



Historic Bridge Impacts

7th Street Bridge Project

- 7th Street Bridge is a recognized historic bridge
- Alts 2A, 2B, and 3 require bridge demolition
 - Significant and Unavoidable Impact
- Alt 4 includes bridge retrofit
 - Significant and Unavoidable Impact
 - Retrofit would alter the historic features and new downstream bridge would alter the historic context



Historic Bridge Impacts



Fish and Riparian Zone

- Avoidance and minimization measures for fish and wildlife species
- Stream and riparian zone impacts: 154 sq.ft.
 - Mitigate at 3:1 (462 acres)
- Caltrans is closely involved, and protections will be ensured by the National Marine Fisheries Service and the California Department of Fish and Wildlife



Other Impacts

Detailed Section

- Air Quality
- Greenhouse Gases
- Energy
- Visual Resources
- Archaeological Resources
- Hazardous Materials
- Hydrology
- Water Quality
- Land Use

Also Considered

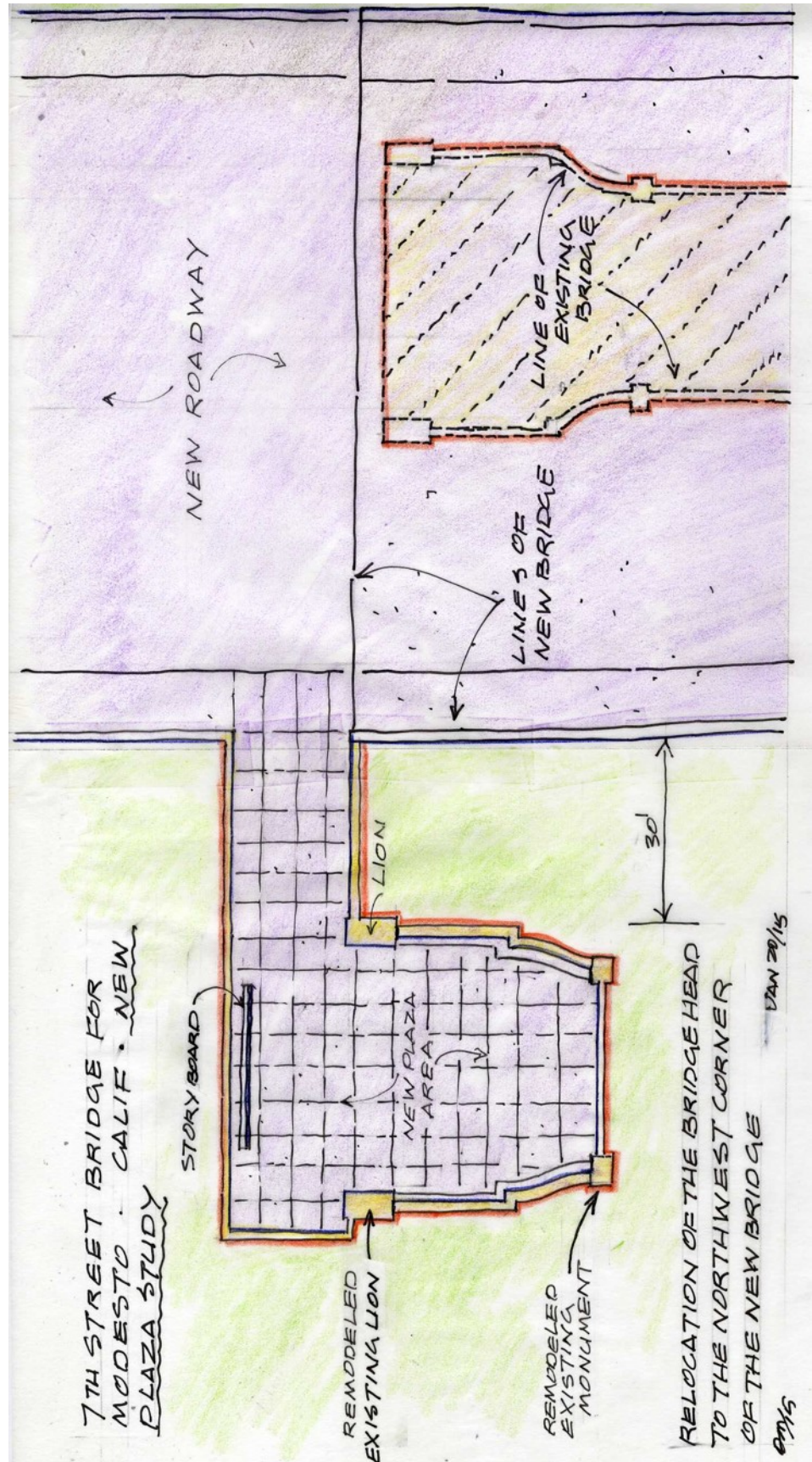
- Agriculture
- Geology and Soils
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

Q and A

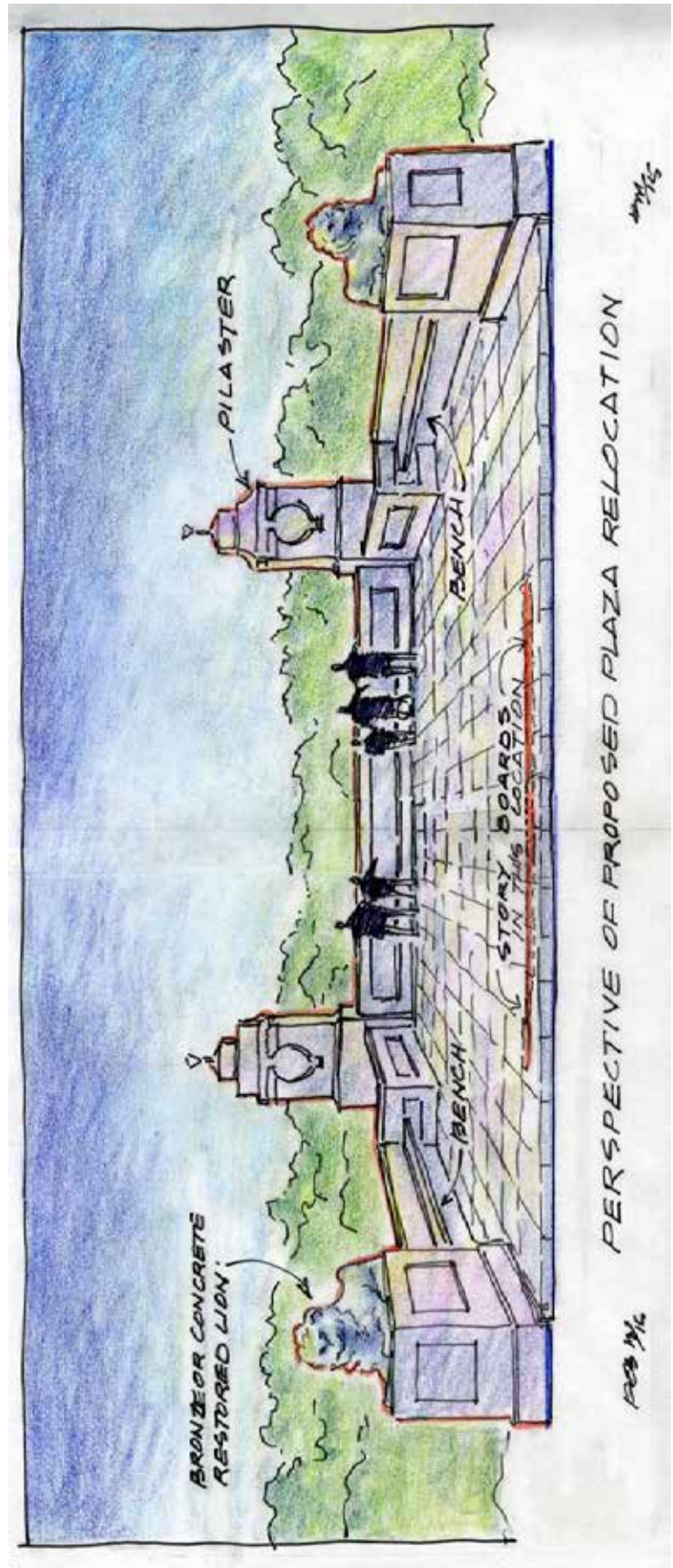
That ends our formal presentation, the members of the 7th Street Bridge team will be available for questions locations around the room.

Please provide us with your comments.
Visit: www.7thStreetBridge.org

Pedestrian Plaza
Conceptual



Artist's rendition
of lions



Appendix C: Handouts

Agenda



Welcome to the Public Meeting

Monday, August 29, 2016
6:00 p.m. – 8:00 p.m.
Stanislaus County Administrative Offices
Basement Training Room
1010 Tenth Street, Modesto, CA

Opportunities to Comment

This evening's meeting is an opportunity to discuss the proposed project and the Draft EIR with the project development team and to provide comments. Comment sheets are available at the sign-in table, and a stenographer is available to record your comments, if you wish to dictate them.

Where You Can Read or Obtain a Copy of the Draft EIR

The Draft EIR and supporting information are available at www.7thstreetbridge.org. The documents may also be reviewed and/or obtained at the Stanislaus County Department of Public Works, 1716 Morgan Road, Modesto, CA 95358. The public counter is open Monday through Friday from 8:30 a.m. to 4:30 p.m. Copies are also available to review at the Stanislaus County Library, 1500 I Street, Modesto.

Submitting Your Comments on the Draft EIR

Please submit your written comments by 5:00 p.m. on Wednesday, October 6, 2016, to the Stanislaus County Department of Public Works, Attn: David Leamon, 1716 Morgan Road, Modesto, CA 95358. Comments can also be submitted by email to: leamond@stancounty.com. Email comments must either be included in the body text of the message or as an attachment in Microsoft Word or Adobe PDF format.

For general questions/comments, please call Judith Bueth, Public Outreach Coordinator, (209) 464-8707, Ext. 1, or send email to judith@bueethepr.com. Your comments will be shared with the entire project team.

Thank you for attending!

Project Description

The project is located in the City of Modesto and in unincorporated Stanislaus County, along 7th Street between B Street and Crows Landing Road. The entire project study area includes the intersections of 7th Street with B Street/Tuolumne Boulevard north of the Tuolumne River, and 7th Street with Crows Landing Road south of the river.

Project Purpose

The purpose of the 7th Street Bridge Project is to do the following:

- Correct structural and hydraulic deficiencies, including removal of load restrictions on the bridge;
- Expand vehicular capacity of the 7th Street corridor; and
- Improve safety for vehicles, bicyclists, and pedestrians.

Draft Environmental Impact Report (EIR)

The Draft Environmental Impact Report (EIR) considers four project alternatives to repair or replace the 7th Street Bridge and also considers a No Project Alternative under which no action would be taken. Three of the four project alternatives would demolish the existing bridge and construct a new bridge roughly following the same alignment. These three new bridge alternatives vary in terms of bridge design (e.g., span lengths, number and locations of bridge piers), intersection configuration options north and south of the bridge crossing, and construction methods. The fourth project alternative would retrofit the existing bridge and construct a new parallel bridge just downstream.

At this time, a Preferred Alternative has not been identified.



Program

6:30 p.m.

Welcome and Introductions

Judith Buethe
Public Outreach Coordinator

Project History

David Leamon, P.E.
Project Manager/Deputy Director
Stanislaus County Public Works

Environmental Process and EIR Findings

Matt Franck
CH2M HILL

Open Questions and Discussion

Judith Buethe



This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

7th Street Bridge Project
Attn: Public Outreach Coordinator
 P.O. Box 4436, Stockton, CA 95204
 Hotline: 209-464-8707, ext. 1
Hotline@buethecommunications.com

Appendix D: Comments

Minutes of Question-and-Answer Period at Meeting
--

PUBLIC Q/A

QUESTION: I noted in one of the earliest slides, once the EIR has been accepted and approved by the County and the City, then the alternative will also be decided. How is that alternative to be decided?

MR. LEAMON: Staff will have a recommendation from the board based on the feedback we get from the public.

MR. FRANK: So this draft EIR becomes the final EIR after responding to comments. When we publish the final EIR, our thought right now is to say, "Hey, we heard from everybody. We talked about the historic nature of the bridge, the closure under Alternative 2, and we've collected all this." So as part of the final EIR, and the staff recommendation, we would say -- and this is also Caltrans' input, because they were the ones who provided a substantial portion of the funding -- this is what we are recommending that the Board of Supervisors adopt as the preferred alternative. And the Board takes that staff recommendation and decides if they want to do something different.

MR. LEAMON: Based on a lot of things that we've heard so far, Machado and I -- the director of Public Works at the County -- have talked quite a bit. 2-B is shaking out to be what looks to be a good alternative to us staff. So that, I was told, I could share, that 2-B is looking pretty good.

There's a bunch of reasons why. It's the people living in

the neighborhood and it's the cheapest project, most affordable. Caltrans and FHWA will fund it at the maximum match rate. There are some impacts, and that's where we need to hear from the community.

Early on, we thought we needed an access road down to River Zeff, and the community told us, "Why would you do that? We can get around. Don't spend the five million dollars and cut the mobile home park in half." So listening to the community, we've learned a lot as we've moved. So there are a lot of compelling reasons why 2-B is what staff is thinking might be our recommendation.

Now, if we hear overwhelming response from the community that says, "No. We have to have 3 or we have to have 4," then we can change our minds. It's not fixed. But that's kind of where staff is sitting right now, is that 2-B is what we're thinking makes the most sense. But nothing has been decided.

QUESTION: I'm going to echo what I hear from constituents: Save all the lions, please. They care about them, and it's part of our local history. And they're local icons, and they identify with them.

Is the plaza that's in that rendering over on the floor, will that one -- will they keep all four of them or only two of them?

MR. FRANK: This one shows that two of the lions -- so under Alternatives 2-A, B, and 3, there's no existing bridge. And the lions would be relocated to the pedestrian plaza. Under Alternative 4, there is reason for them to stay on the bridge. But assuming 2-A, 2-B, or 3, right now this -- why --

Let me flip back to the artist's rendering about four slides back. It's the same sort of thing. One is a nice artist's rendering and this is more of an engineer drawing. But it shows a place for two lions in this pedestal. You know, in terms of readiness for construction, the plaza is thought through in conceptual basis. But there is a lot of room for what happens in detail of the plaza. If we

need to find a place for four lions, we can find a place for four lions.

QUESTION: I'm a sculptor. And in reference to those old lions and building a plaza, I'm not sure what you budgeted for building that plaza and restoring the lions, but I would suggest commissioning -- and I have a vested interest in this -- commissioning bronze sculptures similar to the lions that are there. They could be patined to look just like the cement lions. Replace them on the new bridge in the same location and turn the decaying old lions over to a historical society or someone in the community that would like to take that project on.

It would be terribly expensive. I've examined them. I know sculpture, and I don't think they can be saved that much without totally changing their appearance and at a lot of expense. It would be less expensive. I don't know what your budget is for that plaza. But I know what my budget would be for four bronze lions, and I've made a formal proposal.

MR. FRANK: I think that's part of the record. Thank you.

QUESTION: On number 4, where you leave the existing bridge, now, are trucks going to be able to drive over it when it's done?

MR. FRANK: Yes.

QUESTION: So it would be up to today's current demand then.

MR. FRANK: The guts of the bridge would be reconfigured. Something -- I think it's called a "super girder" -- would be placed. It's like a big hanger is placed. So the existing bridge would be hung up -- this is probably a terrible explanation. But there would be enough structural work deep in the guts of the existing bridge to make it -- and if it doesn't meet all modern standards, then Caltrans won't fund it. It has to be able to do that.

MR. LEAMON: And there's quite a bit of risk there too. I think the proposal to do some of the investigative work to decide

really how much work does it take is -- what is it? 750 or a million, Jenny? I forget. It was a lot. Because you have to figure out -- all those cross beams, you can see it on some of the pictures from below -- is all the steel in every beam still good for this super girder to hold everything else up? Or are you jackhammering out all those old beams, installing new beams?

I mean, it's almost like the colonel in the army in Vietnam who says, "We have to destroy the village to save the village." We're not sure that you don't have to destroy the bridge to save the bridge for it to be able to safely carry new loads and be safe for another 50 years.

QUESTION: I haven't been to a meeting for like over a year. And this kind of confused me because I thought there was no money to really restore the bridge. That was my understanding at that time, that the money available was knocking it down and building a new one.

MR. FRANK: I might defer to the brains behind the bridge, Jenny and Chris. But Caltrans will pay for roughly seven-eighths of the cost of the bridge, with the remainder paid by the City and the County. Caltrans is looking for a reasonable project that they can fund, because they have competing projects throughout the state.

There is a budget for all four alternatives. Alternative 4 is not the most expensive alternative, knock on wood. But then again, what we find in the steel once we expose more of the steel from the concrete -- but, you know, if that is the preferred alternative, then that is within the range of costs that Caltrans has seen. They haven't committed that they will pay for that, but there is a budget and Caltrans will ante up. That's for sure.

COUNCIL MEMBER: The old bridge, we don't even know if it -- until you guys really look at it, they don't even know if it can be saved. I mean, there's a possibility that they're going to say you can't build on it. And how long does this extend the time limit of

being able to have full access to the bridge?

MR. FRANK: Let me ask Jenny if you might -- let me start off, but when I stumble, I'll have you finish.

So we do think that if we -- we think we can do a retrofit. There's been a retrofit report that was done. That was talked about a long time ago. And there was studies that have been done to say, based on what we can get access to, here's what we think the retrofit will be. And if that turns out to be the case, then the bridge will be fully safe for the long term, if the retrofit goes as planned. But there's a chance that once we expose the steel, we might find more trouble than we expected. Which blows the cost estimate for Alternative 4 up quite a bit. And it means a lot more work would have to be done. But in the long run, if the retrofit is chosen, then it will be refreshed to modern standards and trucks can drive on and it will be fine.

QUESTION: Okay. Your new bridge is going to be two different bridges, right, if we do 4?

MR. FRANK: Yes.

QUESTION: And then the reconstructed bridge is going to be nine feet lower -- well, the new bridge is going to be nine feet higher.

MR. FRANK: Yes.

QUESTION: We haven't had a lot of water in a long time, but, you know --

MR. FRANK: Yeah. Hydraulically, having the existing lion bridge retrofit -- you can retrofit, but you're not going to be able to raise as part of the retrofit. I don't want to say never, because engineers say, "Oh, that sounds like a challenge." But there's no feasible way that we can raise the old bridge.

The people that regulate flooding, primarily the Central Valley Flood Protection Board, certainly would be much happier with an

alternative other than 4. Because all the alternatives other than 4, everything stays outside of that protected flood area, at least as high. 4 leaves that existing bridge in the floodplain. I believe they could say no, because we're not asking to do anything to that bridge, the retrofit is -- it's the same bridge.

MR. LEAMON: But it was closed in '97 with high water.

QUESTION: Yeah. And because it is nine feet. There's a big difference.

QUESTION: That super girder, if it was put under there, would probably impede the water in years like '97, wouldn't it? Like he said, the bridge was closed. The water was right up there.

MR. FRANK: It would be imbedded within the guts of the bridge. And it wouldn't be below the existing soffit elevation. So it wouldn't encroach further down. It wouldn't be right under the pavement.

QUESTION: If there was a new bridge done -- by the way, south of there, I have 20 or so businesses. We use this bridge every day. But we can get by with 99 and Ninth Street. If we can build more bridge with less money, we can close the area.

But, anyway, if we build a whole new bridge with the aesthetics of the old style, it will look a lot better. If you've got one low bridge and one high bridge -- go up to Safeway across the aqueduct, it looks like heck. They got one bridge up here and one down here. And if they build it all new, they can do it right and it'll last forever. And we can get trucks in and out of there.

But also, back in some of the early meetings, they talked about, beings this bridge was going to be higher, also do a bridge across the railroad track on B Street to get the traffic congestion down. Has that been looked at?

MR. FRANK: So almost like an overpass?

QUESTION: Yeah. In other words, your bridge is up here,

and off the bridge, off the center -- kind of like Hatch Road. Say Hatch Road was a bridge. It's not, but similar. You go off across the track because that track slows the traffic down so much in that area too.

And then one other question on this EIR. I know it will probably be a different phase. It's going to be great for that end of town. I'm glad to see the engineering. But we're going to put more traffic out there, and we're going to need a traffic signal or something down at the freeway area. Right now, you can't cross the road as it is now, let alone put more traffic on it. And it might not be done in this phase, but it ought to be in the EIR, how we're going to handle additional traffic.

MR. FRANK: I think those are very, very good comments. Almost for the sake of time -- I feel like I have some responses to give you, but for the sake of time, I'm not going to -- but I think that's a good thing to say. Because traffic safety needs to be part of this. And the configuration of the new Sunrise Village interest, it warrants some additional study.

QUESTION: Because we can't get out now as it is, as a two lane. If you have a four lane, there's no way.

QUESTION: That relates to one of the questions I have too. Because in one of the options, you end up with a Level B service level. And the other two options, you end up with a mess, E and F. It just seems if you're going to spend all this money, that you want to improve the traffic flow.

MR. FRANK: Were you speaking to a specific intersection, with the B and the --

QUESTION: You have an exhibit here you showed.

MR. FRANK: Oh, exactly. Yeah.

QUESTION: The alternatives and what impact they have in terms of traffic capacity. Only one really improved the situation,

which I assume, has a bit of environmental impact in terms of exhaust, and cars, and noise, if, in fact, it's still congested.

MR. FRANK: Yeah. Congestion is a big part of those inputs. Because congestion has its own types of impacts with air quality. So, yes, thank you.

QUESTION: The one where you have like the two entrances to the Sunrise, why couldn't you take just one of the entrances out and just put a signal light at one entrance instead of having two entrances?

MR. FRANK: I think -- and I want to ask Brent or Carl to weigh in. Because they're the brains behind the roadway configuration. The one thing that it's very difficult to see with these two-dimensional maps is the grade differences. So with the new bridge being nine feet higher, as we talked about, it will be much higher than existing elevation. So that -- I think that limits the ability so access Sunrise Village anything other than at the southern end. I'm thinking of an off ramp, but it would be a very steep off ramp into Sunrise Village. I'm not sure if that would work.

In terms of the grade differentials, we've landed the -- we can show up here on the exhibits, we've landed the entrance and the reconfiguration to where it causes the least impacts to the mobile home park itself. So we can talk further about the details of that. But we've thought through the location and the relocation of that entrance quite a bit to make sure that we're causing the least impact to the mobile home and the Lion's market.

MR. FRANK: One thing I mentioned briefly to some people earlier is that these are fairly-well developed, but it's not final design. Once a preferred alternative is selected, it'll be fine tuned. And if we have the ability to fine tune some things, based on your input, then, I mean, it's a chance to correct some things that might not be showing in the best way possible.

MR. LEAMON: The other thing to think about is when we do signalize 7th and Crows Landing, with the ped movements, you're going to get breaks, like 30-second breaks where no traffic is moving so people are crossing the street. So then you'll have time to cross.

With a signal there, it's going to be much different than it is today, where it's uncontrolled. So you won't probably get a signal all of your own, but you'll have a signal right there. And it'll create breaks so that you can get in and out. So I think it'll be better than it is today for sure. I drive through it every day and it's a mess sometimes for sure.

QUESTION: Well, actually looking at it -- but traffic's going to stop at Crows Landing. I just don't see where it's really going to help to build two lanes. I'm there every day, and I just see the traffic one way. Once you start going to Crows Landing --

MR. FRANK: It does go pretty quick. But I think it's a projection of future traffic volumes and I think there's some safety things also. What I would suggest doing is, in addition to making that comment officially, is talking to Carl and Brent afterwards and kind of looking to see exactly what these lane configurations look like and how the --

QUESTION: If you go southbound, you have one lane. On 9th Street, where they're building two lanes, you'd have two lanes going all the way from 9th Street going all the way to the freeway. So it makes sense. But right here, you got -- going through the bridge, it's going to be two lanes, but you're going to hit one lane. It's going to back traffic up.

MR. FRANK: Yeah. Yeah. The regional transportation plan does show widening occurring sometime in the future. So that three-quarter mile between 7th and Crows Landing and where it widened out to four lanes just south of the overhead bridge over 99, that three-quarters of a mile will be widened to four lanes with a future

project. But our project is to replace a seriously deficient bridge and not to do the widening project. Can't do everything all at once. And it's a different pot of money anyway. But it will get done eventually. But when that eventuality is, I can't tell you for sure.

Deep in the body of the document, in I believe Chapter 5, we talk about other things that are -- Chapter 4 -- other things that are happening in the area. And we do talk about the Crows Landing Road improvement project. It's a County thing. The study's been complete. Because I think it says it's supposed to be six lanes, but the study said, "No. That's too much." But it's got to be four.

QUESTION: So you're wanting to spend more money later on. So why not do it now rather than having to spend money later on? Why do part of it now, like we're doing to everything else, starting and then five or six years from now having to spend double to do it again?

MR. FRANK: It's a network system. I mean, it's a good question. And that's part of what the County does, is they prioritize their spending. There's a carpe diem with this bridge. Now's the time to seize the day and fix the bridge. If you can do other stuff, that's great if there's money available. But it becomes a cash flow thing for both the City and the County.

QUESTION: If there's money available, do it now and make it into a four, where we don't have to spend twice that much. Because things go up constantly. It's going to cost about five or six times more later on.

QUESTION: I wouldn't divert the traffic onto 9th Street because 9th Street is already weak. There's a dip in it. You better concentrate on fixing that bridge first so when you divert the traffic over to that bridge, which causes more weight, it's going to collapse.

And as far as a standard, look at the Bay Bridge. They built it earthquake proof, and it fell. So I wouldn't go that route either.

QUESTION: The question I have is, if you're going to build a new bridge, why can't you use the old bridge for a foot bridge?

MR. FRANK: That has been studied and talked about. We talked about it in some earlier conversations. One of the sections of the document explains why the County and City are not interested in doing that. And there's some very good reasons for that and they're explained in section 2.5.2 of the EIR. There's three paragraphs that say it's a -- it's too much money, and the County will be left with a bike-ped bridge that doesn't serve traffic. Caltrans would not pay for it. It's determined to be sort of a non-starter.

PRIVATE COMMENTS

Larry Buehner

(209) 576-2574

I'm not exactly in the bridge area, but I'm a little further south on Crows Landing Road. And we have a big traffic problem trying to get out on Crows Landing as it is. And I realize what they're saying, different pot of money, different phase. But I'd like to see this EIR, if it hasn't already addressed the additional traffic flow, to address that for another phase. We need some red lights down there by the freeway area to where Crows Landing -- all that traffic will be coming out of south Modesto to where they could get on the freeway and a red light to slow it down so some of the side streets can get out onto Crows Landing Road. Because it's hard right now, let alone with additional traffic to get out.


And then also, hopefully we can address how the big rigs can get across the railroad track at the north end of the bridge. Because that's good industrial area and Modesto is out of industrial area.

And we can make that industrial area bigger if the big rigs can get in and out of there. Right now, it's just traffic grid locked especially during the season right now with all of the produce that's running.

Jeanne Collins

(209) 581-4392

On project 2-B -- 2-A and 2-B, we need to see if we can get a left turn to go downtown instead of -- because a lot of people go downtown instead of going the other direction. And see if we can figure out a signal to where we can put a signal in our park, in Sunrise Village. We need a way to where we can turn left.



RECEIVED
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 BY: _____

Comments

Name (Please print): Bill Hurdelson Stanislaus Food Products Date: 9/1/2016

Street address: 1202 D Street City: Modesto

State: CA Zip: 95354 Email: hud_sfp@hotmail.com

☐ Please add my name to the 7th Street Bridge Project mailing list.


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


Near the north bank of the Tuolumne River there is a large concrete pipe that transports process water from the canneries, Fruit Lay, and Gallo to the Sutter Avenue Wastewater facility. There is no backup pipe currently if this pipe were to break. From June through early October, 15 to 20 million gallons per day goes through this pipe. If this pipe was broken by construction activities for the bridge, thousands of workers would be without pay and millions of dollars of fruit would rot in the fields per day. Please prepare a plan on how to mitigate the risk of this potential disaster occurring during demolition of the old bridge or construction of the new bridge. See attached map for the location of the pipe. Please confirm receipt of our comments by phone, 548-3464 or email.

Please mail or e-mail to:

7th Street Bridge Project
Attn: Public Outreach Coordinator
 P.O. Box 4436, Stockton, CA 95204
 Hotline: 209-464-8707, ext. 1
 Hotline@buethecommunications.com







Comments

Name (Please print): Yehia Ahmed Qassem Shaibi Date: 8/31/16

Street address: 764 Richland Ave City: MODESTO CA

State: Cal Zip: 95351 Email: _____

☒ Please add my name to the 7th Street Bridge Project mailing list.

I would like the following comments filed in the record. (Please print.) I am the owner of the
Lions Market at 4397th St & Owner of 514 Crowlanking & the corner
of Tuolumne^{North} & 7th St. All 3 properties are being rented out. Before
my final vote I am leaning towards Plan #2) I would like to know
how project #2 will affect the ingress & egress to the Lions
Market. I do not want to be left in a position where
traffic does not flow easily in & out of my store.

Please mail or e-mail to:

7th Street Bridge Project
Attn: Public Outreach Coordinator
 P.O. Box 4436, Stockton, CA 95204
 Hotline: 209-464-8707, ext. 1
 Hotline@buethcommunications.com



Comments

Name (Please print): Betty Satette Date: 8-29-16

Street address: 4255 Wellford Rd. City: Oakdale

State: CA Zip: 95361 Email: satette@sculpture.com

☒ Please add my name to the 7th Street Bridge Project mailing list.

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

Attached document.

Please mail or e-mail to:

7th Street Bridge Project
Attn: Public Outreach Coordinator
P.O. Box 4436, Stockton, CA 95204
Hotline: 209-464-8707, ext. 1
Hotline@buethecommunications.com



Comments

Name (Please print): SATJIT SINGH DBA STAR AUTO SALES Date: 8/29/16

Street address: 514 CROWSLANDING RD City: MODESTO

State: CA Zip: 95355 Email: SATJIT_SINGH@YAHOO.COM

☒ Please add my name to the 7th Street Bridge Project mailing list.

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

RELOCATION OF BUSINESS
 * STAR AUTO SALES - 514 CROWSLANDING RD.
IN ALL OPTIONS MY BUSINESS IS GOING
TO RELOCATE
BUSINESS LOCATED THERE FOR 2 YEARS.
 * WHAT COUNTY WILL DO TO ASSIST THE BUSINESS
 * WHAT HAPPENS TO CUSTOMER (BUILD
 * FOR ALL THESE YEARS
IS THERE ANY GOODWILL PROVIDED
TO BUSINESS, SINCE BUSINESS LOSING
ALL THE OPTION.

Please mail or e-mail to:

7th Street Bridge Project
 Attn: Public Outreach Coordinator
 P.O. Box 4436, Stockton, CA 95204
 Hotline: 209-464-8707, ext. 1
 Hotline@buethecommunications.com

Environmental Impact Assessment of a public Saletta Sculpture

- The project:

Lion sculpture in bronze, life size, to replace the 4 existing lions.

- The 4 lions will be created and produced in cast bronze. With a life expectancy of at least 500 years.

- The cast bronze sculptures will require 1½ inch wide by 6 inch deep holes for cementing into concrete.

Or can be attached to a stainless steel base with 1 inch all-thread bolts. Contact of bronze to other metal must be with a stainless steel buffer. Cast bronze is approximately 96% copper.

- No air or water pollution output.

- Alternative would be cast concrete, fiberglass, or carved stone.

Each with a limited life expectancy, requiring repair or replacement.

- Bronze sculpture will enhance the population's esthetical appreciation of the art.

- It will stimulate interest of children and offer opportunity for shared expression.

Appendix E: Sign-in Sheets



Date: August 29, 2016

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Mr. K's Hummer		312 6th St Modesto	ELIE.HUMMER@GMAIL.COM	209-571-0928
DOUG RINENOW		1010 10th St Modesto	modesto901.com	571-5769
Doreen Duff		129 Blankenburg Rd		505-6710
SATJIT SINGH	STAR AUTO	514 CROSLANDING	satjit-singh@yahoo.com	209-735-0559
John Holland	Modesto Bee			
Arthur Fabab	Modesto Resident	425 Neece Dr. Modesto	artcfab@yahoo.com	209 996 9684
Olson Evans	125	124 Livingston Modesto		
Betty Salletta	Salletta Sculpture	4255 Walsford Rd Oakdale	salletta.sculpture@gmail.com	209 522-7588

Thank you for attending. Gracias por su asistencia.



Date: August 29, 2016

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Jim Holgersen	City of Modesto	2505 Stankovich 95355	edwards2@apl.com	817 559 2021
Janet Carhart	Adult Play Group	127 Hackberry Ave		209 577 6054
Carl Gibson	Quincy Engineering	11017 Cobble Creek Drive Rancho Cordova, CA	Carl.g@quincyseng.com	916-368-9118
Bill Zoslochi	City of Modesto Council			
Brenda Herbert	Sen. Cannella		brenda.herbert@sen.ca.gov	
Tamara Bryant	City of Modesto		tbryant@modestocow.com	209 577 5205
Jenny Kenoyer	Modesto City			
Becky Pearson		125 Hackberry Ave	To many whites@gmail.com	
Bill Hudson	Stanislaus Food Bank	1202 D Street Modesto 95354		548-3400

Thank you for attending. Gracias por su asistencia.



Date: August 29, 2016

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Yelice Shaibi		764 Richmond Ave		209-9883013
Matt France	CHM Hill			
Judith Buethe	JBC			
Don Notividad	JBC			
David Leamon	Stanislaus Co. Public Works			

Thank you for attending. Gracias por su asistencia.



Date: August 29, 2016

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Tim Collins	Sunrise Village	433 5th St	Tim.Teachman.31@1618973-8841	
Jeanne Collins	Sunrise Village	433 5th St	Lizzy5315@yahoo.com	581-4392
Carmen Preciado	Sunrise Village	433 5th St #102		818-4316
Jennifer Eivooa	chzn	2485 Nicholas Plc Dr.	jelwoodteachman.com	916.286.0267
TEO BRANCAVALLO	CITY OF MODESTO	1510 10th St. Modesto, CA 95354	TEOPANION@GMAIL.COM	209.607.8211
ELEANOR CHASE		ON GING		
SALLY HEARD		120 BLANKENBERG		
OSCAR TINI				
ROBERT DAVALOS	CITY OF MODESTO		rdavalos@modestogov.com	571 - 5469

Thank you for attending. Gracias por su asistencia.



11

Date: August 29, 2016

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
LARRY BUEHLER	Triangle Tree	70120-7th 95 591		972-2474
Ramon Garcia		547 Crows Landing Rd.		480-1794
Terry Wither	BOS			
Tommy Madrigal	City Council			
Muhammad Talha	South West Tires	513 Crows Landing Rd.	South West Tires Email	495-2444

Thank you for attending. Gracias por su asistencia.