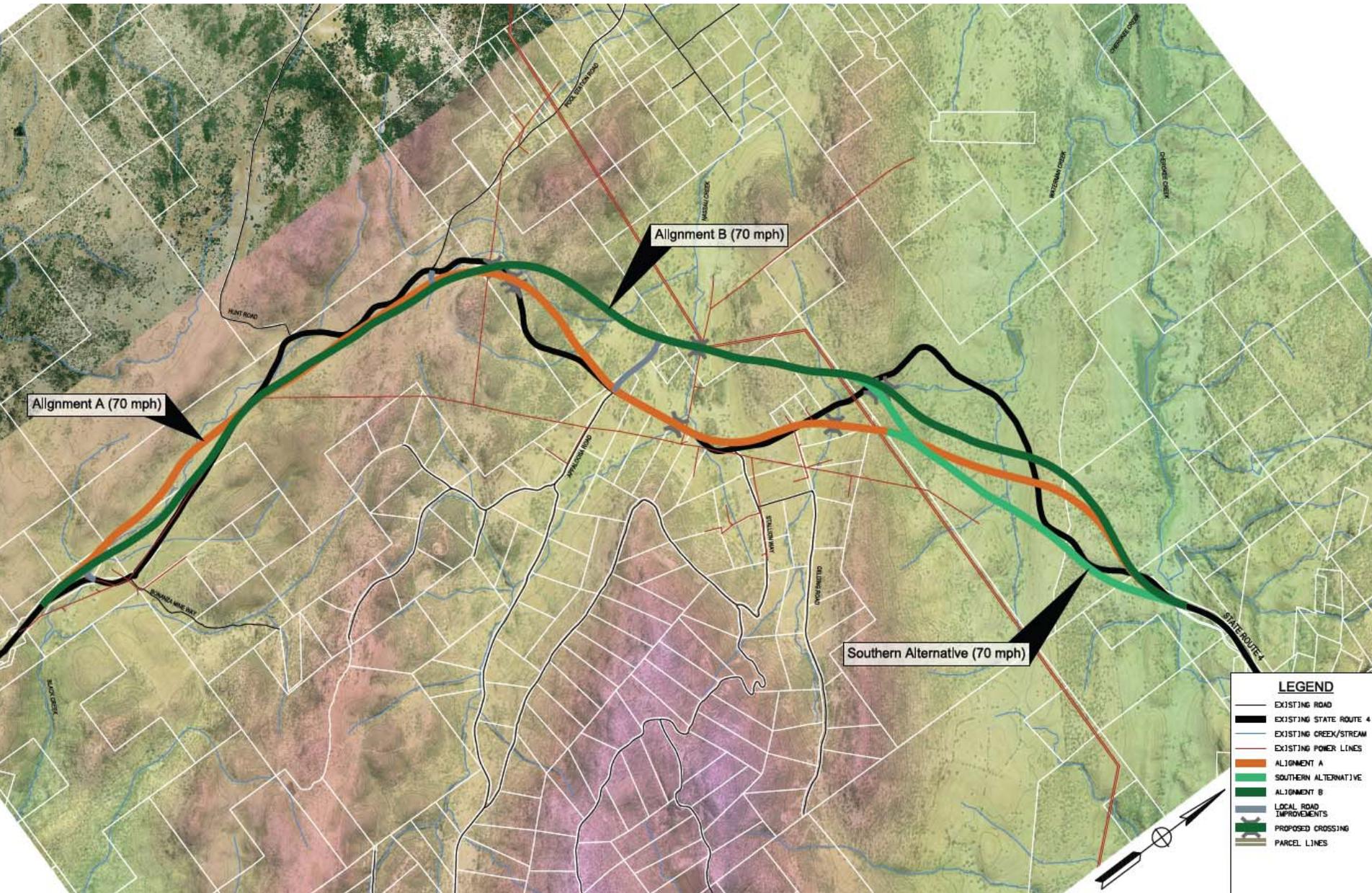


Consideration of Additional Alternatives

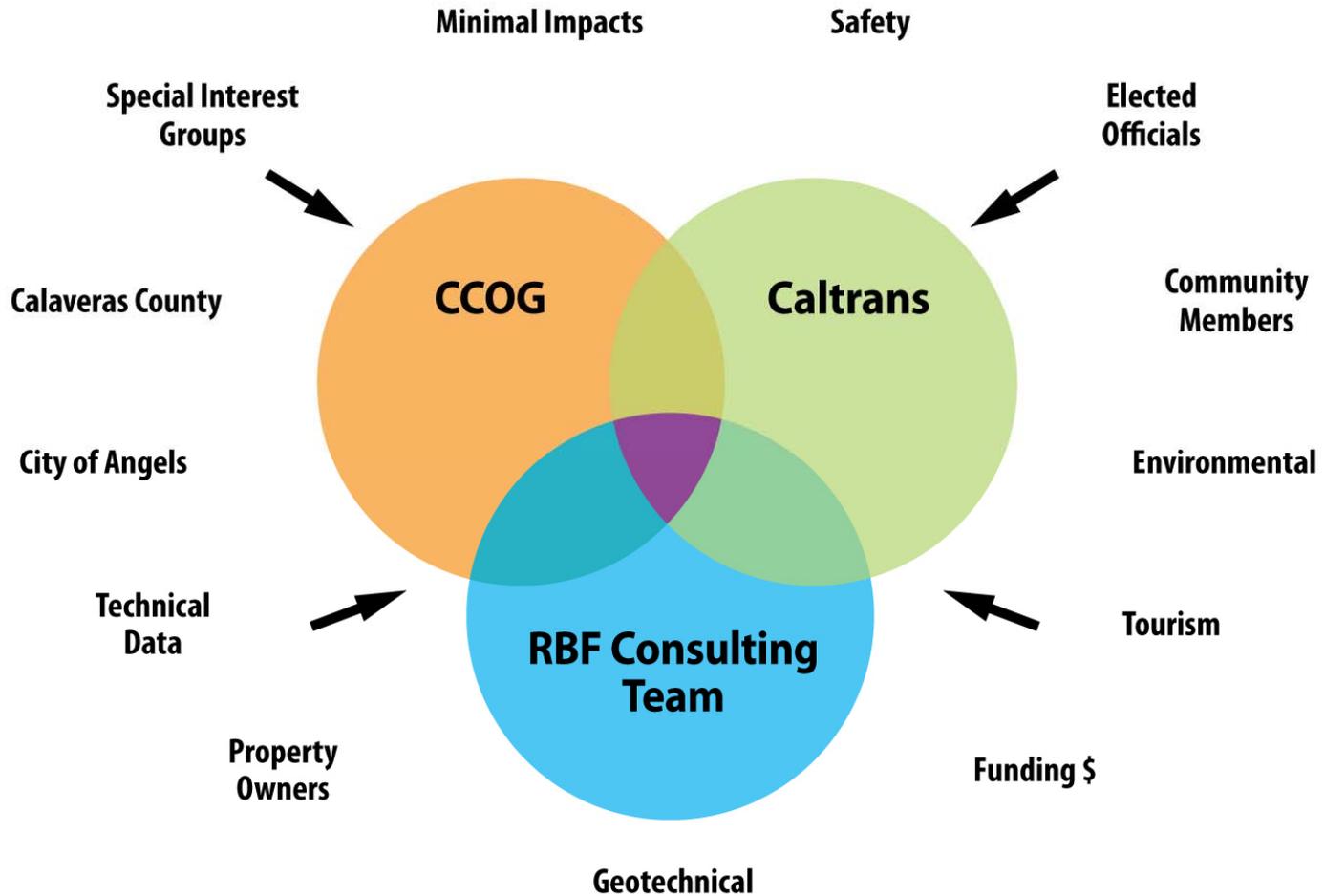
- 1) Stay North of Existing
- 2) North of Existing to Green Alt B
- 3) Stay South of Existing



Alignment Alternatives



Development of Viable Alternatives Must Consider Agency and Community Factors



PRELIMINARY COST COMPARISON

SR-4 Wagon Trail Realignment Project

Updated 6/10/2010

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	\$140 million
Alternative 1**		Stay North of Existing	\$300 million
Alternative 2**		North of Existing to Green Alt B	\$110 million
Alternative 3**		Stay South of Existing	\$150 million

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

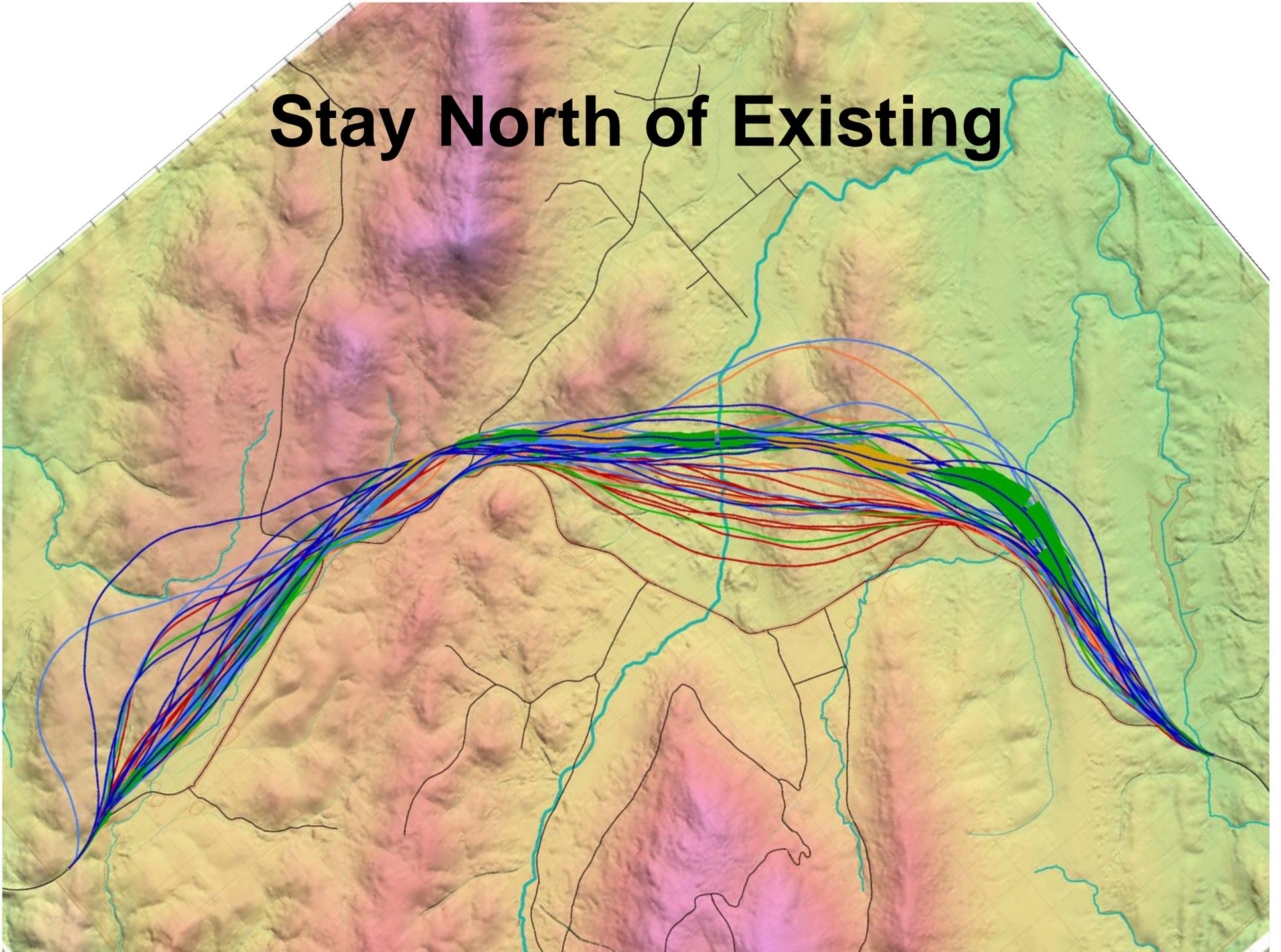
** These concepts were recommended during Workshop #2.



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Stay North of Existing

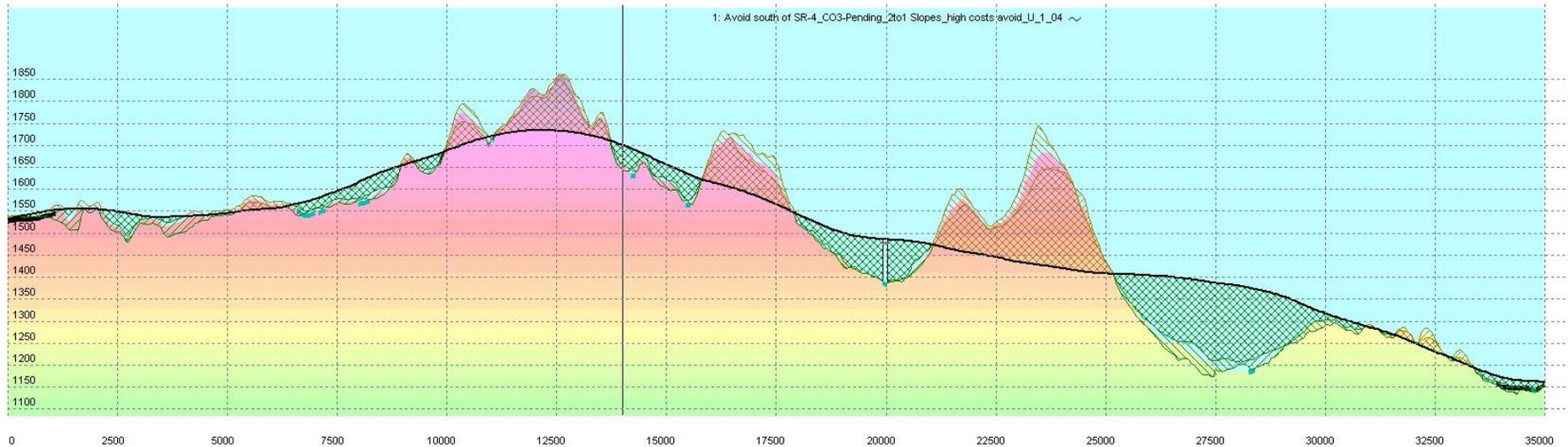


Stay North of Existing

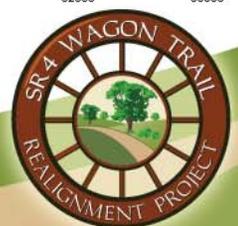


Challenges to Stay North of Existing

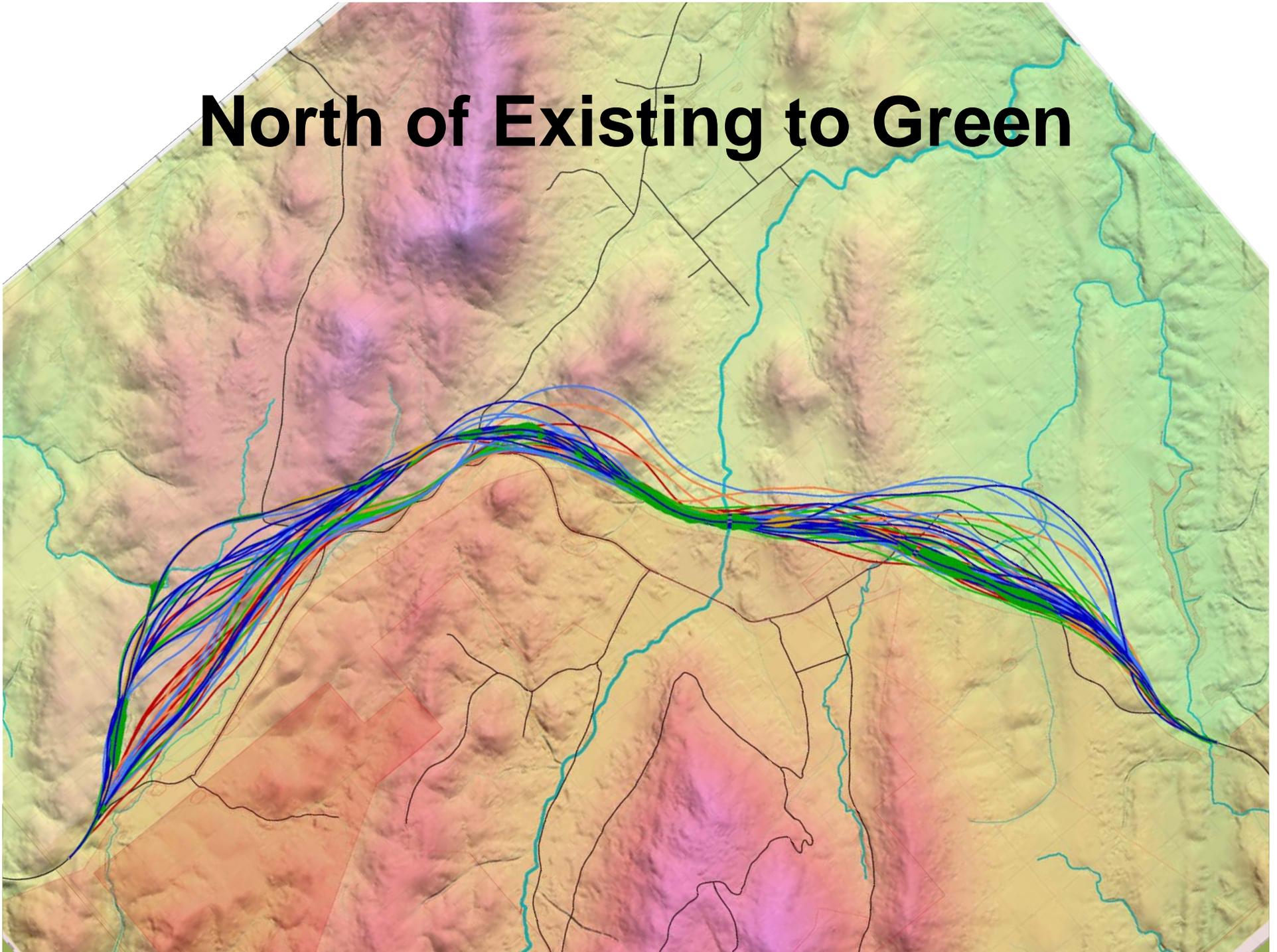
- 300 to 400% more expensive than Alignment B
- Large environmentally sensitive site to avoid northwest of Pool Station
- Large cuts (up to 250') & fills (up to 200') near Pool Station and Waterman Creek



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North of Existing to Green

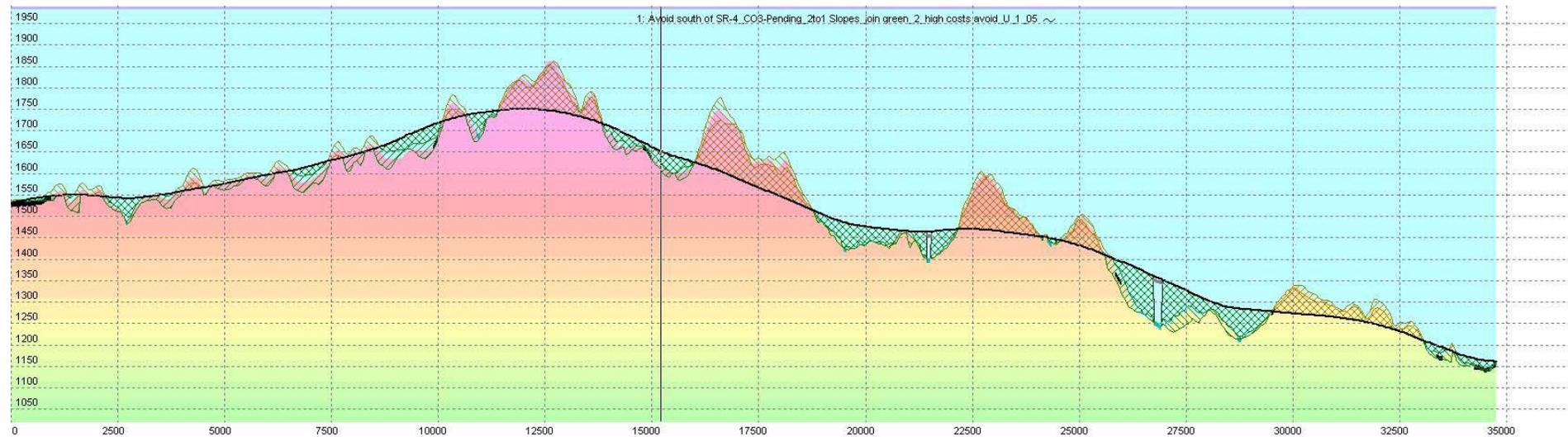


North of Existing to Green



Challenges to Stay North of Existing to Green Alignment B

- 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



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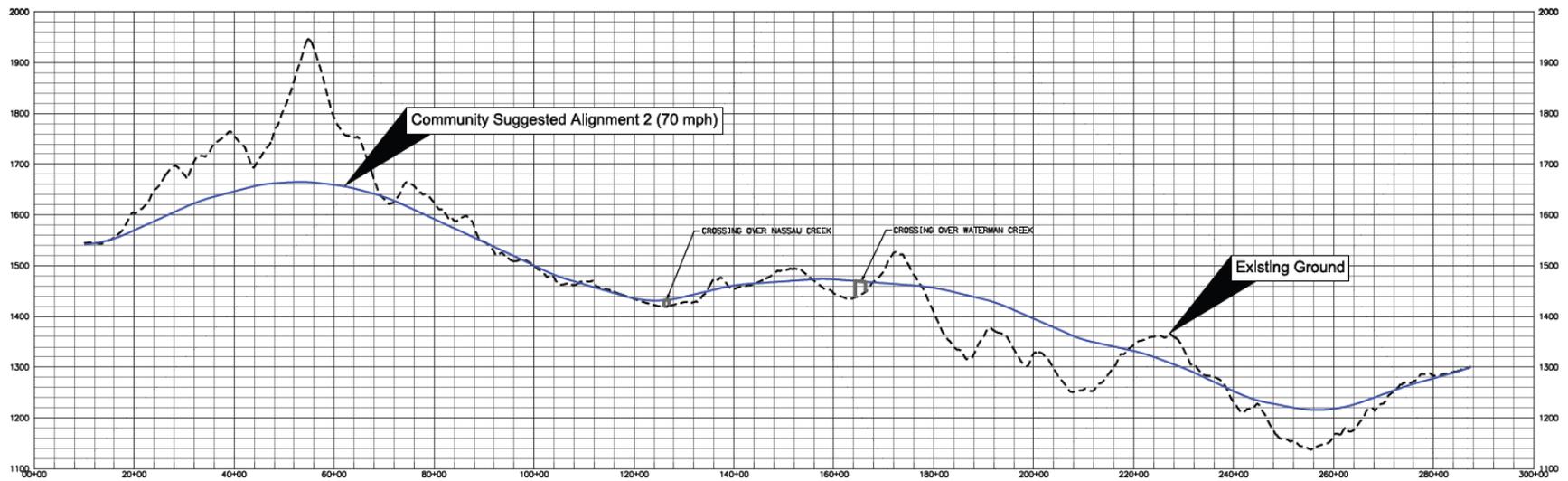
Stay South of Existing



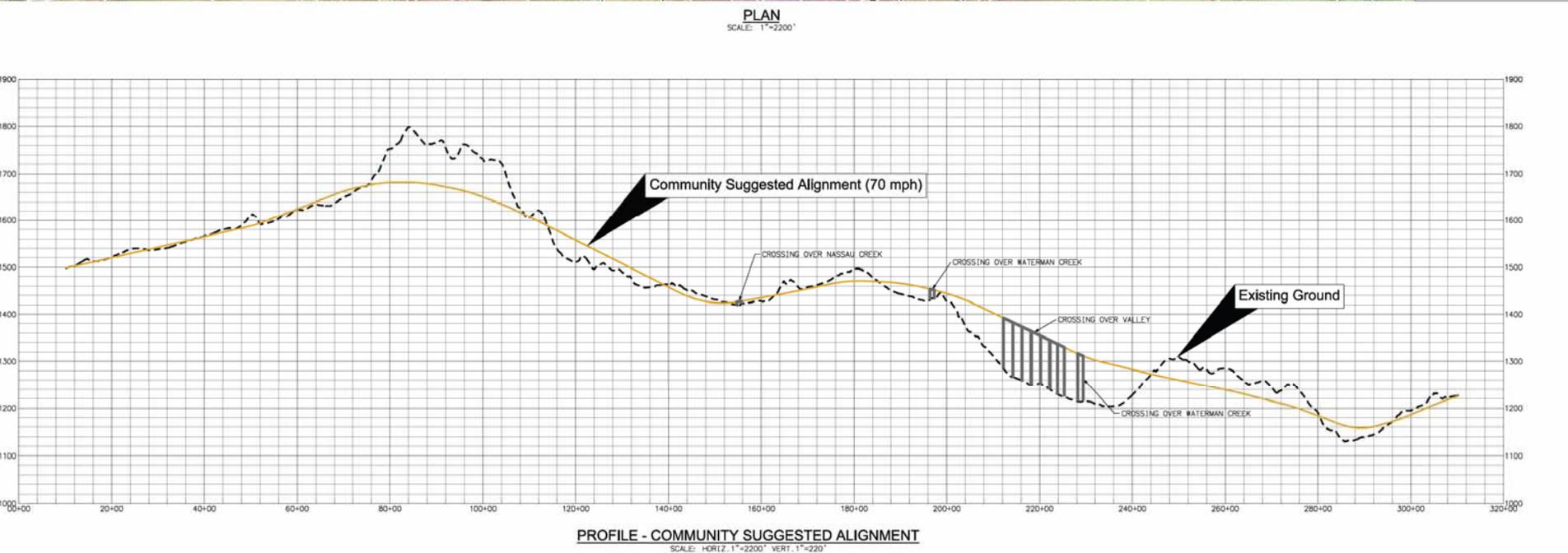
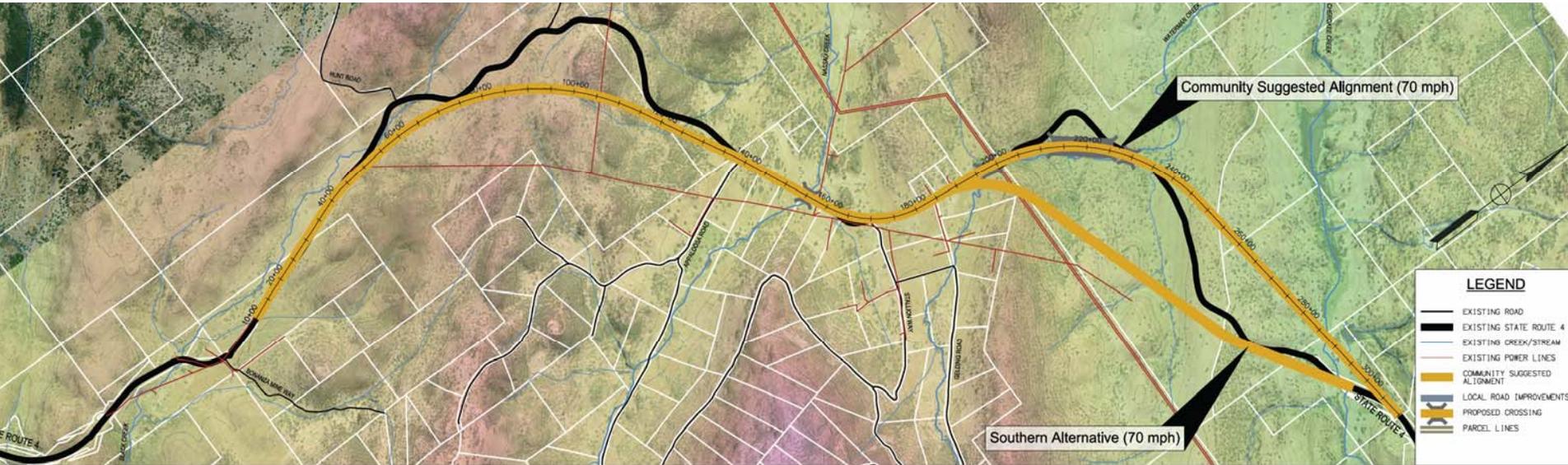
Stay South of Existing



Example Community Suggestion Workshop 2: 70 MPH Alignment Vertical



Example Community Suggestion Workshop 1: 70 MPH Alignment Vertical



Challenges to Stay South of Existing

- 100% more expensive than Alignment B
- Large cut (up to 280') through the ridge to the south of Pool Station
- Impacts to several residences
- Crossing existing roads at Appaloosa and Stallion



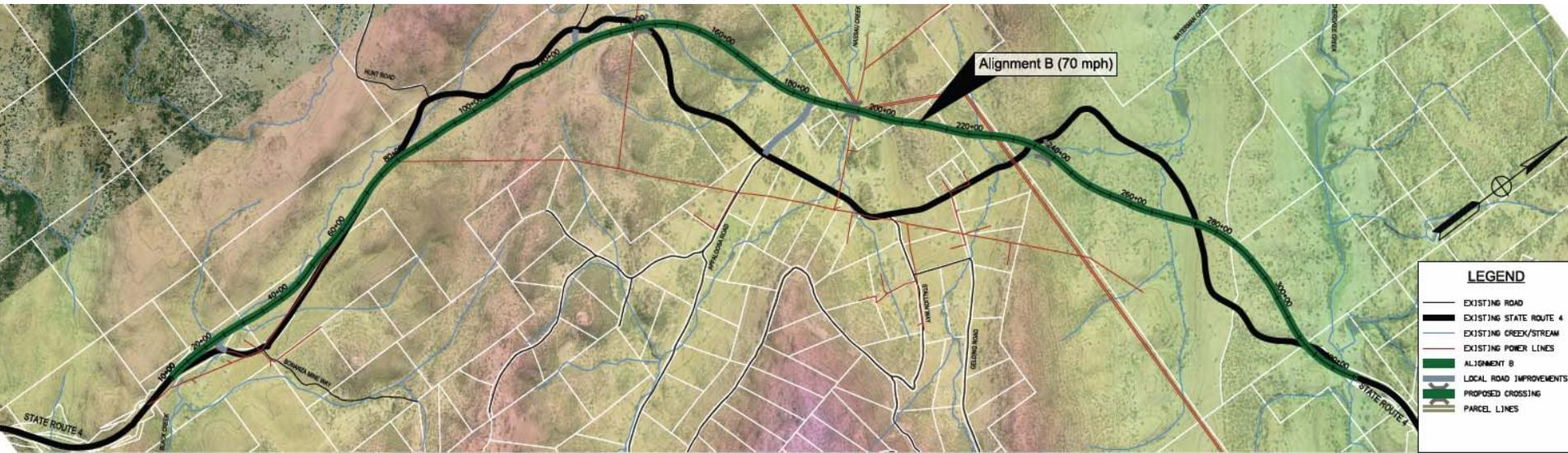
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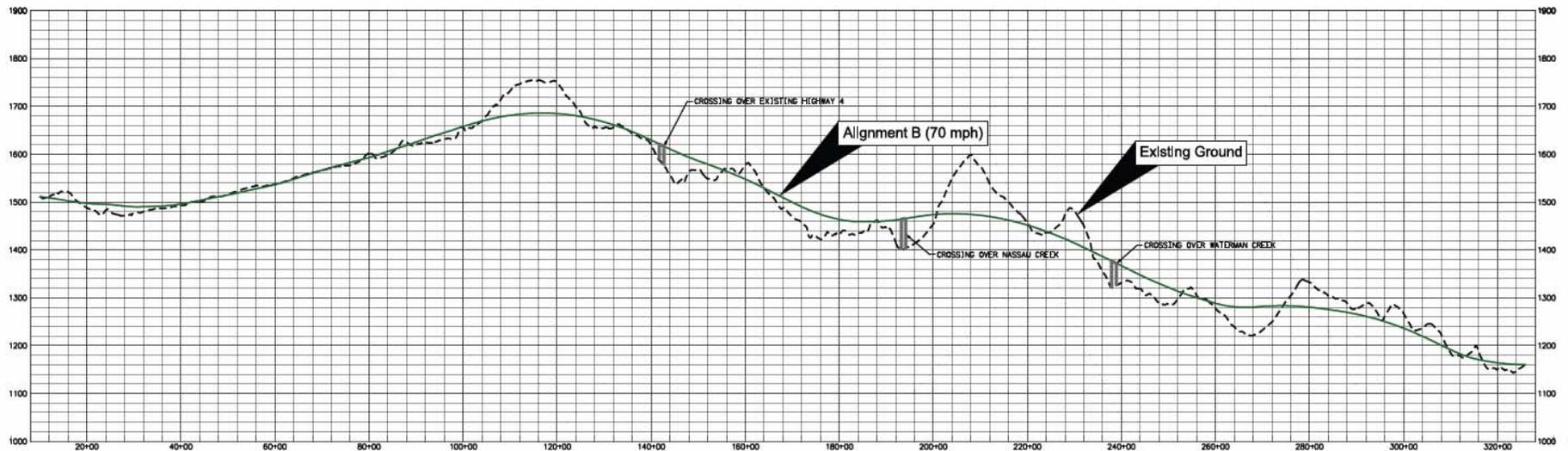
Caltrans



Alignment B: Most Economical 70 MPH Alignment from Analysis

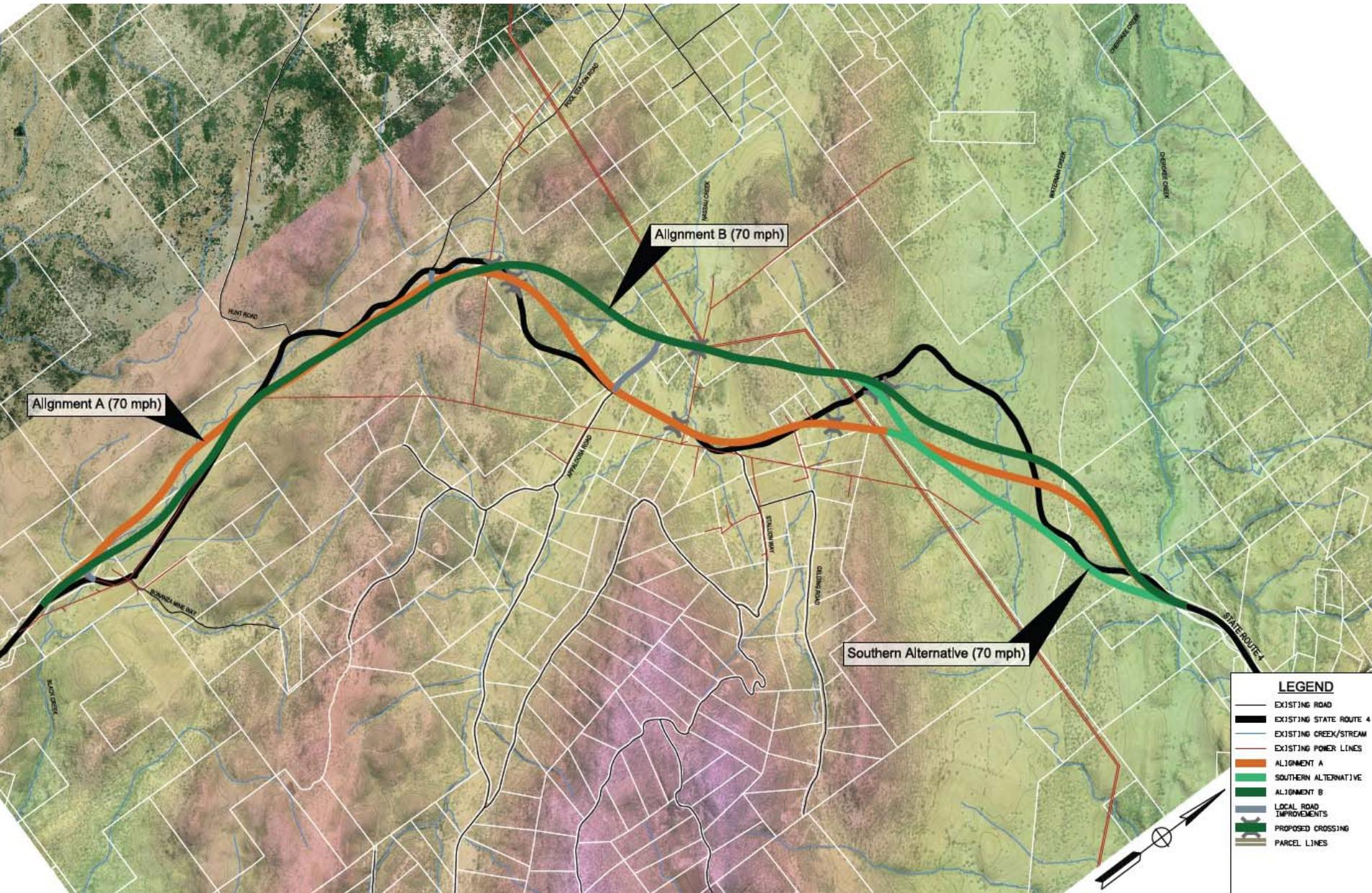


PLAN
SCALE: 1"=2200'



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

Alignment Alternatives



Benefits of Alignment B with the Southern Alternative

- Approximately same cost as Alignment B.
- This Alignment minimizes the crossings of the existing highway to three locations, marked with blue boxes.



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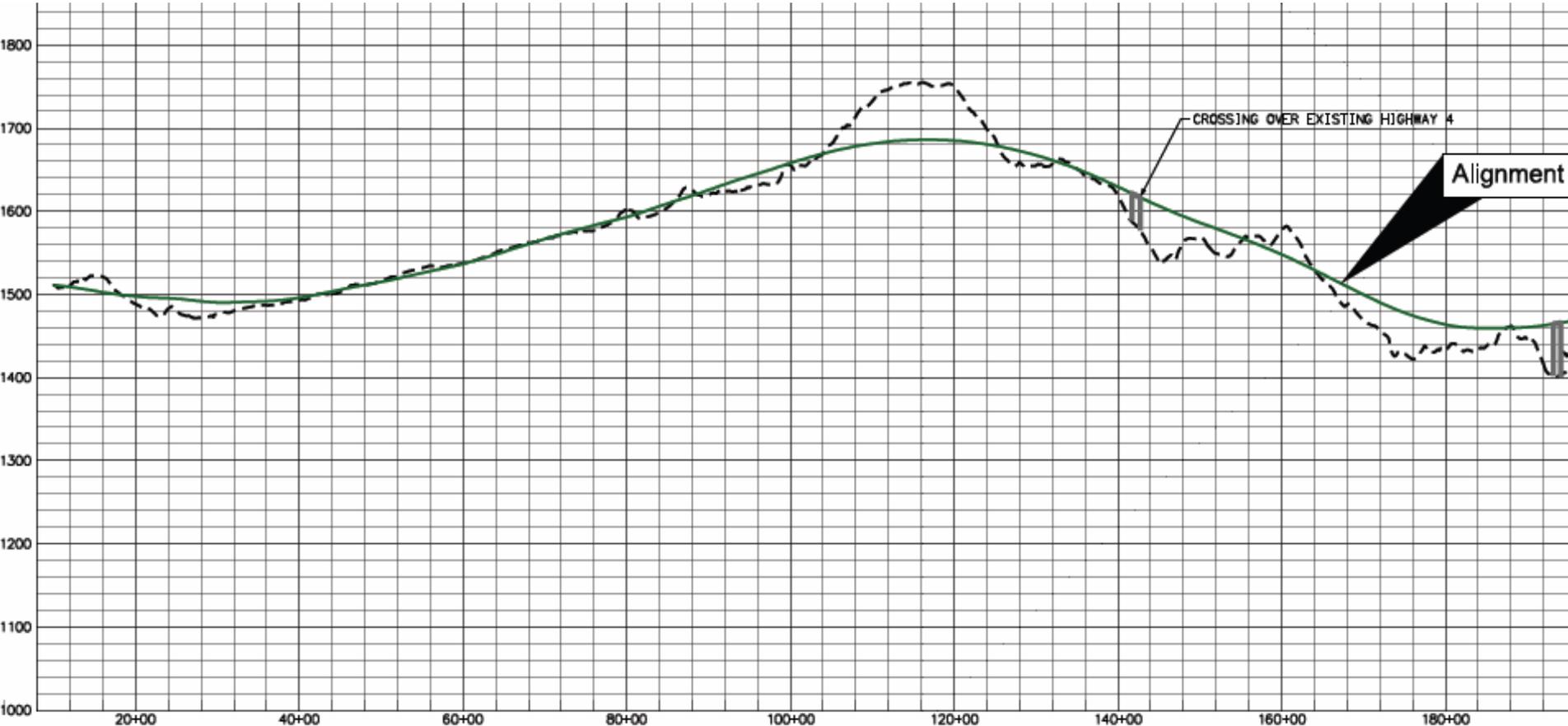


Caltrans



Benefits of Alignment B with the Southern Alternative

- Proposed bridge to accommodate crossing #2.
- Dual roads would be maintained.



Benefits of Alignment B with the Southern Alternative

- A tee intersection could be made at crossing #3.

