

DEPARTMENT: Board of Supervisors By: Michael D. Edwards Phone: 966-3222
Public Works Director

RECOMMENDED ACTION AND JUSTIFICATION: (Policy Item: Yes ___ No X)

A resolution requesting Caltrans to resume design work on the State Route 132 realignment project and direct staff to coordinate with Caltrans to reduce the project cost, if possible, and seek to eliminate unnecessary environmental studies.

Please see attached Staff Report for full report and background information.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

See Staff Report

LIST ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

1. Direct staff to continue feasibility studies of the J132/Smith Station Road project and leave the SR132 project "on hold".
2. Direct staff to investigate other State route or County route alternatives.
3. No action. No progress would be made on any new highway project in Mariposa County (other than the SR49N project in the town of Mariposa).

COSTS: (X) Not Applicable

A. Budgeted current FY	\$ _____
B. Total anticipated costs	\$ _____
C. Required additional funding	\$ _____
D. Internal transfers	\$ _____

SOURCE: () 4/5th Vote Required

A. Unanticipated revenues	\$ _____
B. Reserve for contingencies	\$ _____
C. Source description: _____	_____

Balance in Reserve Contingencies, if approved: \$ _____

SPECIAL INSTRUCTIONS:
List the attachments and number the pages consecutively:

1. Comparison of Smith Station & Hwy 132 Statistics & Map
2. Highway 132 Project Fact Sheet and Map
3. Proposed Smith Station Rd. Project Fact Sheet & Map
4. April 6, 1995, Update on Highway 132 Project

CLERK'S USE ONLY

Res. No.: 95-222 Ord. No. _____ This item on agenda as:
 Vote - Ayes: 4 Noes: _____
 Absent: None Abstained: _____
 () Approved () Denied
 (X) Minute Order Attached () No Action Necessary

The foregoing instrument is a correct copy of the original on file in this office.

Date: _____
 ATTEST: MARGIE WILLIAMS, Clerk of the Board
 County of Mariposa, State of California
 By: _____
 Deputy

ADMINISTRATIVE OFFICER'S RECOMMENDATION:

- Recommended
- Not Recommended
- For Policy Determination
- Submitted with Comment
- Returned for Further Action

Comment: _____

A.O. Initials: W

MARIPOSA COUNTY BOARD OF SUPERVISORS

MINUTE ORDER

TO: MIKE EDWARDS, Public Works Director
FROM: MARGIE WILLIAMS, Clerk of the Board *mw*
SUBJECT: Request for Caltrans to Resume Design Work
on State Route 132 Realignment Project;
Resolution Number 95-222

THE BOARD OF SUPERVISORS OF MARIPOSA COUNTY, CALIFORNIA,
ADOPTED THIS Order on May 16, 1995

ACTION AND VOTE:

10:30 a.m. Mike Edwards, Public Works Director;
A) Resolution Requesting Caltrans to Resume Design
Work on State Route 132 Realignment Project; Direct Staff to
Coordinate with Caltrans to Possibly Reduce the Project Cost
and Seek Elimination of Unnecessary Environmental Studies
BOARD ACTION: Mike Edwards reviewed his staff report and
recommendation, and introduced the following representatives
from Caltrans: Jay Norbel, Jerry Irwin, and Jim
DeLuca/Project Manager. Discussion was held relative to
status of funding. Jay Irwin presented information on the
status of funding and the criteria used for various types of
projects, and status of environmental issues for the
project. Discussion was held concerning options to the
project; i.e., just doing curve alignment - Jim DeLuca
agreed to further review options. Input from the public was
provided by: Charles Stemberge, who urged support for the
recommendation provided by Public Works. (M)Balmain,
(S)Reilly, Res. 95-222 adopted approving recommendation.
Chairman Parker requested that if it is determined that
funding is not available for the project, that staff work
with Caltrans to address any other areas that could be done
with funding that may be available. Ayes: Reilly, Balmain,
Stewart, Parker; Excused: Taber.

cc: Ed Johnson, Planning and Building Director
File



COUNTY of MARIPOSA


4639 Ben Hur Road
Mariposa, CA 95338
(209) 966-5356

DEPARTMENT OF PUBLIC WORKS

Divisions of:
• Design & Construction
• Administration
• Operations

May 9, 1995

Michael D. Edwards
Director

TO: Board of Supervisors
FROM: Michael D. Edwards, Director of Public Works 
SUBJECT: State Route 132 Realignment Project
Recommendation and Background Information

STAFF REPORT

RECOMMENDATION:

Based on public input, staff research and funding considerations, staff feels that the SR 132 project between the County line and Jalapa Way is still the preferred project on the SR132/J132 corridor. If savings in the project cost can be identified, those moneys could be directed to a J132/Smith Station Road project or other project in the future as may be determined by the Board with concurrence by Caltrans and the California Transportation Commission (CTC).

Staff has obtained information which we feel justifies the lack of habitat anywhere near the SR132 project for fairy shrimp or San Joaquin Kit Fox. Staff also feels there may be opportunities for savings in the cost of the project. If the Board concurs with this action, we will continue to work with Caltrans in this regard, hopefully to be able to deliver a project design sooner and at less cost.

BACKGROUND:

Staff was invited to a design scoping meeting with Caltrans on June 6, 1994, at the Don Pedro clubhouse. During that meeting, Caltrans suggested that the County consider other projects as alternatives to the SR132 project. It was noted that this project is being funded using Flexible Congestion Relief (FCR) funds and that this project did not have any congestion relief qualities. Additionally, Caltrans felt that because of its relatively low traffic volume and accident rate, it would not qualify for safety funding. (It was further noted that this a "county minimum" project and, therefore, does not necessarily have to meet congestion relief or traffic safety criteria.) It was agreed that alternatives could be investigated at the same time that the current project design was proceeding.

Following that meeting, staff had several conversations with Caltrans which involved possible options to the proposed project along the section from Hayward Road westerly past La Grange. We agreed to meet with Caltrans and review possible project alternatives in this area, which is mostly in Stanislaus County. It was initially felt that there may be more serious safety problems on that section of the road. However, after further study, it was determined that the accident rate was somewhat lower and, therefore, to continue with the proposed project.

Staff met with Caltrans in Mariposa on August 29, 1994, to review design progress on the SR132 project. At that time, staff expressed the desire to continue working on this project.

On September 21, 1994, staff attended a project development team meeting at Caltrans in Stockton on the SR132 project. Design was proceeding well at that point; however, staff was

informed of environmental concerns, including potential fairy shrimp and San Joaquin Kit Fox habitat that involved a considerable man-hour allocation for which Caltrans did not have adequate environmental staff. It was also noted that the California Supreme Court had ordered Caltrans to cease contracting design and environmental work out to private parties or other public agencies. It was stated that a minimum of 12 months would be necessary to do the environmental studies with a potential delay in the project of two years. Concern was again raised by Caltrans about the justification of the SR132 project using Flexible Congestion Relief moneys. Caltrans suggested that staff further investigate other project options that would be a better use of State transportation funds, which may not have these environmental constraints and which might be deliverable in a shorter time frame.

At this point, staff earnestly began investigating alternate projects throughout the County at the same time that we continued working with Caltrans on design and environmental issues relative to the SR132 project. We investigated Caltrans/CTC requirements to transfer funds to a County road project because it was felt that the County project could be delivered sooner than a Caltrans project. The J132/Smith Station Road option came out of this effort. Upon further investigation, it appeared that it could be a viable alternative.

On January 17, 1995, the Board approved Public Works' recommendation to request that Caltrans temporarily cease work on the SR132 project while we further investigated the J132 option. In accordance with Caltrans' and CTC recommendations, public meetings were conducted. The first meeting was with the Highway 120 Association in Groveland and was attended by Supervisor Balmain and Mike Edwards. A positive response was given regarding the J132 project. On February 28, 1995, Public Works conducted a public meeting in Greeley Hill which was well attended and good comments were received. Then, on March 22, 1995, there was another public meeting at the Blanchard Fire Station on Highway 132 in the Don Pedro area. On March 23, the Board was sent copies of the audio tape recording of that meeting by Dave Tucker. Attached for the Board's reference are:

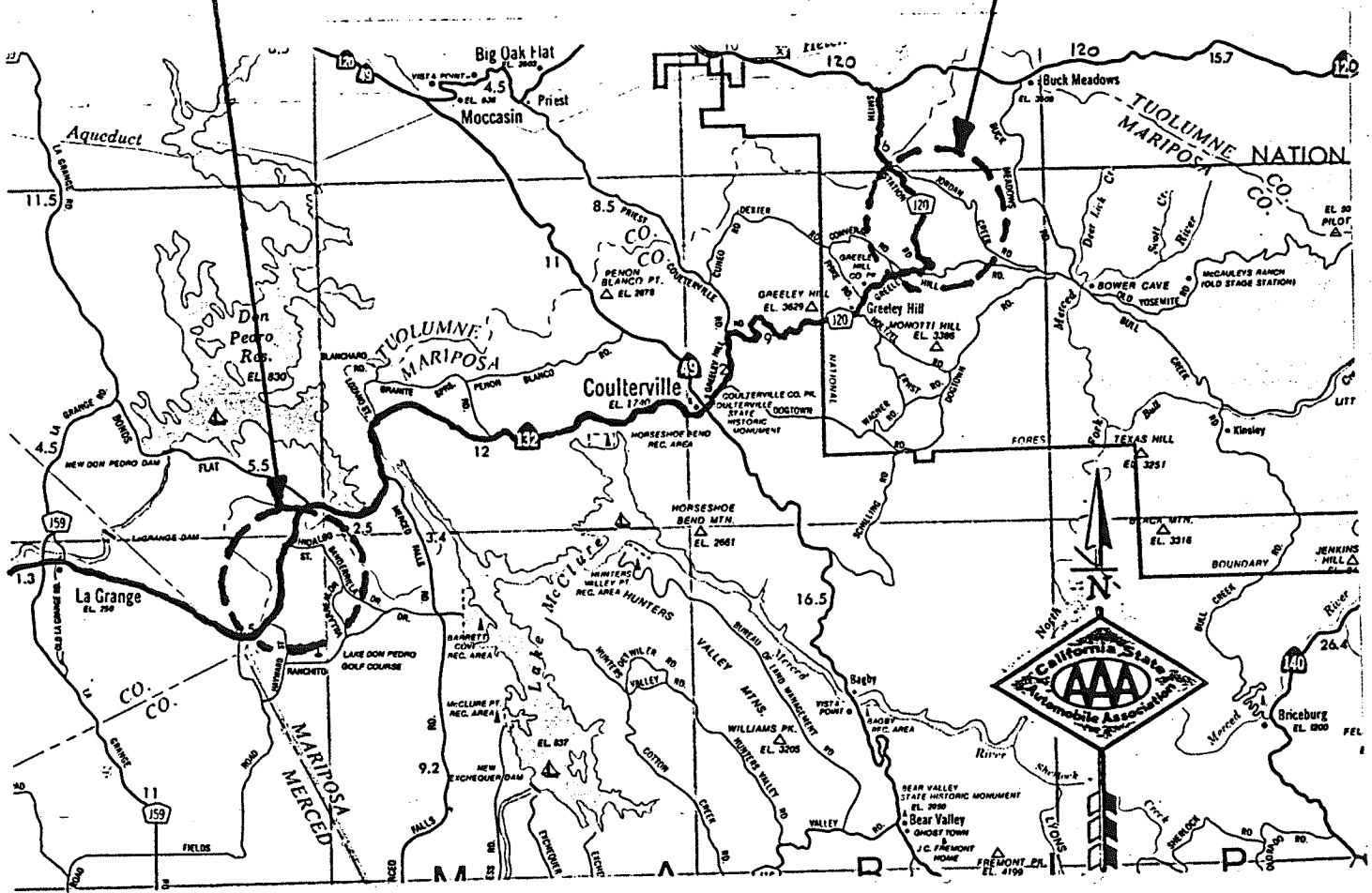
1. A map showing the location of the two projects (the SR132 project and the County road project) with traffic volumes and accident statistics shown on the back.
2. A fact sheet on the SR132 project with a map on the reverse side.
3. A fact sheet on the Smith Station Road project, also with a map on the reverse side.

On March 28, 1995, Mr. Charles Stenbridge made a presentation to the Board and requested that the Board reverse its previous request to Caltrans and continue work on the SR132 project. Staff advised the Board that we would be coming back with a full report on our investigations along with a recommendation. The Board concurred with that suggestion. This item addresses that directive.

On April 6, 1995, staff sent the Board an update on the SR132 project (see Attachment #4). During the April 5, 1995, meeting, Caltrans staff noted the current funding crisis and stated that the CTC would likely be delaying many STIP (State Transportation Improvement Program) projects such as this one. Additionally, Caltrans staff resources are currently being put on higher-priority projects such as safety and seismic retrofit projects. The chances for funding improvements to SR132 would be much greater if the two curves could qualify for safety funding. Caltrans has since responded and informed us that the two isolated curve corrections do not qualify for safety funding. We are still hopeful that the Hayward Creek crossing will qualify for separate funding using drainage moneys. We are also hopeful that other cost savings can be achieved through additional value engineering efforts. Finally, staff has obtained an opinion from a qualified biological consultant that points out that no suitable habitat exists for fairy shrimp or San Joaquin Kit Fox near the project site.

State Highway 132 Project

Proposed County Road Project



111

COMPARISON OF SMITH STATION & HIGHWAY 132 STATISTICS

TRAFFIC VOLUMES

SMITH STATION -- Major Collector

P.M. 10.0 - 12.00 2 mile project

Average Daily Traffic	1988*	1991**	1994*
@ Greeley Hill Road	617	307	513
@ County Line	712	268	561
average across segment:	665	289	537

* average over 7 day count

** average over 2 day count, with no weekends

HIGHWAY 132 -- Minor Arterial

P.M. 0.5 - 3.5 3 mile project

Annual Average Daily Traffic	1988	1991	1993
@ La Grange	1350	1400	1200
@ Coulterville	990	1050	1200
average across segment:	1170	1225	1200

ACCIDENT STATISTICS

HIGHWAY 132

SMITH STATION

Accident Rate, accidents per million vehicle miles:

2.68	1990 (average over 87/88/89 years)	2.42
1.62	1993 (average over 90/91/92 years)	1.04

Fatal Accidents per year divided by segment length:

0	1990 (average over 87/88/89 years)	0.5
0	1993 (average over 90/91/92 years)	0

Fatal & Injury Accidents per mile per year:

0.8	1990 (average over 87/88/89 years)	0.7
0.7	1993 (average over 90/91/92 years)	0.3

STATEWIDE AVERAGES, CONVENTIONAL RURAL 2 LANE HIGHWAY:

Accident Rate:	1990	1.59
	1993	1.34

Fatal & Injury Accidents per mile per year:

	1990	1.08
	1993	0.99

HIGHWAY 132 PROJECT

FACT SHEET

CURRENT PROJECT LIMITS: From Mile Post 0.5 at the Tuolumne County Line to 3.5 miles east, 0.1 mile east of Josephina Way, Left.

DESCRIPTION: Re-align and widen, including the 30 MPH curve at the County line and the curve between Jalapa and Hidalgo. The highway will be widened with 4 foot shoulders through the length of the project: approximately 3 miles.

BACKGROUND: Mariposa County's second priority State Highway Project was straightening and widening of a section of State Highway 132 between the Tuolumne County line and 3.9 miles east. This project was included in the State Transportation Improvement Program for construction in 1999.

The project was down-sized from the original limits because the Project Study Report did not include the cost of vertical re-alignment. The project length was trimmed from the Bonds Flat end to keep within the available funding.

POTENTIAL CONSTRUCTION FUNDING AVAILABLE: \$3.2 million
(97-98 year)

SOURCE OF FUNDS: "Flexible Congestion Relief".
The County is supposed to receive a certain amount in State Highway projects every few years based upon our population, under a rule called "county minimums". These kinds of projects are normally funded from Flexible Congestion Relief. Flexible Congestion Relief funds can be spent on either State Highways or on adjacent County roads that improve traffic flow on a State Highway.

STATUS:

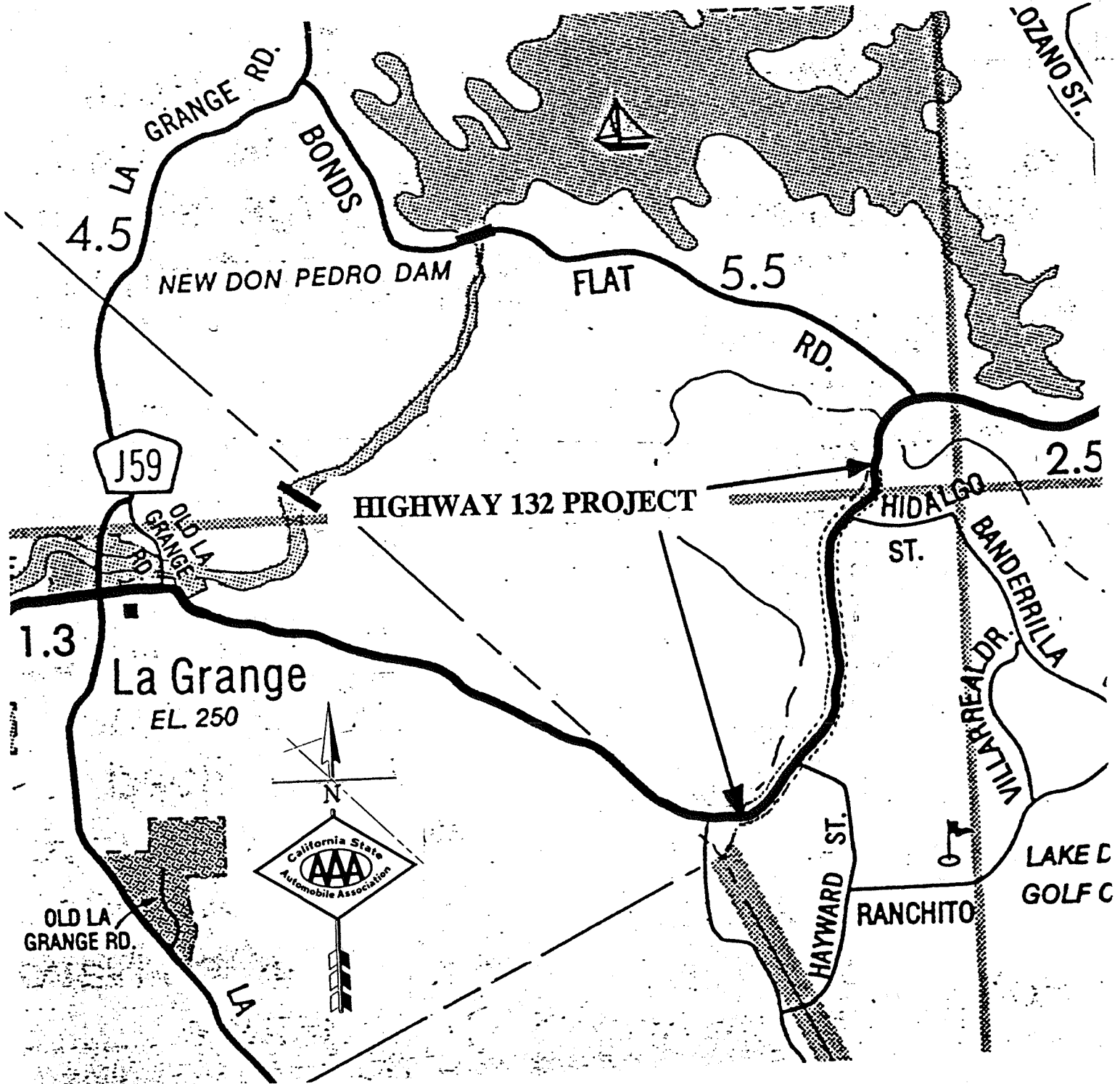
There is a requirement for environmental studies including Fairy Shrimp and Kit Fox, that may delay the project.

Though project funding is included in the State Transportation Improvement Program (STIP), it is for the last year of the program. As funding for the STIP is limited, the project still could be delayed or eliminated.

The Highway 132 project is on hold pending the County investigating a potential project on Smith Station Road. The Highway 132 project is still listed as Mariposa County's the Number 2 priority State Highway Project. [The Number 1 priority project is also listed in the STIP: a continuous left turn lane on Highway 49 in the town of Mariposa, scheduled for construction in 1997]

SCHEDULE:

The earliest construction is likely to occur is 1998. Given the State funding crisis, this date could be pushed later.



**PROPOSED
SMITH STATION ROAD PROJECT
FACT SHEET**

CURRENT PROJECT LIMITS: From Greeley Hill Road to approximately 2 miles northeast.

DESCRIPTION: Straighten curves and widen a portion of Smith Station Road from Greeley Hill Road to Blackstone Creek. This includes the curves close to Greeley Hill Road (Mile Post 10 to 10.75) plus the 20 MPH curve just north of Red Flat Road (Mile Post 11.79 to 11.97).

BACKGROUND: Mariposa County's second priority State Highway Project was straightening and widening of a section of State Highway 132 between the Stanislaus County line and 3.9 miles east. This project has been included in the State Transportation Improvement Program for construction in 1999.

The County is considering requesting that the funds that were to be used for this project be transferred to Smith Station Road.

POTENTIAL CONSTRUCTION FUNDING AVAILABLE: \$3.2 million
(97-98 year)

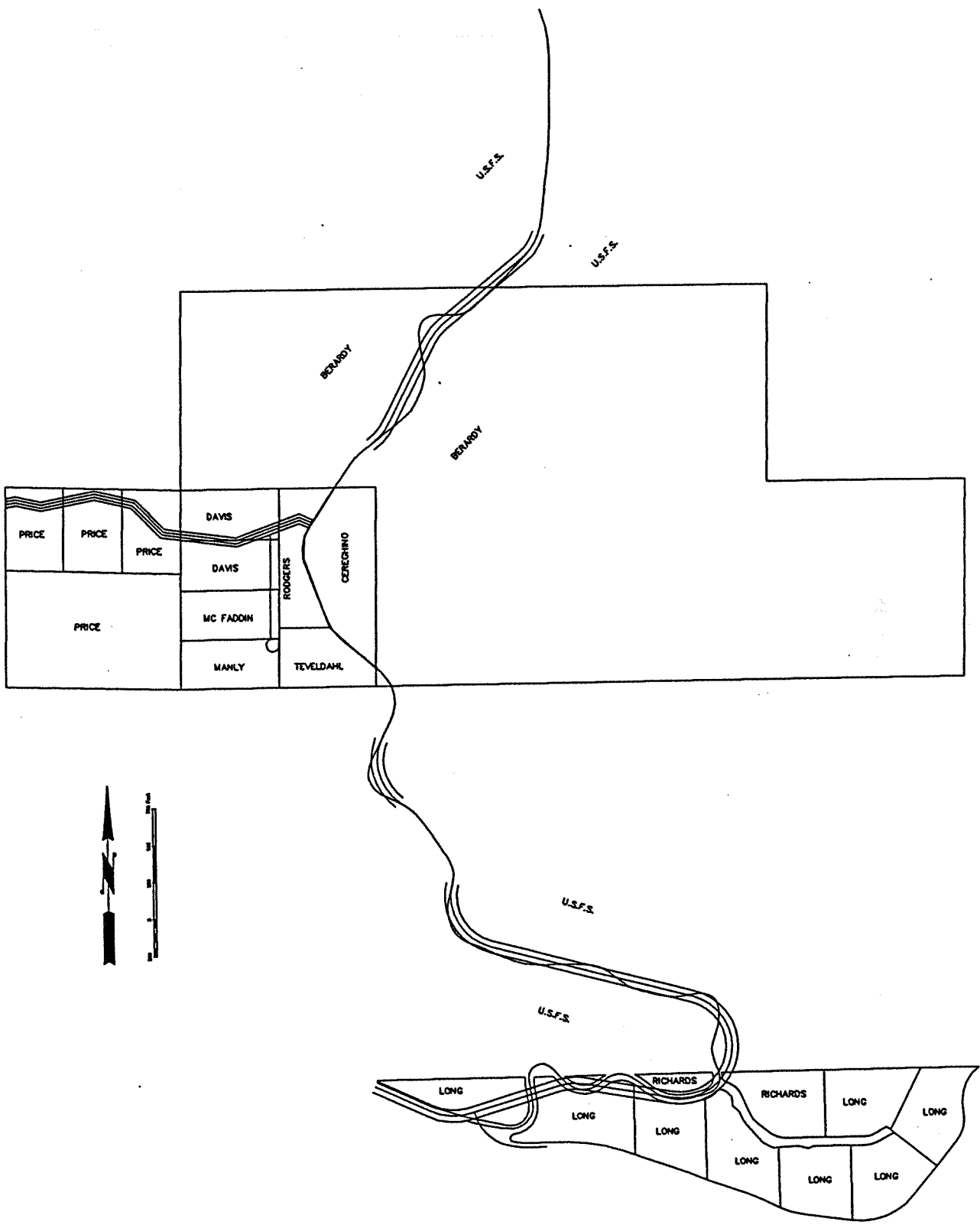
SOURCE OF FUNDS: "Flexible Congestion Relief".
The County is supposed to receive a certain amount in State Highway projects every few years based upon our population, under a rule called "county minimums". These kinds of projects are normally funded from Flexible Congestion Relief. Flexible Congestion Relief funds can be spent on either State Highways or on adjacent County roads that improve traffic conditions on a State Highway. Under these guidelines, the County can apply to have the funding shifted from State Highway 132 to Smith Station.

REQUIRED APPROVALS:

1. **Community.** The Smith Station Road project must be supported by the community and the Board of Supervisors.
2. **Caltrans.** The project must be reasonable from the viewpoint of Caltrans District 10 staff.
3. **Forest Service.** The Forest Service must approve of the project through Forest Service property.
4. **California Transportation Commission.** The County must present the project to the Commission as an amendment to the State Transportation Improvement Program for the Commission's approval.

REQUIRED ACTIONS following approval:

1. **Environmental Review.** There must be a formal investigation of alternatives. The requirements of the National Environmental Protection Act and California Environmental Quality Act must both be satisfied.
2. **Design.** This includes aerial and ground surveys and road design.
3. **Right of Way Acquisition.** The County must negotiate and purchase required land to allow construction.
4. **Construction.** The County must complete plans and specifications and put the project out to bid to a contractor. The earliest this is likely to occur is 1998. Given the State funding crisis, this date could be pushed later.



MARIPOSA COUNTY ENGINEERING DEPARTMENT

Drawn Chas
 Checked _____
 Date 2/8/95

Sheet 1 of 1
 Scale: 1" = 1,000'

SMITH STATION ROAD (J132)

Approved By
 Engineer _____

Dwg. No. _____



COUNTY of MARIPOSA

4639 Ben Hur Road
Mariposa, CA 95338
(209) 966-5356

DEPARTMENT OF PUBLIC WORKS

Divisions of:
Design & Construction
Administration
Operations

April 6, 1995

Michael Edwards
Director

TO: BOARD OF SUPERVISORS
FROM: Michael Edwards 

SUBJECT: STATE HIGHWAY 132 Widening & Realignment Project

Public Works staff recently met with Caltrans (in Stockton) regarding the Highway 132 project. We discussed the events of the last two years, the investigation of the Smith Station project, and the recent public meeting process.

Based upon input from the public meetings, we questioned whether the two dangerous curve sections could be corrected, with possibly an overlay in between, to save money on the project. Caltrans staff indicated that a project goal should be to produce a "usable segment" which is why two isolated curve corrections were not regarded favorably.

Caltrans staff said they will look at the alternative of two safety projects to correct the curves at the County line and between Jalapa Way and Hidalgo. The current Highway 132 project will not qualify as a safety project because the accident rate over the entire length is too low. The Caltrans traffic section will review this possibility. They will also check with their hydraulics staff to see if a separate project is warranted to correct the overflow problem at Hayward Creek (near Hayward Road) using drainage funds.

If the two curves and drainage problems can be corrected with other funds, the existing Flexible Congestion Relief funds could be used elsewhere, to maintain Mariposa County's use of our share of County minimum funds.

The Caltrans' biologist had indicated that one dry and one wet season would be necessary in order to thoroughly investigate the existence of fairy shrimp in the vicinity of the Highway 132 project. We will put their biologist in contact with the Mariposa County biologist (who has already been working in the Don Pedro area), to discuss the necessity for this study. Public Works staff believes that little, if any, fairy shrimp habitat exists in the project vicinity, and that the species that exists in the low foothills is not the endangered variety.

We will be returning with a recommendation on the Highway 132 and J132 projects once Caltrans gives us a report.

If schedules allow, Caltrans staff would like to attend the Board meeting when staff makes this presentation.

cc: Jim DeLuca, Caltrans, Project Manager
Charles Stembridge, Don Pedro Homeowner