

Draft MINUTES

MON 156 West Corridor Project: Community Advisory Group

May 23, 2007, 5:30-7:30 PM
Castroville Library, Castroville CA

Attending

Community Advisory Group:

Carolyn Anderson, Alternate Diann Russell
Julie Engell
Jerry Gifford
Brad Houston
Carlos Ramos
Mark Reasons
Mike Scattini
Jacqueline Simon
Bill Theyskens
Vee Thomas
Mark Verbonich

Dave Silberberger (Caltrans Project Management)
Gilberto Baca (Caltrans Design)
Roberto Banda (Caltrans Design)
Jeff Morgan (Transportation Agency for Monterey County)
Don Bachman (Transportation Agency for Monterey County)
Lou Hexter (Facilitator, Moore, Iacofano Goltsman Inc)
Dan Drazen (Moore, Iacofano Goltsman Inc)

Agencies and consultants:

Bobi Lyon-Ritter (Caltrans Environmental)
Kay Goshgarian (Caltrans Environmental)

Other interested parties:

Henry Gowin (Board of Supervisors)

Community Advisory Group members, representatives from the California Department of Transportation (Caltrans), the Transportation Agency for Monterey County (TAMC), Moore, Iacofano, Goltsman (consulting firm) and members of the general public attended the meeting and Lou Hexter of Moore, Iacofano, Goltsman Inc facilitated the meeting. The project team provided a packet containing the proposed agenda and project overview materials to the Community Advisory Group members. The complete contents of the packet will be posted at the Transportation Agency for Monterey County, www.tamcmonterey.org website. The following topics were addressed during the meeting.

Community Advisory Group meeting minutes are posted on the Transportation Agency for Monterey County website, http://www.tamcmonterey.org/programs/hwyproj/hwy156_CAG.html

1. Self introductions were performed by the Community Advisory Group members and other attendees.
2. Public comments at the beginning of the meeting
 - Lou Hexter read an email from Brian Birkland, Almaden Cycle Touring Club member, requesting the Community Advisory Group consider a safe cycling route connecting Prunedale and Elkhorn Slough areas to the peninsula bike trail and to also include a bike bridge as part of the Castroville Overhead bridge reconstruction on State Route 156 from Castroville Boulevard to the City of Castroville. The existing bridge does not have space to accommodate bike travel.
 - David Silberberger, project manager for the Route 156 West Corridor project mentioned the Castroville Overhead bridge reconstruction is a future project.
 - Community Advisory Group members have concerns about bike travel on Route 156. Residents along Route 156 observe bike commuters mostly in the summer and fall and during the harvest season. These commuters share the roadway with truck and auto traffic on Route 156. More may opt for bike travel as gas prices increase.

- Community Advisory Group members added there may be a potential for more bike travel if bike lanes were available
3. Roberto Banda, Design Manager and Gilberto Baca, project engineer described the two build alternatives. Preliminary plans of alternative 11 and 12 were provided to meeting attendees.
 4. The following questions were asked at various times throughout the meeting. Answers are also given if provided at the time. More detailed answers will be researched and discussed at future meetings.
 - **Q.** What are the costs for Alternative 11 and Alternative 12?
A. Preliminary costs for Alternative 11 are \$250 million and for Alternative 12 are \$270 million and include right of way, roadway and structure construction and environmental mitigation. Support costs are excluded.
 - **Q.** Will the new Castroville Road be the new alignment?
A. Yes.
 - **Q.** How do you manage traffic while constructing the 101/156 interchange?
 - **Q.** Will groundwater at interchange be affected?
A. Groundwater will not be affected by construction at the interchange.
 - **Q.** Will there be a soundwall at the bridge over Moro Coho Slough?
A. Soundwall location is determined by results from a noise study. The noise study for the Route 156 West corridor project has not been completed yet.
 - **Q.** Where does the project begin?
A. The project begins west of Castroville Boulevard.
 - **Q.** Is alternative 11 favored over alternative 12?
A. No one alternative has been selected at this time.
 - **Q.** Where will the construction start?
A. Preliminary location will be at US Route 101.
 - **Q.** What part of the project is located in the Coastal Zone?
A. The portion of the project extending west from Meridian Road.
 - **Q.** How probable is the 2-week closure for construction of loop to Vierra Canyon?
A. Closure for the loop could be 2 to 3 weeks.
 - **Q.** Will Castroville Boulevard remain open?
A. Castroville Boulevard would remain open as a county road allowing for access to adjacent properties.
 - **Q.** Why is the new Castroville Boulevard alignment so far to the east?
A. The new alignment must be able to accommodate the new interchange.
 - **Q.** What is the difference between the traffic capacity of the two alternatives?
A. Both alternative 11 and 12 will handle 20 year projected traffic numbers. Generally for a four-lane freeway that would be 40,000 to 60,000 cars per day.
 - **Q.** How much funding will the project receive from the State and what would the locals need to provide?
A. The project is only funded through the environmental document stage. There is no funding for construction at this time.
 - **Q.** Is traffic modeling available for this project?
A. Results of traffic modeling are not available at this time.
 - **Q.** How will the freeway be lighted?
A. There will be lights at the ramps and intersections.
 - **Q.** How will you get from Oak Hills to US Route 101?
 - **Q.** When will you eliminate one of the alternatives?
A. Both alternatives will be considered until after the draft document has circulated to the public. A preferred alternative will be selected after the public review and comment period.
 - **Q.** Will the frontage road become a state or local road and how will it be maintained?
A. The frontage road will become a county road and be maintained by Monterey County.
 - **Q.** Would trucks use frontage road to bypass traffic on Route 156?
A. Trucks will likely avoid using the frontage road.

- **Q.** What is the size of the cut slopes?
A. Cuts will vary from 30 feet to 60 feet in height. The highest cut will be at the interchange and the lowest at the roadbed. Slope for the larger cuts are estimated at 2:1.
- **Q.** How will Caltrans build the project without a major impact on traffic?
A. Traffic to be shifted to northbound lanes, construct project in phases and reduce shoulder temporarily.
- **Q.** Will the project affect access to properties on the southside of Route 156 near PG and E easement?
- Community Advisory member expressed concern regarding sediment flow from culverts and its affect on farmland.

5. Facility and meeting dates

- Next meeting is June 27, 2003, 5:30 to 7:30 PM at the Castroville Library
- June meeting focus will be on environmental issues
- Community Advisory Group members want information on noise, biology, air quality, erosion control and water quality, cumulative impacts on plant and animal species, methodology for traffic forecasting for the June 27th meeting
- Will take a break in July and August for vacations and resume meeting in September

Meeting adjourned.