State Route 4 Wagon Trail Realignment Project

Calaveras County
District 10-CAL-4-Post Mile R10.3/R16.4 (Post Mile 12.66/19.10)
10-0E5300/10-0000-0025

Record of Meeting

Prepared by the
State of California Department of Transportation
and Calaveras County

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

October 8, 2015
General Information about This Document

What is in this document?
This document is a summary report of a Public Hearing for the State Route 4 Wagon Trail Realignment Project, Project Approval and Environmental Document (PA&ED), in Calaveras County, California. This document describes what occurred 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 Scott Smith, Branch Chief, Central Sierra Environmental Analysis Branch, Caltrans, 855 M Street, Suite 200, Fresno, CA 93721 or by email to scott.smith@dot.ca.gov.
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Chapter 1: Introduction

1.1 A Public Hearing Was Held

The California Department of Transportation (Caltrans), Calaveras County, and Calaveras Council of Governments, held a Public Hearing on Thursday, October 8, 2015. The Authority consists of Caltrans; Calaveras County, and Calaveras Council of Governments. The meeting was held at the following date, time, and place:

Thursday, October 8, 2015
6:00 p.m. – 8:00 p.m.
Bret Harte Union High School
364 Murphys Grade Road
Angels Camp, CA 95222

The agencies are studying the impacts of a proposed project, whose alignment would extend on State Route 4 from 2.6 miles east of Copperopolis to west of the State Route 4/49 junction in Altaville (Angels Camp). Total length of the project is about 6 miles. Within the limits of the proposed project, State Route 4 does not meet current design standards.

The project would improve sight distance by increasing curve radii and constructing longer, smoother curves. The project is intended to enhance safety by improving alignment geometric.

1.2 Announcement of the Public Information Meeting

The project team planned and implemented the Public Hearing to conform to the requirements of applicable federal and state laws, including the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

The meeting was publicized through a jumbo postcard invitation that was sent by first-class U.S. mail to a mailing list of approximately 75 property owners, residents, and stakeholders such as local, state, and federal agencies; emergency responders; civic and community groups; chambers of commerce and other business groups; environmental groups; and other potentially interested individuals and organizations.

A public notice was placed in the Calaveras Enterprise on September 25, 2015.

1.3 Purpose and Goals of the Public Information Meeting

Information is the first step in the NEPA/CEQA process. Information is designed to inform the public, interest groups, affected tribes and government agencies of the Initial Study/Environmental Assessment (IS/EA), including opportunities for public involvement. Information presents the proposed actions, alternatives, and impacts for public and agency review early in the process. The purpose of the Public Hearing, therefore, was to provide members of the public and other interested parties with opportunities to learn about the project and to provide comments or concerns, which would then become part of the public record and be considered as the project team develops the environmental document. The information meeting
was conducted pursuant to the CEQA Guidelines Section 15083 (Early Public Consultation) to gain input from agencies and interested parties on the range of alternatives and environmental effects to be analyzed in the IS/EA.

1.4 Format of the Public Information Meeting

Approximately 75 people signed attendance sheets at the public meeting—64 members of the public and 11 project team members.

At the door, members of the Public Outreach staff welcomed attendees, explained the evening’s format, asked attendees to sign in, and handed each a comment sheet and agenda. Attendees were also invited to dictate their comments to a public stenographer.

The meeting was conducted as an open house/map showing. This interactive format provided an opportunity for members of the public to individually ask questions of and direct comments to members of the project team. Attendees were encouraged to submit written comments at a public comment station, and the professional stenographer was available for persons who wished to provide oral comments. Large maps with potential alternatives were placed on easels in the room, so that attendees could locate their properties, talk with engineering and/or environmental specialists, and draw alternative routes or provide other information directly on the maps. The orientation station provided information on the project description and objectives, involved agencies, funding, next steps, and a schedule. An environmental studies station defined the Information process, and described the environmental process and screening criteria to be used in evaluating the alternatives.

Project team members were available at each station to explain the displays, answer questions, and receive public input.

1.5 Summary of Concerns Expressed

The overall feedback from attendees about the breadth and depth of the information provided and the accessibility of project team members was generally positive. Nine (9) people dictated comments to the public stenographer.

The dominant concerns and comments expressed at the meeting were these:
- Ingress and egress to properties.
- General access issues.
- Favor for Alternative 2;
- Right of Way implications.
Chapter 2: Meeting Proceedings

2.1: Welcome
The information stations at the Public Hearing were developed according to the items shown below:

2.2 Displays and Exhibits
The informational display boards, exhibits, and maps at the Public Hearing are explained below. (Reduced copies of the informational display boards and graphics are included in Appendix B.)

Station 1: Welcome Board and Sign-in Tables
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 would be added to the project mailing list. [See Appendix G for attendee lists.] The Public Outreach staff gave each attendee a print program with the sponsor logos—Caltrans, Calaveras County, Calaveras Council of Governments, and City of Angels. The Fact Sheet provided the project background and purpose, project area, and project contact information. [See Appendix A.]

Comment sheets provided space for comments and/or concerns and asked attendees if they wished to be added to mailing lists for the projects. The Public Outreach staff, explained the format of the meeting and encouraged attendees to ask questions of and make comments to the project team members who were present.

Station 2: Project Objective/Description
Boards at this station provided general orientation information: (1) Why are we here? and (2) project description, purpose and need.

Station 3: Environmental
The two boards at this station explained the environmental delivery process, listed the environmental studies complete, and the findings from the environmental studies.

Station 4: Exhibits
This station provided the exhibits of most interest to the attendees. This included layout exhibits of each of the build alternatives with a western segment, middle segment, eastern segment and an overview of both alternatives.

Station 6: Comment Station
A board at the public comment station explained how attendees could continue to participate in the project process and invited attendees to dictate their comments to the public stenographer who was present. The public outreach staff 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. One comment card was received at the public hearing. Nine people dictated comments to the public stenographer. [See Appendix E].
Overall, attendees reacted positively to the meeting format, information presented, maps, and displays.

2.3 Personnel on Hand
The following personnel set up and conducted the meeting and were available to answer questions from the public.

2.3.1 Caltrans Staff
Mike Hutchison, Caltrans Design
Mason Leung, Caltrans Design
Anthony Dorn, Right of Way
Carl Baker, Caltrans Mountain Counties
Juan Torres, Environmental
Rick Estrada, Public Information Office
Carolyne Reyes, Caltrans Design
Pat Texcon, Caltrans Design

2.3.2 Calaveras County
Jeff Crovitz, Calaveras County Public Works Department Director

2.3.4 Consultants
Drake Haglan & Associates
Matt Satow, Calaveras County extension

Dokken Engineering
Pamela Dalcin-Walling, Project Manager
Juann Ramos, Project Engineer
Namat Hosseinion, Environmental Lead Planner

Court Reporter
Karen Harper, Certified Shorthand Reporter #6225

2.3.5 Elected Officials and Other Agencies
Debbie Ponte, Calaveras County Board of Supervisors

2.3.6 City/County Representatives
Melissa Eads, Calaveras Council of Governments
David Hanham, City of Angels Camp
Chapter 3: Public Input at the Public Hearing

3.1: Written and Dictated Comments Received at the Meetings
3.1.1: Listing of Written Comments Received at the Meetings

Below is a listing of the written comments received at the Public Hearing and requests for inclusion on the mailing list. One comment sheet and nine verbal comments were received at the meeting. (Actual copies of all written comments received by the Court Reporter in Appendix E.)

Barbara Berger
(READING) "To Scott Smith, CalTrans, re Hwy 4 Cal Trans, Mr. Smith we own property on the east end of the Wagon Trail Project, and have a question regarding the present Highway 4 and its acquisition/relinquishment. Our property was passed down through the family from those who homesteaded it to ourselves. Therefore, per "prescriptive rights" we still own the land the present Highway 4 is built on. It has come to our attention that there are regulations in the California Highway Code that allows the California Transportation Commission CTC to relinquish state highways to counties upon their request when the old road is abandoned. Also, the CalTrans Project Development Procedures Manual covers relinquishing right-of-way. When the process of planning Wagon Trail began, there were COCG meetings on the project and this subject was discussed and we voiced our opposition to a suggested plan for an equestrian trail on the abandoned Highway 4. It is our understanding that Calaveras County has abandoned this plan along with any intention to claim the abandoned highway in the future. We would like to see this addressed in the State Route 4 Wagon Trail Realignment Project Initial Study with Proposed Mitigated Negative Declaration Environmental Assessment document.

Are we correct in the belief that because we own the land the present Highway 4 is on that the state cannot pass the abandoned highway on to the county and that it will be relinquished back to us? Your help in making this totally clear would be appreciated. We do not wish to have this be a point of contention when the funds will eventually be available to complete the section of the project. Thank you. Barbara and Calvin Berger

Ronald Davis
415 Appaloosa Road, Angels Camp, 95222. Okay. In talking with the gentlemen there in talking with Matt, he has come out and looked at our property and did all the creek studies and stuff but I would like to just put my plus in for Alternate Two. If you know, I think it's number one, it's twenty million dollars less than Alternate One, and it environmentally it just doesn't disturb as much land and pasture land and so forth. But I think Alternate Two after what he was showing me it, it the least effect Appaloosa Road. We have a hundred and fifty-two twenty acre plus parcels out on Appaloosa Road along so they are not all developed but we get a lot of traffic comes up and down Appaloosa our road committee we have maintained that road and we, we have eight miles of that road we have chip-sealed, double chip-sealed back there and we paid off the three hundred fifty thousand dollar note this year, and next year we are going to now pave from the entrance about half a mile which I own all that, but because that is an artery, you lose Appaloosa and you, you got little veins, but you have to have the artery so finally we are going to have to pave that now, re-pave it to the twenty-two foot wide, nice shoulder, so I think that
would tie in nicely there would be some re working a little of it with Alternate Two, but I think it's the best.

Cora Branson
Just a strong preference for the, I guess the red line is the Number Two, Alternative Two is the one that I like.

Viki Jacobson
Definitely prefer Alternative Two.

Jeff Millar
I live at 4085 Highway 4, and I am the most impacted person on the whole route. And I prefer Option Two for the following reasons: One, it impacts fewer parcels, significantly lower costs, the phasing is earlier as the project is built, it's significantly fewer acres to acquire. I think it's like thirty acres difference. And it utilizes existing improvements on Pool Station Road. So thank you.

Lean Millar
My name is LeAnn M-i-l-l-a-r, and I prefer Option Two. In looking at the documents that were posted on line, Option Two impacts fewer parcels which is attractive, there's less cost, phasing appears to be easier, takes away less acreage from landowners, and it utilizes the existing improvements that they have done at Pool Station Road. So to me that would be a waste to throw what they have just done at Pool Station away. So I would prefer Option Two. Thank you.

Richard Kotowski
Alignment One, Alignment Two. Red, blue. Doesn't make any difference. Ground zero of the intersection of Highway 4 and Appaloosa Road needs to be three lanes. Because people coming off Angles going west need to turn left and people coming out Appaloosa going to Copperopolis turn left. And so that's why it needs to be at least three lanes. Cause that turn lane has to be in the middle there to encroach on and to get off Appaloosa.

David White
Well my concern is that I, my driveway is Bonanza Mine Way. And the traffic going through there, you don't have a prayer of getting off that road there because there is no turn pockets, there is no, I mean the traffic is coming down there seventy miles an hour behind you and there's nowhere to go and you can't see on-coming traffic because of the curve. And then immediately down that road about five, six hundred feet there's a big box culvert and when it freezes it gets black ice on there and I don't know how many accidents they have had in the snow and the what have you, and it's something that really needs to be addressed. But my main concern is my being able to get on and off there at Bonanza Mine Way without getting run over.

Marnelle White
I can hardly get in there now and if it's faster I am not going to be able to get on and off and on the road from where my driveway is and my driveway is Bonanza Mine Way. And you are starting just after, so I need a, I need a turn lane in there or, or some kind of a shoulder more then what I have got to get out and in and out because coming down from Angels isn't so bad, but
going up to Copper it's really hard to get off there because they are right behind you and you have to slow or you aren't making the turn. And there is really no place to get off. You need some widening that puts something out there so I have a fighting chance if that is what you are going to do I guess you were going to do it below me and I was concerned but now, you are not, so now I figure I am going to have a problem getting on and off the road.

Westerman Family
(written comment card) Came to Town Meeting Thursday Oct 8. We like the “Red” Plan, for what its worth. Carry on!
Appendix A  Handouts
State Route 4 Wagon Trail Realignment Project

FACT SHEET

Project Purpose and Need
The existing 6.5 mile segment of State Route 4 (SR 4) between Copperopolis and Angels Camp consists of a non-engineered alignment with no adjacent shoulders. The alignment follows the existing rolling topography, resulting in numerous curves and limited sight distance, which reduces the operating speed of the roadway to approximately 25 to 35 miles per hour. In order to reduce accidents, improve operational efficiency, and relieve current and future traffic congestion, as well as to "close the gap" between improved roadway segments, the Calaveras County Department of Public Works, in coordination with Caltrans, is proposing to realign this segment of roadway in accordance with current design standards.

Project History
Caltrans initiated the SR-4 Wagon Trail Realignment Project, completing a Project Study Report/Project Development Support (PSR/PDS) document in April 2001. Starting in 2008, preliminary studies were completed and public meetings were held to evaluate numerous alignments. As a result of these efforts, two alignment corridors were recommended for further study in the environmental document and Project Report.

Proposed Project Features
- Two 12-foot travel lanes and two 8-foot shoulders
- Standard stopping sight distance along horizontal and vertical curves
- Intersection reconfigurations at Hunt Road, Appaloosa Road, and Stallion Way
- Utility relocations
- Storm water conveyance facilities at existing water crossings
- Maintain rural feel (no curb and gutter, minimize retaining walls, minimize oak tree removal)

Project Funding
Funding is available through a variety of State and Federal sources including Public Lands Highway, the STIP Regional Improvement Program, and High Priority Projects. Funding for subsequent phases of work will be requested in accordance with the project's programming schedule.

Project Contacts:
Calaveras County
Jeff Crovitz
Public Works Director
jcrovitz@co.calaveras.ca.us

Caltrans
Grace Magsayo
Project Manager
grace.magsayo@dot.ca.gov

Scott Smith
Environmental Branch Chief
scott.smith@dot.ca.gov

PLEASE VISIT THE FOLLOWING WEBSITE FOR MORE INFORMATION:
http://www.dot.ca.gov/dist10/environmental/projects/sr4wagontrail
State Route 4 Wagon Trail Realignment Project

FACT SHEET

What's New
Since publishing our Public Newsletter in June 2014, the project team has continued to work toward Project Approval through Caltrans and Environmental Clearance in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) process. Below is a summary of the activities the team has been engaged in since the meeting:

Environmental
- Continued Native American Consultation.
- Completed the Draft Environmental Document (Initial Study/Mitigated Negative Declaration/Environmental Assessment).

Design
- Completed the traffic analysis, Geometric Approval Drawings, and Staged Construction Concepts.
- Prepared Design Exception Fact Sheets.
- Completed Advanced Planning Studies for structures.
- Completed the Draft Project Report.

What's Next
Throughout the public comment and circulation period, the project team will collect feedback from all interested parties. After comments are received from the public and reviewing agencies, Caltrans may:
- Select a preferred alternative and give environmental approval to the project.
- Perform additional environmental studies.
- When and if the project is environmentally approved, and funding is available, Caltrans can design, acquire necessary land, and construct all or part of the project.

The schedule for the remaining tasks is as follows:
- Public Hearing—October 8, 2015
- Environmental Document Approval—Spring 2015
- Final Project Report Approval—Spring 2015

More Info
For additional information and updated exhibits, please visit the project website at the following address: http://www.dot.ca.gov/dist10/environmental/projects/sr4wagontrail

The website has been updated to include the Draft Environmental Document. Exhibits from the Public Hearing will be uploaded shortly after the hearing is concluded. Owners are encouraged to contact the project team if they have questions specific to their parcel.
Appendix B  Display and Exhibit Materials
Welcome
To the
Public Hearing
State Route 4 Wagon Trail
Realignment Project

Thursday, October 8, 2015
6:00 p.m. - 8:00 p.m.

Bret Harte Union High School
364 Murphys Grade Road
Angels Camp, CA 95222

Please Sign In
View our displays and provide your input
concerning this project

Why Are We Here?

• To share our findings on the project
  with the public.

• To obtain your comments on the
  alternatives presented.

• To answer your questions.

• Please view our displays, ask
  questions, and provide input
  concerning this project.

Purpose and Need

Purpose:
• Enhance safety by providing a standard pavement
  width.
• Improve sight distance through engineered
  alignments.
• Reduce access points along State Route 4 (SR 4).

Need:
• The proposed project is needed due to the
  narrow lanes and lack of adjacent shoulders
  in the project area. The width and geometry of the
  roadway, combined with traffic volumes,
  increases the number of accidents throughout
  the project area. There is uncontrolled access to
  SR 4, which conflicts with SR 4’s designation as a
  Controlled Access Expressway.
State Route 4 Wagon Trail Realignment Project

What Happens Next?

The purpose of this Public Hearing is to inform the public of the outcome of the environmental document and show the impacts this project would have on the environment. After comments are received from the public and reviewing agencies, Caltrans may:

- Select a preferred alternative and give environmental approval to the project.
- Perform additional environmental studies.
- When and if the project is environmentally approved, and funding is available, Caltrans can design, acquire necessary land, and construct all or part of the project.

Written comments can be placed in the comment box or given orally to the court reporter tonight.

Written comments can also be sent to:

- Caltrans Central Region – District 6 Environmental Analysis
  855 M Street, Suite 200
  Fresno, CA 93721
  Attn: Scott Smith
  scott.smith@dot.ca.gov

- Phone Contact:
  Scott Smith– Caltrans District 6
  (559) 445 – 6172

Comments are being accepted from September 25, 2015 to October 24, 2015.

State Route 4 Wagon Trail Realignment Project

Project Description

The California Department of Transportation (Caltrans), Calaveras County, and Calaveras County of Governments propose to improve the segment of State Route 4 from Bonanza Mine Way to Stockton Road. The project would improve sight distance by increasing curve radii and constructing longer, smoother curves. The project is intended to enhance safety by improving alignment geometrics. Three alternatives are being considered:

Alternative 1
- Provides two 12-foot lanes, two 8-foot shoulders, and turn pockets at intersections as appropriate.
- Reconfigures intersections at Hunt Road, Pool Station Road, Appaloosa Road, and Stallion Way.
- Relocates utilities.
- Provides for the conveyance of water at existing water crossings.
- Impacts up to 2.8 private parcels.
- Total length = 5.6 miles.
- Estimated construction cost = $78 million (to be constructed in multiple phases pending funding).

Alternative 2
- Provides two 12-foot lanes, two 8-foot shoulders, and turn pockets at intersections as appropriate.
- Reconfigures intersections at Hunt Road, Appaloosa Road, and Stallion Way.
- Relocates utilities.
- Provides for the conveyance of water at existing water crossings.
- Impacts up to 3.3 private parcels.
- Total length = 5.9 miles.
- Estimated construction cost = $90 million (to be constructed in multiple phases pending funding).

No-Build
- No project improvements would be constructed.

State Route 4 Wagon Trail Realignment Project

Environmental Studies

- Paleontological Identification and Evaluation Report
  Completed December 2013
- Water Quality Assessment
  Completed January 2014
- Initial Site Assessment
  Completed February 2014
- Visual Impact Assessment
  Completed May 2014
- Jurisdictional Delineation Report
  Completed June 2014
- Air Quality Study Report
  Completed July 2014
- Natural Environmental Study
  Completed September 2014
- Noise Study Report
  Completed September 2014
- Archaeological Survey Report
  Completed December 2014
- Historical Resource Evaluation Report
  Completed December 2014
- Historical Property Survey
  Completed December 2014
- Location Hydraulic Study
  Completed January 2015
- Community Impact Assessment
  Completed March 2015
**Threatened and Endangered Species**

**Valley Elderberry Longhorn Beetle (VELB)**
- Federally listed as threatened.
- Elderry shrubs, which provide habitat for the beetle, are found throughout the project area.

**California Red-Legged Frog (CRLF)**
- Federally listed as threatened. State-listed as Species of Special Concern.
- Habitat consists of creeks and cold water ponds.
- Low potential to occur within the project area. Habitat Assessment and USFWS protocol surveys were conducted and CRLF was not observed.

**Tuolumne Button-Celery (TBC)**
- Species of concern under California Native Plant Society inventory of Rare and Endangered Plants.
- Observed near Waterman Creek, habitat includes vernal pools, swales, intermittent streams, woodlands, and coniferous forests.

**Identified Impacts Associated with the Project**
- Alternative 1: VELB Shrub – 1 removal, 6 indirect impact.
- CRLF – None.
- TBC – Impact to 0.74 acres of habitat and removal of one plant.
- CRLF – None.
- TBC – Impact to 0.23 acres of habitat.

**How would impacts be avoided or minimized?**
- VELB: Further pre-construction surveys will be conducted throughout the project area. In addition, USFWS Section 7 consultation will be conducted.
- CRLF: Complete USFWS Section 7 consultation.
- TBC: Install Environmentally Sensitive Area (ESA) fencing, relocate plants to suitable habitat, and conduct environmental awareness training of construction personnel.

**Cultural Resources**

**What is a cultural resource?**
- Any tangible or observable evidence of past human activity found in direct association with a geographic location.

**How did we identify presence?**
- Field surveys were conducted by professional archaeologists.
- Research from other local archaeological surveys.
- Archival research and review of historic literature and maps.

**What resources are in the project area?**
- Both Native American and historic era resources.

**Waters and Wetlands**

**What are the potential impacts to waters and wetlands?**
- Alternative 1: Fill and removal of 0.8 acres of wetland area, 1.23 acres of Waters of the U.S. and 1.98 acres of Waters of the State.
- Alternative 2: Fill and removal of 0.6 acres of wetland area, 0.93 acres of Waters of the U.S. and 3.42 acres of Waters of the State.

**How would waters and wetlands impacts be mitigated?**
- Clean Water Act and CDFW permits would be obtained.
- A Section 404 permit (U.S. Army Corps of Engineers)
- A Section 401 Water Quality Certification (State Water Resources Control Board)
- A 1062 Streambed Alteration Agreement (California Department of Fish and Wildlife)
- Contribution to a wetland and waters mitigation bank or payment of in-lieu fees.
- Best Management Practices to minimize impacts to vegetation and avoid pollutants from entering wetlands and waters.
Project Delivery Process

2001
- Project Study Report / Project Delivery Support

2010
- Preliminary Studies
- Obtain Permits to Enter

2014
- Environmental & Engineering Studies

2015
- Draft Environmental Document / Project Report

We are here
- Public/Agency Review & Comment
  - Circulate Draft Environmental Document
  - Public/Agency Review and Comment
  - Public Hearing – October 8, 2015

2016
- Final Environmental Document / Project Report

2018*
- Final Design & Right-of-Way
- Begin Construction

* Pending Funding
State Route 4 – Wagon Trail Realignment Project

Public Hearing
Thursday, October 8, 2015, 6 p.m. – 8 p.m.
Bret Harte Union High School Multi-Purpose Room, 364 Murphya Grade Road

Comment Card

The County of Calaveras welcomes and values your participation, comment(s) and question(s) related to this project.

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

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__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

Your Contact Information

Please provide us with your preferred contact information, so that we may respond to your question(s) and/or comment(s).

Name ____________________________________________

Affiliation/Group __________________________________

Address __________________________________________

City, State, Zip ______________________________________

Phone __________________________ E-mail __________

Please respond to me by ☐E-mail ☐Postal mail ☐Phone

☐YES, I’d also like to receive the latest information regarding this project. You must include your e-mail address above.

Thank you for your interest.

In addition, you can submit comments to Scott Smith at scott.smith@dot.ca.gov, by phone at 559-445-6172, or by mail to the address on the back of this form.
State Route 4 – Wagon Trail Realignment Project

Caltrans Central Region – District 6
Environmental Analysis
855 M Street, Suite 200
Fresno, CA 93721
Attn: Scott Smith
Public Notice

Notice of Intent to Adopt a Mitigated Negative Declaration/Initial Study/Environmental Assessment
Announcement of Public Hearing for the State Route 4 Wagon Trail Realignment Project

PUBLIC HEARING: WHERE AND WHEN

Date: October 8, 2015
Time: 6:00 p.m. to 8:00 p.m.
Place: Bret Harte Union High School, Multipurpose Room
364 Murphys Grade Road
Angels Camp, CA 95222

WHAT IS BEING PLANNED?

The California Department of Transportation (Caltrans), in cooperation with Calaveras County, proposes to realign and improve a 6.5 mile segment of State Route 4 (SR-4) from 2.6 miles east of Copperopolis to 1.6 miles west of the SR-4/49 junction in Altaville (Angels Camp), Post Mile R10.3/R16.4. The project proposes to construct an engineered alignment with two standard width travel lanes and paved shoulders. It proposes limiting access to State Route 4 by reducing the number of access points and utilizing frontage roads to consolidate private driveways. The project would improve sight distance and is intended to enhance safety and improve operations and maintenance.

Pursuant to Section 15072(h)(5) of the California Environmental Quality Act Guidelines, it has been determined that the project site is not identified on any of the lists enumerated under Section 65962.5 of the California Government Code pertaining to hazardous wastes. The proposed work will encroach upon wetlands. The project is being evaluated to determine if there are any practical alternatives to avoid this encroachment or, if not, to ensure that all practical measures are taken to minimize harm to the wetlands (and/or floodplain). The proposed work may have an effect on historic properties eligible for the National Register of Historic Places. Caltrans is evaluating alternatives to determine if the project can avoid adversely affecting the property(ies) or, if not, if adequate mitigation measures can be incorporated into the project plans.

WHY THIS PUBLIC NOTICE?

Caltrans has studied the effects this project may have on the environment. Our studies show it will not significantly affect the quality of the environment. The report that explains why it is called an Initial Study/Environmental Assessment. This notice is to tell you of the preparation of the proposed Mitigated Negative Declaration and Initial Study/Environmental Assessment and of its availability for you to read. A hearing will be held to give you an opportunity to talk about certain design features of the project with Caltrans’ staff before the final design is selected. The tentative schedule for the purchase of land for right of way and construction will be discussed.

WHAT’S AVAILABLE?

Maps for the Proposed Mitigated Negative Declaration and Initial Study/Environmental Assessment and other project information are available for review and copying at the Caltrans District 10 Office (1976 East Dr, Martin Luther King Jr. Blvd, Stockton, CA 95205) on weekdays between 8:00 AM – 5:00 PM. The Proposed Mitigated Negative Declaration and Initial Study/Environmental Assessment will also be available for review at the following locations:

-Calaveras County Public Works, 811 Mountain Ranch Road, San Andreas, CA 95249;
-Calaveras County Library-Angels Camp Branch, 425 N. Main Street, Angels Camp, CA 95224
-Calaveras County Library-Copperopolis Branch, Suite 106 Lake Tulloch Plaza, Copperopolis, CA 95228.

WHERE YOU COME IN

Do you have any comments about processing the project with a Mitigated Negative Declaration and the Initial Study/Environmental Assessment? Do you disagree with the findings of our studies as set forth in the Proposed Mitigated Negative Declaration? Would you care to make any other comments on the project? Please submit your comments in writing no later than October 24, 2015 to Mr. Scott Smith, Caltrans, 855 M Street, Suite 200, Fresno, CA 93721. The date we will be accepting comments is September 25, 2015. If there are no major comments, Caltrans will proceed with the project’s design.

CONTACT/SPECIAL ACCOMMODATIONS

For more information about this study or any transportation matter, call Caltrans at 209-948-7543. Individuals who require documents in alternative formats or require special accommodations (American Sign Language interpreter, accessible seating, documentation in alternative formats, etc) are requested to contact the District 10 Public Affairs Office at 209-948-7977. TDD users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2922.
Proof of Publication of
Dokken Engineering
Public Notice
Wagon-Trail NOA

Notice of Intent/Initial Study/Environmental for the Improvement Project

PUBLIC HEARING:
Date: October 8, 2015
Time: 6:00 p.m.
Place: Bret Harte
364 Murphy
Angels Camp

WHAT IS BEING PLANNED?
The California Department proposes to realign and widen of Copperopolis to 1.6 mile R10.3R16.4. The project will include travel lanes and paved shoulders of access points and provide a 100 foot right-of-way improvement sight distance at each.

Pursuant to Section 15062.5 of the California Environmental Quality Act, the project to avoid encroachment into the wetlands (and/or floodplains for the National Register of Historic Places) the project can avoid adverse impacts can be incorporated into the project.

WHY THIS PUBLIC HEARING?
Caltrans has studied the project and determined that the project will not significantly affect the quality of the environment. The report that explains the project is to be made available for public review.

Mandatory Negative Decision (MND) is required for the project. A hearing will be held to give you an opportunity to talk about the design selected. The tentative schedule for the completion of the project is October 8, 2015.

WHAT’S AVAILABLE?
Maps for the Proposed Project and other project information are available for review and copying at 8th and Main St., Copperopolis, CA 95225 on weekdays between 8:00 AM - 5:00 PM. The Proposed Project will also be available for review at the following location:

This space is for the County Clerk’s Filing Stamp

TE OF CALIFORNIA,

ety of Calaveras.

a citizen of the United States and a resident of the county; I am over the age of eighteen years and not a to or interested in the above matter. I am the principal of the Calaveras Enterprise, a newspaper general circulation, printed semi-weekly, in the City of Andreas, California, County of Calaveras, and which paper has been adjudged a newspaper of general circulation by the Superior Court, of the County of Calaveras, of California, that the notice of which the annexed is printed copy (set in type not smaller than nonpareil), has published in each regular and entire issue of said news paper and not in any supplement thereof on the following dates:

November 25, 2015CE

ify (or declare) under penalty of perjury that the foregoing is true and correct.

d the 25th day of September 2015

Signature - Jacquelyn Dillon

CALAVERAS ENTERPRISE
15 North Main Street
P.O. Box 1197, San Andreas, CA 95249-1197
(209) 754-3862 - FAX (209) 754-1805
PROOF OF PUBLICATION
Public Notice

Notice of Intent to Adopt a Mitigated Negative Declaration/Initial Study/Environmental Assessment
Announcement of Public Hearing for the
State Route 4 Wagon Trail Realignment Project

PUBLIC HEARING: WHERE AND WHEN
Date: October 8, 2015
Time: 6:00 p.m. to 8:00 p.m.
Place: Bret Harte Union High School, Multipurpose Room
364 Murphy Grade Road
Angels Camp, CA 95222

WHAT IS BEING PLANNED?
The California Department of Transportation (Caltrans), in cooperation with Calaveras County, proposes to realign and improve a 0.5 mile segment of State Route 4 (SR-4) from 2.6 miles east of Copperopolis to 0.5 miles west of the SR-4/449 junction in Altaville (Angels Camp). Post Mile R10.3R16.4. The project proposes to construct an engineered alignment with two standard travel lanes and paved shoulders. It proposes limiting access to State Route 4 by reducing the number of access points and utilizing frontage roads to consolidate private driveways. The project would improve sight distance and is intended to enhance safety and improve operations and maintenance.

Pursuant to Section 15072(f)(5) of the California Environmental Quality Act Guidelines, it has been determined that the project site is not identified on any of the lists enumerated under Section 65962.5 of the California Government Code pertaining to hazardous wastes. The proposed work will encroach upon wetlands. The project is being evaluated to determine if there are any practical alternatives to avoid this encroachment or, if not, to ensure that all practical measures are taken to minimize harm to the wetlands (and/or floodplain). The proposed work may have an effect on historic properties eligible for the National Register of Historic Places. Caltrans is evaluating alternatives to determine if the project can avoid adversely affecting the property(ies) or, if not, if adequate mitigation measures can be incorporated into the project plans.

WHY THIS PUBLIC NOTICE?
Caltrans has studied the effects this project may have on the environment. Our studies show it will not significantly affect the quality of the environment. The report that explains why it is called an Initial Study/Environmental Assessment. This notice is to tell you of the preparation of the proposed Mitigated Negative Declaration and Initial Study/Environmental Assessment and of its availability for you to read. A hearing will be held to give you an opportunity to talk about certain design features of the project with Caltrans’ staff before the final design is selected. The tentative schedule for the purchase of land for right of way and construction will be discussed.

WHAT’S AVAILABLE?
Maps for the Proposed Mitigated Negative Declaration and Initial Study/Environmental Assessment and other project information are available for review and copying at the Caltrans District 10 Office (1976 East Dr. Martin Luther King Jr. Blvd. Stockton, CA 95205) on weekdays between 8:00 AM – 5:00 PM. The Proposed Mitigated Negative Declaration and Initial Study/Environmental Assessment will also be available for review at the following locations:

• Calaveras County Public Works, 801 Mountain Ranch Road, San Andreas, CA 95249;
• Calaveras County Library–Angels Camp Branch, 421 N. Main Street, Angels Camp, CA 95224
• Calaveras County Library–Copperopolis Branch, Suite 105 Lake Tulloch Plaza, Copperopolis, CA 95228.

WHERE YOU COME IN
Do you have any comments about processing the project with a Mitigated Negative Declaration and the Initial Study/Environmental Assessment? Do you disagree with the findings of our studies as set forth in the Proposed Mitigated Negative Declaration? Would you care to make any other comments on the project? Please submit your comments in writing no later than October 24, 2015, to Mr. Scott Smith, Caltrans, 855 M Street, Suite 200, Fresno, CA 93721. The date we will be accepting comments is September 25, 2015. If there are no major comments, Caltrans will proceed with the project's design.

CONTACT/SPECIAL ACCOMMODATIONS
For more information about this study or any transportation matter, call Caltrans at 209-848-7543. Individuals who require documents in alternative formats or require special accommodations (American Sign Language interpreter, accessible seating, documentation in alternative formats, etc) are requested to contact the District 10 Public Affairs Office at 209-848-7977. TDD users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2922.

C-5
September 25, 2015

The Honorable Tom Berryhill
California State Senate
State Capitol, Room 3076
Sacramento, CA 95814

Dear Senator Berryhill:

Notice of Availability of Draft Environmental Document and Announcement of Public Hearing for the State Route 4 (Wagon Trail) Realignment Project

The California Department of Transportation (Caltrans), in cooperation with the Calaveras County Department of Public Works, proposes to realign a section of State Route 4 in accordance with current design standards. The project proposes to improve State Route 4, between Bonanza Mine Way to Stockton Road, by providing standard engineered alignments along with standard 12-foot wide lanes with 8-foot wide paved shoulders.

This letter is to notify you that an Initial Study with Environmental Assessment is available for public review between the hours of 8:00 a.m. and 4:00 p.m. at the Caltrans District 10 office, located at 1976 East Dr. Martin Luther King Jr. Boulevard, Stockton, CA 95205. The document is also available for review on weekdays, between 8:00 a.m. and 4:00 p.m. at the Calaveras County Department of Public Works, 891 Mountain Ranch Road, San Andreas, CA 95249; the City of Angels Camp Planning Department, 200 'B' Monte Verda Avenue, Angels Camp, CA 95222. The document is also available online at http://www.dot.ca.gov/dist10/environmental/projects/sr4wagontrail

A hard copy of the Initial Study with Proposed Environmental Assessment is available upon request.

Comments on the document will be accepted until October 24, 2015. Please submit your comments to Scott Smith, Senior Environmental Planner, California Department of Transportation, 855 M Street, Suite 200, Fresno, California 93721 or by email to scott.smith@dot.ca.gov.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability"
Senator Berryhill  
September 25, 2015  
Page 2

Caltrans will hold a Public Hearing on October 8, 2015, at Bret Hart Union High School, Multi-Purpose Room, 364 Murphys Grade Road, Angels Camp, CA 95221. This will be an informal hearing held in an open house format and you may arrive at any time between 6:00 and 8:00 p.m. At the Public Hearing, Caltrans will present maps and graphics of the project area and will summarize key results of technical studies supporting the Initial Study and Environmental Assessment.

If you have any questions, please contact Samuel Jordan, Deputy District Director, Program and Project Management at (209) 942-6192.

Sincerely,

[Signature]

DENNIS T. AGAR  
District 10 Director

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability"
Public Notice

Notice of Intent to Adopt a Mitigated Negative Declaration/Initial Study/Environmental Assessment

Announcement of Public Hearing for the

State Route 4 Wagon Trail Realignment Project

PUBLIC HEARING: WHERE AND WHEN

Date: October 8, 2015
Time: 6:00 p.m. to 8:00 p.m.
Place: Bret Harte Union High School, Multipurpose Room
         364 Murphys Grade Road
         Angels Camp, CA 95222

WHAT IS BEING PLANNED?

The California Department of Transportation (Caltrans), in cooperation with Calaveras County, proposes to realign and improve a 6.5 mile segment of State Route 4 (SR-4) from 2.6 miles east of Copperopolis to 1.6 miles west of the SR-4/49 junction in Altaville (Angels Camp), Post Mile R10.3/R16.4. The project proposes to construct an engineered alignment with two standard width travel lanes and paved shoulders. It proposes limiting access to State Route 4 by reducing the number of access points and utilizing frontage roads to consolidate private driveways. The project would improve sight distance and is intended to enhance safety and improve operations and maintenance. Pursuant to Section 15072(f)(5) of the California Environmental Quality Act Guidelines, it has been determined that the project site is not identified on any of the lists enumerated under Section 65962.5 of the California Government Code pertaining to hazardous wastes. The proposed work will encroach upon wetlands. The project is being evaluated to determine if there are any practical alternatives to avoid this encroachment or, if not, to ensure that all practical measures are taken to minimize harm to the wetlands (and/or floodplain). The proposed work may have an effect on historic properties eligible for the National Register of Historic Places. Caltrans is evaluating alternatives to determine if the project can avoid adversely affecting the property(ies) or, if not, if adequate mitigation measures can be incorporated into the project plans.

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WHERE YOU COME IN

Do you have any comments about processing the project with a Mitigated Negative Declaration and the Initial Study/Environmental Assessment? Do you disagree with the findings of our studies as set forth in the Proposed Mitigated Negative Declaration? Would you care to make any other comments on the project? Please submit your comments in writing no later than October 24, 2015 to Mr. Scott Smith, Caltrans, 855 M Street, Suite 200, Fresno, CA 93721. The date we will be accepting comments is September 25, 2015. If there are no major comments, Caltrans will proceed with the project's design.

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For more information about this study or any transportation matter, call Caltrans at 209-948-7543. Individuals who require documents in alternative formats or require special accommodations (American Sign Language interpreter, accessible seating, documentation in alternative formats, etc) are requested to contact the District 10 Public Affairs Office at 209-948-7977. TDD users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2922.
September 25, 2015

Thomas Osborn
PO Box 943
Angels Camp, CA 95222

Dear Thomas Osborn,

Notice of Availability of Draft Environmental Document and Announcement of Public Hearing for the State Route 4 (Wagon Trail) Realignment Project

The California Department of Transportation (Caltrans), in cooperation with the Calaveras County Department of Public Works, proposes to realign a section of State Route 4 in accordance with current design standards. The project proposes to improve State Route 4, between Bonanza Mine Way to Stockton Road, by providing standard engineered alignments along with standard 12-foot wide lanes with 8-foot wide paved shoulders.

This letter is to notify you that an Initial Study with Environmental Assessment is available for public review between the hours of 8:00 a.m. and 4:00 p.m. at the Caltrans District 10 office, located at 1976 East Dr. Martin Luther King Jr. Boulevard, Stockton, CA 95205. The document is also available for review on weekdays, between 8:00 a.m. and 4:00 p.m. at the Calaveras County Department of Public Works, 891 Mountain Ranch Road, San Andreas, CA 95249; the Calaveras County Library-Angels Camp Branch, 426 N. Main Street, Angels Camp, CA 95249; and the Calaveras County Library-Copperopolis Branch, Suite 106 Lake Tulloch Plaza, Copperopolis, CA 95228. The document is also available online at http://www.dot.ca.gov/dist10/environmental/projects/sr4wagontrail

A hard copy of the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment is available upon request.

Comments on the document will be accepted until October 24, 2015. Please submit your comments to Scott Smith, Senior Environmental Planner, California Department of Transportation, 855 M Street, Suite 200, Fresno, California 93721 or by email to scott.smith@dot.ca.gov.
Caltrans will hold a Public Hearing on October 8, 2015 at Bret Hart Union High School, Multi-Purpose Room, 364 Murphys Grade Road, Angels Camp, CA 95221. This will be an informal hearing held in an open house format and you may arrive at any time between 6:00 and 8:00 p.m. At the Public Hearing, Caltrans will present maps and graphics of the project area and will summarize key results of technical studies supporting the Initial Study and Environmental Assessment.

If you have any questions, please contact me at 559-445-6172.

Sincerely,

Scott Smith
Senior Environmental Planner
Appendix D  Photographs at Meeting
Appendix E  Public Comments Received at Hearing
State Route 4 - Wagon Trail Realignment Project

Public Hearing
Thursday, October 8, 2015, 6 p.m. – 8 p.m.
Breit Harte Union High School Multi-Purpose Room, 364 Murphys Grade Road

Comment Card

The County of Calaveras welcomes and values your participation, comment(s) and question(s) related to this project.

Come to Town Meeting Thursday, Oct 8.
We like the "Red" Plan for what it's worth. Carry on!

Your Contact Information

Please provide us with your preferred contact information, so that we may respond to your question(s) and/or comment(s).

Name
Affiliation/Group
Address
City, State, Zip
Phone E-mail

Please respond to me by E-mail Postal mail Phone

Yes, I'd also like to receive the latest information regarding this project.
You must include your e-mail address above.

Thank you for your interest.

In addition, you can submit comments to Scott Smith at scott.smith@dot.ca.gov, by phone at 559-445-6172, or by mail to the address on the back of this form.
State Route 4–Wagon Trail Realignment Project

Caltrans Central Region – District 6
Environmental Analysis
855 M Street, Suite 200
Fresno, CA 93721
Attn: Scott Smith
STATE OF CALIFORNIA       }  ss.
COUNTY OF CALAVERAS       }  

I, KAREN HARPER, a licensed Certified Shorthand Reporter, duly qualified and certified as such by the State of California, do hereby certify that I transcribed the foregoing-entitled matter; and I further certify that the foregoing is a full, true, and correct transcription of the such proceedings.

Dated this Thursday, October 8, 2015 in Bret Harte High School, Angles Camp, California.

[Signature]

KAREN HARPER, CSR No. 6225
STATE ROUTE 4 WAGON TRAIL REALIGNMENT PROJECT

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COMMENTS FROM THE PUBLIC HEARING

Bret Harte High School, Thursday October 8, 2015

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Reported by: Karen Harper, CSR 6225
MR. TORRES: My name is Juan Torres. I am an Associated Environmental Planner with Cal Trans, and we are officially opening the public hearing for the Highway 4 Wagon Trail Realignment Project, on October 8, 2015, 6 o'clock p.m. at Bret Harte High School.

BARBARA BERGER: (READING) "To Scott Smith, CalTrans, re Hwy 4 Cal Trans, Mr. Smith we own property on the east end of the Wagon Trail Project, and have a question regarding the present Highway 4 and its acquisition/relinquishment.

Our property was passed down through the family from those who homesteaded it to ourselves. Therefore, per "prescriptive rights" we still own the land the present Highway 4 is built on.

It has come to our attention that there are regulations in the California Highway Code that allows the California Transportation Commission CTC to relinquish state highways to counties upon their request when the old road is abandoned. Also, the CalTrans Project Development Procedures Manual covers relinquishing right-of-way.

When the process of planning Wagon Trail began, there were COCG meetings on the project and this subject was discussed and we voiced our opposition to a suggested plan for an equestrian trail on the abandoned Highway 4. It is
our understanding that Calaveras County has abandoned this plan along with any intention to claim the abandoned highway in the future.

We would like to see this addressed in the State Route 4 Wagon Trail Realignment Project Initial Study with Proposed Mitigated Negative Declaration Environmental Assessment document.

Are we correct in the belief that because we own the land the present Highway 4 is on that the state cannot pass the abandoned highway on to the county and that it will be relinquished back to us? Your help in making this totally clear would be appreciated. We do not wish to have this be a point of contention when the funds will eventually be available to complete the section of the project. Thank you.

Barbara and Calvin Berger, 1982 Berger Trust 4310, Marshall Avenue, Carmichael, California, 95608. 916-966-9826 home, 916-605-9003, Barbara’s cell, 916-743-9139 Cal’s cell. E-mail know42@aol.com."

RONALD DAVIS: 415 Appaloosa Road, Angels Camp, 95222. Okay. In talking with the gentlemen there in talking with Matt, he has came out and looked at our property and did all the creek studies and stuff but I would like to just put my plus in for Alternate Two. If you know, I think it's number one, it's twenty million dollars less than Alternate
One, and it environmentally it just doesn't disturb as much
land and pasture land and so forth.

But I think Alternate Two after what he was showing
me it, it the least effect Appaloosa Road. We have a hundred
and fifty-two twenty acre plus parcels out on Appaloosa Road
along so they are not all developed but we get a lot of
traffic comes up and down Appaloosa our road committee we
have maintained that road and we, we have eight miles of that
road we have chip-sealed, double chip-sealed back there and
we paid off the three hundred fifty thousand dollar note this
year, and next year we are going to now pave from the
entrance about half a mile which I own all that, but because
that is an artery, you lose Appaloosa and you, you got little
veins, but you have to have the artery so finally we are
going to have to pave that now, re-pave it to the twenty-two
foot wide, nice shoulder, so I think that would tie in nicely
there would be some re working a little of it with Alternate
Two, but I think it's the best.

**MS. MARNELLE WHITE:** Marnelle White. I can hardly
get in there now and if it's faster I am not going to be able
to get on and off and on the road from where my driveway is
and my driveway is Bonanza Mine Way. And you are starting
just after, so I need a, I need a turn lane in there or, or
some kind of a shoulder more then what I have got to get out
and in and out because coming down from Angels isn't so bad, 
but going up to Copper it's really hard to get off there 
because they are right behind you and you have to slow or you 
aren't making the turn. And there is really no place to get 
off.

You need some widening that puts something out there 
so I have a fighting chance if that is what you are going to 
do I guess you were going to do it below me and I was 
concerned but now, you are not, so now I figure I am going to 
have a problem getting on and off the road.

**RICHARD KOTOWSKI:** Richard Kotowski, K-o-t-o-w-s-k-i 
Alignment One, Alignment Two. Red, blue. Doesn't make any 
difference. Ground zero of the intersection of Highway 4 and 
Appaloosa Road needs to be three lanes. Because people 
coming off Angles going west need to turn left and people 
coming out Appaloosa going to Copperopolis turn left. And so 
that's why it needs to be at least three lanes. Cause that 
turn lane has to be in the middle there to encroach on and to 
get off Appaloosa.

**CORI BRANSON:** Cora Branson. Just a strong preference 
for the, I guess the red line is the Number Two, Alternative 
Two is the one that I like.
VIKI JACOBSON: Viki Jacobson, V-i-k-i J-a-c-o-b-s-o-n and definitely prefer Alternative Two.

JEFF MILLAR: Jeff Millar. I live at 4085 Highway 4, and I am the most impacted person on the whole route. And I prefer Option Two for the following reasons: One, it impacts fewer parcels, significantly lower costs, the phasing is earlier as the project is built, it's significantly fewer acres to acquire. I think it's like thirty acres difference. And it utilizes existing improvements on Pool Station Road. So thank you.

DAVID WHITE: Well my concern is that I, my driveway is Bonanza Mine Way. And the traffic going through there, you don't have a prayer of getting off that road there because there is no turn pockets, there is no, I mean the traffic is coming down there seventy miles an hour behind you and there's no where to go and you can't see on-coming traffic because of the curve. And then immediately down that road about five, six hundred feet there's a big box culvert and when it freezes it gets black ice on there and I don't know how many accidents they have had in the snow and the what have you, and it's something that really needs to be addressed.

But my main concern is my being able to get on and
off there at Bonanza Mine Way without getting run over.

LEANN MILLAR: My name is LeAnn M-i-l-l-a-r, and I prefer Option Two. In looking at the documents that were posted on line, Option Two impacts fewer parcels which is attractive, there's less cost, phasing appears to be easier, takes away less acreage from landowners, and it utilizes the existing improvements that they have done at Pool Station Road.

So to me that would be a waste to throw what they have just done at Pool Station away. So I would prefer Option Two. Thank you.

END OF PUBLIC COMMENTS