



SR-4 Wagon Trail Realignment Project

Public Scoping and Workshop #3 Summary Report

September 9, 2010 | 6:00 pm to 8:00 pm
Bret Harte High School Multi-purpose Room

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I. Background

The Calaveras Council of Governments (CCOG) has initiated the State Route 4 (SR-4) Wagon Trail Realignment Project to evaluate operational and safety improvements along SR-4 between Copperopolis and Angels Camp. CCOG has accepted the responsibility to manage the project development process. The process will provide the best opportunities for our community perspectives and interests to be heard while working cooperatively with Caltrans, the lead agency approving the project.

On September 9, 2010, Caltrans hosted the third of four community workshops on the SR-4 Wagon Trail Realignment Project. More than 50 community members were in attendance with 53 people electing to sign in. This report provides a summary of the workshop and the key findings. For those who have environmental questions about the project, please contact Gail Miller, Senior Environmental Planner, at (559) 243-8274/ (209) 948-3646. For more information or general questions about the SR-4 Wagon Trail Realignment Project, contact Timothy J. McSorley, P.E., Executive Director, Calaveras Council of Governments at (209) 754-2094 or Grace Magsayo, P.E., Project Manager, Caltrans, Office of Program/Project Management at (209) 948-7976.

II. Workshop Overview

- The workshop began with two members of the community handing out their individual flyers. One flyer was supporting the green alignment and one was supporting the blue alignment. These are included in attachment C.
- The workshop presentation began with introductions and welcome by Caltrans and Calaveras Council of Governments. RBF Consulting then briefly presented the public

participation process, background on the project schedule, and opportunities for community participation, followed by a presentation of the alignment alternatives to be discussed during the workshop. *A copy of the workshop PowerPoint presentation is available on the project website at <http://www.calacog.org/wagon.shtml> and the Caltrans website at <http://dot.ca.gov/dist10/>*

- Following the presentation, a panel was available to answer questions from the community. The questions and responses are recorded in section III.
- Following the questions for the panel, participants broke into small groups to more carefully review and discuss the pros and cons associated with each of the preliminary alignment alternatives. Participants were encouraged to ask questions of the Design Team members regarding the presentation.
- Next, each community member was given a handheld device in order to answer a series of questions. The test questions were asked, however, the handheld devices were not working properly. The questions were discussed. For the three questions regarding alignment alternative preference, between the orange alignment, the green alignment, and the blue alignment, a dot exercise was quickly created in order to give the community members the opportunity to express their support toward each of these three concept alignments.
- Finally, participants gathered back into one large group to discuss the results of the dot exercise relating to the proposed alignment alternatives. During this facilitated discussion, key values, concerns, and ideas of particular consensus were recorded.
- The project team remained available to discuss particular questions and concerns with community members following the workshop.

III. Community Feedback Summary

- **Avoid Impacts to Residential Property**

No clear consensus emerged from the discussion regarding the different alternatives, however, supporters of the different alternatives maintained that the alternative that was supported would reduce impacts to the private property owners.

- **Avoid Impacts to Open Space and Wildlife Corridors**

Although some participants agreed with the safety benefits of routing the realigned highway away from the existing neighborhood, others expressed that this would involve two paved roads where there was only one and felt this would negatively impact the open space and wildlife corridors.

- **Involve the Property Owners so that All Impacts may be Reviewed**

Participants maintained that the property owners know the area much better than anyone else and that they need to be involved in the details so that critical areas are avoided.

- **Focus on Safety**

Participants felt strongly that safety should be a key factor in the design. The existing issues at Pool Station and Appaloosa must be addressed. There were concerns voiced regarding the

need for turn pockets and improved site distance at the Appaloosa intersection. Some participants felt that these safety improvements shouldn't have to wait for approval of this large project.

- **Keep Speeds Low**

Related to both safety and community character was the topic of keeping roadway speeds low. The Caltrans representative expressed that reducing the design speed on this proposed highway will not keep speeds low, but will reduce safety.

- **Look at Alternative Routes**

Community members in support of the blue alignment felt that there was still a better route than the dark blue and light blue options presented. Tim McSorely agreed to visit the site with the concerned property owners and review the potential alternative route.

IV. Workshop Notes

The following pages provide more detailed feedback provided from the community members.

ATTACHMENT "A" **Small Group Report**

ISSUES:

- Some have had problems linking to the website provided.
- Request to have access to the Google information.
- Why wasn't the option studied of light blue to green?
- Why should I risk allowing people on my property if they may find something?
Concerned with that becoming public knowledge.

ATTACHMENT "B"
Large Group Questions & Answers

SUMMARY OF QUESTIONS ASKED DURING QUESTIONS/ ANSWERS TO THE PANEL:

Tim McSorley (TM)
Grace Magsayo (GM)
Mike Hutchison (MH)
Anissa Brown (AB)
Garrett Gritz (GG)

CCOG Executive Director
Caltrans – Project Manager
Caltrans – Design
Caltrans – Environmental
RBF Consulting

1. Would there be left turn lanes provided?
Response (MH): There would occasionally be left turn lanes, similar to portions of Highway 49 in the area.

2. How would the existing driveways / residences get access to the new road?
Response (GG): There may be parcels (such as the three grouped together) collected with a frontage road and then they would have one shared access.

3. Turning left, without a turn lane, you would have to wait for a break in traffic. That is a concern.
Response (GG): Yes, you would have to wait for a break in traffic, but the site distance would be much better.

4. How would all residents along the neighborhood gain access?
Response (MH): The access points would be more like a community driveway than a collector road.

5. Tryon asked why exclusively discussing three alignments? He recommends Alignment #2 and understands this alignment would maintain the existing road.
Response (GG): We have not worked out that detail at this time.

6. Tryon stated that the difference with alignment #2 seems that we would maintain the integrity of the old alignment. If feasible, it would be preferred to have a parallel road. Also may be phases, looks like three phases, but each phase 10 years apart making the project last 50 years for 4 miles. Wouldn't the goal be to build this all at once?
Response (GG): Yes, that is the goal.

7. Mrs. Nyland is against Alignment #2. The groundwater and mine areas, which are dangerous, are north of Pool Station Road and SR-4. She is also concerned with cutting off the last wildlife corridor in the area. She has colored the area and handed out the blue design flyer. Mrs. Nyland wants to make the road as short as possible with less money spent.

8. A major safety concern today is the intersection of Pool Station Road.
Response (GM): A safety project is being advertised now for the intersection of Pool Station Road and construction will start at the beginning of next year.

9. The bridges shown on the orange alignment are surprising. Especially since the light blue alignment doesn't appear to have any. Please review that.

Response (GG): The bridges depend on the connections of the local roads. There are several options for making these connections. Different connections were reviewed.

10. Is Caltrans considering lowering the design speed of the road? Then, could the road be narrower?

Response (MH): No, regardless of the design speed the road will be 40 feet wide. There are three speeds to look at: design, posted, and what people drive. We expect people to drive 70 mph. What you are buying is site distance, traveling 55 mph sight distance is 7.5 seconds but traveling 70 mph sight distance is 4.5 seconds to pull out of your side road. The intersections and stopping site are a concern. You need to see 1000' so that you can see when people are coming when they are driving 70 mph.

11. Bill Spence stated he is one the top impacted residents. Through frustration and other valid concerns, he stated the following. After four (4) meetings it does not seem that we have progressed further. New General Plan is a concern. There is a movement to keep large ranches. That's why they don't want public to impact their land. Mr. Spence felt that people wouldn't drive 70 mph if it's a 60 mph road.

12. Walter Valente stated he is involved in the blue alignment. He said it is too far north as drawn. This alignment has only two bridges. Right now there is access along SR-4, but no left turn lanes for private access points and few left turn's for Pool Station Road.

Response (GG): Rather than just taking what we were given, 50 Alignments were looked at; including exactly what was shown on the sketch and to Tim in the field. The one chosen was most cost effective.

13. Is it possible to add a two way left turn at Appaloosa Way?

Response (GG): Typically a two way left turn is not allowed on a State Highway.

14. If you are heading westbound on Highway 4, could a left turn lane be put in at Appaloosa now? Lots of rear end accidents happen since drivers can not see cars stopped waiting to turn.

Response (GM): Grace will take a look at the upcoming projects and get back to the community.

15. Do you take into consideration the number of accidents for projects?

Response (GM): Yes

16. Nassau Creek right now has flooding issues, so will the road have to be raised? If so, will that raise the noise?

Response (AB): During the Environmental Process a study of noise impacts will need to be completed and soundwalls will be considered if needed at that time.

SUMMARY OF QUESTIONS ASKED BY SUSAN HARDEN, FOLLOWING SMALL GROUP DISCUSSIONS:

1. Who has attended previous meetings?

Response: ¾ of the room

2. How many here are residences of the Bar 20 neighborhood?

Response: about 8 or 9 people

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

Response: most agreed

4. The community workshops have clearly communicated the design and approval process.

Response: Very mixed response

5. The team has been responsible to my concerns/ community values.

Response: Very mixed response

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

Response: a couple neutral, and most disagreed

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

Response: about 16 agreed, and 22 disagreed

8. The community suggested alignment #3 (Light Blue) is supported by the community and should be included in future analysis.

Response (): about 11 disagreed, 3 were neutral, and 22 agreed

FOLLOW UP QUESTION IN THE LARGE GROUP SETTING:

1. What are you going to do to protect Native American and Cultural sites?

Response (GG): All of the alignments shown will move into the PA/ED. We will further evaluate alignments. Next is assessing the properties by setting survey stakes on the proposed alignments and allowing technical experts access. Another workshop can be setup if needed.

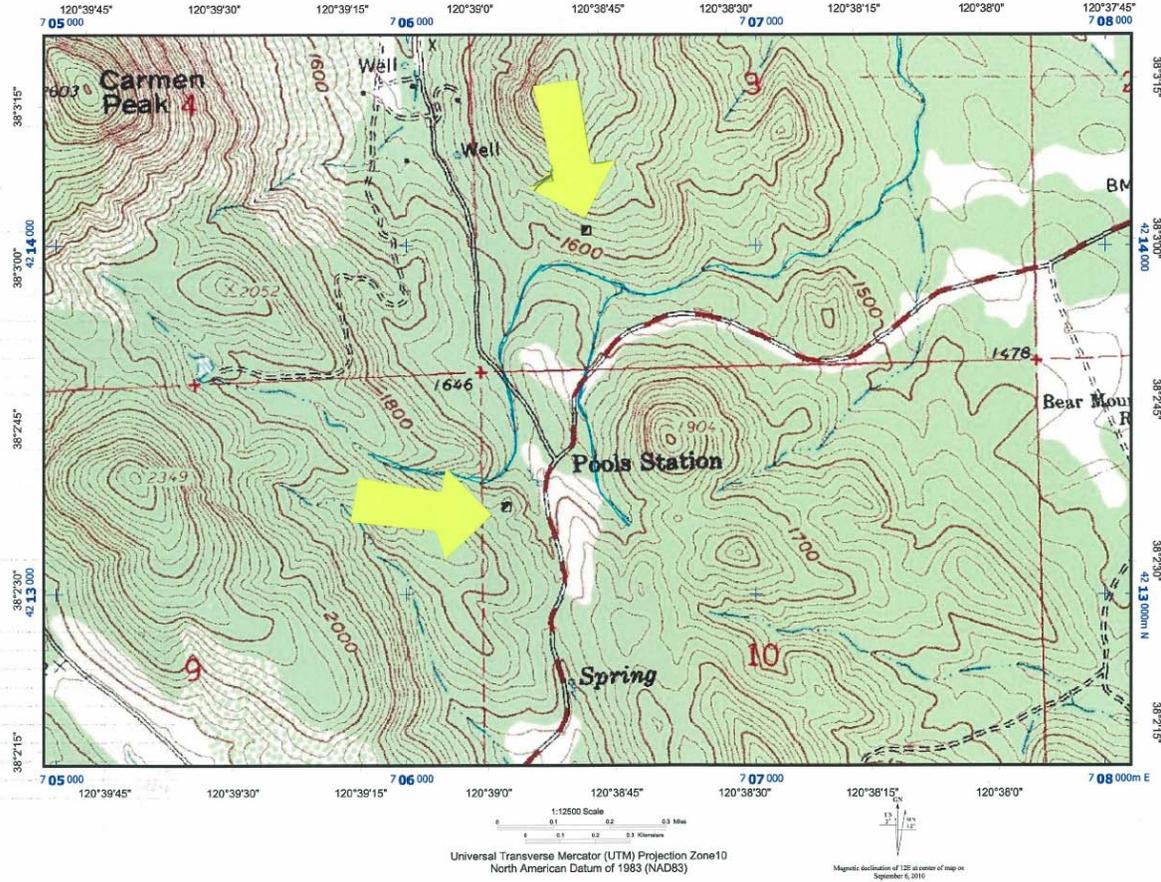
2. Will these maps be available?

Response (GG): Yes, maps will be available on-line and in the CCOG office.

ATTACHMENT "C" Individual Map Notes/Comments

*mine -
Part of Cultural*

good / copper



Safety, Heritage and a Sense of Community; the North Alternative is the Smartest Choice for Wagon Trail Realignment

by Ray Roberts

Safety, heritage and a sense of community make the north proposed route the best choice, keeping the existing route as a frontage road with Historic Bypass status and designation.

Safety First!

- Mark Twain and Bret Harte school busses make multiple stops along Highway 4 en route to Copperopolis. Do you want your neighbors children's' bus stop along a "built for 70 mph" highway or on a quiet country road?
- Currently, when we drive to town, we merge with vacationers, commuters, heavy trucks, boats and RV's often in hurry. Confined to local traffic will make this stretch safer!
- 8 driveways and 2 main road accesses are in the middle of this debate. Left turn and right turn lanes will be required. Will this make it safer? It WILL make it faster and more dangerous in present location as opposed to northern alternative. It will also require wider stretches than presently represented.
- Safer access for neighbors hauling livestock and equipment.
- Less road noise! Less litter! More privacy!
- Emergency vehicles(and sirens) would also bypass this stretch.
- Family pets would be safer away from the northern alternative.

Heritage!

Originally, Highway 4 was the migratory trail for the Great Herds of the the San Joaquin Valley. Buffalo and Elk were a mainstay for the Chumash tribes as they followed the herds along this trail as evidenced by the grinding stones along the route. Angels Camp, founded in 1848, changed all that. It soon became the main trail to gold rush history. Supply wagons with mule teams, the FortyNiners, immigrant families now here for generations, all traveled along this stretch. This part of the Old Stockton Road now in consideration is called "Wagon Trail Realignment". This is a great story! This is also an opportunity to pass this heritage on to future generations, not in the way of a freeway, but in the form of a historic bypass, on a quiet stretch of road.

Community!

In an age of internet communication, satellite TV, texting and cultural meltdown, a common bond within a community is often overlooked and under appreciated. This stretch of road would be our bond and our community.

Ask yourself *"would you really want a "built for 70MPH" highway at the end of your street or in the front yard or backyard or your neighbors?"*

Wagon Trail Realignment Highway 4 between Angels Camp and Copperopolis, CA

DO IT RIGHT - SUPPORT the BLUE ALIGNMENT!

Maintain And Respect The Rural Character Of Calaveras County

- Protect Open Space For Wildlife And Wildlife Migration
- Preserve Continuity of Farm And Ranch Land
- Leave Miwok Tribe Cultural Sites Undisturbed

Avoid Citizen's Residences And Taking Away Their Livelihood

Focus On Safety For Local Citizens As Well As Visitors

- Have Clear Visibility At Intersections And Bus Stops
- Avoid Old Mine Sites That Might Pollute Ground Water

Shortest Route To Minimize Vehicle Miles Through Land Used

- Less Air Pollution
- Less Vehicle Expense For All Users

Avoid Future Costs To County Taxpayers

- No Additional County Roads To Maintain
 - No Eyesores To Devalue Adjoining Property
-

ATTACHMENT "D"
Caltrans Comment Card

Comment cards were made available; one comment card was received.

   **SR-4 Wagon Trail Realignment Project Comment Card**
Provide your comments in the space below. Please print clearly.

Better outreach to more BARXX
Residents

To be placed on the project mailing list please provide a residential and/or business mailing address below:
Name Wittmy & L. N. Agello
Address 3624 CHESTNUT WAY
City ANGELS CAMP Zip 95222
Email cplauagello@caltel.com

Return comments to:
Department of Transportation
Caltrans, District 6
Attention: Gail Miller,
2015 E. Shields, Suite 100
Fresno, CA 93726-5428
or email: gail_miller@dot.ca.gov

For other state highway projects, please contact Caltrans District 10 Public Affairs at (209) 948-7977. Telecommunications Devices for the Deaf (TDD) users may contact the California Relay Service at (800) 735-2929.

ATTACHMENT "E"
Caltrans Participation Surveys

The Caltrans Public Participation Survey was made available to the workshop attendees; however, none of them were turned in. The Design Team did conduct the approximated Public Participation Visual Tally:

SEX	
Female	25
Male	29
Total:	54

DISABILITY
None visible

RACE	
American Indian/ Alaskan Native	5
Hispanic	0
White (not Hispanic)	49
Total:	54

AGE	
Under 40	5
Over 40	49
Total:	54

ATTACHMENT "F"
Phone Call Notes

The District received calls from Murphy's residents complaining that they were not noticed about this Scoping Meeting.