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City Manager's Report
April 14, 2026 City Council Meeting
Prepared by: Melissa Savage, City Engineer
Item #: 12.1

Subject: Receive and file a status update for the Clay Street Bridge Realignment and Replacement Project (CIP #40617).

Recommendation: Receive and file a project status update.

Purpose: The purpose of this item is to update the City Council and members of the public on the status of the Clay Street Realignment and Bridge Replacement Project.

Strategic Plan Strategy: Strategy 4 – Update and Maintain City-Owned Infrastructure.

Background: The Clay Street Realignment and Bridge Replacement project has been considered by the City for more than 60 years and was first memorialized and adopted into planning documents dating back to the 1974 Master Street Plan and Improvement Program (adopted by City Council in January of 1975). The Master Street Plan included “Project No. 9 – Clay Street,” identifying Clay Street as a collector roadway, and acknowledged the need to provide better north to south connecting roads between the residential and commercial areas. The proposed project will widen Clay Street to current roadway standards, construct a new 2-lane bridge over Hangtown Creek at the convergence of Hangtown Creek and Cedar Ravine, and bifurcate the Ivy House parking lot due to the realignment. The new alignment of Clay Street will intersect Main Street at the intersection with Cedar Ravine Road. Since those early planning documents, City documents have consistently recommended and advocated this much needed project to improve connectivity, emergency access, and safety to all bridge users. In 2006, the City received approval for the Clay Street Realignment and Bridge Replacement project to be included in the Highway Bridge Program (HBP) for replacement based on the Bridge Inspection Report (BIR), which notes the structural integrity and functionality of the bridge.

On December 8, 2015, the Council approved an Agreement for Engineering Services with Dewberry | Drake Haglan (Dewberry) to restart the project and complete engineering design services, NEPA (National Environmental Policy Act) documentation, and bid document preparation for the Clay Street Bridge Replacement Project (CIP #40617). Subsequently, five amendments to the Agreement for Engineering Services were approved by the City Council, expanding the necessary scope of work to be performed by Dewberry, including taking over the CEQA document.

In June 2023, staff submitted a Scope Change/Cost Adjustment to the HBP to cover the cost increases associated with completing the environmental phase and anticipated costs for the final design and right of way phase. In January 2024, City staff received a response from the HBP stating that they could not approve the request without the bridge Type Selection Report first being approved. Since

the project began, HBP has undergone extensive revisions to their policies and procedures to mitigate the lack of available funds to deliver all projects in the program. As a result, additional approvals are required from Caltrans to move an HBP-funded project forward, including the approval of a structure Type Selection Report before the completion of the environmental phase.

On November 12, 2025, the City Council approved Amendment No. 6 for Dewberry Engineers to complete the Type Selection Report, and to perform additional technicals studies and modifications to the environmental document related to a new cultural resource discovery and the newly required Foothill Yellow-Legged Frog surveys and summary report.

Discussion: In 2024, staff recirculated the draft Environmental Impact Report for public review. The 45-day public review period ran from January 26, 2024 to March 12, 2024, but then the remaining steps to finalize the EIR were largely on hold until the structure Type Selection Report was completed and approved by Caltrans.

Staff submitted the first draft of the Type Selection Report to Caltrans on July 10, 2025. Comments were received and a second draft was submitted on August 18, 2025. City staff, the consultant team, Caltrans Local Assistance, Caltrans Structures Local Assistance, and the HBP Managers all attended a Type Selection meeting to discuss the project and report on September 25, 2025. Following that meeting, staff submitted a final revised Type Selection Report on December 1, 2025, which addressed all comments received from Caltrans and the HBP Managers.

On December 10, 2025, Caltrans Structures Local Assistance (SLA) concurred with the proposed structure type of a 43'-9" long, single-span cast-in-place post-tensioned voided concrete slab bridge on seat type strutted abutments founded on shallow foundations. The SLA concurrence also included that the Concrete Barrier, currently proposed as Type 85SW, needs to be MASH compliant and certain details of the barrier must be approved by SLA during the final design phase.

Once Caltrans SLA provides their concurrence, there can be no further changes to the bridge design.

On January 22, 2026, the City received the HBP determination for the project's participating and non-participating items. The HBP Managers agreed to HBP funds participating in the following items:

- All bridge construction related costs.
- The proposed construction work for the parking lot.
- The two proposed retaining walls along the creek.
- The proposed work to relocate the creek viewing area.
- The realignment of Clay Street to Station 15+00 as shown on the plans (which is approximately at the crosswalk at Main Street)

All construction work proposed on Main Street and Cedar Ravine Road will be considered non-participating project costs and must be funded by another funding source.

With this information, staff is now ready to proceed with finalizing the EIR. Caltrans has indicated that they will not move forward with the NEPA process until the City completes the CEQA process.

Staff is expecting to complete the EIR by the end of 2026, and the NEPA process will be completed by the end of 2027.

Caltrans informed the City that due to the age of this project, the City will be required to submit one final cost adjustment to HBP for additional preliminary engineering phase, right of way phase, and construction phase costs to match the project costs outlined in the Type Selection Report. After that and the HBP funds are programmed, the project cannot request any additional funding from the Highway Bridge Program.

Any further increase in project costs will be the responsibility of the local agency.

Staff will begin preparing the cost adjustment request.

Options:

1. Receive and file the project status update.
2. Direct staff to take other action.

Environmental: This project is subject to both CEQA and NEPA compliance, both of which are underway and nearing completion.

Cost: There is no cost associated with this item.

Budget Impact: There is no budget impact associated with this item.



Dave Warren, City Manager



Melissa Savage, City Engineer