



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



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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



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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



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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*



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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



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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



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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



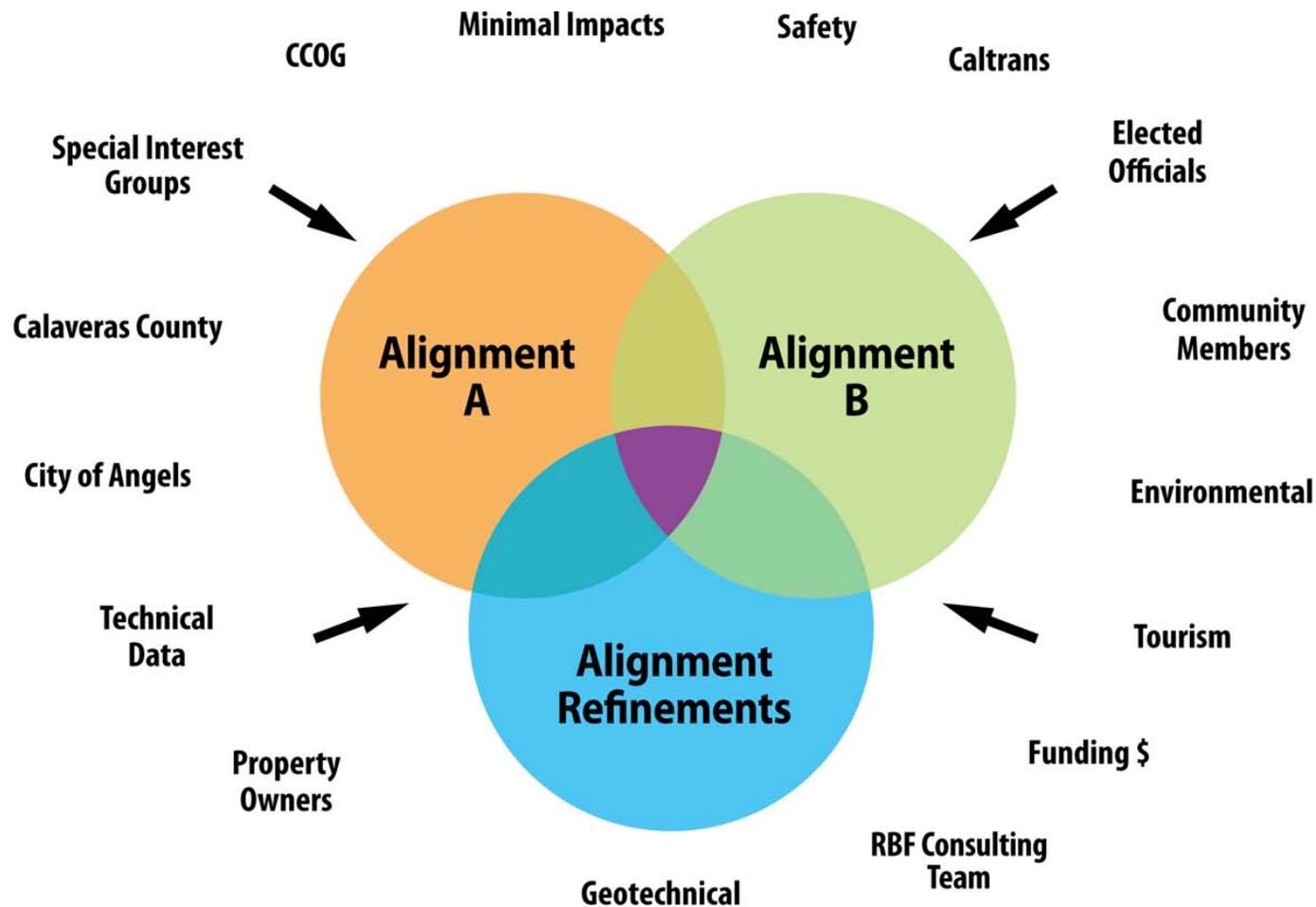
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Development of Viable Alternatives Must Consider Agency and Community Factors



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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



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Project Development Process



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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



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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

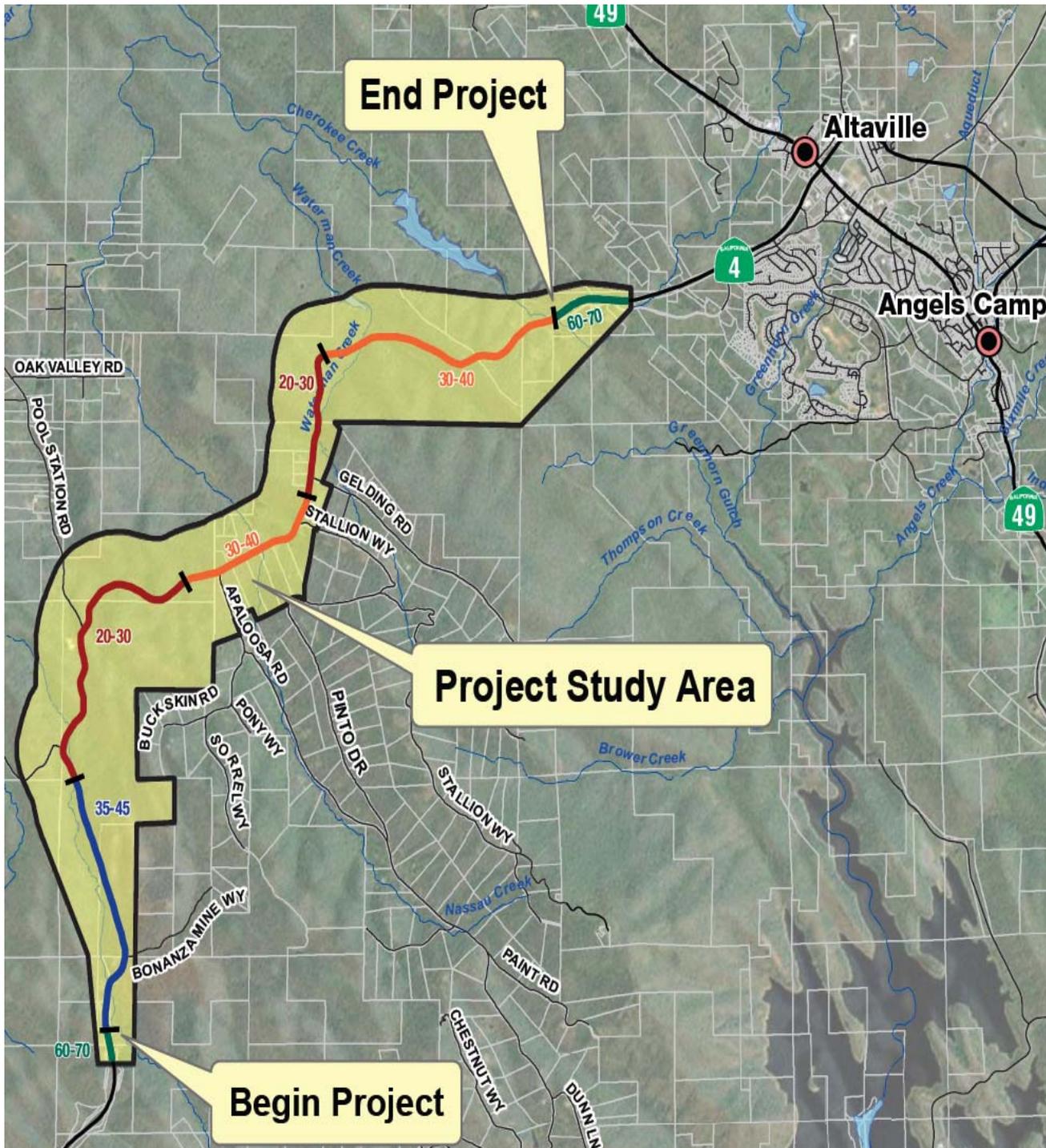


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Approximate Existing Design Speeds



Community Feedback

- The Team is listening to you
 - Avoid Impacts to Residential Property
 - Avoid Impacts to Natural Features and Areas
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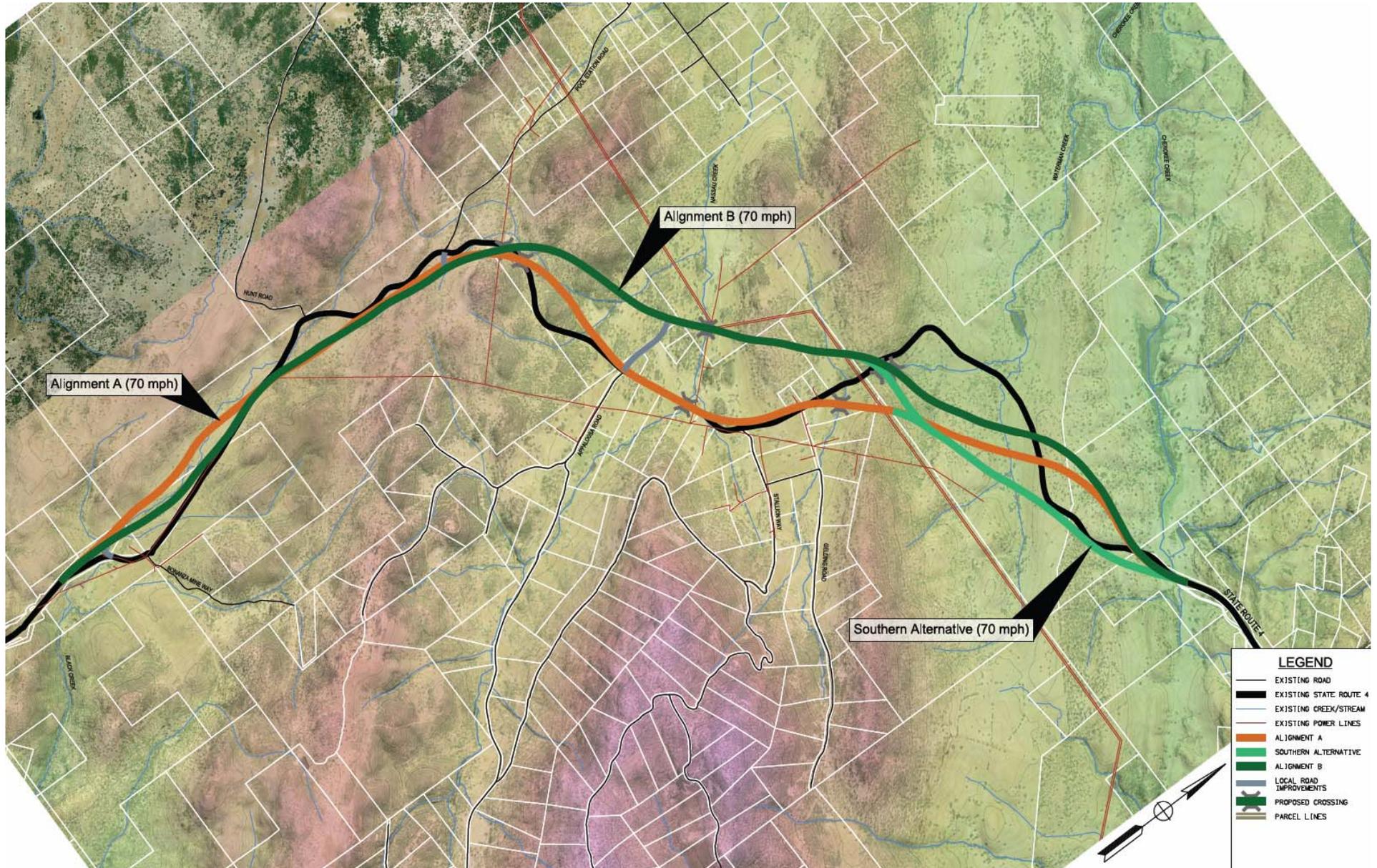
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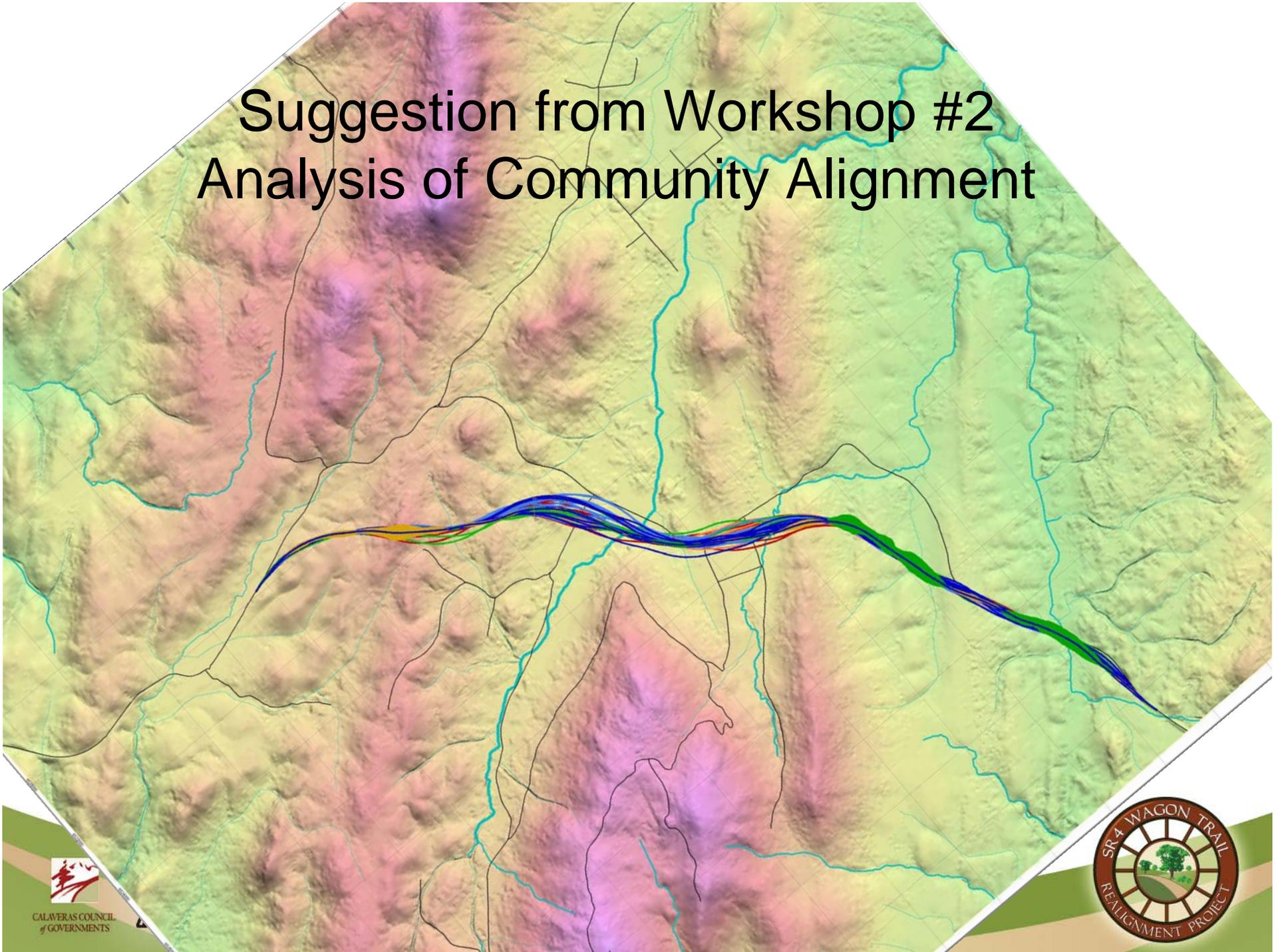
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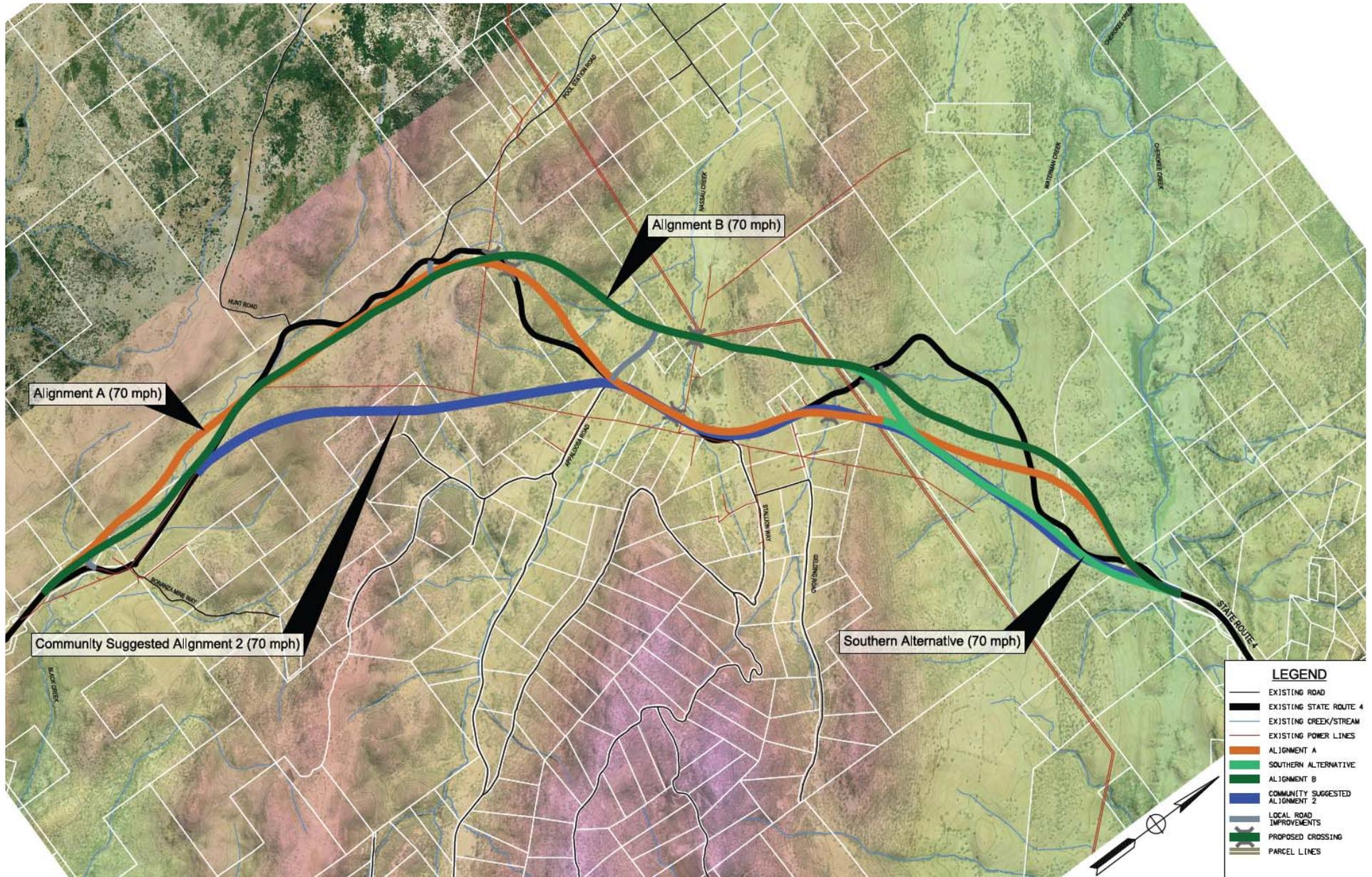
Potential Alignment Alternatives as Discussed at Community Workshop #2



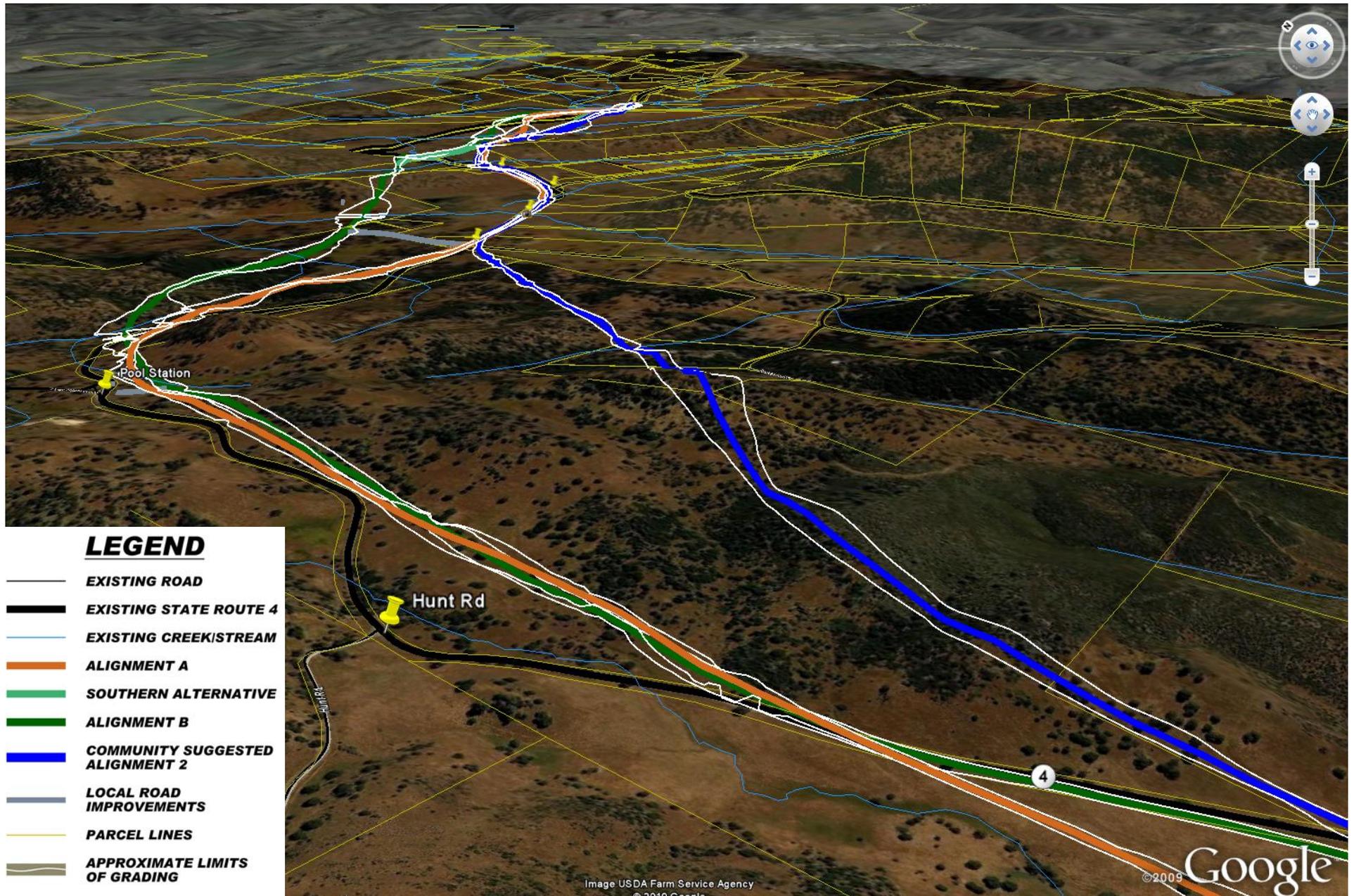
Suggestion from Workshop #2 Analysis of Community Alignment



Analysis of Community Suggestion from Workshop #2: 70 MPH Alignment



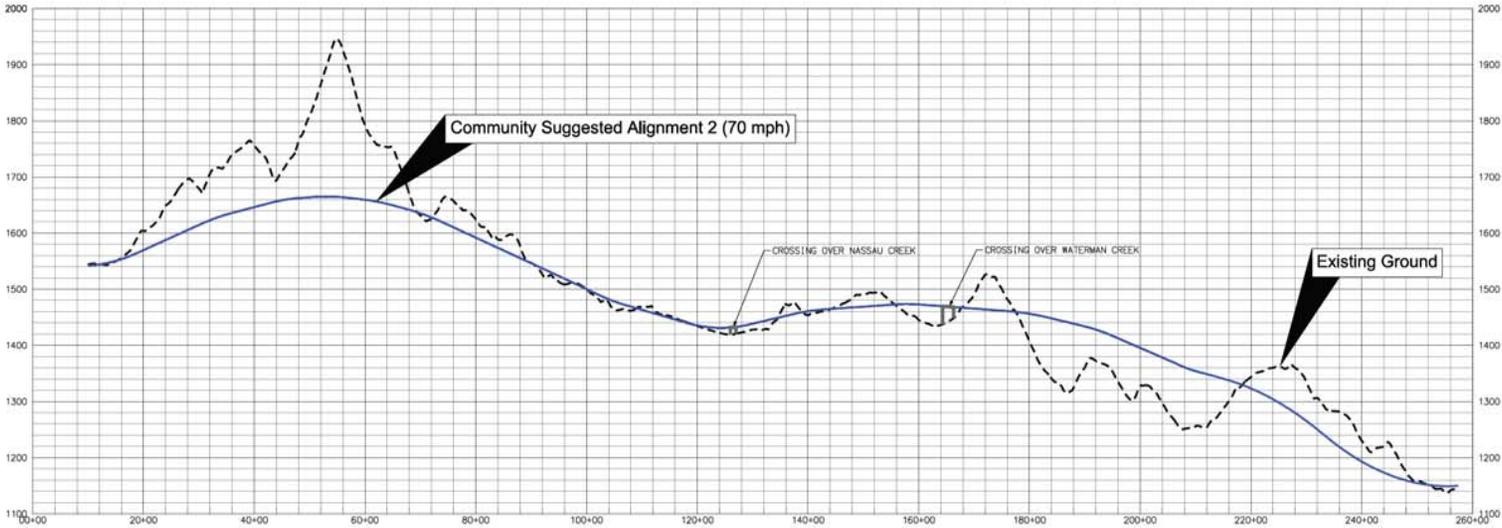
Google Image of Alignment Alternatives



Community Suggestion from Workshop #2: 70 MPH Vertical Alignment



PLAN
SCALE: 1"=2200'



PROFILE - COMMUNITY SUGGESTED ALIGNMENT 2
SCALE: HORIZ. 1"=2200' VERT. 1"=220'

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



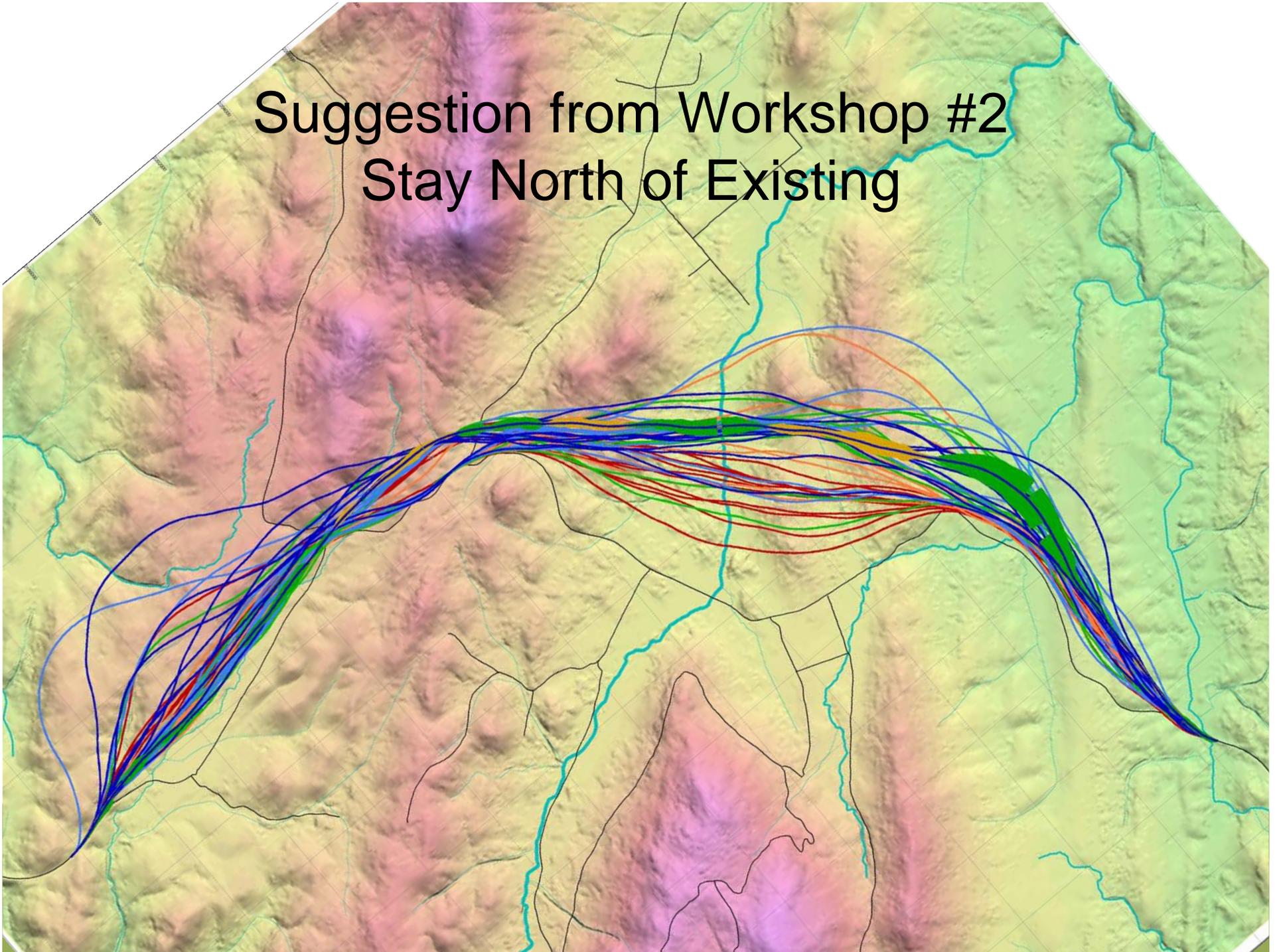
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Suggestion from Workshop #2
Stay North of Existing

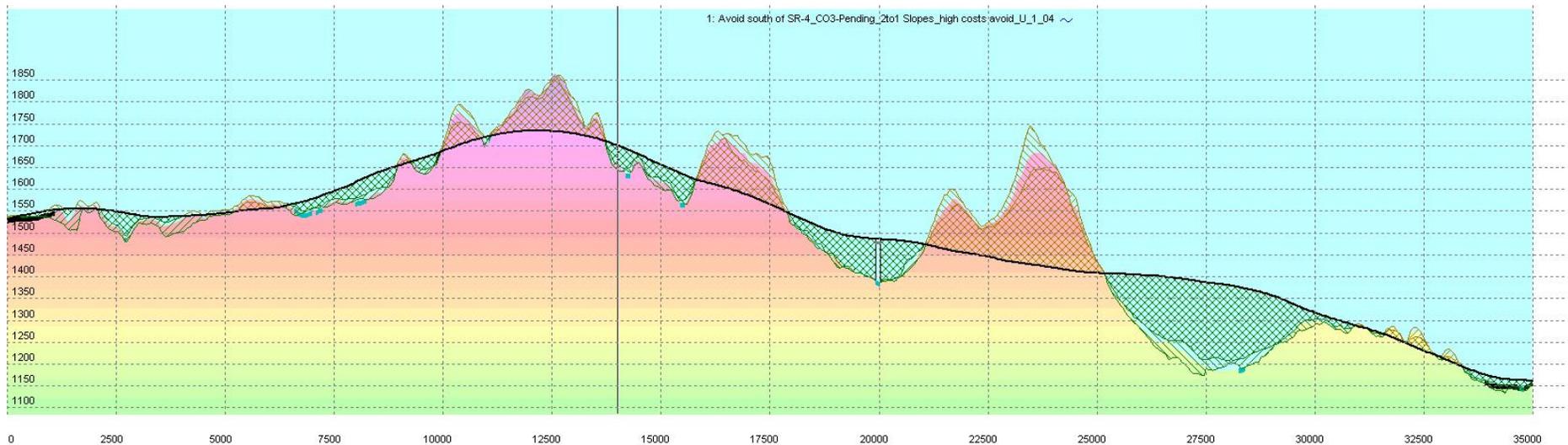


**Suggestion from Workshop #2
Stay North of Existing
(Alternative 1)**

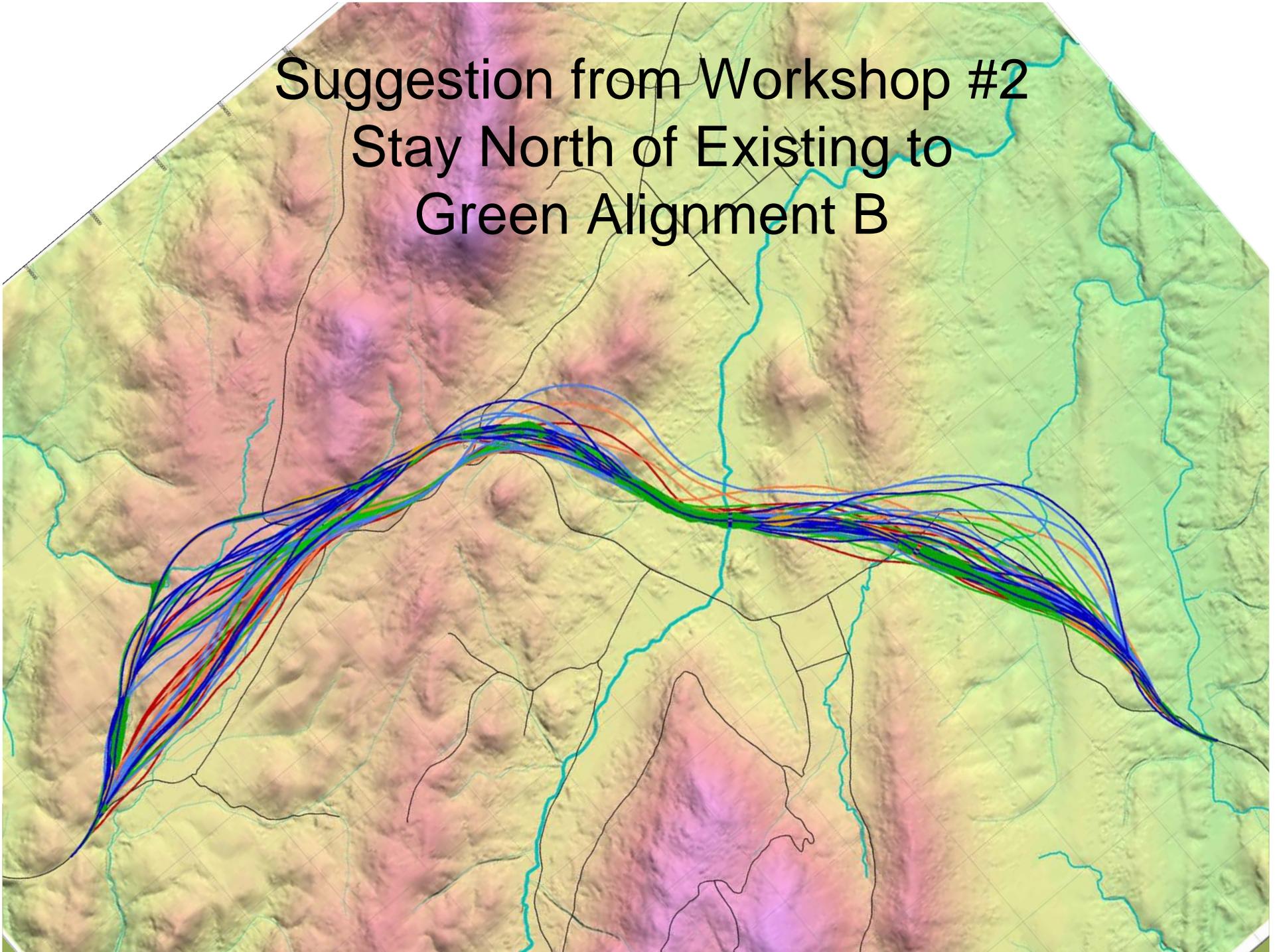


Challenges with Alternative 1

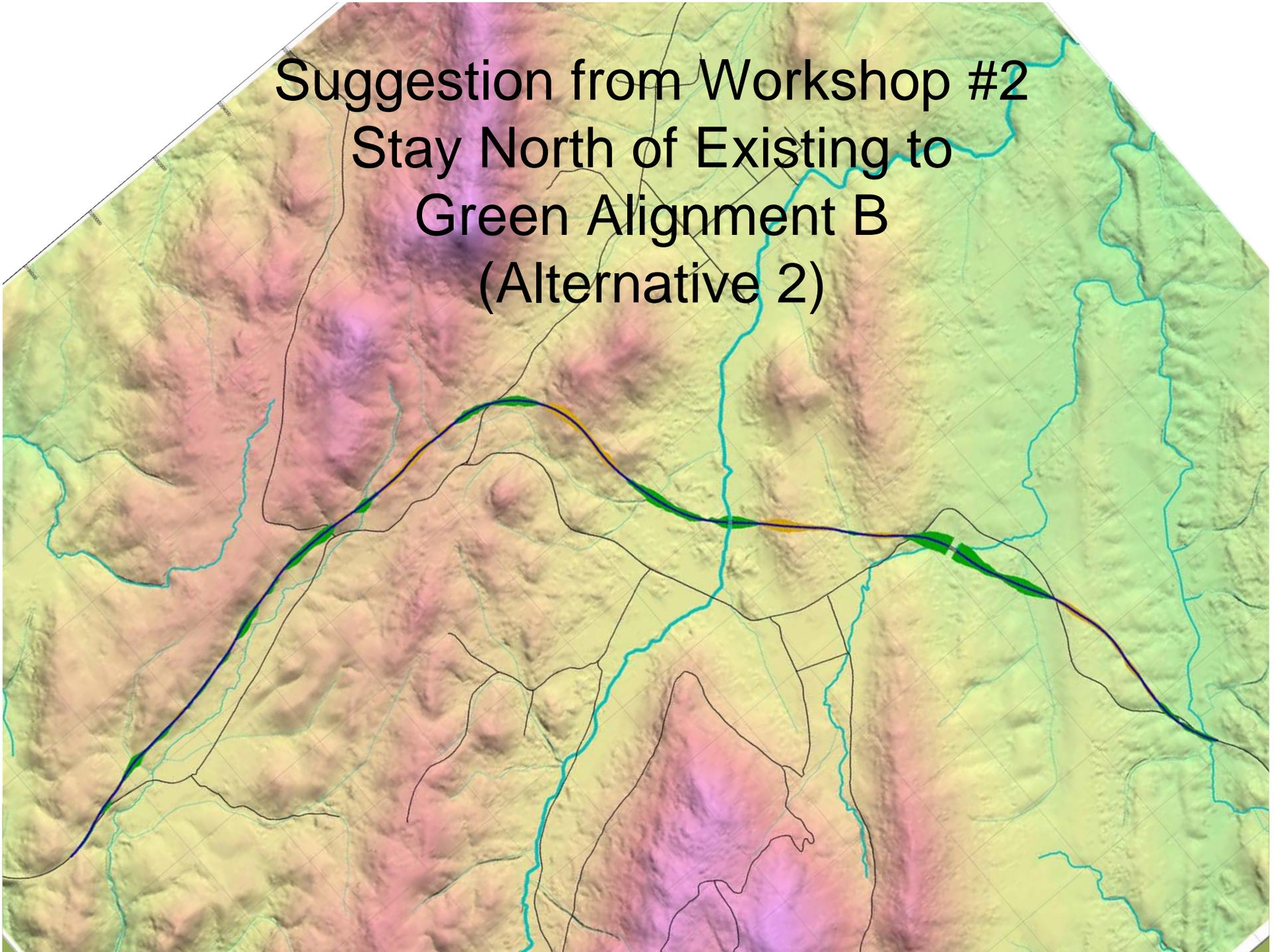
- 300 to 400% more expensive than Alignments A & B
- Large environmentally sensitive site to avoid northwest of Pool Station
- Large cuts (up to 250') & fills (up to 200') near Pool Station and Waterman Creek



**Suggestion from Workshop #2
Stay North of Existing to
Green Alignment B**

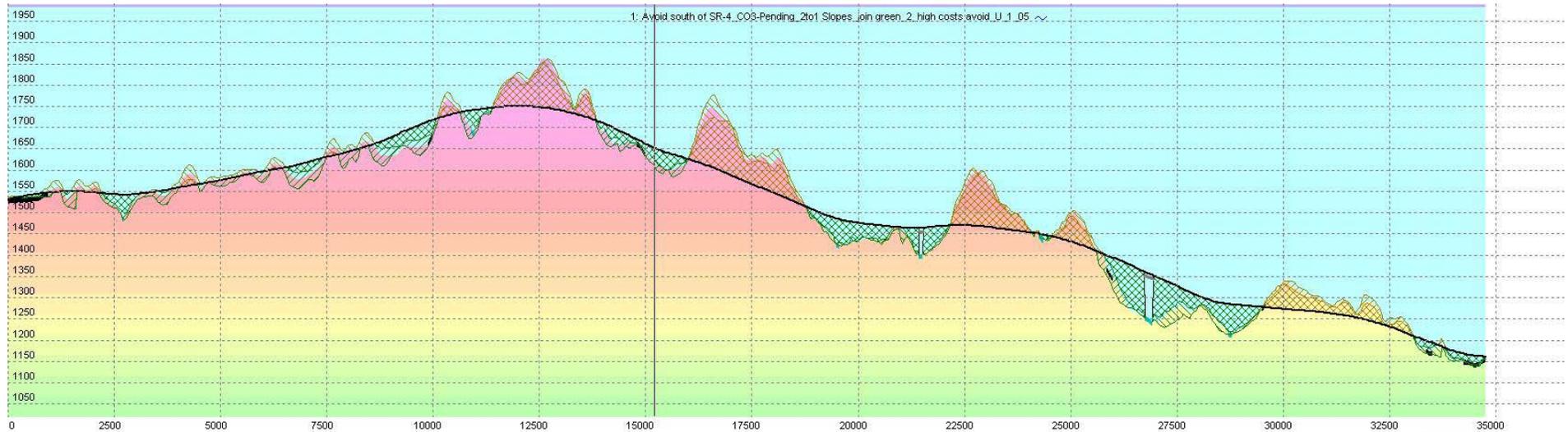


**Suggestion from Workshop #2
Stay North of Existing to
Green Alignment B
(Alternative 2)**



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

Updated 8/17/2010

Alignment #	Color	Description	Approximate Cost *
A	Orange	Following Existing Alignment	\$75 million
B	Green	Northerly Alignment	\$70 million
Community 1	Yellow	From Workshop #1	\$115 million
Community 2**	Blue	From Workshop #2	\$125 million
Alternative 1**		Stay North of Existing	\$300 million
Alternative 2**		North of Existing to Green Alt B	\$110 million

* 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.

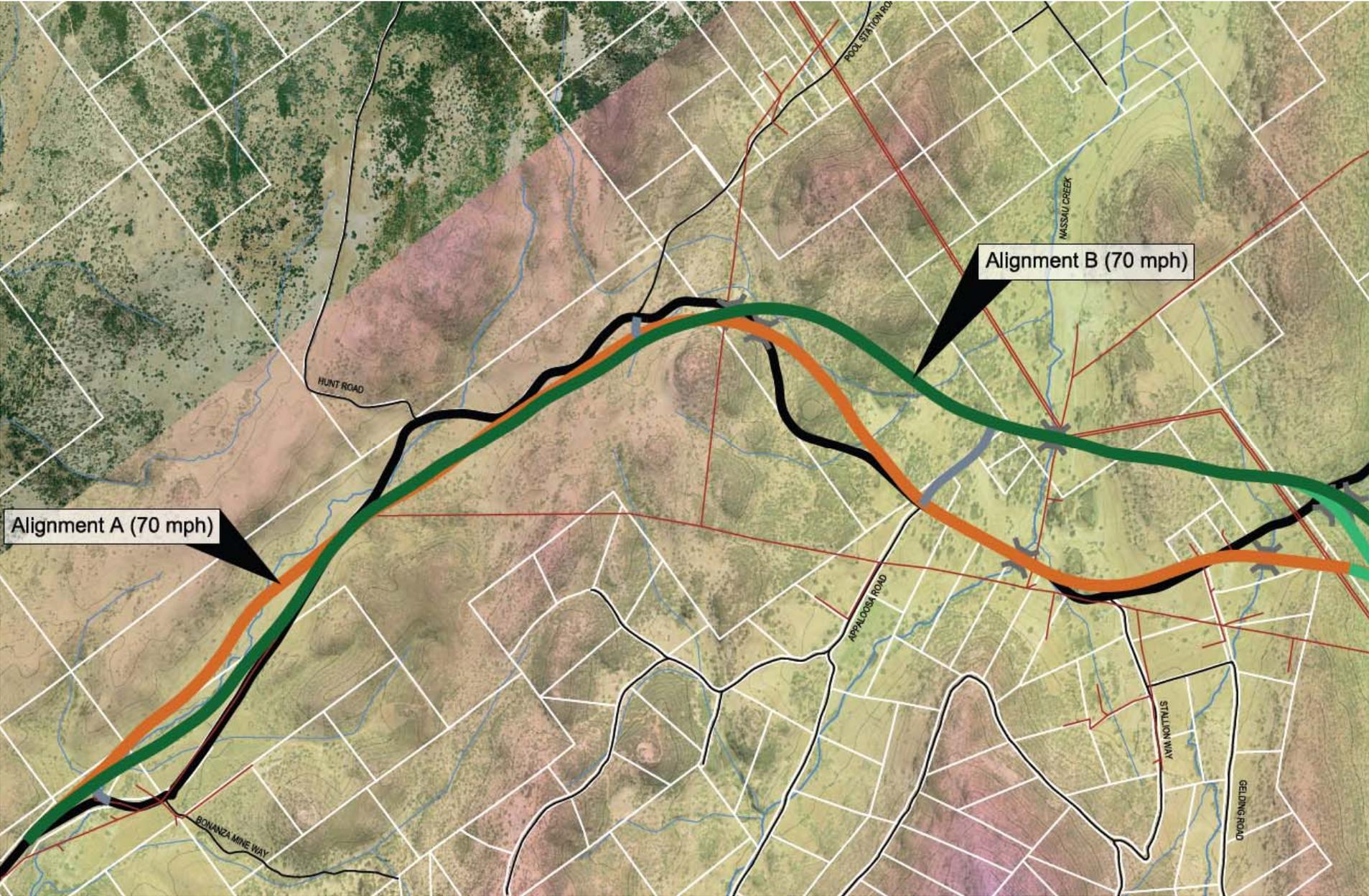
** These concepts were recommended during Workshop #2.



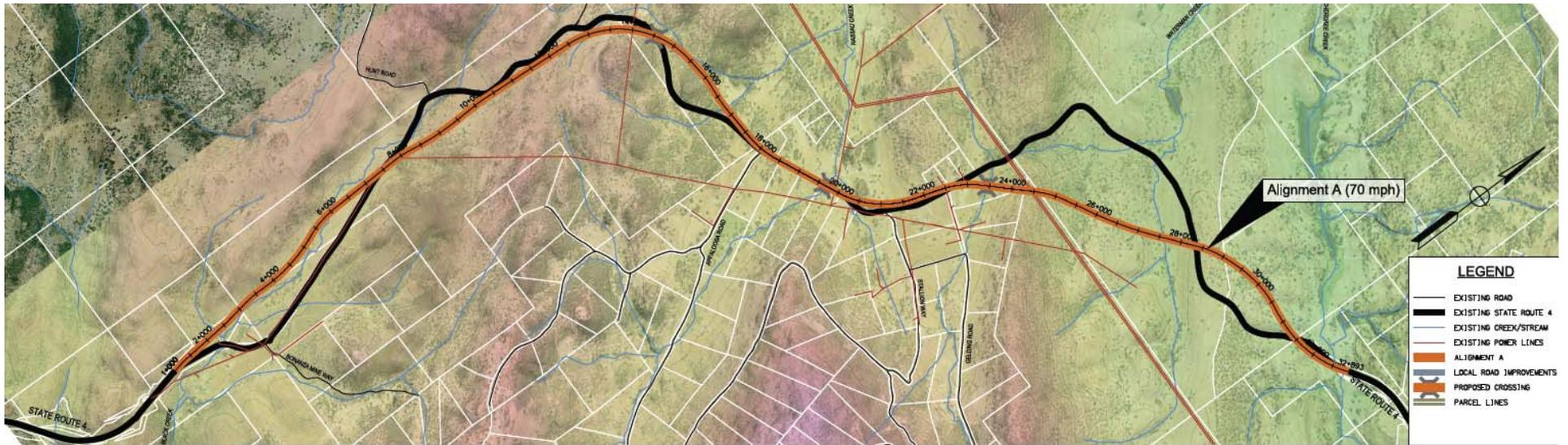
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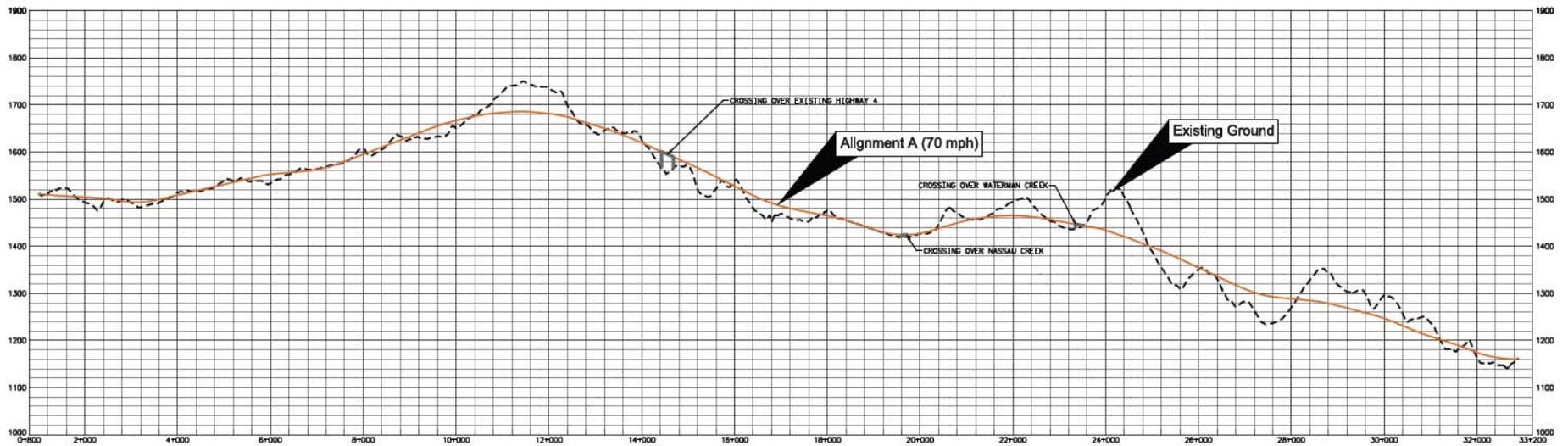
Potential Alignments through Neighborhood Area



Alignment A: Most Economical 70 MPH Alignment Following Close to Existing SR-4

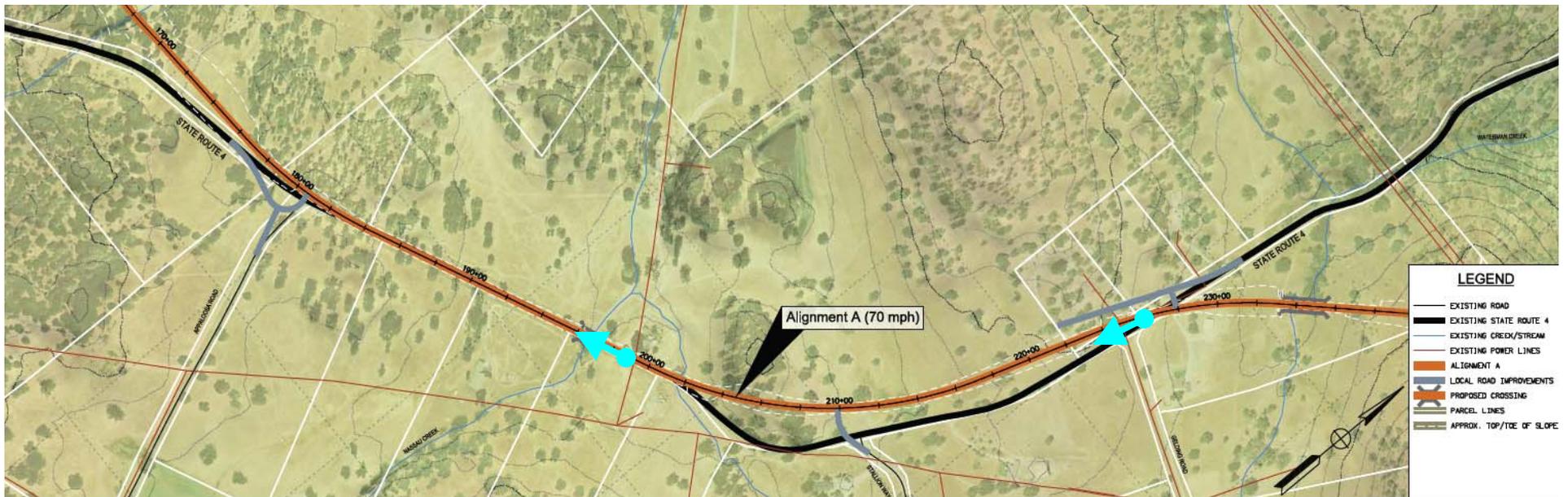


PLAN
SCALE: 1"=2200'

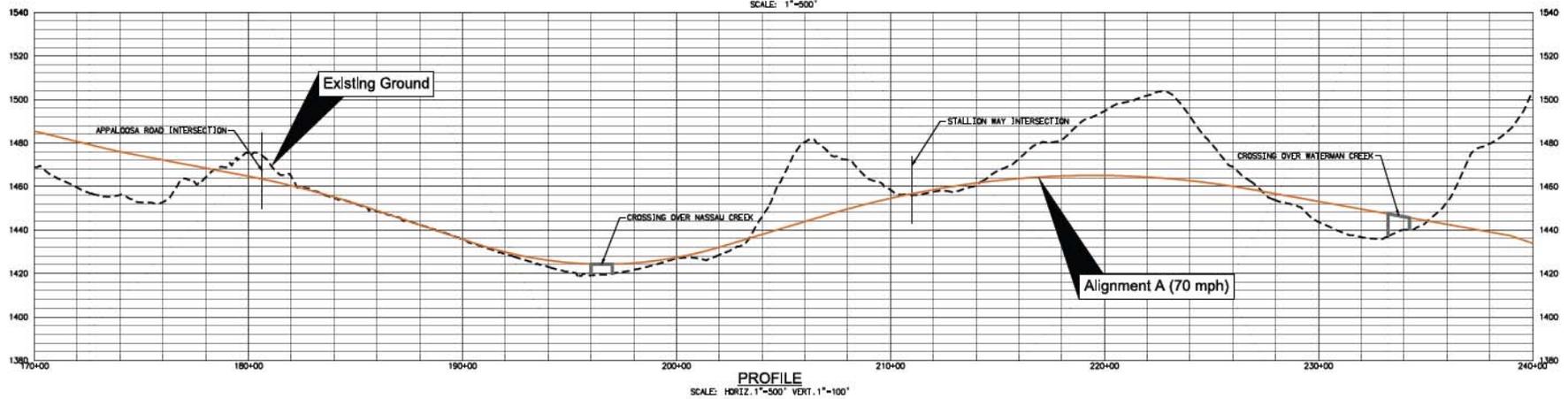


PROFILE - ALIGNMENT A
SCALE: HORIZ. 1"=2200' VERT. 1"=220'

Alignment A: Community Suggested 70 MPH Alignment



PLAN
SCALE: 1"=500'



SR-4 at Nassau Creek (Before Project)



SR-4 at Nassau Creek (After Project Concept Alignment A – 70 MPH)



SR-4 at Gelding (Before Project)



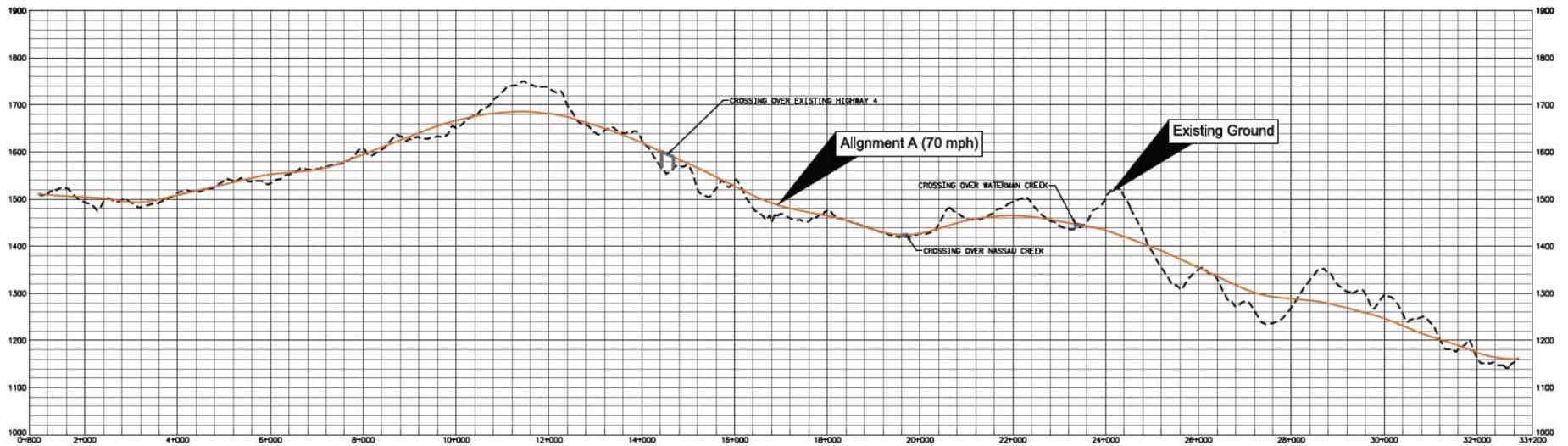
SR-4 at Gelding (After Project Concept Alignment A – 70 MPH)



Alignment A: Most Economical 70 MPH Alignment Following Close to Existing SR-4

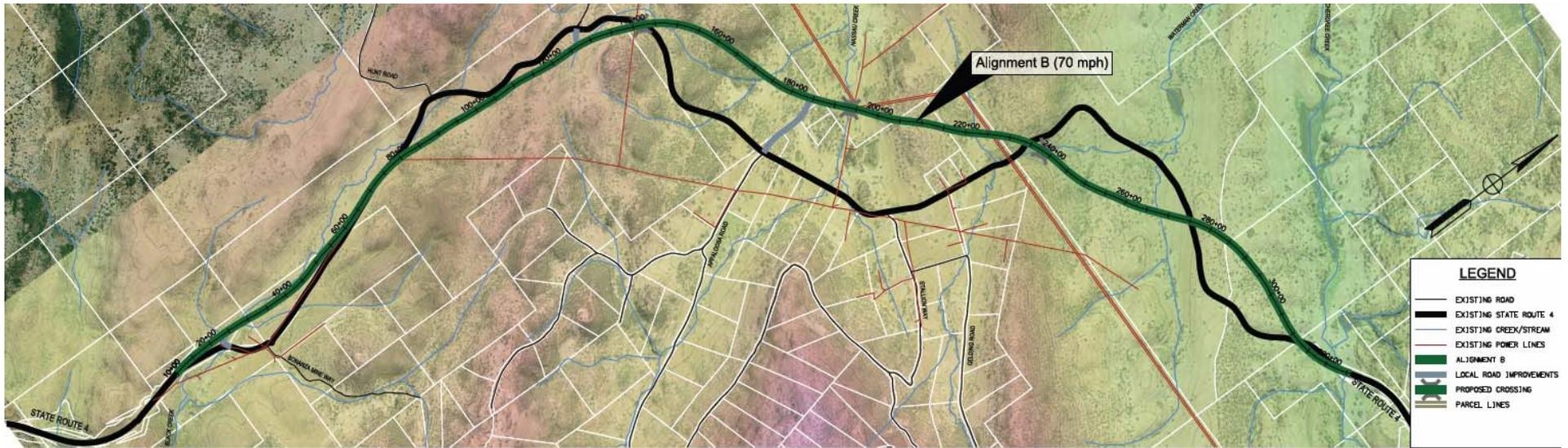


PLAN
SCALE: 1"=2200'

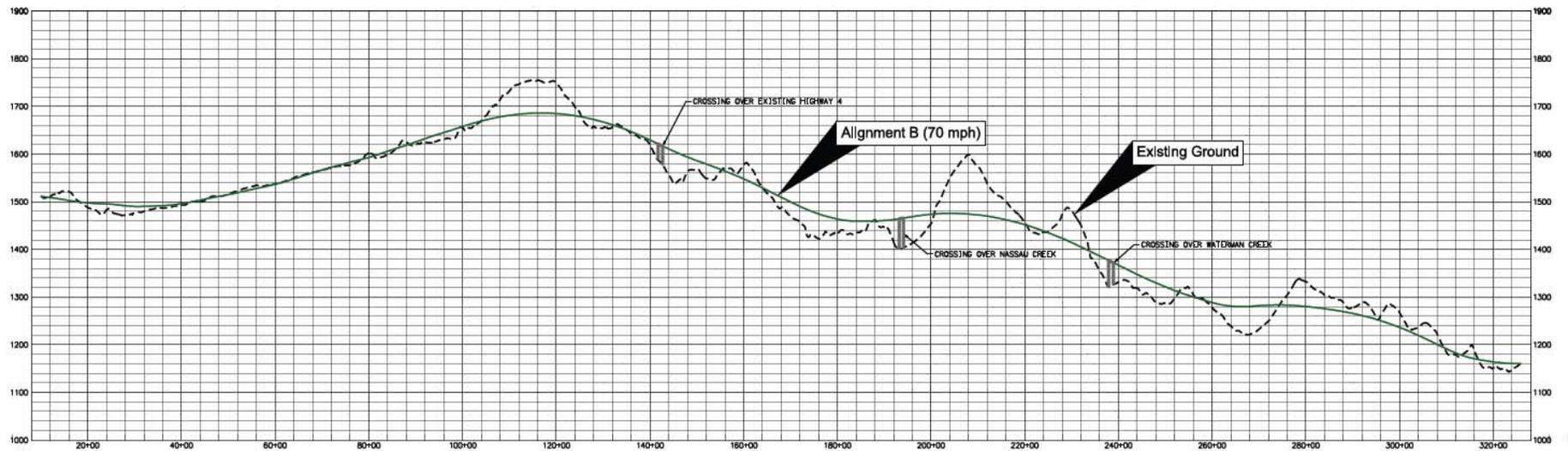


PROFILE - ALIGNMENT A
SCALE: HORIZ. 1"=2200' VERT. 1"=220'

Alignment B: Most Economical 70 MPH Alignment from Analysis

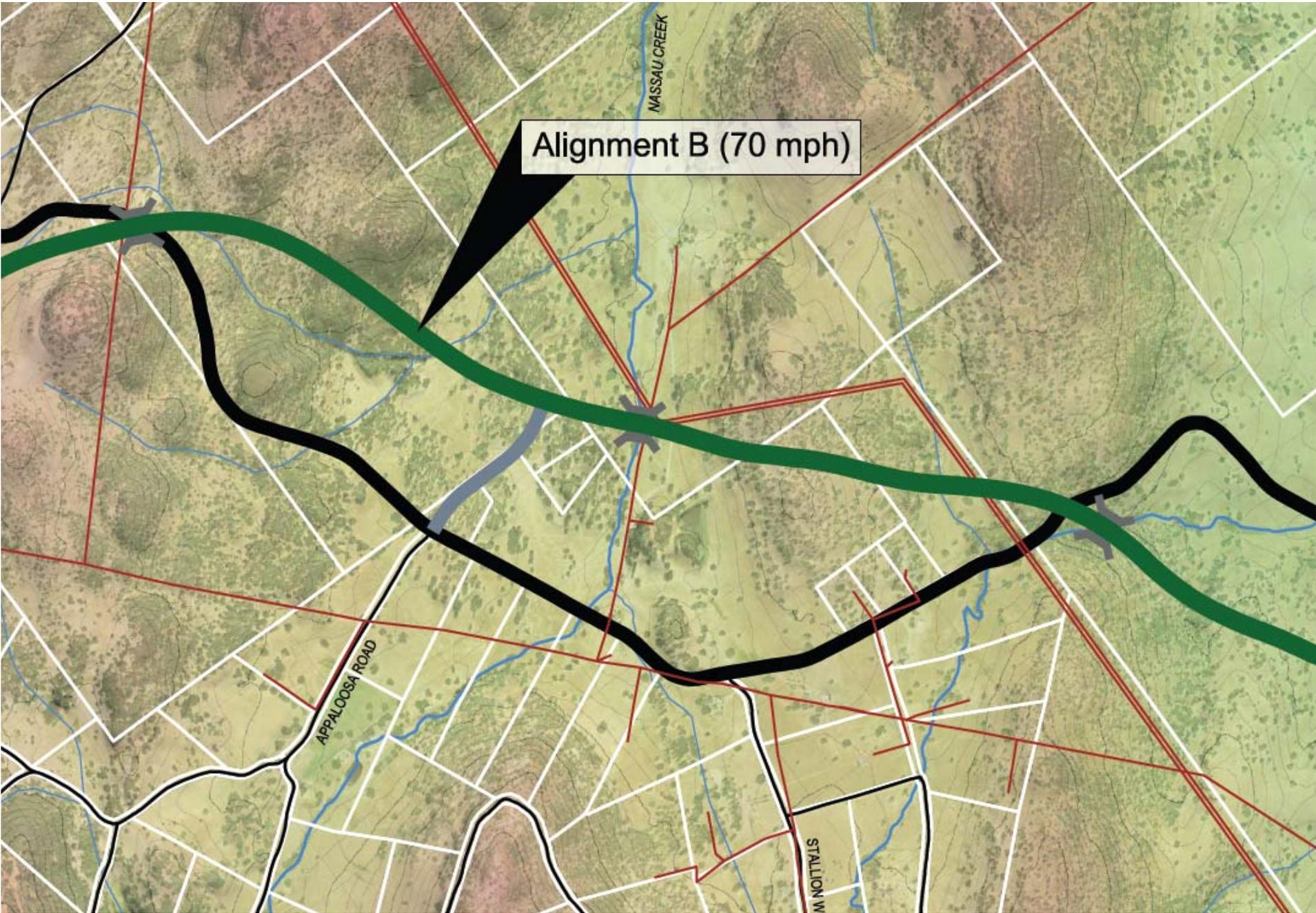


PLAN
SCALE: 1"=2200'

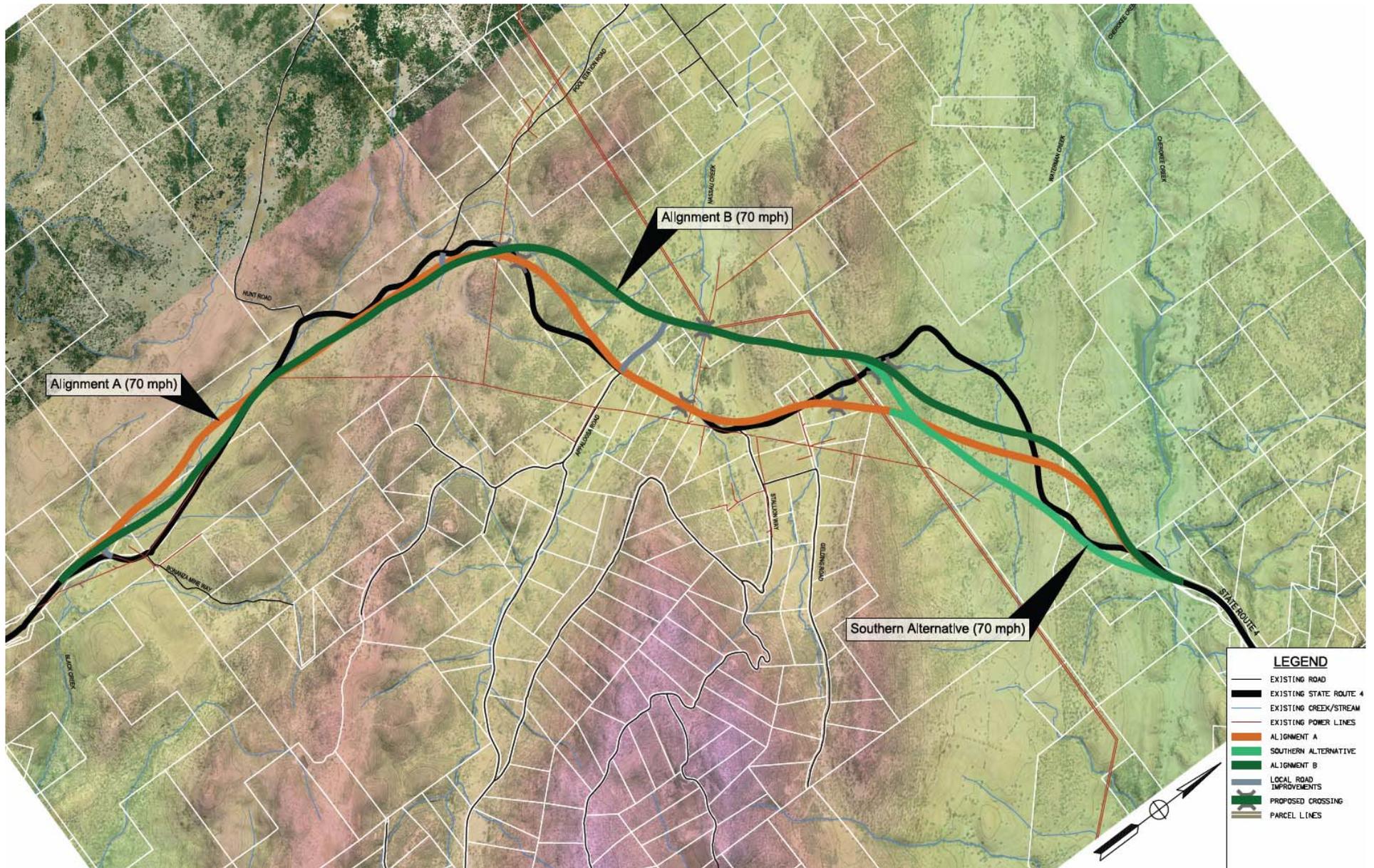


PROFILE - ALIGNMENT B
SCALE: HORIZ. 1"=2200' VERT. 1"=220'

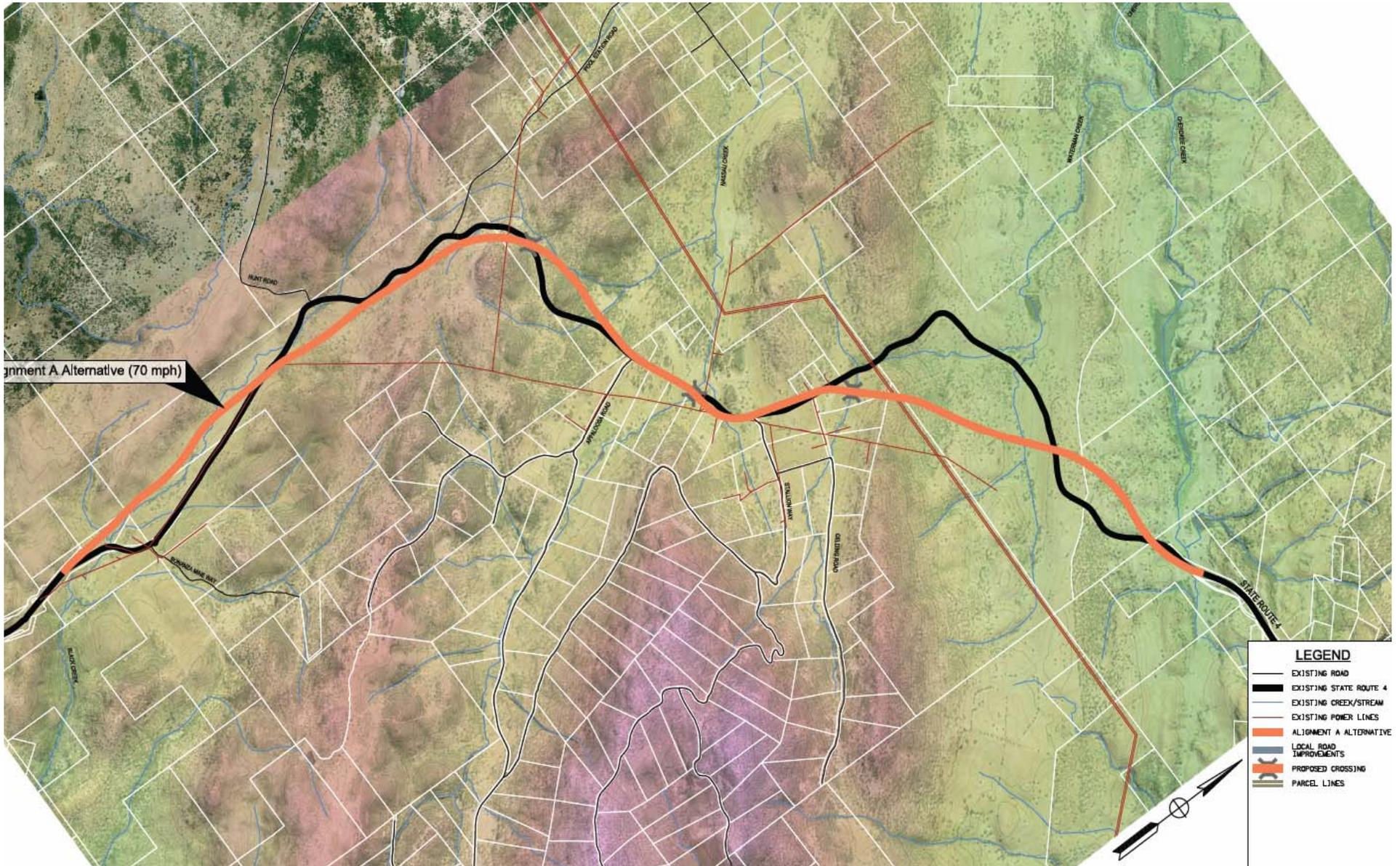
Alignment B: Most Economical 70 MPH Alignment around Neighborhood



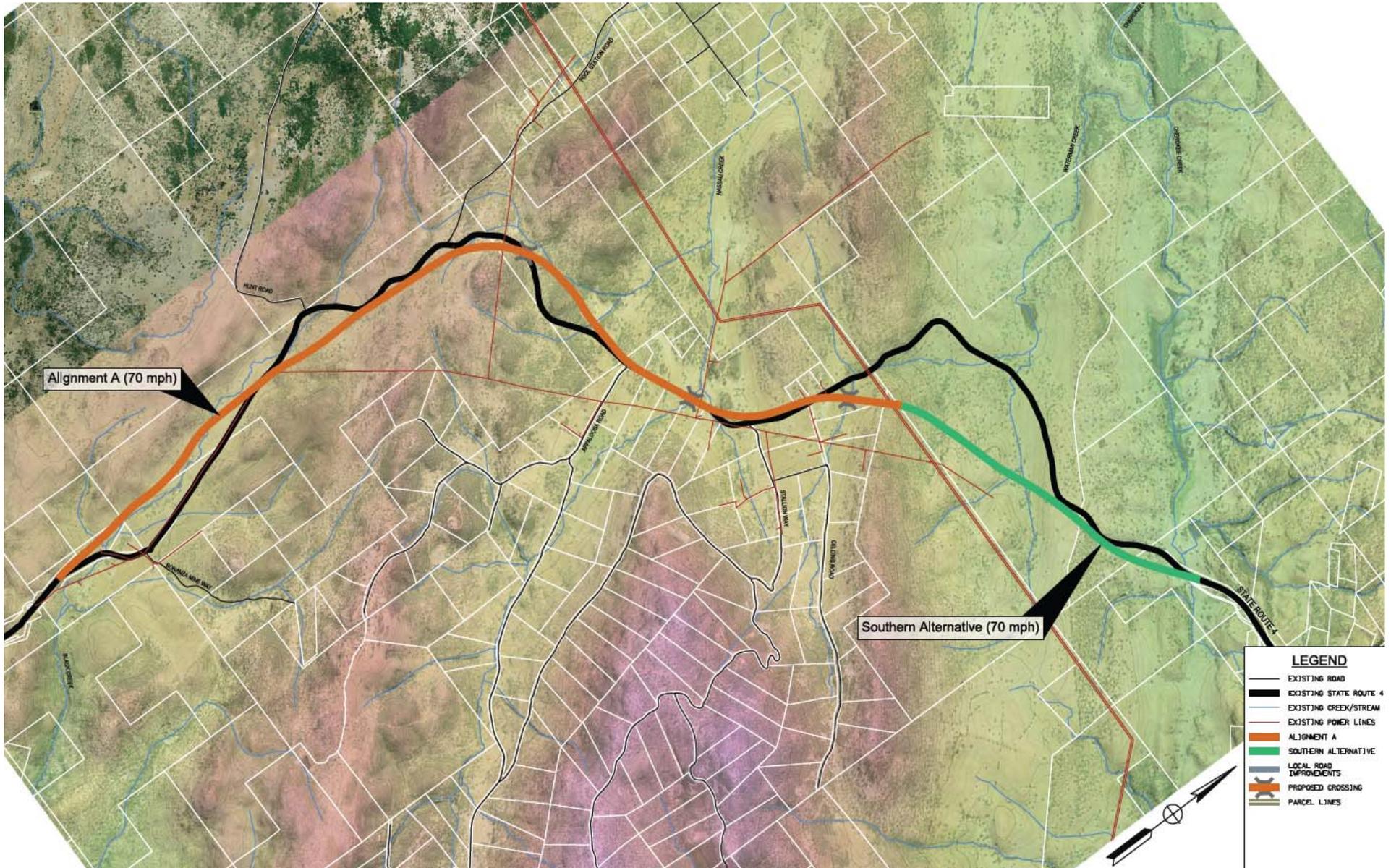
Alignment Alternatives



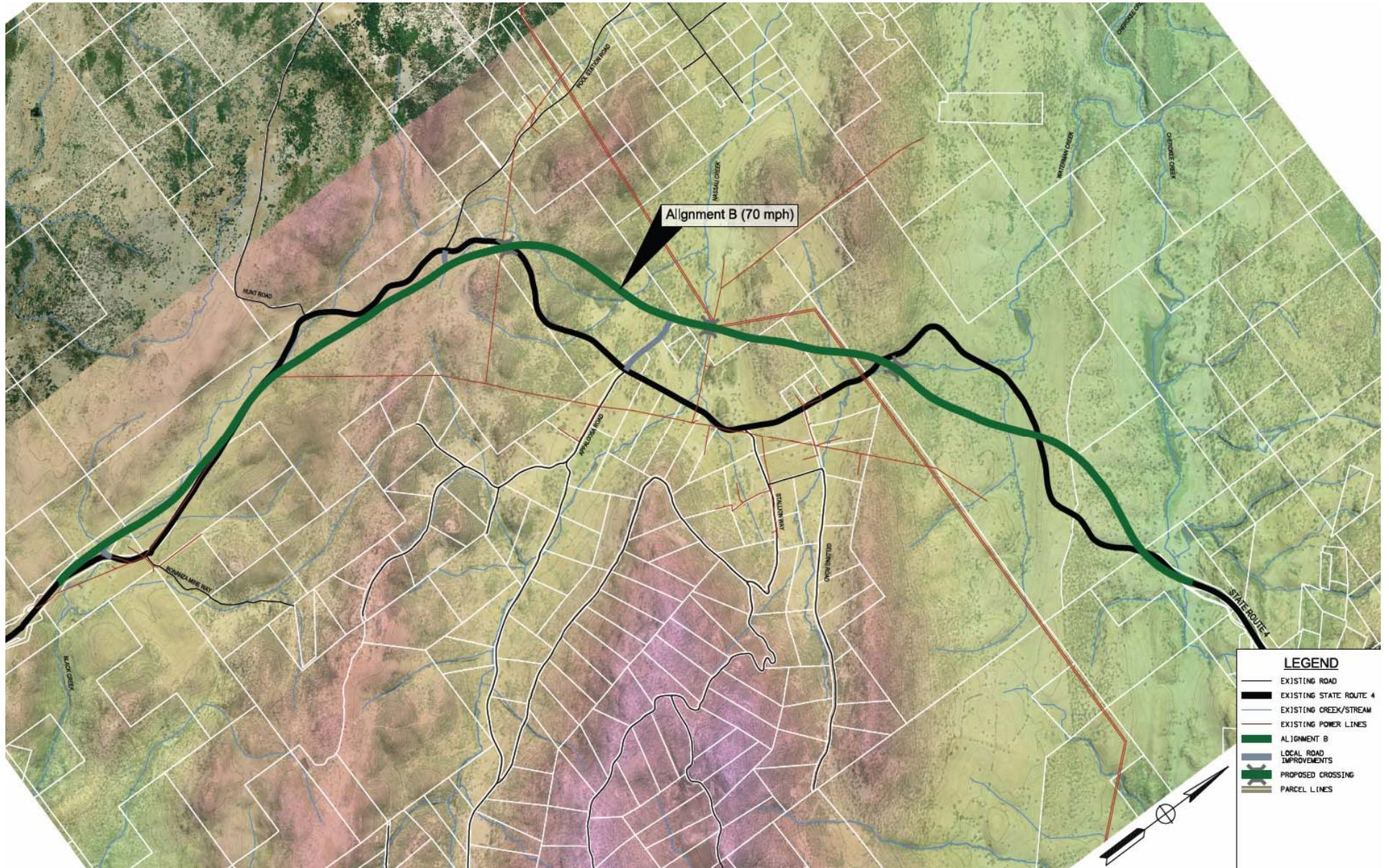
Alignment A



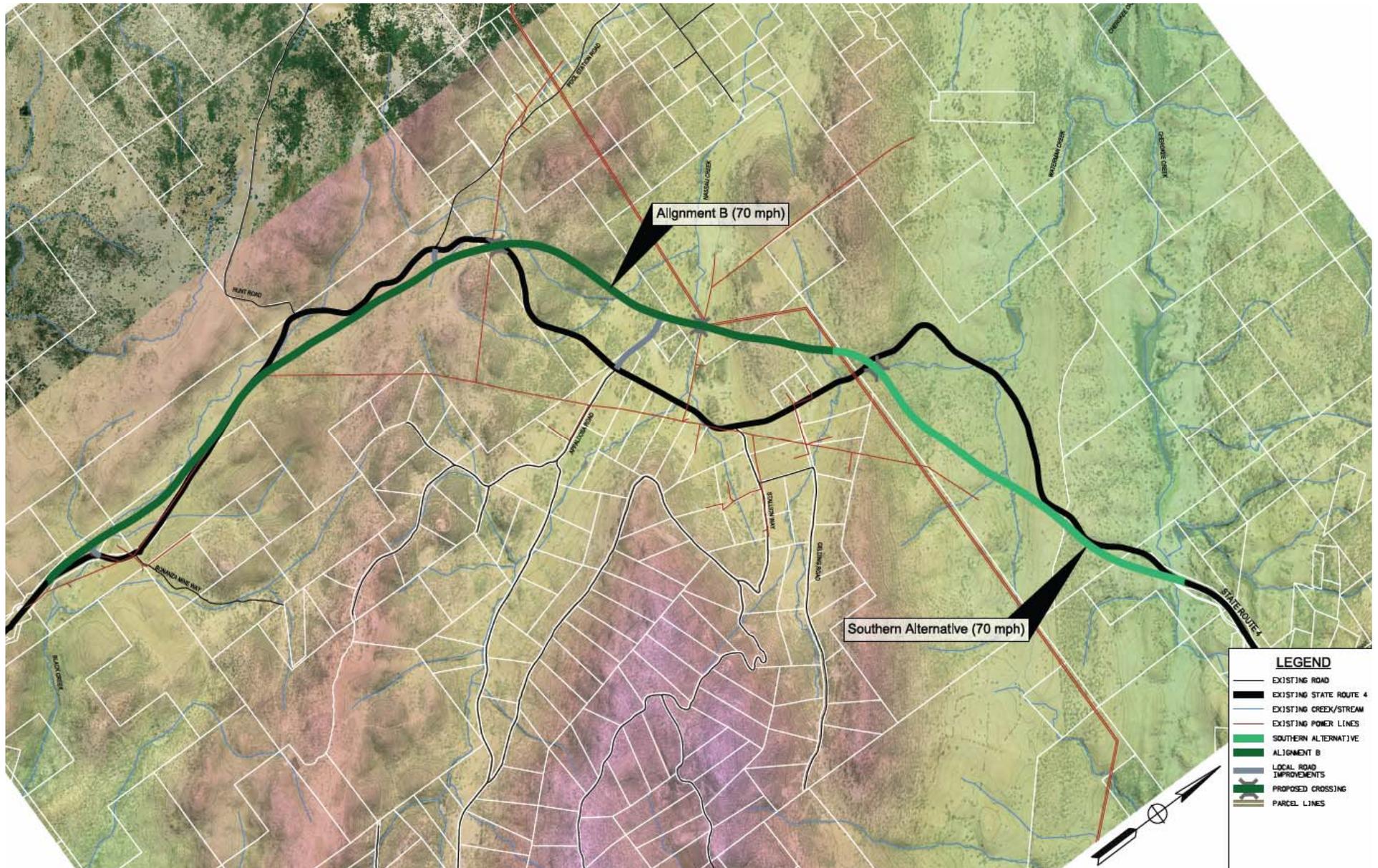
Alignment A with the Southern Alternative



Alignment B



Alignment B with the Southern Alternative



Small Group Discussion



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Interactive Survey - How To Use the Polling Devices



LED LIGHT
SHOWS YOUR
SCORE



KEYPAD
NUMBERS
1 - 5



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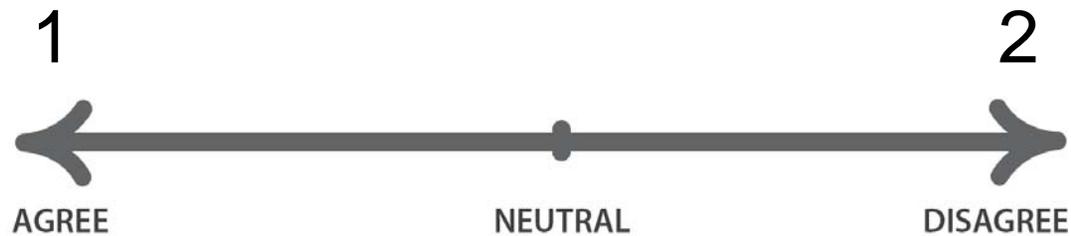


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Test Question 1

I attended a Previous Community Workshop.



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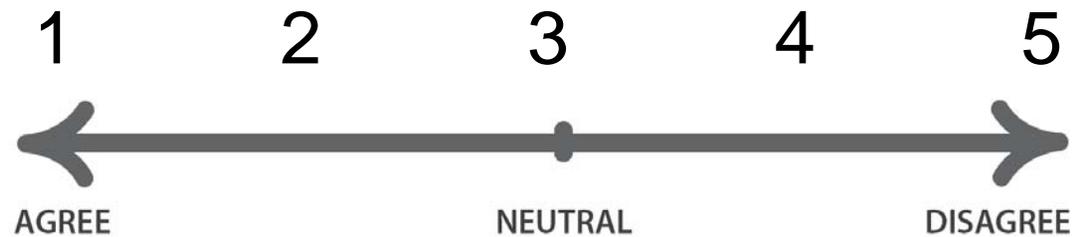


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Test Question 2

My property is potentially physically affected by this Project.



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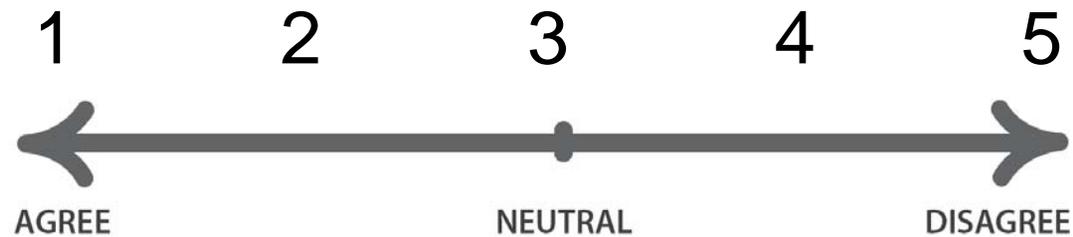


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Test Question 3

I am comfortable answering questions using the handheld device.



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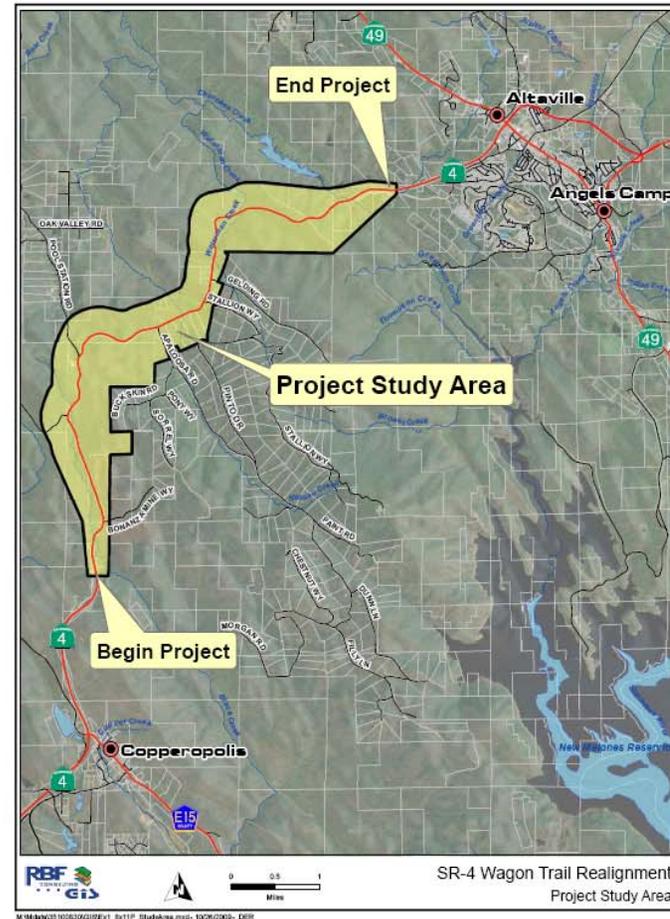
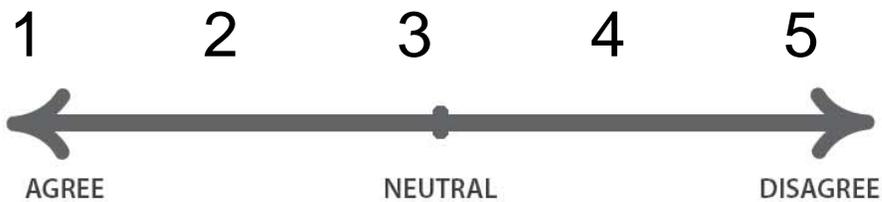
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Question 1

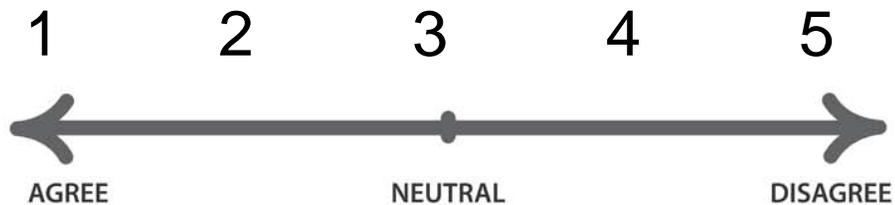
I approve of the location selected for Scoping Meeting/Workshop #3.





Question 2

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



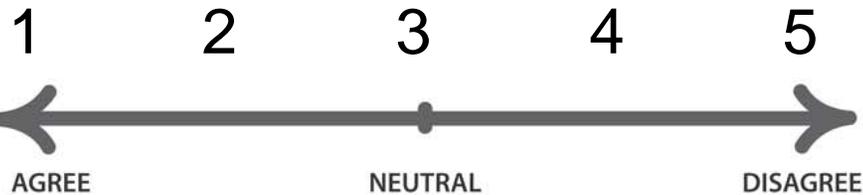


Question 3

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

Community Feedback

- The Team is listening to you
 - Avoid Impacts to Residential Property
 - Avoid Impacts to Natural Features and Areas
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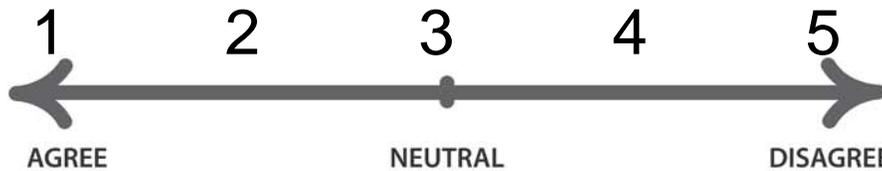
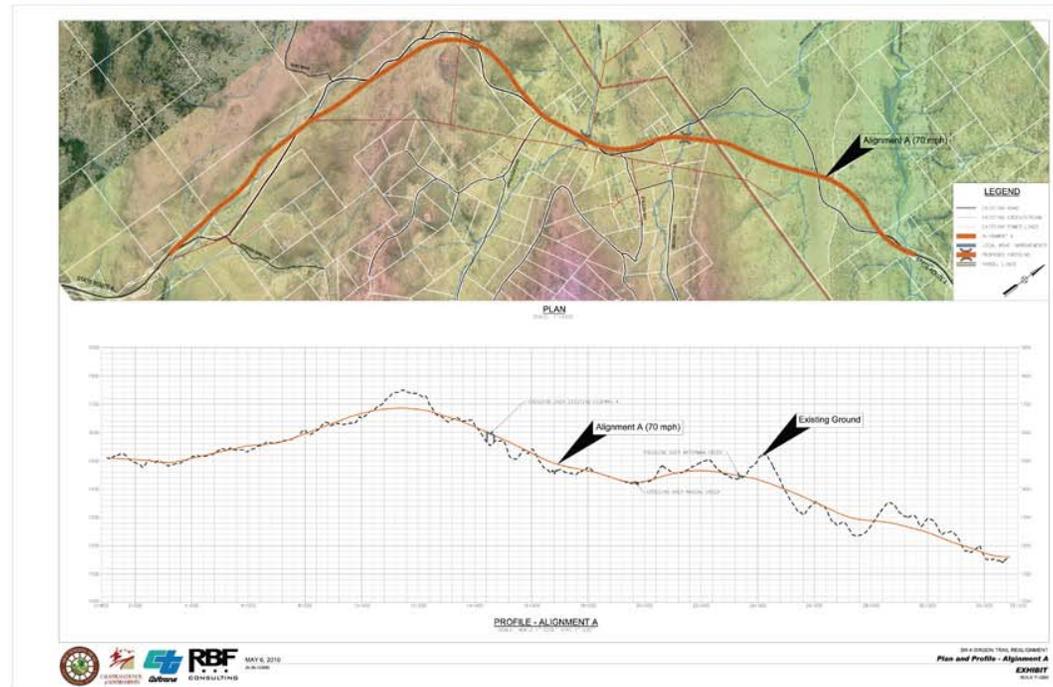
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Question 4

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



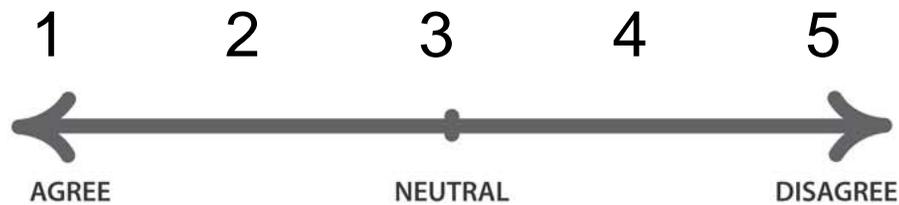
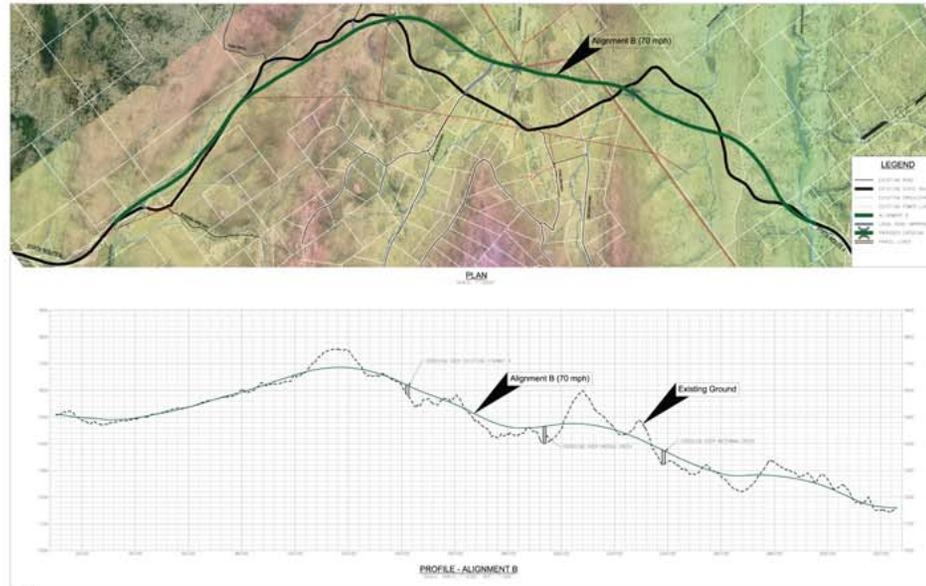
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Question 5

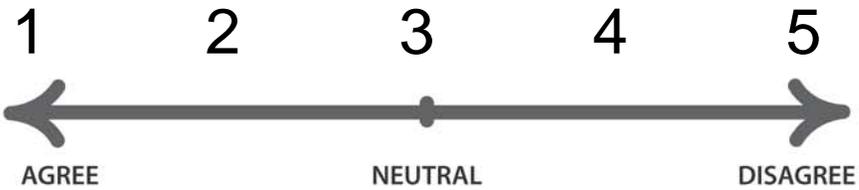
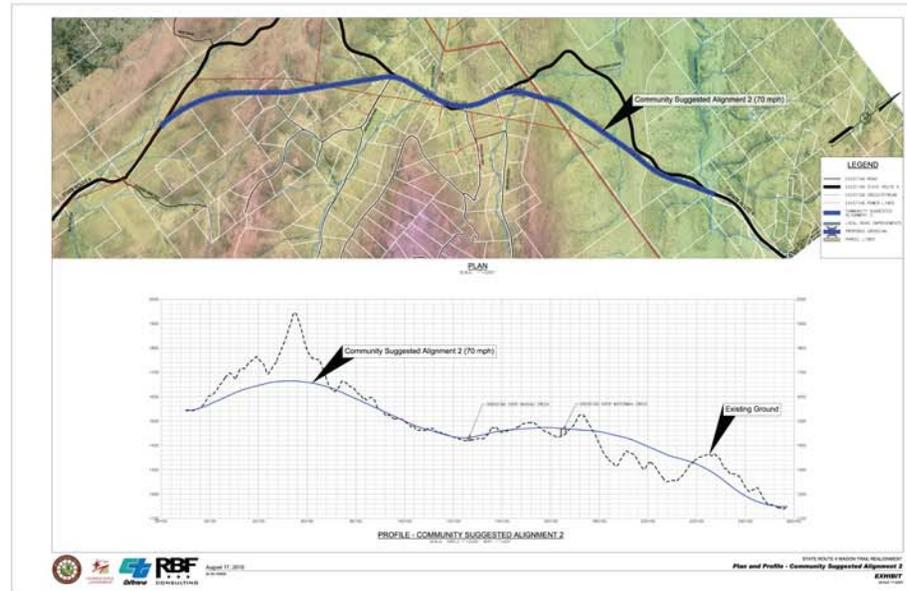
The new road alignment should be separate from the existing road so that the existing road may become a local access road, similar to Alignment B.



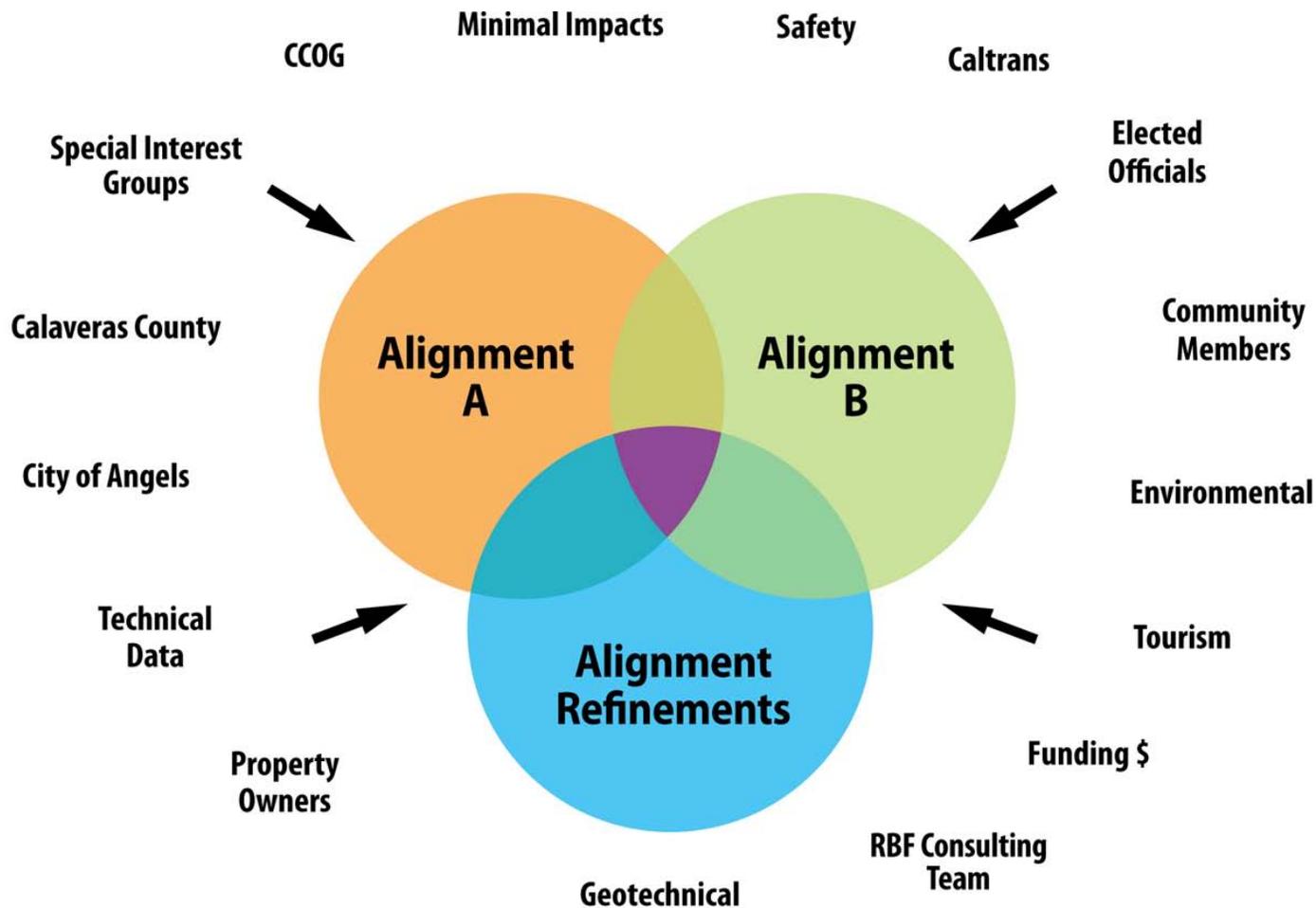


Question 6

The community suggested alignment #2 is supported by the community regardless of cost.



Development of Viable Alternatives Must Consider Agency and Community Factors



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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)**



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Questions?



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Thank You!

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



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