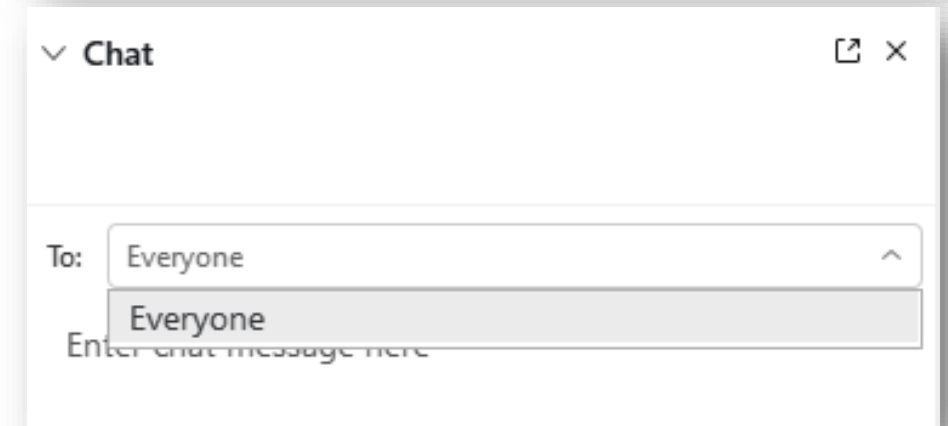




# California 49 Intersection Control Improvements Project

## Meeting Ground Rules

- Presentation – everyone except the presenter will be on mute.
  - All participants will be muted to avoid accidental background noise.
- Question & Answer Session – held immediately after the presentation.
  - Use “Raise Hand” feature to be called on.
  - OR-
  - Use the chat box to write your questions for the team.





# Highway 26/49 Intersection Control Improvement Project

Welcome to the  
Virtual Open House

- Please sign in
- View our informational website
- Ask us your questions and concerns

# Title VI

In accordance with **Title VI of the Civil Rights Act of 1964**, as amended, and the Civil Rights Restoration Act of 1987, Caltrans will make every effort to ensure nondiscrimination in all of its programs and activities, whether they are federally funded or not. Caltrans will also make every effort to ensure that services and benefits are fairly distributed to all people, regardless of race, color, national origin, gender, age, disability, or income. Additionally, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Caltrans Title VI policies can be found on Caltrans' website.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact Caltrans by mail, phone, or email at [title.vi@dot.ca.gov](mailto:title.vi@dot.ca.gov).



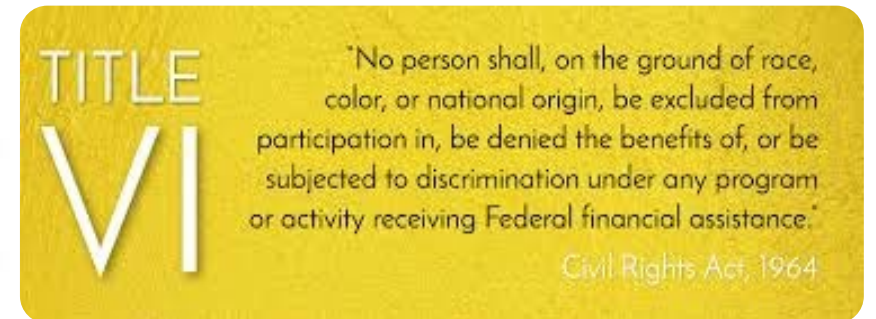
Office of Business and Economic Opportunity  
1823 14th Street, MS-79  
Sacramento, CA 95811



Email:  
[Title.VI@dot.ca.gov](mailto:Title.VI@dot.ca.gov)



By phone:  
**(916) 324-8379**



# Why are we here tonight?

## Purpose of Tonight's Virtual Open House

- To present the project alternatives and design
- To receive your comments and questions regarding the project.
  - Comments must be received by **October 30, 2021.**



# Caltrans Project Team Members



Parisa Lodge  
Project Manager



Jaycee Azevedo  
Environmental



Morissa Imperial  
English Support Person



Jerry Prigmore  
Design



Jaime Quesada  
Traffic Operations



James "Jim" D.  
Gonzalez  
Right of Way



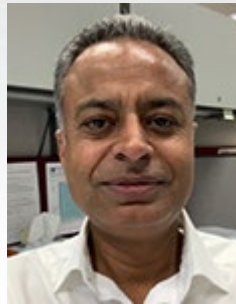
Bob Highfill  
Public Information  
Officer



Divine Yang  
Environmental



Blanca Lujan  
Spanish Language  
Interpreter



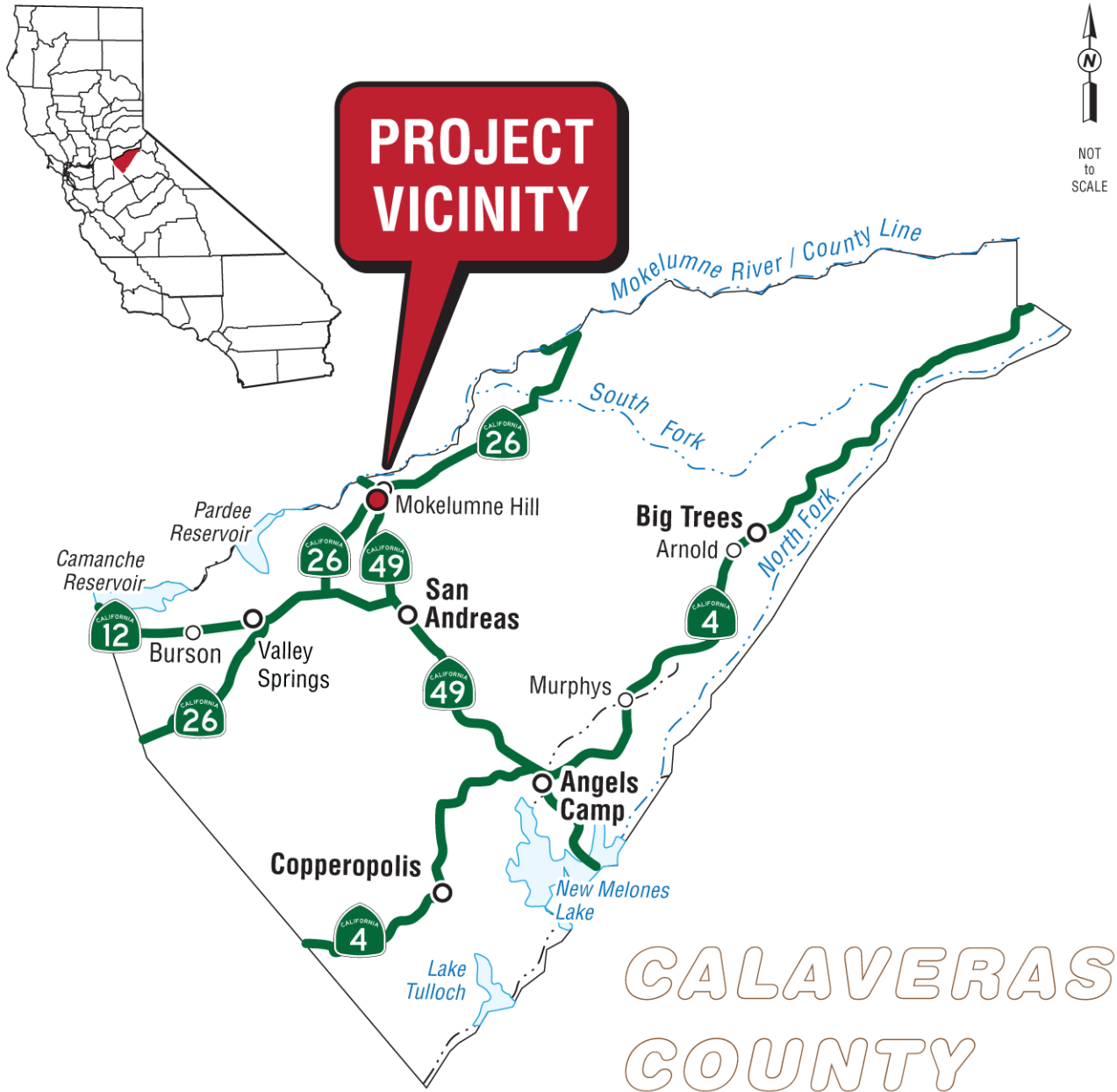
Inderpal Gill  
Design



Sonia Arellano  
Traffic Operations



Stephen "Woody"  
Woodfill  
Right of Way



# Project Description

The California Department of Transportation (Caltrans) proposes to improve the safety of the intersection at State Route 26 and State Route 49 in Calaveras County in the town of Mokelumne Hill.

A Traffic Collision Report from the California Highway Patrol and a Traffic Investigation conducted by District 10 Traffic Safety Branch identified a pattern of broadside collisions at this intersection. A Traffic Signal Warrant Analysis was performed, and it found the intersection meets signal warrants. Three alternatives are being proposed:

- Alternative 1 proposes to construct a roundabout
- Alternative 2 proposes to install a traffic signal
- Alternative 3 is the no-build option leaving the intersection as it is



# Purpose and Need

- The purpose of this project is to improve intersection control to reduce the number and severity of broadside collisions at the intersection of State Route 26 and State Route 49.
- A pattern of broadside collisions has been identified at the intersection of State Route 26 and State Route 49, which are caused by motorists failing to yield.

# Project Schedule and Cost

## Tentative Project Schedule:

- Draft Environmental Document Circulation (M120): **6/1/2022**
- Project Approval & Environmental Document (M200): **10/7/2022**
- Right of Way Certification (M410): **6/21/2024**
- Ready-to-list (M460): **6/24/2024**
- Approved Construction Contact (M500): **3/14/2025**
- Project Completion (M600): **11/14/2025**

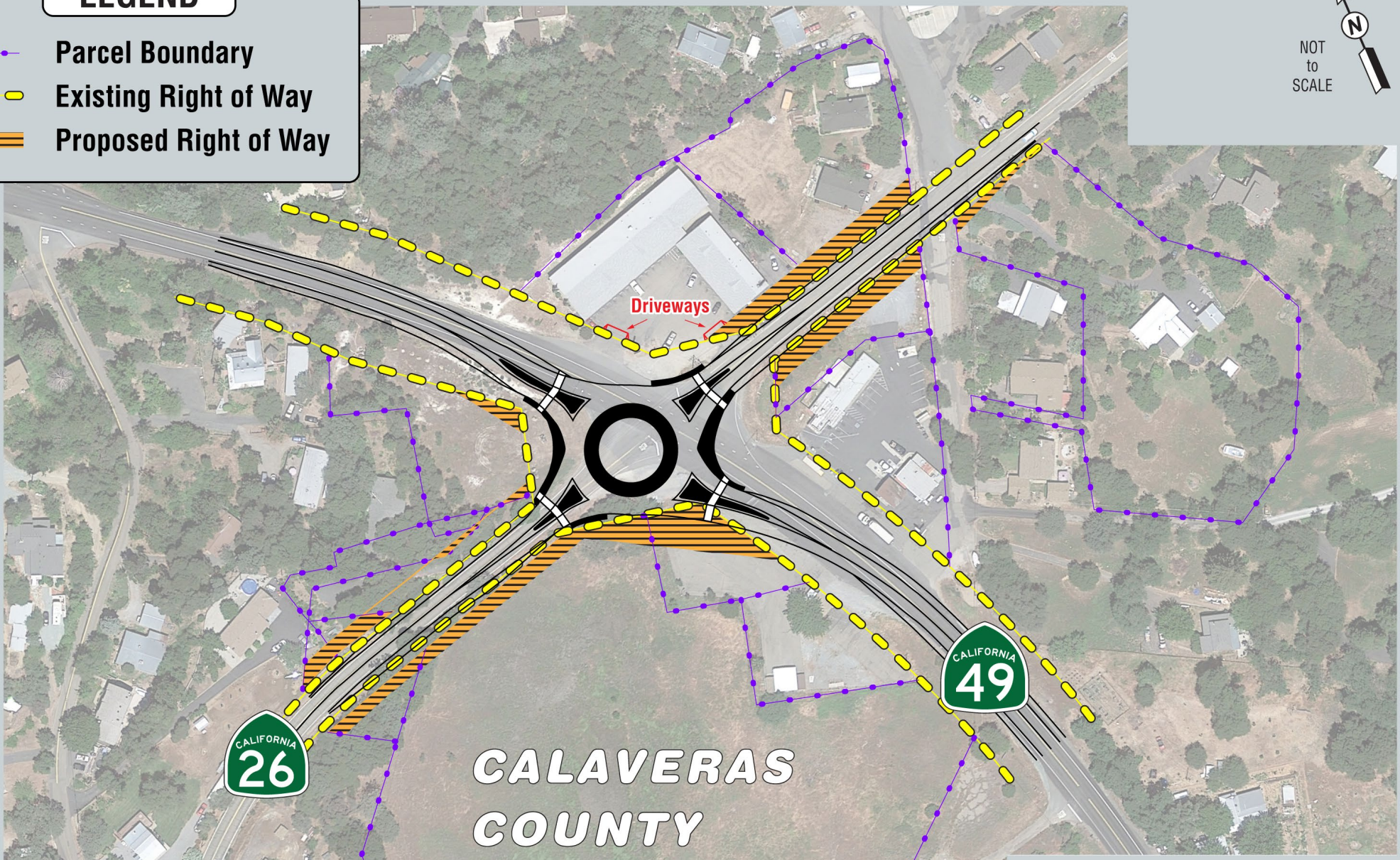
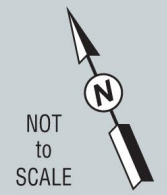
## Estimated Cost:

- Alternative 1-Roundabout: \$10,450,900
- Alternative 2-Signal: \$4,822,200



# LEGEND

- Parcel Boundary
- Existing Right of Way
- Proposed Right of Way



## Alternative 1: Roundabout

# Alternative 1: Roundabout

## Pros:

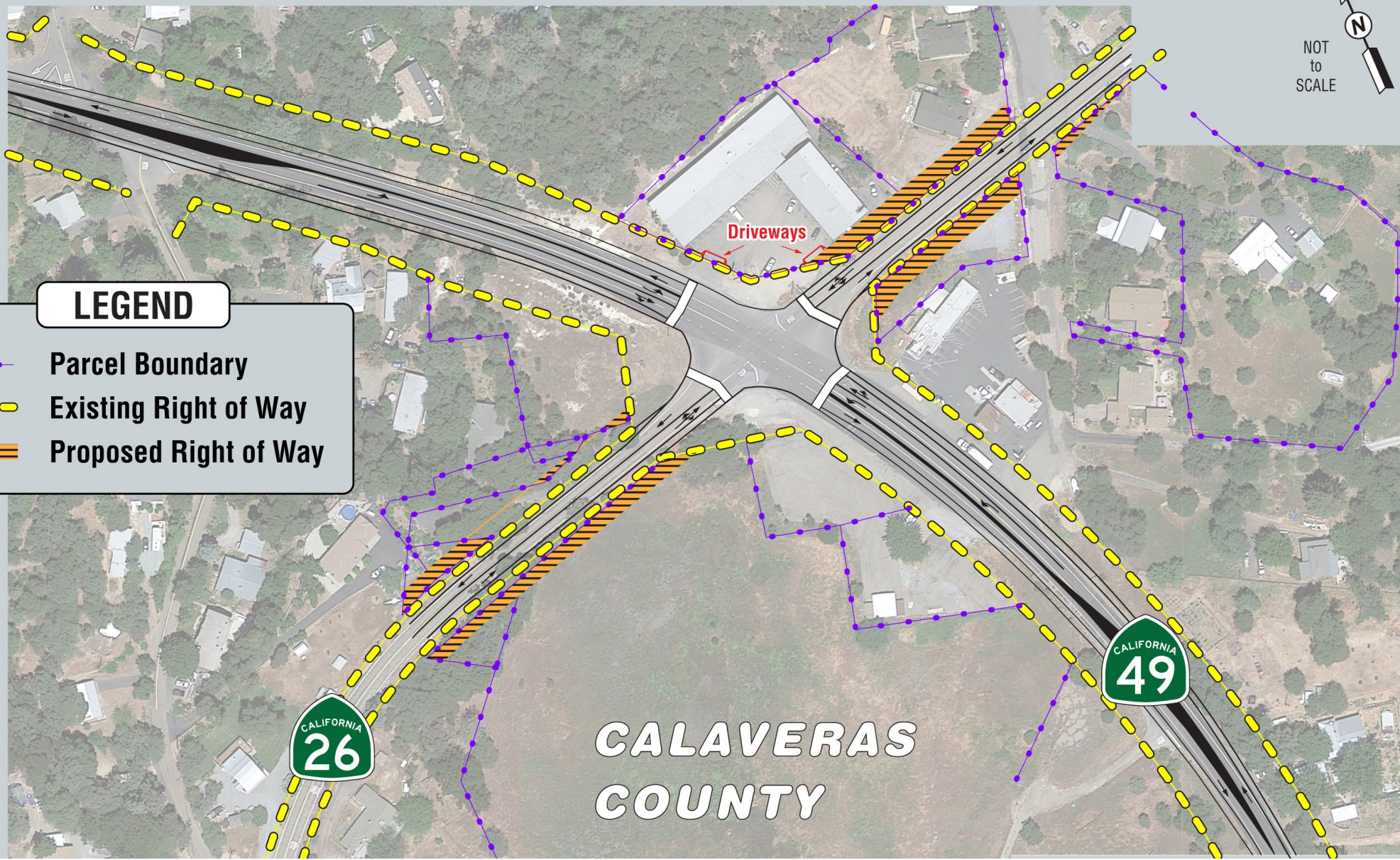
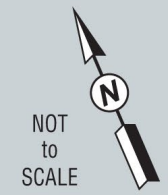
- Fewer conflict points and reduced speeds mean fewer and less severe collisions than with Signals alternative. Head-on and broadside collisions are essentially eliminated, speed differential between colliding vehicles is reduced.
- More continuous flow of vehicles and bicycles.
- Less noise and air pollution.
- More pedestrian-friendly – splitter island refuge areas mean pedestrians don't have to cross more than 25' at one time.
- Shorter queue length and vehicle delays.
- Somewhat better circulation and access to businesses in northeast and southeast corners.
- Provides a U-turn movement in all directions.
- Serves as a traffic-calming feature.
- Roundabout island/center could be a gateway monument for Mokelumne Hill.

# Alternative 1: Roundabout

## Cons:

- Construction staging more difficult than signal alternative.
- More right of way (0.16 acres) required than with signals.
- Less cost-effective than the signal alternative.
- Roundabouts take time for users to get accustomed to.





**LEGEND**

- Parcel Boundary
- Existing Right of Way
- Proposed Right of Way

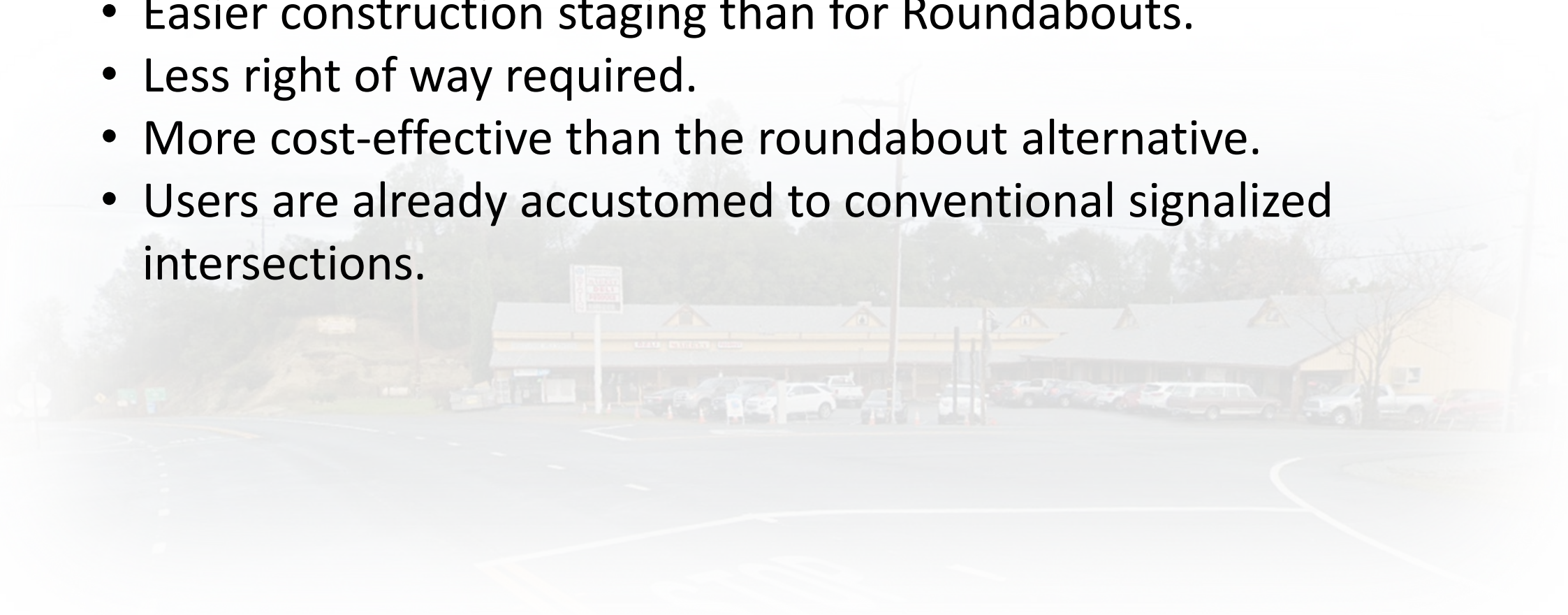
**CALAVERAS  
COUNTY**

Alternative 2: Signal

# Alternative 2: Signal

## Pros:

- Easier construction staging than for Roundabouts.
- Less right of way required.
- More cost-effective than the roundabout alternative.
- Users are already accustomed to conventional signalized intersections.



# Alternative 2: Signal

## Cons:

- More conflict points and higher through-speeds mean more numerous and more severe collisions. Head-on and broadside collisions remain an issue.
- Less continuous flow of vehicles and bicycles.
- Less capacity immediately after construction and after 20 years.
- More noise and air pollution.
- High entry and through speeds under green light condition.
- Less pedestrian-friendly – pedestrians must cross more than 50' with no refuge areas.
- Non-standard intersection skew of 69 degrees reduces visibility in some directions, skew is on a curve.
- Longer queue length and vehicle delays.
- No left turn to southeast quadrant (Gas Station) for SB State Route 49 travelers.
- Somewhat less access to businesses, especially in northeast quadrant due to minimum spacing requirements between curb returns and driveways.
- Cannot accommodate U-turns at intersection, insufficient room for dedicated left-turn lanes and protected (green arrow) left turns on State Route 26.

## Alternative 3: No-Build

Under the no-build alternative, the existing intersection would remain unchanged and would not accomplish the purpose and need of the project.



# Caltrans Signal/Roundabout Intersection Control Evaluation (ICE) Results

## SELECTION PROCESS DETAILS:

### Alternative Evaluation Criteria


| Alternative Evaluation Criteria |   |  |
|---------------------------------|---|--|
| Project Cost                    | Minimize Queue                              | Minimize Environmental Impacts               |
| Meet Purpose and Need           | Vehicle Hour Traveled                       | Accommodate Access to Surrounding Properties |
| Meet Driver Expectation         | Vehicle Hours of Delay                      | Provide Aesthetic Opportunities              |
| Reduce Accident Severity        | Create Gap in Traffic (for Driveway Access) | Reduce Maintenance Costs                     |
| Improve Pedestrian Safety       | Accommodate STAA Trucks                     | Received Public/Stakeholders Support         |
| Improve Bicyclist Safety        | Minimize Right of Way Impacts               | Reduce Fuel consumption                      |
| Improve level of Service        | Reduce Emissions                            | Collision Cost Analysis                      |

## RECOMMENDED ALTERNATIVE:

Based on the above criteria, the ICE evaluation recommends the roundabout (Alternative 1) for intersection State Route 26/49 Safety improvement.



# Environmental Process



|  |   |
|--|---|
| <b>Scoping</b>                             | <ul style="list-style-type: none"><li>• Preliminary Studies to Develop Project Alternatives</li></ul>   |
| <b>Alternatives Analysis</b>               | <ul style="list-style-type: none"><li>• Review Scoping Documents</li><li>• Engineering and Environmental Analysis for all Alternatives <b>WE ARE HERE</b></li></ul> |
| <b>Draft Environmental Document</b>        | <ul style="list-style-type: none"><li>• Preliminary Results of the Draft Initial Study/ Environmental Assessment</li></ul>  |
| <b>Public/Agency Review &amp; Comment</b>  | <ul style="list-style-type: none"><li>• Circulate Draft Environmental Document</li><li>• Public Agency Review and Comment</li></ul>                                 |
| <b>State/Federal Review &amp; Approval</b> | <ul style="list-style-type: none"><li>• Formal Response to Comments</li><li>• Final Environmental Document</li><li>• Begin Design</li></ul>                         |

# Environmental Studies

The following studies are ongoing to determine if and to what extent resources would be affected:

- Air Quality Study Report
- Biological Compliance Memo
- Archaeological Survey Report and Historic Resource Evaluation Report
- Hazardous Materials/Waste Studies
- Water Quality Report
- Noise Study Report
- Community Impact Assessment
- Visual Impact Assessment

# Right of Way Process



To obtain more information on Caltrans Right of Way, please visit:

<http://www.dot.ca.gov/hq/row>

—OR—

<https://deavpm.wixsite.com/hwy26intersection/right-of-way>

# How To Comment

- Project Website: <https://dot.ca.gov/caltrans-near-me/district-10/district-10-current-projects>.
- There are many ways you can submit your comments on this project:
  1. Submit your written comments through the Alternatives Survey
  2. Mail your written comments directly to:  
Jaycee Azevedo, Senior Environmental Planner  
California Department of Transportation  
1976 E. Dr. Martin Luther King Jr. Blvd  
Stockton, Ca 95205.
  3. Email your comments directly to:  
[Jaycee.Azevedo@dot.ca.gov](mailto:Jaycee.Azevedo@dot.ca.gov)
- Comments must be received by **October 30, 2021**
- Caltrans appreciates your comments on this project at this Public Information Meeting. Please understand that any comments received will not receive a direct response, however, all public comments will be taken into consideration in developing the Environmental document.
- Thank you for attending tonight!



# Questions or Comments?

- Use “Raise Hand” feature to be called on.
- OR-
- Use the chat box to write your questions for the team.

