SR-4 Wagon Trail Realignment Project

Public Scoping Meeting & Workshop #3

September 9, 2010
6:00 pm - 8:00 pm
Tonight’s Agenda

• Welcome and Introductions
• Project History & Overview
• Alternatives Presentation
• Next Steps
• Questions and Answers
Welcome and Introductions

• Project Team Members
  ➢ Calaveras Council of Governments (CCOG)
  ➢ Caltrans
  ➢ RBF Consulting Team

• Project Partners
  ➢ Calaveras County
  ➢ City of Angels
  ➢ Other Stakeholders
  ➢ Community Members – Please sign in
Questions for the Panel?

Tim McSorely  CCOG Executive Director  
Grace Magsayo  Caltrans – Project Manager  
Mike Hutchison  Caltrans – Design  
Anissa Brown  Caltrans – Environmental  
Garrett Gritz  RBF Consulting
Why are we here tonight?

- Public Scoping Meeting & Workshop #3:
  - Review community input from the second workshop
  - Review and provide feedback on the potential alignment alternatives
  - Back Check with Community Values & Concerns
  - Discuss the next steps in moving the project forward
Public Scoping Meeting & Public Outreach Process

• Environmental Approvals
  ➢ The National Environmental Policy Act (NEPA)
  ➢ California Environmental Quality Act (CEQA)

• The Public Outreach Process is required by both NEPA and CEQA

• NEPA defines scoping as an early and open process for determining the scope of issues to be addressed and for identifying the anticipated significant issues related to a proposed action
Project History

• The Team is meeting with you

  ➢ Property Owner Meeting: February 9, 2009
  ➢ Community Focus Meeting: March 26, 2009
  ➢ Limited Field Review: August 2009
  ➢ Community Workshop #1: November 19, 2009
  ➢ Community Workshop #2: May 25, 2010
Community Feedback

• The Team is listening to you
  
  ➢ Avoid Impacts to Residential Property
  ➢ Avoid Impacts to Natural Features and Areas
  ➢ Involve Property Owners in Project Decisions
  ➢ Focus on Safety
  ➢ Keep Speeds Low
  ➢ Look at Alternative Route Suggested at Workshop #2
  ➢ Provide Opportunity for Individual Input
Development of Viable Alternatives Must Consider Agency and Community Factors
Project Overview

• State Route - 4 Improvements - Copperopolis to Angels Camp
  ➢ Operational and Safety Improvements
  ➢ Evaluation of Existing Alignment
  ➢ Evaluation of Other Possible Alignments
  ➢ Incorporation of Community Input
Project Development Process

We are here
The Project Development Process

- **Phase 1**: Opportunities and Issues Identification
- **Phase 2**: Development of Project Alternatives
- **Phase 3**: Preparation of the Draft Environmental Document and Project Report
- **Phase 4**: Approval of the Environmental Document and Project Report
Project Approval/ Environmental Document (PA/ED)

• The goal of this Public Scoping Meeting is to present the general scope of the project proposed to move forward to PA/ED and to identify issues to support a thorough environmental review

• Following Project Approval - construction drawings may be prepared
Approximate Existing Design Speeds
Community Feedback

• The Team is listening to you
  ➢ Avoid Impacts to Residential Property
  ➢ Avoid Impacts to Natural Features and Areas
  ➢ Involve Property Owners in Project Decisions
  ➢ Focus on Safety
  ➢ Keep Speeds Low
  ➢ Look at Alternative Route Suggested at Workshop #2
  ➢ Provide Opportunity for Individual Input
Potential Alignment Alternatives as Discussed at Community Workshop #2
Proposed Alignment Alternative from the Community at Workshop #2
Suggestion from Workshop #2
Analysis of Community Alignment
Analysis of Community Suggestion from Workshop #2: 70 MPH Alignment
Google Image of Alignment Alternatives
Community Suggestion from Workshop #2: 70 MPH Vertical Alignment
Example Community Suggestion from Workshop #1: 70 MPH Alignment Vertical
Challenges to Community Suggested Alignment 2

- 80% more expensive than Alignments A & B

- Large cut (up to 280’) through the ridge to the south of Pool Station
Suggestion from Workshop #2
Stay North of Existing
Suggestion from Workshop #2
Stay North of Existing (Alternative 1)
Challenges with Alternative 1

- 300 to 400% more expensive than Alignments A & B
- Large environmentally sensitive site to avoid northwest of Pool Station
- Large cuts (up to 250’) & fills (up to 200’) near Pool Station and Waterman Creek
Suggestion from Workshop #2
Stay North of Existing to Green Alignment B
Suggestion from Workshop #2
Stay North of Existing to
Green Alignment B
(Alternative 2)
Challenges with Alternative 2

- 50 to 60% more expensive than Alignment B
- Large environmentally sensitive site to avoid northwest of Pool Station
- Large cuts (up to 150’) & fills (up to 100’) near Pool Station
**PRELIMINARY COST COMPARISON**
**SR-4 Wagon Trail Realignment Project**

<table>
<thead>
<tr>
<th>Alignment #</th>
<th>Color</th>
<th>Description</th>
<th>Approximate Cost *</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Orange</td>
<td>Following Existing Alignment</td>
<td>$75 million</td>
</tr>
<tr>
<td>B</td>
<td>Green</td>
<td>Northerly Alignment</td>
<td>$70 million</td>
</tr>
<tr>
<td>Community 1</td>
<td>Yellow</td>
<td>From Workshop #1</td>
<td>$115 million</td>
</tr>
<tr>
<td>Community 2**</td>
<td>Blue</td>
<td>From Workshop #2</td>
<td>$125 million</td>
</tr>
<tr>
<td>Alternative 1**</td>
<td></td>
<td>Stay North of Existing</td>
<td>$300 million</td>
</tr>
<tr>
<td>Alternative 2**</td>
<td></td>
<td>North of Existing to Green Alt B</td>
<td>$110 million</td>
</tr>
</tbody>
</table>

* These costs are preliminary for comparison purposes only. There are several assumptions that will be refined following the technical studies performed for the Draft Environmental Document.

** These concepts were recommended during Workshop #2.
Potential Alignment Alternatives
Potential Alignments through Neighborhood Area
Alignment A: Most Economical 70 MPH Alignment Following Close to Existing SR-4
Alignment A: Community Suggested 70 MPH Alignment
SR-4 at Nassau Creek (After Project Concept Alignment A – 70 MPH)
SR-4 at Gelding (Before Project)
SR-4 at Gelding (After Project Concept Alignment A – 70 MPH)
Alignment A: Most Economical 70 MPH Alignment Following Close to Existing SR-4
Alignment B: Most Economical 70 MPH Alignment from Analysis
Alignment B: Most Economical 70 MPH Alignment around Neighborhood
Alignment Alternatives
Alignment A
Alignment A with the Southern Alternative
Alignment B
Alignment B with the Southern Alternative
Small Group Discussion
Interactive Survey - How To Use the Polling Devices

LED LIGHT SHOWS YOUR SCORE

KEYPAD NUMBERS 1–5
Test Question 1

I attended a Previous Community Workshop.
Test Question 2

My property is potentially physically affected by this Project.
Test Question 3

I am comfortable answering questions using the handheld device.

1          2          3          4          5

AGREE       NEUTRAL       DISAGREE
Question 1

I approve of the location selected for Scoping Meeting/Workshop #3.
Question 2

The Community Workshops have clearly communicated the design and approval process.
Question 3

The team has been responsive to my concerns/community values.

Community Feedback
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  - Focus on Safety
  - Keep Speeds Low
  - Look at Alternative Route Suggested at Workshop #2
  - Provide Opportunity for Individual Input

1  2  3  4  5
AGREE  NEUTRAL  DISAGREE
Question 4

The new State Route 4 should be located as close as possible to the existing road, similar to concept Alignment A.
Question 5

The new road alignment should be separate from the existing road so that the existing road may become a local access road, similar to Alignment B.
Question 6

The community suggested alignment #2 is supported by the community regardless of cost.
Development of Viable Alternatives Must Consider Agency and Community Factors
Next Steps

• **Right of Entry Agreements**
  ✓ Request and coordinate right of entry onto private properties to conduct technical surveys along selected alignments

• **Community Workshop #4 (Spring / Summer 2011)**
  ✓ Presentation of Refined Roadway Alignments – incorporating technical studies information

• **Circulation of the Draft Environmental Document by Caltrans (Spring 2012)**
  ✓ Public Hearing

• **Approval of the Environmental Document by Caltrans (Summer 2012)**
Questions?
Thank You!

Remember to visit http://www.calacog.org/wagon.shtml for project updates and upcoming meetings!