



STATE OF CALIFORNIA
CITY OF PLACERVILLE
ENGINEERING DEPARTMENT

SPECIAL PROVISIONS

BOOK 2 OF 2

FOR CONSTRUCTION OF

PLACERVILLE STATION PHASE II PARK-N-BUS

CITY OF PLACERVILLE

CIP #40708

AUGUST 2022

For use in Connection with California Department of Transportation Standard Specifications Dated **2018**, Revised Standard Specifications current as of April 17th, 2020, Standard Plans Dated **2018**, Revised Standard Plans current as of April 17th, 2020; City of Placerville Standard Plans; State of California Labor Surcharge and Equipment Rental Rates; and Director of Industrial Relations General Prevailing Wage Rates.

Bids Open: September 22, 2022

CITY OF PLACERVILLE, CALIFORNIA
ENGINEERING DEPARTMENT

PLACERVILLE STATION II PARK-N-BUS
CIP #40708

AUGUST 29, 2022

The Special Provisions contained herein have been prepared by or under the direction of the following Registered Persons.

ROADWAY

Daniel Kehrer

DANIEL J. KEHRER, RCE 82663
REGISTERED CIVIL ENGINEER



LANDSCAPE

Scott A. Robinson

SCOTT A. ROBINSON, LLA 4271
LICENSED LANDSCAPE ARCHITECT



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CITY OF PLACERVILLE, CALIFORNIA
ENGINEERING DEPARTMENT

PLACERVILLE STATION II PARK-N-BUS
CIP #40708

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ORGANIZATION

Special provisions are under headings that correspond with the main-section headings of the *Standard Specifications*. A main-section heading is a heading shown in the table of contents of the *Standard Specifications*.

Each special provision begins with a revision clause that describes or introduces a revision to the *Standard Specifications* as revised by any revised standard specification.

Any paragraph added or deleted by a revision clause does not change the paragraph numbering of the *Standard Specifications* for any other reference to a paragraph of the *Standard Specifications*.

STANDARD PLANS LIST

The standard plan sheets applicable to this Contract include those listed below. The applicable revised standard plans (RSPs) listed below are included in the project plans.

ABBREVIATIONS, LINES, SYMBOLS, AND LEGEND

A3A	Abbreviations (Sheet 1 of 3)
A3B	Abbreviations (Sheet 2 of 3)
A3C	Abbreviations (Sheet 3 of 3)
A10A	Legend - Lines and Symbols (Sheet 1 of 5)
A10B	Legend - Lines and Symbols (Sheet 2 of 5)
A10C	Legend - Lines and Symbols (Sheet 3 of 5)
A10D	Legend - Lines and Symbols (Sheet 4 of 5)
A10E	Legend - Lines and Symbols (Sheet 5 of 5)

PAVEMENT MARKERS, TRAFFIC LINES, AND PAVEMENT MARKINGS

A20A	Pavement Markers and Traffic Lines - Typical Details
RSP A20B	Pavement Markers and Traffic Lines - Typical Details
RSP A20C	Pavement Markers and Traffic Lines - Typical Details
RSP A20D	Pavement Markers and Traffic Lines - Typical Details
RSP A20E	Pavement Markers and Traffic Lines - Typical Detail for Contrast Striping
A24A	Pavement Markings - Arrows
A24B	Pavement Markings - Arrows and Symbols
A24C	Pavement Markings - Symbols and Numerals
A24D	Pavement Markings - Words
RSP A24E	Pavement Markings - Words
A24F	Pavement Markings - Crosswalks
RSP A24G	Pavement Markings - Yield Lines, Limit Lines, and Wrong Way Details

EXCAVATION AND BACKFILL

A62A	Excavation and Backfill - Miscellaneous Details
A62D	Excavation and Backfill - Concrete Pipe Culverts
A62DA	Excavation and Backfill - Concrete Pipe Culverts - Indirect Design Method
A62F	Excavation and Backfill - Metal and Plastic Culverts

SURVEY MONUMENTS

A74	Survey Monuments
	CURBS, DRIVEWAYS, DIKES, CURB RAMPS, AND ACCESSIBLE PARKING
A87A	Curbs and Driveways
A87B	Hot Mix Asphalt Dikes
A88A	Curb Ramp Details
A88B	Curb Ramp and Island Passageway Details
A90A	Accessible Parking Off-Street

PAVEMENTS

P75	Pavement Edge Treatments - Overlays
	DRAINAGE INLETS, PIPE INLETS AND GRATES
D72B	CIP Drainage Inlets - Types G1, G2, G3, G4, G5 and G6
D72C	CIP Drainage Inlets - Types G1, G2, G3, G4, G5 and G6
D72F	CIP Drainage Inlet Notes
D72G	CIP Drainage Inlet Tables
D73B	Precast Drainage Inlets - Types G1, G2, G3, G4, G5 and G6
D73C	Precast Drainage Inlets - Types G1, G2, G3, G4, G5 and G6
D73F	Precast Drainage Inlet Notes
D73G	Precast Drainage Inlet Tables
D74	Drainage Inlet Details
D77A	Grate Details No. 1
D77B	Grate Details No. 2

GUTTER AND INLET DEPRESSIONS

D78A	Gutter Depressions
	CONSTRUCTION LOADS ON CULVERTS AND STRUT DETAILS

D88	Construction Loads on Culverts
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FLARED END SECTIONS

D94A	Metal and Plastic Flared End Sections
D94B	Concrete Flared End Sections

PIPE COUPLING AND JOINT DETAILS

D97H	Reinforced Concrete Pipe or Non-Reinforced Concrete Pipe - Standard and Positive Joints
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TEMPORARY WATER POLLUTION CONTROL

T56	Temporary Water Pollution Control Details (Temporary Fiber Roll)
T57	Temporary Water Pollution Control Details (Temporary Check Dam)
T58	Temporary Water Pollution Control Details (Temporary Construction Entrance)
T61	Temporary Water Pollution Control Details (Temporary Drainage Inlet Protection)
T62	Temporary Water Pollution Control Details (Temporary Drainage Inlet Protection)
T63	Temporary Water Pollution Control Details (Temporary Drainage Inlet Protection)

T64 **Temporary Water Pollution Control Details (Temporary Drainage Inlet Protection)**

ROADSIDE SIGNS

RS1 **Roadside Signs - Typical Installation Details No. 1**
RS2 **Roadside Signs - Wood Post - Typical Installation Details No. 2**
RS4 **Roadside Signs - Typical Installation Details No. 4**

CANCELED STANDARD PLANS LIST					
The standard plan sheets listed below are canceled and not applicable to this contract.					
Plan No.	Date Canceled	Plan No.	Date Canceled	Plan No.	Date Canceled
P31B	10-18-19				
P32A	10-18-19				
P32B	10-18-19				
C7A	10-19-18				
C7B	10-19-18				
C7C	10-19-18				
D89	10-18-19				
B11-55	04-19-19				
B11-56	10-19-18				
B11-57	10-19-18				
ES-2C	10-19-18				

Bid Items and Applicable Sections

Item code	Item description	Applicable section
<u>130100A</u>	<u>JOB SITE MANAGEMENT</u>	<u>1</u>
<u>170103A</u>	<u>REMOVE TREE (>6" DBH)</u>	<u>17</u>
<u>204000A</u>	<u>PLANTING</u>	<u>20</u>
<u>206000A</u>	<u>IRRIGATION SYSTEM</u>	<u>20</u>
<u>280590A</u>	<u>6" GATE VALVE AND TEE PLACEMENT</u>	<u>71</u>
<u>710000A</u>	<u>REMOVE FIRE HYDRANT</u>	<u>71</u>
<u>710005A</u>	<u>FIRE HYDRANT</u>	<u>71</u>
<u>770001A</u>	<u>BIKE LOCKERS</u>	<u>77</u>
<u>820840A</u>	<u>TRAIL WAYFINDING SIGN</u>	<u>82</u>
<u>840505A</u>	<u>4" THERMOPLASTIC TRAFFIC STRIPE (PARKING STALL)</u>	<u>84</u>
<u>840515A</u>	<u>POLYMER CEMENT SURFACE SYSTEM PAVEMENT MARKINGS</u>	<u>84</u>

Add to section 1-1.09:

This project is in a freeze-thaw area.

[illegible]

DIVISION I GENERAL PROVISIONS

1 GENERAL

Add to section 1-1.01:

The work embraced herein shall be done in accordance with the Standard Specifications of the Department of Transportation dated 2018 supplemented by the Revised Standard Specifications of the Department of Transportation as of April 15th, 2022, hereinafter referred to as the Standard Specifications, and the Standard Plans of the Department of Transportation.

The components of the Contract Documents are intended to supplement each other. In the event of a conflict in the Contract Documents, the following order of precedence will govern interpretation of the Contract:

1. Field instruction or other written directives
2. Addenda
3. Special Provisions
4. Project Plans
5. Standard Specifications
6. Standard Plans

Add to section 1-1.07B:

A term not defined in the Contract Documents or Standard Specifications has the meaning defined in Means Illustrated Construction Dictionary, Condensed Version, Second Edition.

Approval of the Contract: Execution of the Contract by the City Council of the City of Placerville.

Caltrans/Department of Transportation: Department of Transportation as defined in the St & Hwy Code § 20 and authorized in St & Hwy Cod § 90; its authorized representatives.

City: The City of Placerville, a municipal corporation of the State of California.

City Council: City Council of the City of Placerville, State of California.

Contract: Written and executed Contract as approved by the City Council between the City of Placerville and the Contractor.

Contract Documents: Plans, Notice to Bidders, Special Provisions, and Proposal and Agreement

Contractor: Person or business or its legal representative approved by the City Council and entering into a Contract with the City of Placerville for performance of the work.

Department: The City of Placerville except that any reference to the Department's forms, websites, manuals, guides, and test methods shall be defined as forms, websites, manuals, guides, and test methods of Caltrans.

Design Engineer: GHD, Inc.

Director: The City Engineer for the City of Placerville.

EID: El Dorado Irrigation District.

Engineer: The Resident Engineer of the City acting either directly or through properly authorized agents; such agents acting within the scope of the particular duties delegated to them.

Inspector or City Inspector: An authorized agent acting on behalf of the City Engineer and within the scope of the particular duties delegated to him/her.

Project Plans: The Project Plans are specific details and dimensions peculiar to the work and are supplemented by the Standard Plans insofar as they may apply.

Special Provisions: The Special Provisions are specific clauses required by the City setting forth conditions of requirements peculiar to the work and supplementary to the Standard Specifications of the State of California.

Standard Plans: 2018 Standard Plans of the State of California, Department of Transportation and the current Revised Standard Plans as of April 17th, 2020.

Standard Specifications: 2018 Standard Specifications of the State of California, Department of Transportation (Caltrans) and the current Revised Standard Specifications as of April 17th, 2020.

State: The State of California, including its agencies, departments or divisions whose conduct or action is related to the work or when referenced in the Standard Specifications "State" shall mean the City of Placerville, including its authorized officers, agents, consultants, and volunteers.

Project: The work as presented in these documents and the construction drawings.

Proposal: The un-approved offer as submitted to the City for the completion of the Project.

USDOT: The United States of America Department of Transportation.

Add to section 1-1.09:

This project is in a freeze-thaw area.

Add to section 1-1.11:

Web Sites, Addresses, and Telephone Numbers

Reference or agency or department unit	Web site	Address	Telephone no.
Public Purchase	http://www.publicpurchase.com	-	-
El Dorado County Fire Protection	http://www.eldoradocountyfire.com	4040 Carson Road Camino, CA	(530) 644-9630
Placerville Police Department	http://www.cityofplacerville.org/depts/police	730 Main Street Placerville, CA	(530) 642-5210
Placerville Downtown Association	http://www.placervilledowntown.org	-	(530) 672-3436
El Dorado Transit Authority	http://www.eldoradotransit.com/	6565 Commerce Way Diamond Springs, CA	(530) 642-5383
City of Placerville Public Works Department	https://www.cityofplacerville.org/public-works	3101 Center Street Placerville, CA	(530) 642-5232
Quest CDN	https://www.questcdn.com/	-	(952) 233-1632
El Dorado County Transportation Commission	https://www.edctc.org/	2828 Easy Street #1 Placerville, CA	(530) 642-5260

Replace the paragraph in section 1-1.12 with:

Make checks and bonds payable to the City of Placerville.

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2 BIDDING

Replace section 2-1.05 with:

2-1.05 FEDERAL LOBBYING RESTRICTIONS

Section 1352, Title 31, United States Code prohibits Federal funds from being expended by the recipient or any lower tier sub recipient of a Federal-aid contract to pay for any person for influencing or attempting to influence a Federal agency or Congress in connection with the awarding of any Federal aid contract, the making of any Federal grant or loan, or the entering into of any cooperative agreement.

If any funds other than Federal funds have been paid for the same purposes in connection with this Federal-aid contract, the recipient shall submit an executed certification and, if required, submit a completed disclosure form as part of the bid documents.

A certification for Federal-aid contracts regarding payment of funds to lobby Congress or a Federal agency is included in the Bid book. Standard Form - LLL, "Disclosure of Lobbying Activities," with instructions for completion of the Standard Form is also included in the Bid book. Signing the Bid book shall constitute signature of the Certification.

The above referenced certification and disclosure of lobbying activities shall be included in each subcontract and any lower-tier contracts exceeding \$100,000. All disclosure forms, but not certifications, shall be forwarded from tier to tier until received by the Engineer.

The Contractor, subcontractors and any lower-tier contractors shall file a disclosure form at the end of each calendar quarter in which there occurs any event that requires disclosure or that materially affects the accuracy of the information contained in any disclosure form previously filed by the Contractor, subcontractors and any lower-tier contractors. An event that materially affects the accuracy of the information reported includes:

- (1) A cumulative increase of \$25,000 or more in the amount paid or expected to be paid for influencing or attempting to influence a covered Federal action; or
- (2) A change in the person(s) or individual(s) influencing or attempting to influence a covered Federal action; or
- (3) A change in the officer(s), employee(s), or Member(s) contacted to influence or attempt to influence a covered Federal Action.

Replace the paragraphs in section 2-1.06A with:

Standard Specifications and Standard Plans may be viewed at the Caltrans Office Engineer Web Site and may be purchased at the Publication Distribution Unit.

The Notice to Bidders, Special Provisions, Proposal and Agreement, and any Project Plans may be viewed and obtained at the locations stated in the Notice to Bidders.

Add between the 1st and 2nd paragraphs of section 2-1.06B:

The Department makes the following supplemental project information available on Sheet 17 of the project plans:

Supplemental Project Information

Means	Description
Included in the <i>Information Handout</i>	1. Maximum Applied Water Allowance Calculations for New and Rehabilitated Landscapes

Replace Section 2-1.12B (2) with:

2-1.12B(2) Disadvantaged Business Enterprises Commitment submittal

Submit DBE information on the Local Agency Bidder - DBE - Commitment form (DBE commitment form) included in the Proposal and Agreement Section. If the form is not submitted with the bid, remove the form from the Proposal and Agreement Section before submitting your bid.

If the DBE commitment form is not submitted with the bid, the apparent low bidder, the 2nd low bidder, and the 3rd low bidder must complete and submit the form to the City of Placerville. The DBE commitment forms must be received by Cory Schiestel, City of Placerville Engineering Department or email cschiestel@cityofplacerville.org no later than 4:00 p.m. on the 4th business day after bid opening.

Other bidders are not required to submit the DBE commitment form unless the Department requests it. If the Department requests a DBE commitment form from you, submit the completed form within 4 business days of the request.

Submit written confirmation from each DBE shown on the form stating that it will be participating in the Contract. Include confirmation with the DBE commitment form. A copy of a DBE's quote will serve as written confirmation that the DBE will be participating in the Contract.

If you do not submit the DBE commitment form by the specified time, your bid is nonresponsive.

Replace the second and third paragraph of Section 2-1.12B(3) with:

If you have not met the DBE goal, complete and submit the Good Faith Efforts Documentation form with the bid showing that you made adequate good faith efforts to meet the goal. Only good faith efforts directed toward obtaining participation by DBEs are considered. If good faith efforts documentation is

not submitted with the bid, it must be received by Cory Schiestel, City of Placerville Engineering Department or email cschiestel@cityofplacerville.org no later than 4:00 p.m. on the 4th business day after bid opening.

Replace the paragraphs in section 2-1.33A with:

Complete forms in Bid book. Submit forms with your bid.

Except where stated acceptable elsewhere, do not fax submittals.

Failure to submit the forms and information as specified may result in a non-responsive bid.

Add to section 2-1.33A:

On the Subcontractor List, you must submit each subcontractor's license number, each subcontracted bid item number and corresponding percentage with your bid. Failure to do so results in a nonresponsive bid.

You must either submit with your bid the BIDDER'S LIST OF SELECTED SUBCONTRACTORS and BIDDER'S LIST OF NON-SELECTED SUBCONTRACTORS or email to Cory Schiestel, City of Placerville Engineering Department or email cschiestel@cityofplacerville.org within 24 hours after bid opening. Failure to do so results in a nonresponsive bid.

Replace the last paragraph of section 2-1.34 with:

If using a bidder's bond, you must use the form in the Proposal section.

Replace the paragraph in section 2-1.47 with:

The Department may grant bid relief under Public Contracts Code § 5100 et seq. Submit any request for bid relief to Cory Schiestel, City of Placerville Engineering Department, 3101 Center Street, 3rd Floor Placerville, CA 95667 or email cschiestel@cityofplacerville.org. The Relief of Bid Request form (form number DES-OE-0141) is available at the Caltrans website.

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3 CONTRACT AWARD AND EXECUTION

Replace the paragraphs in section 3-1.04 with:

The Department reserves the right to reject any or all bids or any parts thereof and waive any irregularities or informalities in any bid or in the bidding to the extent permitted by law and to make awards in all or part of the best interest of the Department. No bidder may withdraw his/her bid for a period of sixty (60) days after the date set for the bid opening. Bid protests must be submitted in writing to the attention of the City Clerk before 4:00 pm of the 3rd calendar day following the bid opening.

If the Department awards the contract, the award is made to the lowest responsible bidder for the total of all the base bid items within 60 days after bid opening. The Department may extend the specified award period if the bidder agrees.

Barring some unforeseen irregularity, Notice of Award will be sent to the lowest responsive bidder after approval by the City Council.

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4 SCOPE OF WORK

Add to the end of section 4-1.05A:

Work from other stages may be performed simultaneously if there is no conflict with other stages.

Replace the paragraphs in section 4-1.13 with:

4-1.13 CLEANUP

If requested after sweeping, the Contractor shall wash the work area with sufficient water to remove remaining debris. Drainage inlets must be properly protected with inlet fabric/bags per Section 13. Contractor shall use vacuor equipment or other approved equipment to prevent domestic water from entering the storm drain system. Inlet bags shall be cleaned following each wash.

The Contractor is responsible for maintaining vehicular and pedestrian traffic on Mosquito Road at all times. Repair and replace all striping affected by the day's work. Crosswalk and lane striping must be visible at all times.

Stormwater BMP's shall be installed, inspected and maintained per Section 13 and per the approved SWPPP.

Add to the end of section 4-1.13:

Do not remove warning, regulatory, or guide signs until Contract acceptance unless otherwise directed by the Engineer.

4-1.13A(4) Payment

There is no specific bid item for Cleanup. Cleanup shall be considered included in the Job Site Management bid item and no additional payment will be made therefore.

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5 CONTROL OF WORK

Add to the end of section 5-1.31:

If at any time the cleaning is not performed to the satisfaction of the City and the Engineer, the Contractor will be notified and shall immediately return to the project site and perform satisfactory cleaning. If the Contractor is unable to perform cleaning activities in a timely matter as determined by the City, the cleaning may be performed for the Contractor at his expense.

At the end of each working day, return all materials and equipment to approved staging areas. All rubbish and debris shall be completely removed from the project site. If pedestrian and/or vehicular signage is required during non-working hours, signage shall be placed to the satisfaction of the City and Engineer. If Contractor utilizes cold mix asphalt (CMA) for temporary ramping or paving, the Contractor is responsible for maintaining the cold mix during non-working hours. Cold mix shall be properly compacted by an approved compaction device. Equipment tires or vehicle tires shall not be used for compaction of CMA, unless otherwise approved by the engineer.

At any time, if requested by the City, the Contractor shall provide a street sweeper. If requested after sweeping, the Contractor shall wash the work area with sufficient water to remove remaining debris.

Add to the end of section 5-1.20A:

During the progress of the work under this contract, work under the following contracts may be in progress at or near the job site of this Contract:

Contract No.	County-Route-Post Mile	Location	Type of Work
Hocking Street Sewer Replacement CIP 42245	N/A	Mosquito Road @ Hocking Street	Sewer Replacement by Pipe Bursting

Replace section 5-1.20D with:

5-1.20D Permits

The Contractor shall be responsible for the application process and fees associated with obtaining all permits required for the commencement and execution of the project, including but not limited to, storm water pollution prevention, discharge of construction water into the local drainage system, excavation and trench safety. Any work performed within the City right-of-way will require encroachment permit from the City. The Contractor shall obtain a no-fee encroachment permit from the City. Any work performed within Caltrans right-of-way will require an encroachment permit. The City has already obtained an Encroachment Permit from Caltrans for this project. A copy of the Caltrans Encroachment Permit is included in the Appendices. As stated in the permit, the Contractor will be required to obtain a double permit prior to starting work.

Replace the paragraph in section 5-1.20E with:

The Contractor must obtain a Temporary Water Use permit for construction water. This permit can be obtained from Placerville City Hall, First Floor, 3101 Center Street, Placerville, California 95667 Phone: (530) 642-5223. Construction meters require a one-thousand-twenty-five-dollar (\$1,025) deposit. The monthly rental fee and usage fee will be waived provided the contractor, at the City's opinion, utilizes the construction water beneficially and for the sole purpose of the project.

The payment for the cost for this permit and water usage shall be included with the various items of the proposal and no separate payment will be made.

Replace Section 5-1.26 with:

5-1.26(A) CONSTRUCTION SURVEYS

The contractor must set construction stakes and markers to establish the lines and grades required for the completion of the work on the plans and as specified in the Standard Specifications and these Special Provisions and as necessary for the Engineer to check lines, grades, alignment and elevations.

All procedures, methods, and typical stake markings shall be in accordance with Chapter 12, Construction Surveys, of the Caltrans "Survey Manual." Copies of the "Survey Manual" may be purchased from Caltrans Publications Unit, 1900 Royal Oaks Drive, Sacramento, and California 95815, (916) 445-3520 or downloaded at <https://dot.ca.gov/programs/right-of-way/surveys-manual-and-interim-guidelines>.

Staking must be performed under the direction of a licensed surveyor or registered civil engineer with the authority to perform land surveying.

5-1.26(B) GRADE QUALITY CONTROL

Use a GNSS rover, robotic total station equipment, or a level to check the grades at the frequencies shown in the following table:

Grade Checking Requirements

Type of work	Area or distance represented by the grade checking	Frequency (number of grade points)
Earthwork for cut and fill slopes ≤15 feet	200 feet	2
Earthwork for cut and fill slopes >15 feet	1,000 sq yd	1
Rough grading	1,000 sq yd	1
Trenching	100 feet	6
Subgrade	1 mi	30
Subbase layer	1 mi	50
Base layer	1 mi	100
Curb and gutter	100 feet	6
Concrete barrier	100 feet	5
Finishing roadway	1,000 sq yd	2

Increase the frequency of grade checking of a roadway:

1. Wherever its curve radius is 500 feet or less
2. In areas of a superelevation transition
3. At intersections

Notify the Engineer when an area is ready for line and grade inspection. Submit the grade checking results on a Grade Checking Report form as an informational submittal.

5-1.26C Payment

Construction surveys (contractor provided construction staking) shall be paid for under the Construction Staking bid item. Progress payments will be made based upon the percentage of work items requiring staking staked by that point. No additional compensation will be made for resetting stakes.

Replace the paragraphs in section 5-1.27E with:

Maintain separate records for change order work costs.

Submit change order bills to the Engineer.

Add to the end of section 5-1.31:

At any time, if requested by the City, the Contractor shall provide a street sweeper.

At the end of each working week, remove all equipment and materials from daily staging area(s) and transport them to an approved staging area.

All staging areas shall be cleaned to the satisfaction of the City and Engineer.

Add to the end of section 5-1.32:

Personal vehicles of Contractor's employees must not be parked on the traveled way or shoulders, including sections closed to traffic.

Replace the paragraphs in section 5-1.46 with:

When the work is complete, request the Engineer's final inspection. Contractor will be notified, in writing, of any defects or deficiencies to be remedied. Contractor to correct all defects and deficiencies within 5 working days of notification and notify the Engineer that all defects and deficiencies have been addressed. When notified that the work is complete, the Engineer will again inspect the work to ensure compliance with the Contract Documents.

If the Engineer determines that the work is complete, the Engineer recommends to the City Council that the Contract be accepted and the Notice of Completion be recorded to accept the Contract. Immediately after Contract acceptance, Contractor is relieved from:

1. Maintenance and protection duties.
2. Responsibility for injury to persons or property or damage to the work occurring after Contract acceptance except as specified in section 5-1.47.

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6 CONTROL OF MATERIALS

Replace section 6-1.04A:

This Project is subject to the “Buy America” provisions of the Surface Transportation Assistance Act of 1982, as amended by the Intermodal Surface Transportation Efficiency Act of 1991.

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7 LEGAL RELATIONS AND RESPONSIBILITY TO THE PUBLIC

Replace the 11th paragraph of section 7-1.02K(3) with:

Submit certified payroll records to the Engineer and upload to the Department of Industrial Relations.

Add to section 7-1.02K(6)(b):

All trenches shall be securely covered or paved with temporary paving between the hours of 7 pm and 7 am unless otherwise approved by the Engineer.

Add to section 7-1.06F:

New certificates of insurance are subject to City approval.

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8 PROSECUTION AND PROGRESS

Add to section 8-1.02C(1):

Before or at the preconstruction conference, submit a CPM baseline schedule.

Replace the 3rd sentence of the 1st paragraph of section 8-1.03 with:

The only job site activity that may be performed prior to the preconstruction conference is tree clearing.

Replace the paragraphs in section 8-1.04B with:

The contractor shall begin construction on the date specified on the Notice to Proceed (NTP), which is anticipated to be on or after February 1, 2023, however, conditions permitting, the work may be allowed to start sooner. Tree removal activities may begin prior to the date shown on the NTP, but no later than January 2023. All preconstruction submittals must be approved prior to starting job site activities, with the exception of tree removal. The Contractor is encouraged to submit preconstruction submittals prior to receiving the NTP to allow for proper review and approval of the submittals.

Tree removal must adhere to all applicable project permits. The first four (4) items in the list below must be received prior to beginning tree removal. In addition, a SWPPP, staging/sequencing plan, and all

The Contractor must maintain bicycle and pedestrian access on Mosquito Road, Clay Street, Locust Street, and the El Dorado Trail at all times. Bicycle and pedestrian circulation will be maintained during construction and any temporary facilities required to accommodate bicyclists and pedestrians will be equal to or better than the existing conditions. Repair and replace all striping affected by the day's work. Crosswalk and lane striping must be visible at all times.

Temporary pedestrian access routes per section 12-4 are only required where existing pedestrian facilities that meet those requirements are being affected by construction.

Replace the paragraph in section 12-1.04 with:

There is no separate bid item for flagging, so that work shall be included within the Traffic Control System bid item and no additional compensation will be allowed therefore. The Contractor shall be responsible for the entire cost of flagging and is responsible for including that cost in the Traffic Control System bid item.

The development of all traffic control plans, and bicycle and pedestrian handling plans shall be paid for under the Traffic Control System bid item and no additional compensation will be allowed therefore.

Add to section 12-3.01C:

If pedestrian and/or vehicular signage is required during non-working hours, signage shall be placed to the satisfaction of the City and Engineer.

Replace the paragraph in section 12-3.11B(5) with:

Install one construction project funding sign at the location determined by the Engineer before starting major work activities visible to Mosquito Road.

The construction project funding sign is to be a 4.5-ft x 3.0-ft sign and must comply with the details shown in Appendix C of these specifications. The left logo shall be City of Placerville, Center logo shall be FTA, and right logo shall be Regional Transit. The sign must be a wood-post sign and must comply with Section 82-3.

Dispose of construction project funding signs upon completion of the project, as authorized by the City.

Add to the beginning of the RSS for section 12-3.32C:

Place PCMSs at the locations shown and in advance of the 1st warning sign for each:

1. Work Zone Speed Reduction Warnings
2. Construction Area Sign
 - 500' east from the WB Hwy 50 off ramp
 - 500' south from the Mosquito Rd undercrossing

Add between the 9th and 10th paragraphs of the RSS for section 12-3.32C:

Add to section 12-4.01C:

Do not perform work that would require a closure.

Add to section 12-4.02A(2):

Martin Luther King Jr. Day is a designated holiday that is observed on the 3rd Monday in January. The day after Thanksgiving is a designated holiday that is observed the day after Thanksgiving Day. Christmas Eve is a designated holiday that is observed on December 24th.

Add to section 12-4.02C(3)(a):

If you use an attenuator vehicle as a shadow vehicle, you are not required to close the adjacent traffic lane for the following activities:

1. Grinding
2. Grooving
3. Saw cutting of concrete slabs
4. Installing loop detectors

Replace the 3rd paragraph of section 12-4.04C with:

There is no separate bid item for construction of a temporary pedestrian access route. If a temporary pedestrian access route is required, it is considered incidental to the other items of work and no additional compensation is allowed therefore.

Replace “Reserved” in section 12-6.03D(1) with:

Temporary markers and/or markings shall be installed by the Contractor for any existing crosswalk line, limit line, arrow, and other legend or traffic lane line removed or damaged by the work activity prior to the end of the work shift and before opening the lanes for traffic.

Requirements for Placing Temporary Pavement Markings

Existing Striping	Temporary Striping
12-inch crosswalk line	3 – 4 inch white stripes appearing as 1– 12 inch stripe
8-inch solid line	1 – 4 inch white solid stripe
4-inch broken white	1 – 4 inch white stripe (typically 7' long, 17' gaps*)
4-inch broken yellow	1 – 4 inch yellow stripe (typically 7' long, 17' gaps*)
Double yellow	2 – 4 inch yellow solid stripes 3 inches apart

* Consult Chapter 3 of the California MUTCD for further details. The dimensions for broken lines apply for streets with posted speed limits of 35 MPH or less. For speed limits of 40 MPH or more, the dimensions are for 12' long stripes with 36' gaps.

Replace Section 12-8 with:

12-8 CONSTRUCTION ZONE STANDARDS

12-8.01 GENERAL

12-8.01A Summary

Contractor is responsible for maintaining a safe work area during and after working hours.

12-8.03 Security and Contractor Property

The Contractor shall be responsible for the security of all Contractor property including, but not limited to, equipment, material that has not yet been installed, and tools. If the Contractor fails to properly lock, store, and secure equipment, tools, materials, etc., his property may be stolen. This area has a higher risk of theft than most areas within the City. The Contractor should expect transient trespassing within the project and staging areas. The Contractor shall do his best to deter trespassing onto the project and staging areas. No additional payment shall be made for added security measures. No additional payment shall be made for equipment, tools, materials, or any other property of the Contractor that is lost or stolen.

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13 WATER POLLUTION CONTROL

Add to section 13-1.01A:

This project is anticipated to be Risk Level 1.

Replace section 13-2 with:

A Stormwater Pollution Prevention Plan shall be prepared by the contractor for this project, see section 13-3. The contractor is to adhere to the 402 Construction General Permit.

Add between the 4th and 5th paragraphs of section 13-3.01C(2)(a):

The following RWQCBs will review the authorized SWPPP:

1. [Central Valley Regional Water Quality Control Board](#)

Add to the end of section 13-3.03:

If requested after sweeping, the Contractor shall wash the work area with sufficient water to remove remaining debris. Drainage inlets must be properly protected with inlet fabric/bags. Contractor shall use vacuor equipment or other approved equipment to prevent domestic water from entering the storm drain system. Inlet bags shall be cleaned following each wash.

Replace paragraphs in section 13-3.04 with:

The City pays for the Storm Water Pollution Prevention Plan bid item as follows:

1. Total of 75 percent of the item total upon authorization of the SWPPP.
2. Total of 100 percent of the item total upon Contract acceptance.

The City does not pay for the preparation, collection, laboratory analysis, and reporting of stormwater samples for nonvisible pollutants if WPC practices are not implemented before precipitation or if you fail to correct a WPC practice before precipitation.

The City pays:

1. \$500 for each authorized rain event action plan.
2. \$2,000 for each authorized stormwater annual report.

The City will not adjust the unit price for an increase or decrease in the quantity of:

1. Rain event action plan.
2. Storm water sampling and analysis day.
3. Storm water annual report.
4. Any temporary erosion control measures under Section 13.

Add to section 13-4.03G:

Dewatering must comply with the provisions of Order No. 2003-0003-DWQ adopted by the State Water Resource Control Board (Statewide General Waste Discharge Requirement for Discharges To Land With A Low Threat To Water Quality) or Resolution R5-2013-0145 adopted by the Central Valley RWQCB (Waiver Of Reports Of Waste Discharge And Waste Discharge Requirements For Specific Types Of Discharge Within The Central Valley Region), whichever is applicable. This permit or resolution is available at the State Water Resource Control Board or Central Valley RWQCB Web site.

Replace 13-4.03H with:

The Contractor will supply the City with two (2) Microsoft Surface Pro 8 laptops, or equivalent, with Wi-Fi capabilities, protective cases, and detachable keyboards. The laptops shall, at a minimum, have Microsoft 365, Adobe Acrobat Pro, and AutoCAD Lite installed. The laptops shall become the property of the City at the end of the construction contract.

Replace paragraphs in section 13-4.04 with:

Fugitive Dust Control, Street Sweeping, and Temporary Concrete Washout are included within the Job Site Management bid item and no additional compensation shall be allowed therefore.

BMP's shown on the contractor's approved SWPPP that differ from those shown on the Temporary Erosion Control Plans and do not have a specific bid item shall be paid for under the Job Site Management bid item and no additional compensation shall be allowed therefore.

Payment for maintenance of all installed temporary erosion control measures covered under Section 13 shall be included in the Job Site Management bid item and no additional compensation shall be allowed therefore.

Delete the last paragraph in section 13-5.04

Replace the paragraphs in section 13-6.04 with:

The payment quantity for temporary sediment control bid items paid for by the length is the length measured along the centerline of the installed material.

The payment quantity for temporary fiber roll does not include the additional quantity used for overlaps.

The Department does not pay for the relocation of temporary drainage inlet protection during work progress. The payment quantity for the Temporary Drainage Inlet Protection bid item is the number of inlets protected per the approved SWPPP. A single inlet with multiple openings is still counted as one (1) inlet.

Replace the paragraphs in section 13-7.03D with:

The payment quantity for the Temporary Construction Entrance bid item is the number of construction entrances per the approved SWPPP. The City does not pay for the relocation of temporary construction entrances or roadways during work progress.

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14 ENVIRONMENTAL STEWARDSHIP

14-1.03 PAYMENT

There are no separate bid items for complying with the applicable permits and environmental mitigation measures. The work required to comply with the applicable permits and the measures shall be considered included in all bid items and no additional compensation will be allowed therefore.

Add to section 14-6.03B:

Tree removal activities must be scheduled outside of bird nesting season (typically February 15 to August 31).

Disregard sections 14-6.03C and 14-6.03D.

Add to the end of section 14-11.02D Stockpiling:

Do not stockpile material containing hazardous waste or contamination unless ordered by the Engineer. Place stockpiles on pavement areas. If a pavement area of sufficient size to extend a minimum of 3 ft beyond the edge of the stockpile is not available use a liner under 14-11.02D (1). Stockpiles of material containing hazardous waste or contamination must not be placed where affected by surface run-on or run-off. Cover stockpiles with 12 mils minimum thickness of plastic sheeting. Do not place stockpiles in environmentally sensitive areas. Stockpiled material must not enter storm drains, inlets, or waters of the State.

Add to the end of section 14-11.03 Hazardous Waste Management:

Existing 8" and 12" asbestos cement pipe removals shall conform to the provisions set forth in the detailed Health and Safety Plan described in Section 6.

Add to the 1st paragraph of section 14-11.14A:

Wood removed from roadside signs and utility poles is treated wood waste.

Add after the 2nd paragraph of section 14-11.12A:

This project includes removal of Yellow Thermoplastic Traffic Stripe that will produce hazardous waste residue.

Add after the 1st paragraph of 14-11.12E:

After the Engineer accepts the analytical test results, dispose of yellow thermoplastic and yellow paint hazardous waste residue at a Class 1 disposal facility located in California 60 days after accumulating 220 lb of residue.

If less than 220 lb of hazardous waste residue and dust is generated in total, dispose of it within 90 days after the start of accumulation of the residue.

Add to section 14-11.14E:

Construction contractor shall dispose of all treated wood that requires removal during construction at a waste disposal facility approved for treated lumber. Wood removed from roadside signs and power poles is treated wood waste. The Treated Wood Waste bid item shall be paid by the pound (lb) of treated wood waste properly deposited in an approved waste disposal facility.

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15 EXISTING FACILITIES

Add to the end of section 15-1.03C with:

At least two (2) business days before hauling the existing boulders to the salvaged material stockpile location, notify the Engineer.

The stockpile location is:
City of Placerville Maintenance Storage Yard
(near) 38 Main Street
Placerville, CA 95667

The payment quantity for the Remove Tree bid item is the number of trees removed which were marked for removal and approved by the Engineer.

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Replace 2nd sentence in 2nd paragraph under 19-1.01A with:

Add between the 8th and 9th paragraph of section 19-2.03G:

Add to section 19-2.04:

The unit price for Roadway Excavation includes the price for exporting the material, if necessary. Excess roadway excavation not placed within the project limits shall be exported to and disposed of at an approved disposal site and paid for under the Roadway Excavation bid item.

Excavation will be considered Rock Excavation when:

- Flywheel Power of 405 hp.
- Operating Weight of 107,500 lbs.
- Ripper Penetration Force, shank vertical, of 34,500 lbs.
- Pryout Force, shank vertical, of 72,000 lbs.

- Stick Crowd Force of 43,400 lbs.
- Bucked Breakout Force of 42,800 lbs.
- Front Lift Capacity of 30,000 lbs.

must be marked with the insulation type designation, conductor size, and voltage and temperature ratings.

4. Have an outside diameter of [0.29](#) to [0.35](#) inch.
5. Be UV resistant and direct burial type.
6. Have no splices between components except where shown.

Add to section 20-3.01B(3)(a) of the RSS for section 20-3.01B(3):

Soil amendment must comply with the provisions in the Food & Agri Code. Soil amendment must be one or a combination of the following:

1. Sphagnum peat moss
2. Nitrolized fir bark
3. Vermiculie
4. Perlite

Add to section 20-4.01A:

This project has a Type 2 plant establishment period.

Plant establishment period shall be 1 year.

Replace the paragraphs in section 20-5.03D(1)(d) with:

Not Used

Add to section 20-5.03D(2)(a):

Replace the paragraph in section 20-5.03D(2)(b) with:

Not Used

Delete the 2nd and 4th paragraphs of section 20-5.03D(3).

Replace the RSS for section 20-5.03E with:

20-5.03E Rock Mulch

20-5.03E(1) General

20-5.03E(1)(a) Summary

Section 20-5.03E includes specifications for placing rock mulch.

20-5.03E(1)(b) Definitions

Not Used

20-5.03E(1)(c) Submittals

Submit a 1 sq yd sample with rock of various sizes at least 5 business days before delivery to job site.

20-5.03E(1)(d) Quality Assurance

Not Used

20-5.03E(2) Materials

Do not use:

1. [Filter fabric](#)
2. [Soil sterilant](#)

Rock mulch must be [gray](#) and uniform in color.

Rock mulch must be clean, obtained from a single source, and comply with the requirements shown in the following table:

Gradation Requirements	
Screen size (inches)	Percentage passing
8	100
6	20-50
4	0-20

20-5.03E(3) Construction

Place the rock such that no soil areas are exposed. You may use rock with superficial chipping or jagged edges if the rock is placed such that the chipped areas and jagged edges are not visible on the finished surface.

20-5.03E(4) Payment

The payment quantity for rock mulch is the area measured parallel to the surface of rock mulch.

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21 EROSION CONTROL

Add to section 21-2.01B:

FRM: Fiber Reinforced Matrix

HBGM: Hydraulic Biotic Growth Medium

Add to section 21-2.01C:

21-2.01C(5) Fiber Reinforced Matrix

At least 7 days prior to purchase of FRM submit:

1. Manufacturer information
 - 1.1 Name
 - 1.2 Address
 - 1.3 Telephone number
 - 1.4 E-mail address
 - 1.5 Website
2. Product Label
3. Certification of compliance

After application of FRM, submit records that indicate:

1. Compliance with the specified application rates.
2. Areas treated and quantity of material applied
3. Application date and time

21-2.01C(6) Hydraulic Biotic Growth Medium

At least 15 days prior to purchase of HBGM submit:

1. Manufacturer information
 - 1.1 Name
 - 1.2 Address
 - 1.3 Telephone number
 - 1.4 E-mail address
 - 1.5 Website
2. Product Label

3. Certification of compliance.

At least 20 days before HBGM installation review the soil testing results with the manufacturer to verify applications rates shown is sufficient. The contractor may submit any recommended HBGM design modifications as a result of the test.

21-2.01C(7) Endomycorrhizal Inoculum

At least 5 days prior to application of Endomycorrhizal Inoculum submit:

1. Supplier information
 - 1.1 Name
 - 1.2 Address
 - 1.3 Telephone number
 - 1.4 E-mail address
 - 1.5 Website
- 2 SDS
3. Product Label
4. Certificate of Compliance including:
 - 4-1 A supplier's guarantee of the number of live propagules per unit weight or volume of bulk material.
 - 4.2 Independent testing report of viable spores provided by manufacturer.

Add to section 21-2.01D:

21-2.01D(4) Endomycorrhizal Inoculum

Endomycorrhizal inoculum must be independently tested for actual counts of viable spores using standard spore extraction methods.

Add to section 21-2.02H:

Straw must be certified weed free under the Department of Food and Agriculture.

Replace section 21-2.02L with:

21-2.02L Fiber Reinforced Matrix

Materials must be stored and delivered in UV and weather resistant factory labeled packages. Store and handle materials in compliance with manufacturer's instructions and recommendations.

FRM must be composed of the following:

1. 70% defibrated long strand organic fibers. Fibers must be thermally processed and heated to a minimum temperature of 212 degrees Fahrenheit.
2. Water insoluble, cross-linked hydro-colloidal tackifiers
3. Interlocking, reinforcing, natural and/or synthetic fibers.
4. Flexible erosion control matrices that form a lofty interlocking composition creating airspace and water absorbing cavities that improve seed germination and reduces raindrop energy and soil loss.

Materials containing paper and/or cellulose fiber are not allowed.

FRM must comply with the requirements shown in the following table:

Fiber Reinforced Matrix		
Quality Characteristic	Test method	Requirement
Color	Observed	Colored to contrast application area, must not stain concrete painted surfaces or HMA
Organic Matter Content (min. %)	ASTM D2974	90

Minimum Water Holding Capacity (%)	ASTM D7367	700
Acute Toxicity	ASTM 7101 EPA 2021.0-1	Non-Toxic
Functional Longevity (Days)	Department Approved Testing Method	365
Maximum Slope Application (H:V)	Observed	1.0:1.0
Rainfall Event (R-factor)	ASTM D6459	160<R
Cover Factor	ASTM D6459	C ≤ 0.01
Functional Longevity (min Months)	ASTM D5338	12
Minimum Vegetation Establishment (%)	ASTM D7322	500

FRM must be one of the products below or an approved equal.

Product	Manufacturer	Contact
Flexterra™ HP-FGM CocoFlex™ ET-FGM	Profile Products	750 W. Lake Cook Rd, Suite 440 Buffalo Grove, IL 60089 800-508-8681 http://www.profileevs.com
FlexGuard®	Mat, Inc	12402 Hwy 2 Floodwood, Minn 55736 888-477-3028 http://www.matinc.biz
Hydra CX2 Extreme Slope Matrix	North American Green	5401 St. Wendel-Cynthiana Road Poseyville, IN 47633 (800) 772-2040 https://nagreen.com
HY-C4	East Coast Erosion Blankets	443 Bricker Rd. Bernville, PA 19506 800-582-4005 http://www.eastcoasterosion.com

Replace section 21-2.02M with:

21-2.02M Hydraulic Biotic Growth Medium

HBGM must be non-toxic

HBGM must be certified weed free under the Department of Food and Agriculture.

HBGM must be a blend of organic and natural fibers with fast-acting soil building and growth components and must be derived and contain three or more of a combination of the following materials:

1. Biochar
2. Humus/Humic Acid
3. Mycorrhizae Fungi
4. Seaweed Extract
5. Trace Elements
6. Growth Stimulators
7. Beneficial Microorganisms
8. Micronutrients
9. Organic Growth Medium

HBGM must comply with the requirements shown in the following table:

PLACERVILLE STATION II PARK-N-BUS
CIP #40708

Special Provisions
28

Hydraulic Biotic Growth Medium

Quality Characteristic	Test method	Requirement
Color	Observed	Colored to contrast application area, must not stain concrete painted surfaces or HMA
Organic Matter Content (min. %)	ASTM D586	85
Minimum Water Holding Capacity (%)	ASTM D7367	400
Acute Toxicity	ASTM 7101 EPA 2021.0-1	Non Toxic
Functional Longevity in Days	Department Approved Testing Method	Grass established in 90 days
C:N Ratio	ASTME1508	10:1100:1
pH	ASTM D1293	5.0-8.5
Moisture Content (% wet weight)	ASTM 2974	10-50
Minimum Vegetation Establishment (%)	ASTM D7322	400

Replace section 21-2.02N with:

21-2.02N Endomycorrhizal Inoculum

Endomycorrhizal inoculum must consist of spores, mycelium, and mycorrhizal root fragments in a carrier suitable for hydroseeding equipment.

The inoculum must be comprised of a single species, *Glomus intraradices* or a blend of multiple Endomycorrhizal species with *Glomus intraradices* comprising at least 50% of the mix.

Endomycorrhizal inoculum must be one of the products below or an approved equal.

Product Name	Manufacturer	Address	Telephone no.
AM-120	Restoration Technologies http://www.reforest.com	5355 Monterey Frontage Rd. Gilroy, Ca 95020	(800) 784-4769
MycoApply® Ultrafine Endo	Mycorrhizal Applications http://mycorrhizae.com/	PO Box 1029 Grants Pass, OR 97528	(866) 476-7800
Endo 120	Tri C Enterprises http://naturalsoilutions.com	P.O. Box 1367 • Chino • California • 91708-1367	(800) 927-3311

Replace *biodegradable jute, sisal, or coir fiber* in the 1st paragraph of section 21-2.02P with:
photodegradable plastic

Add to section 21-2.02P:

Straw for fiber roll must be certified weed free under the Department of Food and Agriculture.

Replace section 21-2.03K with:

21-2.03K Fiber Reinforced Matrix

Apply FRM with hydraulic spray equipment.

Add water to FRM as recommended by the manufacturer and mix sufficiently to ensure an even application. A dispersing agent may be added to the mixture if authorized.

Equipment must have a built-in continuous agitation and discharge system capable of producing a homogeneous mixture and uniform application rate. The tank must have a minimum capacity of 1,000 gallons. You may use a smaller tank if authorized.

Apply FRM in the locations and at the rates shown and as follows:

1. Apply in successive passes as necessary to achieve the specified application rate.
2. Form a continuous uniform mat as follows:
 - 2.1 Apply in 2 or more directions if necessary
 - 2.2 Apply in layers as necessary to avoid slumping and aid drying.
3. Apply all Hydroseed and FGM materials shown for a single area within 72 hours.
4. Apply all Hydroseed and FGM materials shown for a single area prior to a forecasted rain event.

After final application, do not allow pedestrians or equipment on the treated areas.

Replace section 21-2.03L with:

21-2.03L Hydraulic Biotic Growth Medium

21-2.03L(1) General

Apply HBGM in the locations and rate as shown.

Do not apply HBGM within 24 hours of precipitation.

21-2.03L(2) Soil Testing and Analysis

After earthwork is completed, provide an agronomic soil test and analysis from a State certified laboratory using methods of soil analysis approved by the American Society of Agronomy and the Soil Science Society of America.

Testing samples must be collected from at least 3 different locations within each designated test site at a depth of 6 inches in areas that are a best representative of each of the areas that soil that will be used for HBGM work.

Submit test results and any recommended design modifications as a result of the tests.

Test must comply with the following methods:

Soil Testing Methods

Required Test	Testing Method
Texture/Particle size analysis	Hydrometer method
Soil pH and soluble salts	1:1 soil/water slurry and saturated paste extraction
Buffer pH	Sikora method
Cations (Ca, K, Mg, Na)	Ammonium Acetate extraction
Phosphorus	Bray 1 extraction or Olson extraction
Trace Elements (Zn, Mn, Cu, Fe)	DTPA extraction
Sulfur	Phosphate extraction
Boron	DTPA/Sorbitol
Nitrate Nitrogen	Cadmium reduction
Salinity evaluation	Saturated paste extraction
All soluble nutrients	Saturated paste extraction

Laboratory interpretation data must cite concentrations which are considered to be low, medium, and high, as well as nutritional deficiencies, excess, and potential toxicities. Test must include amendment recommendations for erosion control.

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DIVISION V SURFACINGS AND PAVEMENTS

39 ASPHALT CONCRETE

Replace Reserved in section 39-2.01A(3)(a):

Add to 1st paragraph of section 39-2.01C(4)(a):

If it is impractical or impossible for longitudinal joints to match the lane lines, then the Contractor shall limit the paving seams to the least amount practical.

Replace section 39-2.01D with:

39-2.01D Payment

Payment for tack coat is included in the payment for hot mix asphalt (HMA) under bid item Hot Mix Asphalt (Type A).

Type A HMA for the roadway shall be paid for under the Hot Mix Asphalt (Type A) bid item. The payment quantity for HMA shown on the Bid Item List is measured based on the combined mixture weight. If recorded batch weights are printed automatically, the bid item for HMA is measured by using the printed batch weights, provided:

1. Total aggregate and supplemental fine aggregate weight per batch is printed. If supplemental fine aggregate is weighed cumulatively with the aggregate, the total aggregate batch weight must include the supplemental fine aggregate weight.
2. Total virgin asphalt binder weight per batch is printed.
3. Each truckload's zero tolerance weight is printed before weighing the first batch and after weighing the last batch.
4. Time, date, mix number, load number and truck identification is correlated with a load slip.
5. Copy of the recorded batch weights is certified by a licensed weigh master and submitted.

Installation of HMA dikes shall be paid under the HMA dike type shown on the Bid Item List. The payment quantity for the HMA Dike bid items is the length measured parallel to the ground surface along the flowline of the dike. Payment for the HMA used to construct the HMA dike is included in the payment for the HMA Dike bid items and is not included in the HMA bid item.

The Engineer does not adjust the unit price for an increase or decrease in the prepaving grinding pay quantity.

The City will not adjust the unit price for an increase or decrease in the quantity of Hot Mix Asphalt (HMA).

Payment will not be made for any HMA outside of the limits determined by the Engineer. No additional payment will be made for HMA depths greater than what is indicated on the plans unless otherwise directed or approved by the Engineer.

Payment will not be made for any HMA used as temporary paving surface, tapers, or ramps.

Replace section 39-2.02B(3) with:

Asphalt binder used in HMA Type A must be PG 64-16.

Add after section 39-2.07:

Cold plane asphalt concrete pavement includes the removal of pavement markers, traffic stripes, and pavement markings.

Remove, transport, and appropriately dispose of cold planed material.

Payment for cold planing asphalt concrete as shown on the Project Plans will be paid for under the Cold Plane Asphalt Concrete Pavement bid item. The payment quantity for the Cold Plane Asphalt Concrete Pavement bid item is the area (regardless of depth) measured parallel to the ground surface. No additional payment will be made for cold planing depths different from what are shown on the Project Plans.

Where base and surfacing are described to be removed, sawcut existing surfacing, remove subbase, base, and surfacing to the depth shown on the Project Plans. Backfill resulting holes and depressions with embankment material under section 19 and recompact area.

[illegible]

DIVISION VI STRUCTURES

51 CONCRETE STRUCTURES

Minor structures shall include all tools, equipment, materials, and labor necessary for installing the structure, including, but not limited to, freighting; installing; fabricating; furnishing; backfilling and compacting backfill; sawcutting; excavation; spoiling; dewatering; shoring; temporary plating; structural backfill; temporary pavement; furnishing, placing, and compacting Class 2 AB; preparing and compacting subgrade; extending and connecting storm drain pipes; formwork; and all incidental work for installing the structure.

The City does not adjust the payment quantity for minor structures designated as final pay on the Bid Item List if the constructed height of the minor structure is within 6 inches of the vertical dimensions shown.

[illegible]

DIVISION VII DRAINAGE FACILITIES

64 PLASTIC PIPE

All PVC pipes must be C900 DR14. JM Eagle, Eagle-Loc 900 is not permitted on the project site.

Corrugated Steel pipes will not be permitted on the project site.

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70 MISCELLANEOUS DRAINAGE FACILITIES

Replace the first sentence in section 70-5.05B with:

All drainage inlet markers shall be stamped concrete imprints for all new drainage inlets. Any existing drainage inlets that do not have stamped concrete drainage inlet markers shall have prefabricated thermoplastic or medallion drainage inlet markers installed.

Replace paragraph in section 70-5.05D:

Drainage inlet markers installed per Standard Plan D71 and as shown on the Project Plans shall be paid for under the Drainage Inlet Marker bid item. The payment quantity for Drainage Inlet Marker bid item is the actual number of drainage inlet markers installed.

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71 EXISTING DRAINAGE FACILITIES

Add to section 71-1.03:

Existing drainage facilities not scheduled for removal shall be protected in place. Any damage done to existing drainage facilities not scheduled for removal due to the Contractor's operations shall be repaired to the satisfaction of the City Engineer at the Contractor's expense.

Replace *Reserved* in section 71-8 with:

71-8 WATER FACILITIES

71-8.01A General

71-8.01A(1) Summary

Section 71-8 includes specifications for constructing, installing, removing, and abandoning water pipes, water valves, fire hydrants, and water meters.

Water facilities must comply with the El Dorado Irrigation District Water, Sewer and Recycled Water Design & Construction Standards, the El Dorado Irrigation District Standard Detail Drawings, and the El Dorado Irrigation District Technical Specifications.

71-8.01A(2) Definitions

EID: El Dorado Irrigation District

EDSD: El Dorado Irrigation District Standard Detail Drawings

EDTS: El Dorado Irrigation District Technical Specifications

IDD&C: El Dorado Irrigation District Water, Sewer and Recycled Water Design & Construction Standards.

71-8.01A(3) Quality Assurance

Work to be accomplished under the approval, inspection and to the satisfaction of the City. Revisions to the project drawings must be approved in writing by the City.

Contractor is responsible for locating and protecting all underground facilities affected by the work and shall contact Underground Service Alert (USA) 48 hours prior to any excavation work for determination and location of underground utilities.

included in the unit price for each type. Recompaction of the existing base and/or subbase material below the Class 2 aggregate base required for the construction of Minor Concrete types shown on the Bid Item List shall be included in the unit price for each type.

Add to the beginning of section 73-3.03:

Before placing concrete, verify that forms and site constraints allow the required dimensioning and slopes shown. Immediately notify the Engineer if you encounter site conditions that will not accommodate the design details.

AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA

77 LOCAL INFRASTRUCTURE

Replace *Reserved* in section 77-1 with:

1.1 77-1 Bike Lockers

1.1.1 77-1 General

Bike Lockers are to comply with Section 77 of the Standard Specifications and Manufacturer recommendations.

1.1.1.1 77-1 Materials

Bike lockers are to be Global Industrial Bike locker product: Bick Locker Option-302 (Fiberglass Composite), tan color; or approved equal.

1.1.1.2 77-10 Construction

Place lockers and secure to paved surfacing per manufacturer's recommendations in the location shown on the plans or as directed by the Engineer.

1.1.1.3 77-10 Payment

Payment of the bike locker and appurtenances are to be paid by Lump Sum as listed in the Engineer's Estimate. Unit of measurement includes payment for procurement, delivery, furnishing all labor, tools, equipment, all materials required per the manufacturer's requirements, and incidentals for doing all the work involved with the bid item.

DIVISION IX TRAFFIC CONTROL DEVICES

84 MARKINGS

Replace section 84-7 with:

84-7 POLYMER CEMENT SURFACE SYSTEM PAVEMENT MARKINGS

84-7.01 GENERAL

84-7.01A Summary

Section 84-7 includes specifications for installing the Ennis-Flint™ polymer cement surface system pavement markings.

84-7.01B Definitions

Polymer cement surface system: Ennis-Flint™ polymer cement surface system, or approved equal.

84-7.01C Submittals

At least 15 days before use, submit the following:

1. A Certificate of Compliance
2. Training record from the manufacturer for a minimum of one of your employees that will be onsite on a continuous basis when Ennis-Flint™ polymer cement surface system pavement markings.
3. Manufacturer's instructions for placing Ennis-Flint™ polymer cement surface system pavement markings.
4. SDS
5. 3-year manufacturer's replacement warranty for Ennis-Flint™ polymer cement surface system pavement markings.

84-7.01D Quality Assurance

84-7.01D(1) General

Not used.

84-7.01D(2) Quality Control

Within 30 days of application, test the skid resistance of the Ennis-Flint™ polymer cement surface system pavement markings under ASTM E303.

84-7.01D(3) Weather Limitations

Installation should not be commenced when there is a greater than 40% chance of rain within the next 12 hours. Ennis-Flint™ polymer cement surface system pavement markings should not be applied to substrates with surface temperature exceeding 120° F or below 40°F.

84-7.01D(4) Training

Use personnel trained by the manufacturer to apply Ennis-Flint™ polymer cement surface system pavement markings. Provide training by the manufacturer to a maximum of 4 Department employees on placement for Ennis-Flint™ polymer cement surface system pavement markings. Training must be a minimum of 2 hours to include material storage, surface preparation, material handling, mixing, placement, and material exposure safety.

84-7.01D(5) Warranty

The 3-year manufacturer's replacement warranty for Ennis-Flint™ polymer cement surface system pavement markings, must cover defects in workmanship, colorfastness, and attachment. The 3-year warranty period starts the day after CCA.

84-7.02 MATERIALS

The material used shall be the Ennis-Flint™ polymer cement surface system pavement markings and must comply with the specifications shown in the following table:

Polymer Cement Material Properties

Description	Test Method	Value
Compressive Strength, (at 28 days) 2" Cube	ASTM C-109	> 3,100 PSI
Tensile Strength	ASTM C-190	> 700 PSI
Bond Strength with Asphalt	ASTM C-1583	> 250 PSI
Bond Strength with Concrete	ASTM C-1583-13	> 250 PSI
Applied Skid Resistance	ASTM E-303	> 60

Ennis-Flint™ polymer cement surface system pavement markings can be obtained from:

DIVISION X ELECTRICAL WORK
86-88 RESERVED

Replace the 21st paragraph of the RSS for section 87-1.03A with:

The Contractor places identification characters on the electrical equipment.

Add to the end of the RSS for section 87-1.03L(2)(b):

Install a Type III service equipment enclosure for irrigation controllers.

For irrigation controllers, install a single-pole, 15 A circuit breaker in the existing service equipment enclosure. The circuit breaker must be of the same manufacturer, model, and interrupting capacity as the existing circuit breakers.

Add between the 1st and 2nd paragraphs of the RSS for section 87-1.03N:

If the pull box is tamper resistant, install a 10 A fuse in the pull box and an additional fuse splice connector with a 5 A fuse in the handhole.

Add to the end of section 87-21.03C of the RSS for section 87:

Modifying a lighting system includes removing, adjusting, or adding:

1. Foundations
2. Pull boxes
3. Conduit
4. Conductors
5. Standards
6. Luminaires
7. Service equipment enclosure
8. Photoelectric control
9. Fuse splice connectors
10. High mast lighting assemblies

[illegible]

DIVISION XI MATERIALS

90 CONCRETE

Add to section 90-1.01A:

All concrete shall be air entrained as this project is located within a freeze-thaw area.

Replace “Reserved” in section 90-1.01C(1) with:

For each load of concrete delivered to the job site, the contractor shall submit quality control records from the concrete supplier identifying air content per California Test 504 or comparable ASTM test method. The concrete supplier shall have an authorized representative on-site during concrete pours to check and/or dose the concrete to ensure air content meets project specifications.

Replace the 4th sentence in the 1st paragraph of section 90-4.01C(3) with:

Allow 15 days for review.

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CITY OF PLACERVILLE

3101 Center Street
Placerville, California 95667

INITIAL STUDY MITIGATED NEGATIVE DECLARATION

1. **Project Title:** Placerville Station Phase II – Park & Bus
(Temporary Parking/Transit Facility)
2. **Lead Agency Name and Address:** City of Placerville, 3101 Center Street, Placerville,
CA 95667
3. **Contact Person and Phone Number:** A. Cory Schiestel, Associate Civil Engineer (530)
642-5250
4. **Project Location:** A 0.8-acre parcel located at 2950 Mosquito Road, immediately
adjacent to the existing Placerville Station “Park and Bus” facility. See Exhibits “A” &
“B”
5. **Project Sponsor's Name and Address:** City of Placerville, 3101 Center Street,
Placerville, CA 95667
6. **General Plan Designation:** Heavy Commercial
7. **Zoning:** HC (Heavy Commercial)
8. **Description of Project:** Placerville Station Phase II consists of grading, surfacing,
landscaping, and utility pole replacement/relocation. At the completion of this work, this
facility will provide parking spaces for approximately 60 additional vehicles and buses,
and include improved pedestrian and bicycle facilities.

The property is currently being used as an unpaved/graveled parking lot. The nature of the work is more specifically described as follows:

1. A 6-inch thick section of asphalt concrete will be used to surface the facility for vehicle parking and striping.
2. Realign and improve the existing El Dorado Trail into a Class 1 pedestrian and bicycle facility.
3. Install vegetated drainage bio-swales to improve storm water quality and increase infiltration.
4. Plant approximately 30 new trees and construct landscaped buffer areas.
5. Install bicycle racks.
6. Install decorative lighting for nighttime security use of the facility.
7. Relocate overhead utilities currently in conflict with proposed improvements.
8. Replace aging sewer, water, and storm drain facilities in Mosquito Road adjacent to Park & Bus facility.
9. Widen/repave Mosquito Road adjacent to Park & Bus and add a right turn pocket.

All work will be accomplished in conformance with the City of Placerville Grading Ordinance, the El Dorado County Air Quality Management District dust control regulations, the requirements of the State of California Public Contract Code, and the Americans with Disabilities Act.

9. **Surrounding Land Uses and Setting:** The site is currently an unpaved/graveled parking lot. Surrounding land uses include Medium Density Residential to the west, Heavy Commercial to the north, Low Density Residential to the east, and Locust Avenue and U.S. Highway 50 to the South.
10. **Other agencies whose approval is required:** Sacramento Regional Transit District
11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?**

Local Native American Tribes were notified in writing of the project on May 25. The City received one comment regarding inadvertent discoveries, and no requests for consultation as of August 13, 2018.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Placerville Station – Park & Bus – Phase II

Detailed Project Description

The Placerville Station (Phase I) was completed in 2001 and has been owned and operated by the City of Placerville since. Placerville Station has sometimes been referred to as the 'Park and Bus' Facility. The facility currently serves temporary parking for persons using El Dorado County Transit bus service to destinations outside the City and Sacramento, Amtrak service, and parking for the El Dorado Trail.

The Phase I facility includes approximately 55 parking spaces, restrooms, a covered shelter, electric vehicle charging stations, and other amenities. Additional parking is needed to support expanded transit service, the facility is needed to compensate for a loss of downtown parking associated with recent street improvements. The City also currently has a shortage of parking for Buses.

Local funds will be used to improve adjacent sewer, water, storm drainage, and roadway while the Federally-funded project is designed and constructed in accordance with Federal requirements.

The Placerville Station Phase II expansion will occur on the unimproved 0.8-acre parcel located between the intersection of Locust Avenue and Mosquito Road and Placerville Station Phase I. The project location is immediately adjacent to the south of Placerville Station Phase I, and will add approximately 60 additional parking spaces, for a total of approximately 115 spaces. Bus parking and bicycle racks will also be included. The City intends to donate this parcel to the project as an in-kind match to the Federal Transit Administration grant as allowed under 49 CFR 18.24, and FTA Circular 5010.1C, Chapter II, Section (2)(a)(5).

The property is currently being used as a parking lot. The nature of the work is more specifically described as follows:

1. A 6-inch thick section of asphalt concrete will be used to surface approximately 25,000 square feet for vehicle parking, and the facility will be striped.
2. Realign and improve approximately 330 feet of the existing El Dorado Trail into a Class 1 pedestrian and bicycle facility.
3. Install vegetated drainage bio-swales to improve storm water quality and increase infiltration.
4. Plant approximately 30 new trees and construct landscaped buffer areas.
5. Install two new bicycle racks.
6. Install nine decorative lighting standards for nighttime use of the facility.
7. Relocate five overhead utility poles currently in conflict with proposed improvements.
8. Replace approximately 300 linear feet of aging sewer, water, and storm drain facilities in Mosquito Road adjacent to Park & Bus facility.
9. Widen/repave Mosquito Road adjacent to Park & Bus and add a right turn pocket.

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 2 for additional information.

☐	Aesthetics	☐	Agriculture and Forestry	☐	Air Quality
☒	Biological Resources	☒	Cultural Resources	☐	Geology/Soils
☐	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials	☐	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources	☐	Noise
☐	Population/Housing	☐	Public Services	☐	Recreation
☐	Transportation/Traffic	☐	Tribal Cultural Resources	☐	Utilities/Service Systems
☐	Mandatory Findings of Significance				

DETERMINATION:

On the basis of this initial evaluation:

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: <i>Pierre Rivas</i>	Date: <i>10-4-18</i>
Printed Name: Pierre Rivas	For: City of Placerville

CEQA Environmental Checklist

Placerville Station Phase II – Park & Bus

City of Placerville

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
The project site is adjacent to a scenic highway; however, the highway is substantially elevated adjacent to the site. The subject site cannot be seen from the highway and is not located on a scenic vista; therefore, the proposed project will not have an impact on the scenic vista or scenic highway. The project improves and enhances an existing graveled "park and ride" facility.				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
Refer to (a) above. There are no scenic or historical resources within the project area.				
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
The project scope includes the planting of approximately 30 trees, the addition of new landscaping, and the relocation of overhead utilities which will improve the appearance of the facility which is currently used as a graveled parking lot.				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
There are five (5) high pressure sodium street lights (HPS) currently located at or adjacent to the facility. The project will replace two existing HPS located within the park and bus, with nine (9) uniformly spaced, 175 watt metal halide ornamental luminaires similar to the lights that were installed with phase I of the project. New parking lot lighting will use shielded light standards that direct lighting mostly downward rather than outward to adjoining properties reducing light trespass and nuisance glare. Parking lot lighting shall be provided to the minimum extent necessary to provide safety to the facility. (See Exhibit "B")				
The remaining three (3) obsolete high pressure sodium street lights located on Mosquito Road and on Locust Ave will be relocated, and replaced with energy efficient LED street lights. Lighting improvements are not expected to significantly impact existing nighttime views in the area.				

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

Potentially
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Impact

Less Than
Significant
with
Mitigation

Less Than
Significant
Impact

No
Impact

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

☐ ☐ ☐ ☒

No farmland will be impacted by this project.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

☐ ☐ ☐ ☒

Refer to (a) above.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

☐ ☐ ☐ ☒

No forest land or timberland will be impacted by this project.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

☐ ☐ ☐ ☒

Refer to (c) above.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

☐ ☐ ☐ ☒

Refer to (c) above.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

☐ ☐ ☐ ☒

By providing additional transit opportunities and thereby encouraging transit use, a reduction in vehicle trips in the vicinity and U.S. Highway 50 corridor is anticipated thus reducing any degradation of air quality, a central benefit of the project. During construction, dust and particulates will be mitigated through fugitive dust control measures including wetting disturbed soil, preventing tracking on paved surfaces, keeping stockpiles covered, and suspending work in high winds if necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒

Refer to (a) above.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
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Refer to (a) above.

d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
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There are no sensitive receptors near the subject site.

e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒
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The proposed project is not expected to create any objectionable odors.

IV. BIOLOGICAL RESOURCES: Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
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The subject site is one which has been previously disturbed, consists of only ruderal vegetation, and is surrounded by fully developed urban uses. The site contains no wetlands or riparian habitat, but there are several existing mature trees adjacent to the project area.

MITIGATION MEASURE - BR-1: If project-related activities are scheduled during the nesting season (typically February 1 to August 31), a focused survey for nests shall be conducted by a qualified biologist within three (3) days prior to the beginning of project-related activities. The qualified biologist shall survey the area for all nests within a minimum 500-foot radius around the project area. The results of the survey shall be made available upon request. If an active nest is found, the qualified biologist shall establish a non-disturbance buffer sized appropriately for the particular species and level of disturbance around the nest. The buffer shall be maintained until the nest is no longer active. If a lapse in project-related work of fifteen (15) days or longer occurs, another focused survey will be required before project work can be reinitiated.

Timeframe for Implementation: Within three (3) days prior to the contractor mobilizing for construction activities

Responsibility for Implementation: Development Services – Engineering Division and Qualified Biologist. Biologist to provide survey results memo to the Engineering Division.

Oversite of Implementation: Development Services – Engineering Division

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
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Refer to (a) above.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

☐	☐	☐	☒
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Refer to (a) above.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

☐	☐	☐	☒
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The site is not located within a migration corridor.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

☐	☒	☐	☐
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The project will cause the removal of five (5) interior live oak trees (quercus wislizeni).

MITIGATION MEASURE – BR-2: The project will include the planting of a minimum of six (6) new native interior live oak trees.

Timeframe for Implementation: Additional oak (quercus wislizeni) plantings will be included into the final construction documents prior to advertising for public bidding

Responsibility for Implementation: Development Services – Engineering Division and Consulting Landscape Architect

Oversite of Implementation: Development Services – Engineering Division

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

☐	☐	☐	☒
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The project will not conflict with the provisions adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

V. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

☐	☒	☐	☐
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Due to the previously disturbed nature of the land within the project area, and that the project would require minimal excavation, the proposed "Park & Bus" facility is not expected to impact cultural, archaeological or historical resources. However, utility pole relocations will require three excavations for three new poles.

MITIGATION MEASURE – CR-1: If potential tribal cultural resources, archaeological resources, other cultural resources, articulated, or disarticulated human remains are discovered by Native American Representatives or Monitors from interested Native American Tribes, qualified cultural resources specialists or other Project personnel during construction activities, work will cease within one-hundred (100) feet of the find (based on the apparent distribution of cultural resources), whether or not a Native American Monitor from an interested Native American Tribe is present. A qualified cultural resources specialist and Native American Representatives and Monitors from culturally affiliated Native American Tribes will assess the significance of the find and make recommendations for further evaluation and treatment as necessary. These recommendations will be documented in the project record. For any recommendations made by interested Native American Tribes which are not implemented, a justification for why the recommendation was not followed will be provided in the project record.

If adverse impacts to tribal cultural resources, unique archeology, or other cultural resources occurs, then consultation with UALC regarding mitigation contained in the Public Resources Code sections 21084.3(a) and (b) and CEQA Guidelines section 15370 should occur, in order to coordinate for compensation for the impact by replacing or providing substitute resources or environments.

Timeframe for Implementation: During grading, utility pole relocations, and construction activities involving excavation

Responsibility for Implementation: Development Services – Engineering Division and Qualified Archaeologist

Oversite of Implementation: Development Services – Engineering Division

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? ☐ ☐ ☐ ☒

Refer to (a) above.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ☐ ☐ ☐ ☒

The project site contains no known paleontological or geologic resources.

d) Disturb any human remains, including those interred outside of dedicated cemeteries? ☐ ☐ ☐ ☒

Refer to (a) above.

VI. GEOLOGY AND SOILS: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒

A Geotechnical Investigation Report was prepared for the "Park & Bus" Phase II expansion in 2010 by Parikh Consultants, Inc. revealed no usual geological anomalies affecting the proposed project.

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? ☐ ☐ ☐ ☒

Refer to above.

ii) Strong seismic ground shaking? ☐ ☐ ☐ ☒

Refer to above.

iii) Seismic-related ground failure, including liquefaction?

☐	☐	☐	☒
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Refer to above.

iv) Landslides?

☐	☐	☐	☒
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Refer to above.

b) Result in substantial soil erosion or the loss of topsoil?

☐	☐	☐	☒
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Refer to above.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

☐	☐	☐	☒
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Refer to above.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

☐	☐	☐	☒
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Refer to above.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

☐	☐	☐	☒
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Existing sewer is located adjacent to the project site. Placerville Station Phase I included the construction of a public restroom.

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

☐	☐	☐	☒
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The nature of the project is to promote carpooling, reducing greenhouse gases. No significant increase in emissions is expected to occur.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

☐	☐	☐	☒
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Refer to (a) above.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ☐ ☐ ☐ ☒

Transport, use, or disposal of hazardous materials will not be permitted at the site before, during, or after construction.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ☐ ☐ ☐ ☒

Refer to (a) above.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ☐ ☐ ☐ ☒

Refer to (a) above.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? ☐ ☐ ☐ ☒

The Phase II Environmental Site Assessment – Water and Soil Sampling Analysis has been prepared by Carlton Engineering dated June 1999 for 6.6 acres of undeveloped property adjacent to and including the project site. Since the report was written, hazardous materials that were identified have been mitigated and parcels adjacent to the "Park & Bus" expansion have been successfully developed. According to the report, levels of lead and hydrocarbon byproducts were identified near the proposed 0.8 acre "Park & Bus" expansion site, but there were no hazardous materials associated with the five soil samples taken within the project area that exceed regulatory action levels. No hazardous materials are expected to be discovered or created as a result of the project.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? ☐ ☐ ☐ ☒

The site is not located in or near an airport.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? ☐ ☐ ☐ ☒

The site is not located in or near a private airstrip.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ☐ ☐ ☐ ☒

The park & bus will not interfere with any emergency response plans.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? ☐ ☐ ☐ ☒

The site is not expected to increase fire risk.

IX. HYDROLOGY AND WATER QUALITY: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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a) Violate any water quality standards or waste discharge requirements?

Storm water quality is expected to improve because drainage will be routed through new vegetated drainage swales. No storm water quality standards will be violated and no waste will be discharged.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

☐	☐	☐	☒
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The proposed project does not involve additions or withdrawals, groundwater, or aquifers. Therefore, the project will not cause a change in quantity of groundwater.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

☐	☐	☐	☒
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Existing drainage patterns will not be significantly altered by the project. The parcel will continue to drain to adjacent Randolph Creek which is tributary to Hangtown Creek.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

☐	☐	☒	☐
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The project is proposed to place a new asphalt concrete surface. The existing site consists of highly compacted native clay material and asphalt concrete grindings with poor infiltration characteristics, so reduction of the infiltration rate is expected to be negligible. Furthermore, a decrease in peak flow runoff volume is expected during small storm events because drainage will be routed through new vegetated drainage swales with improved infiltration characteristics. Peak flow volumes are expected to remain roughly the same as existing during moderate to large storm events.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

☐	☐	☐	☒
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Refer to (a) and (d) above. No polluted runoff will be permitted to leave the site.

f) Otherwise substantially degrade water quality?

☐	☐	☐	☒
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No water quality degradation will result from the project.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

☐	☐	☐	☒
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The project is not associated with housing or any other structures.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

☐	☐	☐	☒
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No flood flows will be impeded or redirected by the project.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒

There are no dams or levees in the vicinity of the project.

j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒
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These risks are not associated with this project in any way.

X. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community?	☐	☐	☐	☒
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The project will not create a division in any communities.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
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Land Use and Zoning for the subject site allows for heavy commercial uses. The proposed Placerville Station Phase II is consistent with uses permitted for the Land Use and Zoning Designations under the City of Placerville's General Plan.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
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Refer to (b) above.

XI. MINERAL RESOURCES: Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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There are no known mineral resources in the project area.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
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Refer to (a) above.

XII. NOISE: Would the project result in:

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

☐	☐	☐	☒
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The subject site realizes a high ambient noise level since it is adjacent to U.S. Highway 50. The proposed project will not cause a change in the ambient noise levels of the general vicinity.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

☐	☐	☐	☒
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Refer to (a) above.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

☐	☐	☐	☒
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Refer to (a) above.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

☐	☐	☐	☒
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Ambient noise levels are expected to increase during construction. The estimated duration for construction with the use of construction equipment is not yet determined but is expected to be as much as 100 working days. Construction hours will be limited to 7:00 AM to 7:00 PM with no work on Sunday. After project completion ambient noise levels are expected to return to pre-construction levels.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

☐	☐	☐	☒
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The site is not located in or near an airport.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

☐	☐	☐	☒
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The site is not located in or near a private airstrip.

XIII. POPULATION AND HOUSING: Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

☐	☐	☐	☒
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The proposed project does not involve housing; therefore, will not induce significant population growth.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

☐	☐	☐	☒
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The proposed project does not displace housing.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

☐	☐	☐	☒
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Refer to (b) above.

XIV. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Potentially
Significant
Impact

Less Than
Significant
with
Mitigation

Less Than
Significant
Impact

No
Impact

Fire protection?

☐☐☐☒

The proposed project does not have an effect upon or result in the need for new or altered government services in the area of fire protection.

Police protection?

☐☐☐☒

The proposed project does not have an effect upon or result in the need for new or altered government services in the area of police protection.

Schools?

☐☐☐☒

The proposed project does not have an effect upon or result in the need for new or altered government services in the area of schools.

Parks?

☐☐☐☒

The proposed project does not have an effect upon or result in the need for new or altered government services in the area of parks.

Other public facilities?

☐☐☐☒

The proposed project does not have an effect upon or result in the need for new or altered government services of any type.

XV. RECREATION:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

☐☐☐☒

The project will have no effect on City parks.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

☐☐☐☒

The project does not include any recreational facilities.

XVI. TRANSPORTATION/TRAFFIC: Would the project:

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

☐	☐	☐	☒
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The project does not conflict with any transportation modes. A central project benefit is to improve carpool and mass transit access, and bicycle and pedestrian facilities.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

☐	☐	☐	☒
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The project does not conflict with any congestion management program.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

☐	☐	☐	☒
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The project will not affect air traffic patterns.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

☐	☐	☐	☒
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The existing conditions of the site will remain essentially the same. No increase in design hazards are being proposed.

e) Result in inadequate emergency access?

☐	☐	☐	☒
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The project will not effect of any emergency access.

f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

☐	☐	☐	☒
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The project will improve public transit, bicycle, and pedestrian facilities by constructing a class 1 bike trail, bicycle racks, adding 6 bus parking spaces, and improved lighting for nighttime use.

XVII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

☐	☐	☐	☒
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The project site is not listed or known to be eligible to be listed California Register of Historical Resources, or in a local register of historical resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Tribes were notified of the project in writing on May 25. One comment was received from the United Auburn Indian Community (UAIC) who requested that the following inadvertent discovery mitigation measure was included in the environmental document and project specifications:

Develop a standard operating procedure, points of contact, timeline and schedule for the project so all possible damages can be avoided or alternatives and cumulative impacts properly accessed.

If potential tribal cultural resources, archaeological resources, other cultural resources, articulated, or disarticulated human remains are discovered by Native American Representatives or Monitors from interested Native American Tribes, qualified cultural resources specialists or other Project personnel during construction activities, work will cease within one-hundred (100) feet of the find (based on the apparent distribution of cultural resources), whether or not a Native American Monitor from an interested Native American Tribe is present. A qualified cultural resources specialist and Native American Representatives and Monitors from culturally affiliated Native American Tribes will assess the significance of the find and make recommendations for further evaluation and treatment as necessary. These recommendations will be documented in the project record. For any recommendations made by interested Native American Tribes which are not implemented, a justification for why the recommendation was not followed will be provided in the project record.

If adverse impacts to tribal cultural resources, unique archeology, or other cultural resources occurs, then consultation with UAIC regarding mitigation contained in the Public Resources Code sections 21084.3(a) and (b) and CEQA Guidelines section 15370 should occur, in order to coordinate for compensation for the impact by replacing or providing substitute resources or environments.

No other comments or requests for consultation by California Native American tribes were received by the City as of August 13, 2018.

XVIII. UTILITIES AND SERVICE SYSTEMS: Would the project:

The proposed project will not result in the need for new utilities. However, modifications of utilities is included in the project scope to relocate facilities either in conflict with project improvements or replace facilities adjacent to the project area that have reached the end of service life.

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
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Any increase of wastewater produced by the facility will be negligible.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
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No new wastewater expansions will be necessary as a result of this project.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ☐ ☐ ☐ ☒

A poorly located/ineffective existing storm drain inlet will be relocated. No significant environmental effects will result.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? ☐ ☐ ☐ ☒

An existing 6-inch water main which has reached the end of service life will be removed and replaced with a new 8-inch main.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ☐ ☐ ☐ ☒

Any increase of wastewater produced by the facility will be negligible.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? ☐ ☐ ☐ ☒

No additional solid waste will be produced as a result of the project.

g) Comply with federal, state, and local statutes and regulations related to solid waste? ☐ ☐ ☐ ☒

The project will comply with all federal, state, and local statutes and regulations related to solid waste.

Potentially Significant Impact Less Than Significant with Mitigation Less Than Significant Impact No Impact

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? ☐ ☐ ☐ ☒

There are no known habitats for fish or wildlife species, or rare plants that will be affected by the project.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? ☐ ☐ ☐ ☒

There are no cumulative considerable environmental impacts with past projects, and there is currently no plan for any additional projects associated with the Park & Bus.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

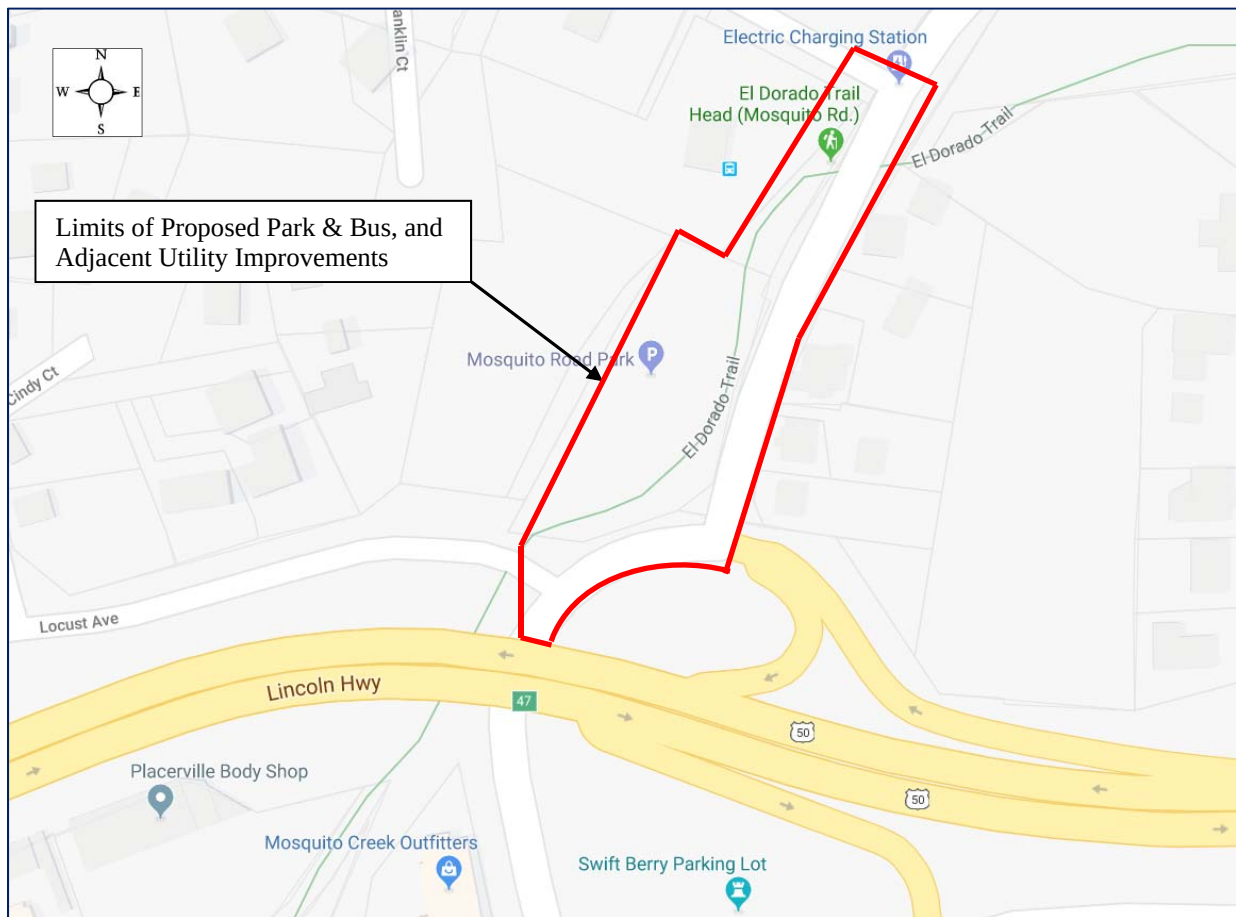
☐☐☐☒

There are no substantial adverse effects on human beings associated with the project.

Placerville Station Phase II – Park & Bus – Exhibit “A”



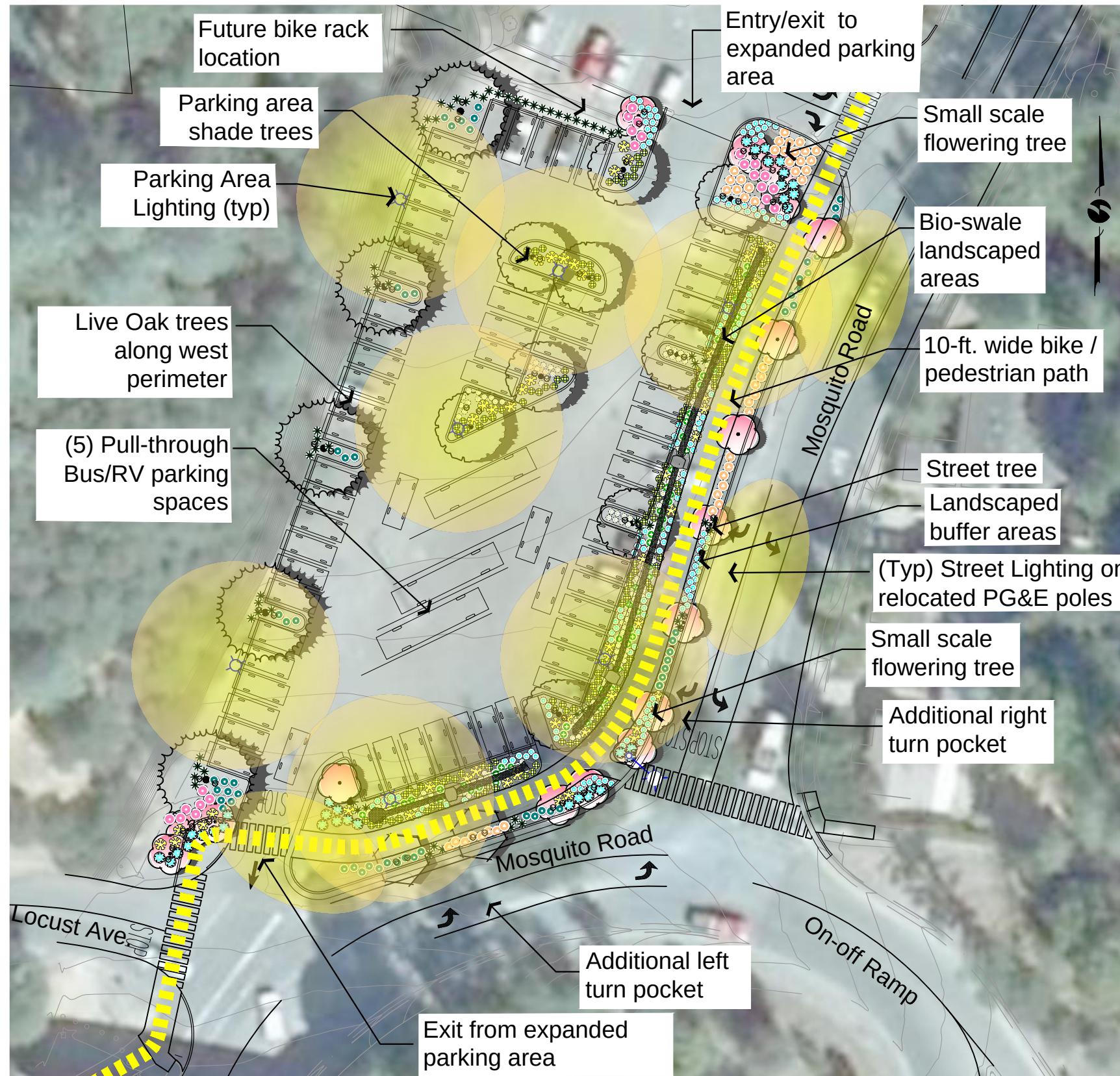
Vicinity Map (No Scale)



Project Location Map (No Scale)

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EXHIBIT "B" ILLUSTRATIVE PLAN



DESIGN IMPROVEMENTS

1. Proposed Parking Increase (60 spaces):
 - (55) standard spaces (9'x18')
 - (5) RV pull through spaces
2. Improved Intersection Traffic Flow and Safety
3. Relocated Overhead Utility Lines
4. Improved Bike / Pedestrian Connection

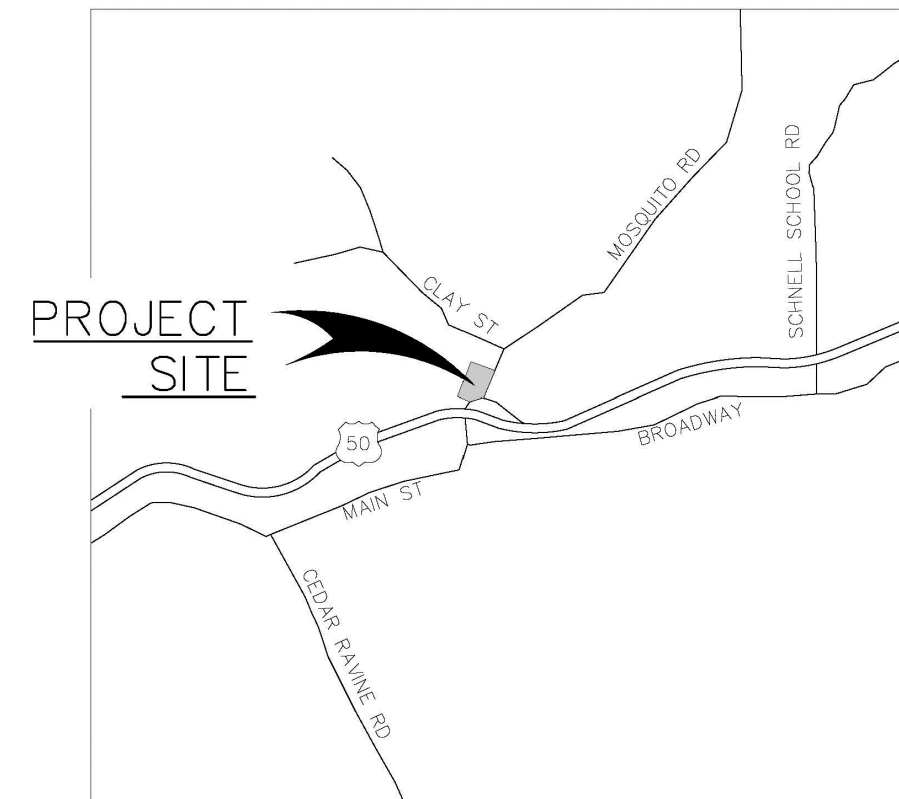
LIGHTING IMPROVEMENTS

1. Light fixture to reflect existing fixtures in first phase parking lot.



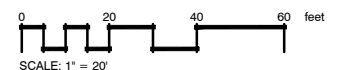
LANDSCAPE IMPROVEMENTS

The landscape design incorporates native trees, trees selected to provide shade, trees for accent, seasonal color, drought tolerant species, and a variety of specialty grasses used in the bio-swale areas.



Placerville Station Park n' Ride Phase II

Placerville, California



1455EX002.DWG

April 2018

APPENDIX B

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ENCROACHMENT PERMIT RIDER

TR-0122 (REV 6/1999)

Collected By	Permit No. 0320NCS0329
Rider Fee Paid \$ EXEMPT	Dist/Co/Rte/PM 03-ED-50 PM 18.55 to ED-50 PM 18.55
Date Sep 17, 2021	Rider Number 0321-NRT1354

TO: City of Placerville

3101 Center Street
Placerville, CA 95667

Attn: A. Cory Schiestel
530-642-5557

PERMITTEE

Ref No.CIP 40708

In compliance with your request of September 17, 2021 we are hereby amending the above numbered
encroachment permit as follows DATE

Date of completion extended to: 10/1/2022. COMPLETION DATE AMENDED.

The Caltrans representative's contact information is:

Mali Karimi - Cell: (916) 709-1744, Email: mali.karimi@dot.ca.gov

Except as amended, all other terms and provisions of the original permit shall remain in effect.

Mali Karimi, Permit Inspector

cc: Steve Hardie, Sunrise Maint. Region

APPROVED

AMARJEET BENIPAL, District Director

BY

Alex for

HIKMAT BSAIBESS, District Permit Engineer

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

APPENDIX B

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION ENCROACHMENT PERMIT TR-0120 (REV 6/2012)

In compliance with (Check one):

- ☒ Your application of May 14, 2020
- ☐ Utility Notice No. _____ of _____
- ☐ Agreement No. _____ of _____
- ☐ RAW Contract No. _____ of _____

Permit No. 0320-NCS0329	
Dist/Co/Rte/PM 03-ED-50 PM 18.55 to ED-50 PM 18.55	
Date August 11, 2020	
Fee Paid \$ Exempt	Deposit \$ N/A
Performance Bond Amount (1) \$ N/A	Payment Bond Amount (2) \$ N/A
Bond Company	
Bond Number (1)	Bond Number (2)

TO:

City of Placerville

CIP 40708

3101 Center Street
Placerville, CA 95667

Attn: A. Cory Schiestel
530-642-5557

, PERMITTEE

and subject to the following, PERMISSION IS HEREBY GRANTED to:

Remove existing curb and sidewalk along Mosquito Road and relocate to the Caltrans right of way line, grind and overlay Mosquito Road along a new park and ride lot adjacent to Mosquito Road, perform a grind and overlay of Mosquito Road, connect multiple utilities and trench utility connections near Locust Avenue to the new park and ride lot as shown on the attached plans received on August 3, 2020. In addition to the General and Special Provisions, the following condition apply:

1. Permittee must arrange the onsite pre-construction meeting with the Caltrans representative a minimum of two (2) weeks prior to the start of work to discuss scope of work, schedule, and Traffic Control Plans (TCP).
2. Due to the volume of traffic, night work is anticipated, work hours will be determined at the pre-construction meeting.

-----Continued on Page 2-----

THIS PERMIT IS NOT A PROPERTY RIGHT AND DOES NOT TRANSFER WITH THE PROPERTY TO A NEW OWNER.

The following attachments are also included as part of this permit (Check applicable):

- | | | |
|---|--|---|
| ☒ Yes | ☐ No | General Provisions |
| ☐ Yes | ☒ No | Utility Maintenance Provisions |
| ☒ Yes | ☐ No | Special Provisions T9, T10, T13 |
| ☐ Yes | ☒ No | A Cal-OSHA permit, if required: Permit No. _____ |
| ☐ Yes | ☒ No | As-Built Plans Submittal Route Slip for Locally Advertised Projects |
| ☐ Yes | ☒ No | Storm Water Pollution Protection Plan |

In addition to fee, the permittee will be billed actual costs for:

- | | | |
|---|-----------------------------|------------|
| ☒ Yes | ☐ No | Review |
| ☒ Yes | ☐ No | Inspection |
| ☒ Yes | | Field work |

(If any Caltrans effort expended)

- ☐ Yes ☒ No The information in the environmental documentation has been reviewed and considered prior to approval of this permit.

This permit is void unless the work is completed before October 1, 2021

This permit is to be strictly construed and no other work other than specifically mentioned is hereby authorized.
No project work shall be commenced until all other necessary permits and environmental clearances have been obtained

Mali Karimi, Permit Inspector

cc: Steve Hardie, Sunrise Maint. Region

APPROVED:

AMARJEET BENIPAL, District Director

BY:

HIKMAT BSAIBESS, District Permit Engineer

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PERMISSIONS Conditions Continued:

2. Traffic control must be placed, maintained, and performed by a California C-31 Construction Zone Traffic Control Contractor and be in accordance with the latest edition of CA MUTCD and Caltrans standards.
3. Shoulder/Lane closure requests (including "Road Work Ahead" type signs in shoulder) must be submitted to the Caltrans representative via email (with the form filled out) by **NOON** on the Monday preceding the week of planned work, i.e. if you need a closure for a Friday, you must make that request on the Monday of the preceding week (11 days prior). Requests received after **NOON** on Monday will not be processed until the following Monday.
4. Lane or shoulder closures are not authorized unless approved by Caltrans' Traffic Management Center (TMC). **All closures and canceled closures** must be called in to TMC dispatch at 916-859-7900 at the beginning and end of each scheduled closure. Failure to do so could result in denial of future closure requests.
5. Permittee must keep a log of all closures called in to TMC (10-97 closure up, 10-98 closure down, and 10-22 canceled closure), and the name of the dispatch person at the TMC. A copy of the log must be provided via e-mail to the Caltrans representative at the end of each week, no later than close of business on Friday.
7. The permittee must ensure that traffic does not back up the US Highway 50 westbound offramp.
8. If feasible, monuments should not be set within the traveled way. All monuments that must be set or perpetuated in paved areas, must be constructed in accordance with Caltrans Standard Specification Section 81, 'Monuments' and Standard Plan A74, Type D, or equal with prior approval of the District Surveys Engineer.
9. No sediment is allowed to be tracked onto the highway. Any sediment that is tracked onto the roadway must be swept immediately. Sediment must not be removed by washing/flushing with water.
10. Notwithstanding General Provision #4, your contractor must obtain an encroachment permit (double permit) prior to starting work. The following items are to be submitted by the contractor when applying for a double permit:
 - a. Deposit of \$820.00
 - b. A binder with signed, hard copy of complete SWPPP containing the required signatures and certifications of the LRP, QSD and Contractor and including all attachments and appendices must be submitted for review and acceptance.

The Caltrans representative's contact information is:

Mali Karimi - Cell: (916) 709-1744, Email: mali.karimi@dot.ca.gov

1. **AUTHORITY:** The California Department of Transportation ("Department") has authority to issue encroachment permits under Division 1, Chapter 3, Article 1, Sections 660 through 734 of the Streets and Highways Code.
2. **REVOCATION:** Encroachment permits are revocable on five (5) business days' notice unless otherwise stated on the permit and except as provided by law for public corporations, franchise holders, and utilities. Notwithstanding the foregoing, in an emergency situation as determined by the Department, an encroachment permit may be revoked immediately. These General Provisions and any applicable Special Provisions are subject to modification or abrogation by the Department at any time. Permittees' joint use agreements, franchise rights, reserved rights or any other agreements for operating purposes in State of California ("State") highway right-of-way may be exceptions to this revocation.
3. **DENIAL FOR NONPAYMENT OF FEES:** Failure to pay encroachment permit fees when due may result in rejection of future applications and denial of encroachment permits.
4. **ASSIGNMENT:** This encroachment permit allows only the Permittee or Permittee's authorized agent to work within or encroach upon the State Highway System, and the Permittee may not assign this permit.
5. **ACCEPTANCE OF PROVISIONS:** Permittee understands and agrees to accept and comply with these General Provisions, the Special Provisions, any and all terms and/or conditions contained in or incorporated into the encroachment permit, and all attachments to the encroachment permit (collectively "the Permit Conditions"), for any encroachment, work, and/or activity to be performed under this encroachment permit and/or under color of authority of this encroachment permit. Permittee understands and agrees the Permit Conditions are applicable to and enforceable against Permittee as long as the encroachment remains in, under, or over any part of the State Highway System.
6. **BEGINNING OF WORK:** When traffic is not impacted (see General Provision Number 35), the Permittee must notify the Department's representative two (2) business days before starting permitted work. Permittee must notify the Department's representative if the work is to be interrupted for a period of five (5) business days or more, unless otherwise agreed upon. All work must be performed on weekdays during regular work hours, excluding holidays, unless otherwise specified in this encroachment permit.
7. **STANDARDS OF CONSTRUCTION:** All work performed within State highway right-of-way must conform to all applicable Departmental construction standards including but not limited to: Standard Specifications, Standard Plans, Project Development Procedures Manual, Highway Design Manual and Special Provisions.

Other than as expressly provided by these General Provisions, the Special Provisions, the Standard Specifications, Standard Plans, and other applicable Departmental standards, nothing in these General Provisions is intended to give any third party any legal or equitable right, remedy, or claim with respect to these General Provisions or any provision herein. These General Provisions are for the sole and exclusive benefit of the Permittee and the Department.

Where reference is made in such standards to "Contractor" and "Engineer," these are amended to be read as "Permittee" and "Department's representative," respectively, for purposes of this encroachment permit.
8. **PLAN CHANGES:** Deviations from plans, specifications, and/or the Permit Conditions as defined in General Provision Number 5 are not allowed without prior approval from the Department's representative.
9. **INSPECTION AND APPROVAL:** All work is subject to monitoring and inspection. Upon completion of work, Permittee must request a final inspection for acceptance and approval by the Department. The local public agency Permittee must not give final construction approval to its contractor until final acceptance and approval by the Department is obtained.
10. **PERMIT AT WORKSITE:** Permittee must keep the permit package or a copy thereof at the work site at all times and must show it upon request to any Department representative or law enforcement officer. If the permit package, or a copy thereof, is not kept and made available at the work site at all times, the work must be suspended.
11. **CONFLICTING ENCROACHMENTS:** Permittee must yield start of work to ongoing, prior authorized work adjacent to or within the limits of the Permittee's project site. When existing encroachments conflict with Permittee's work, the Permittee must bear all cost for rearrangements (e.g., relocation, alteration, removal, etc.).
12. **PERMITS FROM OTHER AGENCIES:** This encroachment permit is invalidated if the Permittee has not obtained all permits necessary and required by law, including but not limited to permits from the California Public Utilities Commission (CPUC), California Occupational Safety and Health Administration (Cal-OSHA), or any other public agency having jurisdiction. Permittee warrants all such permits have been obtained before beginning work under this encroachment permit.
13. **PEDESTRIAN AND BICYCLIST SAFETY:** A safe minimum continuous passageway of four (4) feet must be maintained through the work area at existing pedestrian or bicycle facilities. At no time must pedestrians be diverted onto a portion of the street used for vehicular traffic. At locations where safe alternate passageways cannot be provided, appropriate signs and barricades must be installed at the limits of construction and in advance of the limits of construction at the nearest

crosswalk or intersection to detour pedestrians to facilities across the street. Attention is directed to Section 7-1.04, Public Safety, of the Department's Standard Specifications.

14. **PUBLIC TRAFFIC CONTROL:** As required by law, the Permittee must provide traffic control protection, warning signs, lights, safety devices, etc., and take all other measures necessary for the traveling public's safety. While providing traffic control, the needs of all road users, including but not limited to motorists, bicyclists and pedestrians, including persons with disabilities in accordance with the Americans with Disabilities Act, must be an essential part of the work activity. Lane and/or shoulder closures must comply with the Department's Standard Specifications and Standard Plans for traffic control systems, and with the applicable Special Provisions. Where issues are not addressed in the Standard Specifications, Standard Plans, and/or Special Provisions, the California Manual on Uniform Traffic Control Devices (Part 6, Temporary Traffic Control) must be followed.
15. **MINIMUM INTERFERENCE WITH TRAFFIC:** Permittee must plan and conduct work so as to create the least possible inconvenience to the traveling public, such that traffic is not unreasonably delayed.
16. **STORAGE OF EQUIPMENT AND MATERIALS:** The storage of equipment or materials is not allowed within State highway right-of-way, unless specified within the Special Provisions of this encroachment permit. If encroachment permit Special Provisions allow for the storage of equipment or materials within the State highway right-of-way, the equipment and material storage must also comply with Section 7-1.04, Public Safety, of the Department's Standard Specifications.
17. **CARE OF DRAINAGE:** Permittee must provide alternate drainage for any work interfering with an existing drainage facility in compliance with the Department's Standard Specifications, Standard Plans, and/or as directed by the Department's representative.
18. **RESTORATION AND REPAIRS IN STATE HIGHWAY RIGHT-OF-WAY:** Permittee is responsible for restoration and repair of State highway right-of-way resulting from permitted work (Streets and Highways Code, section 670 et seq.).
19. **STATE HIGHWAY RIGHT-OF-WAY CLEAN UP:** Upon completion of work, Permittee must remove and dispose of all scraps, refuse, brush, timber, materials, etc. off the State highway right-of-way. The aesthetics of the highway must be as it was before work started or better.
20. **COST OF WORK:** Unless stated otherwise in the encroachment permit or a separate written agreement with the Department, the Permittee must bear all costs incurred for work within the State highway right-of-way and waives all claims for indemnification or contribution from the State, the Department, and from the Directors, officers, and employees of the State and/or the Department.
21. **ACTUAL COST BILLING:** When specified in the permit, the Department will bill the Permittee actual costs at the currently set Standard Hourly Rate for encroachment permits.
22. **AS-BUILT PLANS:** When required, Permittee must submit one (1) set of folded as-built plans within thirty (30) calendar days after completion and acceptance of work in compliance with requirements listed as follows:
 - a) Upon completion of the work provided herein, the Permittee must submit a paper set of As-Built plans to the Department's representative.
 - b) All changes in the work will be shown on the plans, as issued with the permit, including changes approved by Encroachment Permit Rider.
 - c) The plans are to be prominently stamped or otherwise noted "AS-BUILT" by the Permittee's representative who was responsible for overseeing the work. Any original plan that was approved with a Department stamp, or by signature of the Department's representative, must be used for producing the As-Built plans.
 - d) If construction plans include signing or striping, the dates of signing or striping removal, relocation, or installation must be shown on the As-Built plans when required as a condition of the encroachment permit. When the construction plans show signing and striping for staged construction on separate sheets, the sheet for each stage must show the removal, relocation, and installation dates of the appropriate staged striping and signing.
 - e) As-Built plans must contain the Encroachment Permit Number, County, Route, and Post Mile on each sheet.
 - f) The As-Built Plans must not include a disclaimer statement of any kind that differs from the obligations and protections provided by sections 6735 through 6735.6 of the California Business and Professions Code. Such statements constitute non-compliance with Encroachment Permit requirements and may result in the Department retaining Performance Bonds or deposits until proper plans are submitted. Failure to comply may also result in denial of future encroachment permits or a provision requiring a public agency to supply additional bonding.
23. **PERMITS FOR RECORD PURPOSES ONLY:** When work in the State highway right-of-way is within an area under a Joint Use Agreement (JUA) or a Consent to Common Use Agreement (CCUA), a fee exempt encroachment permit is issued to the Permittee for the purpose of providing a notice and record of work. The Permittee's prior rights must be preserved without the intention of creating new or different rights or obligations. "Notice and Record Purposes Only" must be stamped across the face of the encroachment permit.
24. **BONDING:** The Permittee must file bond(s), in advance, in the amount(s) set by the Department and using forms acceptable to the Department. The bonds must name the

Department as obligee. Failure to maintain bond(s) in full force and effect will result in the Department stopping all work under this encroachment permit and possibly revoking other encroachment permit(s). Bonds are not required of public corporations or privately-owned utilities unless Permittee failed to comply with the provisions and/or conditions of a prior encroachment permit. The surety company is responsible for any latent defects as provided in California Code of Civil Procedure section 337.15. A local public agency Permittee also must comply with the following requirements:

- a) In recognition that project construction work done on State property will not be directly funded and paid by State, for the purpose of protecting stop notice claimants and the interests of State relative to successful project completion, the local public agency Permittee agrees to require the construction contractor to furnish both a payment and performance bond in the local public agency's name with both bonds complying with the requirements set forth in Section 3-1.05 Contract Bonds of the Department's Standard Specifications before performing any project construction work.
 - b) The local public agency Permittee must defend, indemnify, and hold harmless the State and the Department, and the Directors, officers, and employees of the State and/or Department, from all project construction related claims by contractors, subcontractors, and suppliers, and from all stop notice and/or mechanic's lien claimants. The local public agency also agrees to remedy, in a timely manner and to the Department's satisfaction, any latent defects occurring as a result of the project construction work.
- 25. FUTURE MOVING OF INSTALLATIONS:** Permittee understands and agrees to relocate a permitted installation upon notice by the Department. Unless under prior property right or agreement, the Permittee must comply with said notice at the Permittee's sole expense.
- 26. ENVIRONMENTAL:**
- a) **ARCHAEOLOGICAL/HISTORICAL:** If any archaeological or historical resources are identified or encountered in the work vicinity, the Permittee must immediately stop work, notify the Department's representative, retain a qualified archaeologist who must evaluate the site at Permittee's expense, and make recommendations to the Department's representative regarding the continuance of work.
 - b) **HAZARDOUS MATERIALS:** If any hazardous waste or materials (such as underground storage tanks, asbestos pipes, contaminated soil, etc.) are identified or encountered in the work vicinity, the Permittee must immediately stop work, notify the Department's representative, retain a qualified hazardous waste/material specialist who must evaluate the site at Permittee's expense, and make recommendations to the Department's representative regarding the continuance of work.
- Attention is directed to potential aerially deposited lead (ADL) presence in unpaved areas along highways. It is the Permittee's responsibility to take all appropriate measures to protect workers in conformance with California Code of Regulations Title 8, Section 1532.1, "Lead," and with Cal-OSHA Construction Safety Orders, and to ensure roadway soil management is in compliance with Department of Toxic Substances Control (DTSC) requirements.
- 27. PREVAILING WAGES:** Work performed by or under an encroachment permit may require Permittee's contractors and subcontractors to pay appropriate prevailing wages as set by the California Department of Industrial Relations. Inquiries or requests for interpretations relative to enforcement of prevailing wage requirements must be directed to the California Department of Industrial Relations.
- 28. LIABILITY, DEFENSE, AND INDEMNITY:** The Permittee agrees to indemnify and save harmless the State, the Department, and the Directors, officers, employees, agents and/or contractors of the State and/or of the Department, including but not limited to the Director of Transportation and the Deputy Directors, from any and all claims, demands, damages, costs, liability, suits, or actions of every name, kind, and description, including but not limited to those brought for or on account of property damage, invasion of privacy, violation or deprivation of a right under a state or federal law, environmental damage or penalty, or injury to or death of any person including but not limited to members of the public, the Permittee, persons employed by the Permittee, and/or persons acting on behalf of the Permittee, arising out of or in connection with: (a) the issuance and/or use of this encroachment permit; and/or (b) the encroachment, work, and/or activity conducted pursuant to this encroachment permit, or under color of authority of this encroachment permit but not in full compliance with the Permit Conditions as defined in General Provision Number 5 ("Unauthorized Work or Activity"); and/or (c) the installation, placement, design, existence, operation, and/or maintenance of the encroachment, work, and/or activity; and/or (d) the failure by the Permittee or anyone acting on behalf of the Permittee to perform the Permittee's obligations under any part of the Permit Conditions as defined in General Provision Number 5, in respect to maintenance or any other obligation; and/or (e) any change to the Department's property or adjacent property, including but not limited to the features or conditions of either of them, made by the Permittee or anyone acting on behalf of the Permittee; and/or (f) a defect or obstruction related to or caused by the encroachment, work, and/or activity whether conducted in compliance with the Permit Conditions as defined in General Provision Number 5 or constituting Unauthorized Work or Activity, or from any cause whatsoever. The duty

of the Permittee to indemnify and save harmless includes the duties to defend as set forth in Section 2778 of the Civil Code.

It is the intent of the parties that except as prohibited by law, the Permittee will defend, indemnify, and hold harmless as set forth in this General Provision Number 28 regardless of the existence or degree of fault or negligence, whether active or passive, primary or secondary, on the part of: the State; the Department; the Directors, officers, employees, agents and/or contractors of the State and/or of the Department, including but not limited to the Director of Transportation and the Deputy Directors; the Permittee; persons employed by the Permittee; and/or persons acting on behalf of the Permittee.

The Permittee waives any and all rights to any type of expressed or implied indemnity from or against the State, the Department, and the Directors, officers, employees, agents, and/or contractors of the State and/or of the Department, including but not limited to the Director of Transportation and the Deputy Directors.

The Permittee understands and agrees to comply with the obligations of Titles II and III of the Americans with Disabilities Act in the conduct of the encroachment, work, and/or activity whether conducted pursuant to this encroachment permit or constituting Unauthorized Work or Activity, and further agrees to defend, indemnify, and save harmless the State, the Department, and the Directors, officers, employees, agents, and/or contractors of the State and/or of the Department, including but not limited to the Director of Transportation and the Deputy Directors, from any and all claims, demands, damages, costs, penalties, liability, suits, or actions of every name, kind, and description arising out of or by virtue of the Americans with Disabilities Act.

The Permittee understands and agrees the Directors, officers, employees, agents, and/or contractors of the State and/or of the Department, including but not limited to the Director of Transportation and the Deputy Directors, are not personally responsible for any liability arising from or by virtue of this encroachment permit.

For the purpose of this General Provision Number 28 and all paragraphs herein, "contractors of the State and/or of the Department" includes contractors and their subcontractors under contract to the State and/or the Department.

This General Provision Number 28 and all paragraphs herein take effect immediately upon issuance of this encroachment permit, and apply before, during, and after the encroachment, work, and/or activity contemplated under this encroachment permit, whether such work is in compliance with the Permit Conditions as defined in General Provision Number 5 or constitutes Unauthorized Work or Activity, except as otherwise provided by California law. The Permittee's obligations to defend, indemnify, and save harmless under this General Provision Number 28 take effect immediately upon

issuance of this encroachment permit and have no expiration date, including but not limited to situations in which this encroachment permit expires or is revoked, the work or activity performed under this encroachment permit is accepted or not accepted by the Department, the encroachment, work, and/or activity is conducted in compliance with the Permit Conditions as defined in General Provision Number 5 or constitutes Unauthorized Work or Activity, and/or no work or activity is undertaken by the Permittee or by others on the Permittee's behalf.

29. **NO PRECEDENT ESTABLISHED:** This encroachment permit is issued with the understanding that it does not establish a precedent.

30. **FEDERAL CIVIL RIGHTS REQUIREMENTS FOR PUBLIC ACCOMMODATION:**

a) As part of the consideration for being issued this encroachment permit, the Permittee, on behalf of Permittee and on behalf of Permittee's personal representatives, successors in interest, and assigns, does hereby covenant and agree that:

i) No person on the grounds of race, color, or national origin may be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

ii) That in connection with the construction of any improvements on said lands and the furnishings of services thereon, no discrimination must be practiced in the selection and retention of first-tier subcontractors in the selection of second-tier subcontractors.

iii) That such discrimination must not be practiced against the public in their access to and use of the facilities and services provided for public accommodations (such as eating, sleeping, rest, recreation), and operation on, over, or under the space of the State highway right-of-way.

iv) That the Permittee must use the premises in compliance with all other requirements imposed pursuant to Title 15, Code of Federal Regulations, Commerce and Foreign Trade, Subtitle A. Office of the Secretary of Commerce, Part 8 (15 C.F.R. Part 8) and as said Regulations may be amended.

b) That in the event of breach of any of the above nondiscrimination covenants, the State and the Department have the right to terminate this encroachment permit and to re-enter and repossess said land and the facilities thereon and hold the same as if said permit had never been made or issued.

31. **MAINTENANCE OF HIGHWAYS:** By accepting this encroachment permit, the Permittee agrees to properly maintain any encroachment. This assurance requires the Permittee to provide inspection and repair any damage, at Permittee's expense, to State facilities resulting from the encroachment.

32. **SPECIAL EVENTS:** In accordance with subdivision (a) of Streets and Highways Code section 682.5 and 682.7, the Department is not responsible for the conduct or operation of the permitted activity, and the applicant agrees to defend, indemnify, and hold harmless the State, the Department, and the Directors, officers, employees, agents, and contractors of the State and/or of the Department, including but not limited to the Director of Transportation and the Deputy Directors, from any and all claims, demands, damages, costs, liability, suits, or actions of every name, kind and description arising out of any activity for which this encroachment permit is issued. The Permittee is required, as a condition of this encroachment permit, for any event that awards prize compensation to competitors in gendered categories, for any participant level that receives prize compensation, to ensure the prize compensation for each gendered category is identical at each participant level. (Streets and Highways Code, section 682.7.)
The Permittee understands and agrees to comply with the obligations of Titles II and III of the Americans with Disabilities Act in the conduct of the event, and further agrees to defend, indemnify, and save harmless the State and the Department, and the Directors, officers, and employees of the State and/or Department, including but not limited to the Director of the Department and the Deputy Directors, from any and all claims, demands, damages, costs, liability, suits, or actions of every name, kind and description arising out of or by virtue of the Americans with Disabilities Act.
33. **PRIVATE USE OF STATE HIGHWAY RIGHT-OF-WAY:** State highway right-of-way must not be used for private purposes without compensation to the State. The gifting of public property uses and therefore public funds is prohibited under the California Constitution, Article XVI, Section 6.
34. **FIELD WORK REIMBURSEMENT:** Permittee must reimburse the Department for field work performed on Permittee's behalf to correct or remedy hazards or damaged facilities, or to clear refuse, debris, etc. not attended to by the Permittee.
35. **LANE CLOSURE REQUEST SUBMITTALS AND NOTIFICATION OF CLOSURES TO THE DEPARTMENT:** Attention is directed to Section 12-4.02A(3) Submittals, of the Department's Standard Specifications, for lane closure requests submittals requirements and schedules. The Permittee must notify the Department's representative and the Traffic Management Center (TMC) before initiating a lane closure or conducting an activity that may cause a traffic impact. In emergency situations when the corrective work or the emergency itself may affect traffic, the Department's representative and the TMC must be notified as soon as possible.
36. **SUSPENSION OF TRAFFIC CONTROL OPERATION:** The Permittee, upon notification by the Department's representative, must immediately suspend all lane closure operations and any operation that impedes the flow of traffic. All costs associated with this suspension must be borne by the Permittee.
37. **UNDERGROUND SERVICE ALERT (USA) NOTIFICATION:** Any excavation requires compliance with the provisions of Government Code section 4216 et seq., including but not limited to notice to a regional notification center, such as Underground Service Alert (USA). The Permittee must provide notification to the regional notification center at least forty-eight (48) hours before performing any excavation work within the State highway right-of-way.
38. **COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA):** All work within the State highway right-of-way to construct and/or maintain any public facility must be designed, maintained, and constructed strictly in accordance with all applicable Federal Access laws and regulations (including but not limited to Section 504 of the Rehabilitation Act of 1973, codified at 29 U.S.C. § 794), California Access laws and regulations relating to ADA, along with its implementing regulations, Title 28 of the Code of Federal Regulations Parts 35 and 36 (28 C.F.R., Ch. I, Part 35, § 35.101 et seq., and Part 36, § 36.101 et seq.), Title 36 of the Code of Federal Regulations Part 1191 (36 C.F.R., Ch. XI, Part 1191, § 1119.1 et seq.), Title 49 of the Code of Federal Regulations Part 37 (49 C.F.R., Ch. A, Part 37, § 37.1 et seq.), the United States Department of Justice Title II and Title III for the ADA, and California Government Code section 4450 et seq., which require public facilities be made accessible to persons with disabilities.
Notwithstanding the requirements of the previous paragraph, all construction, design, and maintenance of public facilities must also comply with the Department's Design Information Bulletin 82, "Pedestrian Accessibility Guidelines for Highway Projects."
39. **STORMWATER:** The Permittee is responsible for full compliance with the following:
- a) For all projects, the Department's Storm Water Program and the Department's National Pollutant Discharge Elimination System (NPDES) Permit requirements under Order No. 2012-0011-DWQ, NPDES No CAS000003; and
 - b) In addition, for projects disturbing one acre or more of soil, with the California Construction General Permit Order No. 2009-0009-DWQ, NPDES No CAS000002; and
 - c) In addition, for projects disturbing one acre or more of soil in the Lahontan Region with Order No. R6T-2016-0010, NPDES No CAG616002.
 - d) For all projects, it is the Permittee's responsibility to install, inspect, repair, and maintain all facilities and devices used for water pollution control practices (Best Management Practices/BMPs) before performing daily work activities.

DATE	COMMITTEE	ROUTE	POST MILE	PROJECT	TOTAL
May 31, 2018 PLANS APPROVAL DATE OFFICE OF THE CHIEF ENGINEER STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS DIVISION OF TRANSPORTATION PLANNING AND DESIGN					

TABLE 3

ROAD TYPE	DISTANCE BETWEEN SIGNS*		
	A	B	C
URBAN - 25 MPH OR LESS	100	100	100
URBAN - MORE THAN 25 MPH TO 40 MPH	250	250	250
URBAN - MORE THAN 40 MPH	350	350	350
RURAL	500	500	500
EXPRESSWAY / FREEWAY	1000	1500	2640

* - The distances are approximate, are intended for guidance purposes only, and should be applied with engineering judgment. These distances should be adjusted by the Engineer for field conditions, if necessary, by increasing or decreasing the recommended distances.

TABLE 2

LONGITUDINAL BUFFER SPACE AND FLAGGER STATION SPACING		DOWNGRADE MIN D ***		
SPEED *	MIN D **	-3%	-6%	-9%
		ft	ft	ft
20	115	116	120	126
25	155	158	165	173
30	200	205	215	227
35	250	257	271	287
40	305	315	333	354
45	360	378	400	427
50	425	446	474	507
55	495	520	553	593
60	570	598	638	686
65	645	682	728	785
70	730	771	825	891
75	820	866	927	1003

* - Speed is posted speed limit, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph

** - Longitudinal buffer space or flagger station spacing and longer than 1 mile.

TABLE 1

SPEED (S)	TAPER LENGTH CRITERIA AND CHANNELIZING DEVICE SPACING									
	MINIMUM TAPER LENGTH * FOR WIDTH OF OFFSET 12 FEET (W)					MAXIMUM CHANNELIZING DEVICE SPACING				
	TANGENT 2L	MERCING L	SHIFTING L/2	SHOULDER L/3	X	TAPER	TANGENT	Y	Z	CONFLICT
mph	ft	ft	ft	ft						
20	160	80	40	27	20	40	10	10		
25	250	125	63	42	25	50	12	12		
30	360	180	90	60	30	60	15	15		
35	490	245	123	82	35	70	17	17		
40	640	320	160	107	40	80	20	20		
45	1080	540	270	180	45	90	22	22		
50	1200	600	300	200	50	100	25	25		
55	1320	660	330	220	50	100	25	25		
60	1440	720	360	240	50	100	25	25		
65	1560	780	390	260	50	100	25	25		
70	1680	840	420	280	50	100	25	25		
75	1800	900	450	300	50	100	25	25		

* - For other offsets, use the following merging taper length formula for L:
 For speed of 40 mph or less, $L = WS^2/60$
 For speed of 45 mph or more, $L = WS$

Where: L = Taper length in feet

W = Width of offset in feet

S = Posted speed limit, off-peak 85th-percentile

operating speed in mph

** - Use for taper and tangent sections where there are no pavement markings or where there is a conflict between existing pavement markings and channelizers (CA).

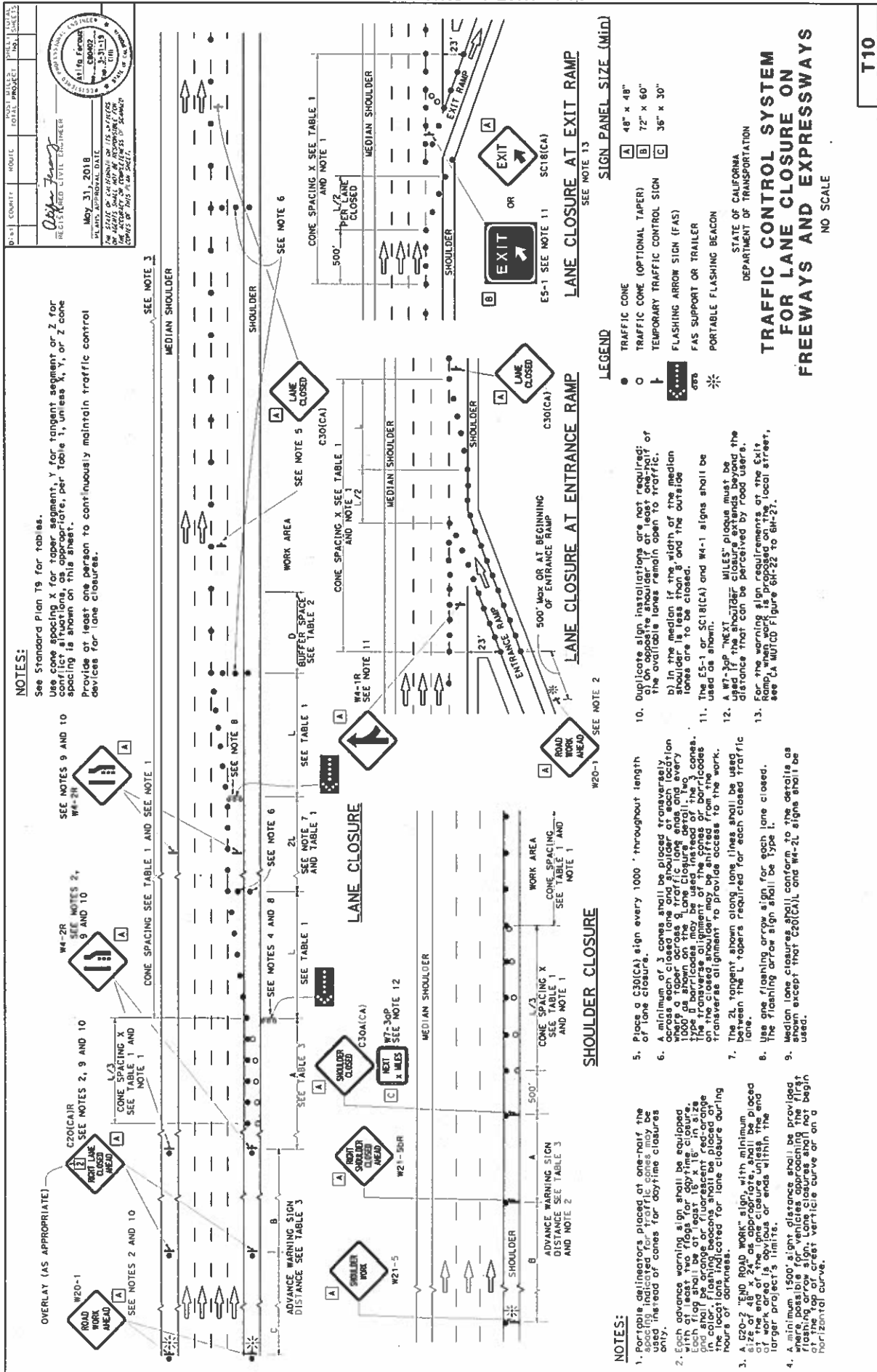
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL SYSTEM TABLES FOR LANE AND RAMP CLOSURES

NO SCALE

T9

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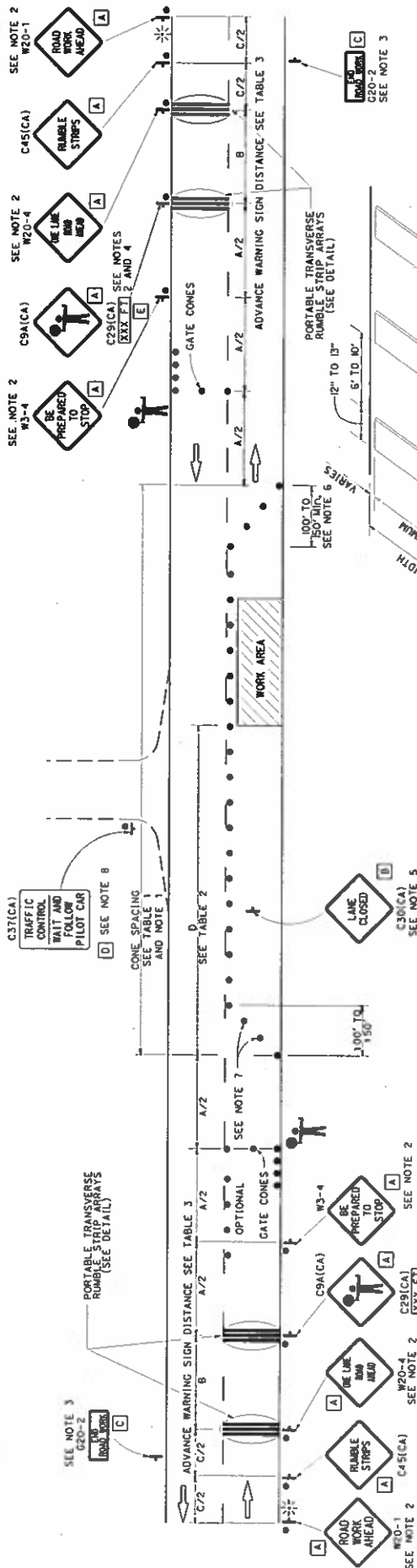


COUNTY: _____ ROUTE: _____ TOTAL SHEETS: _____ SHEET NO.: _____
 DATE: MAY 31, 2018
 PROJECT: _____
 DESIGNED BY: _____
 CHECKED BY: _____
 IN CHARGE: _____
 STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 DIVISION OF TRAFFIC CONTROL

TYPICAL LANE CLOSURE WITH REVERSIBLE CONTROL

NOTES:

See Standard Plan T9 for tables.
 Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1, unless X, Y, or Z cone spacing is shown on this sheet.
 Provide at least one person to continuously maintain traffic control devices for lane closures.



NOTES:

1. Portable delineators placed at one-half the spacing indicated for traffic cones may be used instead of cones for daytime closures only.
2. Each advance warning sign shall be equipped with at least two flags for daytime closure. Each flag shall be at least 16" x 16" in size and shall be orange or fluorescent red-orange in color. Flashing beacons shall be placed at the locations indicated for lane closure during hours of darkness.
3. A C20-2 "END ROAD WORK" sign, shall be placed at the end of the lane closure, unless the end of work area is obvious or ends within the larger project's limits.
4. An optional C29(CA) sign may be placed below the C30(CA) sign.
5. Place C30(CA) "LANE CLOSED" sign at 500' to 1000' intervals throughout extended work area. They are optional if the work area is visible from the flagger station.
6. Length may be reduced by the Engineer to address site conditions.
7. Either traffic cones or barricades shall be placed on the taper. Barricades shall be Type I, II, or III.
8. When a pilot car is used, place a C37(CA) "TRAFFIC CONTROL-WAIT AND FOLLOW PILOT CAR" sign with black legend on white background at all intersections, driveways and alleys without a flagger within the traffic control area.

LEGEND

- TRAFFIC CONE
- † TEMPORARY TRAFFIC CONTROL SIGN
- ✱ PORTABLE FLASHING BEACON
- FLAGGER

PORTABLE TRANSVERSE RUMBLE STRIP ARRAY DETAIL

SIGN PANEL SIZE (Min)

- A 48" x 48"
- B 30" x 30"
- C 36" x 18"
- D 36" x 42"
- E 20" x 7"

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 TRAFFIC CONTROL SYSTEM
 FOR LANE CLOSURE ON
 TWO LANE CONVENTIONAL
 HIGHWAYS

NO SCALE

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APPENDIX C - EXAMPLE FUNDING SIGN



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GEOTECHNICAL REPORT
PLACERVILLE STATION II – PARK AND BUS EXPANSION
PLACERVILLE, CALIFORNIA
DRAFT

For

OMNI-MEANS, LTD.
943 Reserve Drive, Suite 100
Roseville, CA 95678



PARIKH CONSULTANTS, INC.
2360 Qume Drive, Suite A, San Jose, CA 95131
(408) 452-9000

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**GEOTECHNICAL INVESTIGATION REPORT
PLACERVILLE STATION II – PARK AND BUS EXPANSION
PLACERVILLE, CALIFORNIA**

1.0 INTRODUCTION

This report presents the results of our geotechnical engineering investigation for the proposed “Placerville Station II – Park and Bus Expansion” project in the City of Placerville, California. The work was performed in general accordance with the scope of work outlined in our proposal to Omni-Means, Ltd. (Designer). The general location of the site and its vicinity are shown on the Project Location Map, Plate 1.

The geotechnical recommendations presented in this report are intended for design input and are not intended to be used as specifications. In addition, the data provided in this report including these geotechnical recommendations should not be used for bidding purposes or directly for construction cost estimates. If the report is provided as a reference document, any interpretation of the data and recommendations should be sole responsibility of the user and PARIKH Consultants, Inc. (PARIKH) shall not be liable for any consequences.

2.0 PURPOSE AND SCOPE

The purpose of this investigation was to evaluate the general soil conditions at the project site, to evaluate their engineering properties, to provide recommendations from a geotechnical standpoint.

The scope of work performed for this investigation included obtaining representative soil samples and logging soil materials encountered in five soil borings, laboratory testing of the collected samples, engineering analysis of the field and laboratory data and preparation of this report. The basis for this investigation is a set of preliminary plans provided to us by Omni-Means Ltd.

Our recommendations in this report are based on the above information. Any major deviation should be reported to this office for consideration.



3.0 PROPOSED IMPROVEMENTS

According to the information provided by the designer, the proposed project generally consists of the following improvements:

- a) Addition of approximately 79 standard and compact vehicle parking stalls and two recreational vehicle (RV) parking stalls. Minor grading on the site will occur to redirect surface drainage flow.
- b) Improve intersection traffic flow and safety by on Mosquito Road, Locust Avenue, and the Westbound Highway 50 on-ramp and off-ramp.
- c) Reconstruction of the El Dorado Trail to provide safer and more direct access than that currently exists at Locust Avenue and Mosquito Road.

4.0 SITE CONDITIONS

The project site is approximately 1.8 acres in area. It is located at the northwest quadrant of the intersection between Mosquito Road and on-ramp and off-ramp of Route 50. The existing project site is flat and surfaced with street grindings from the Upper Main Street reconstruction project. It is currently used for construction equipment staging and overflow parking for the Phase I facility, as well as parking for El Dorado Trail users.

5.0 FIELD EXPLORATION AND LABORATORY TESTING

Based on the proposed improvements, five borings were drilled to a maximum depth of 5 feet below the existing ground surface. The locations of the soil borings are shown on the Site Plan, Plate 2.

The test borings were advanced with a truck-mounted drill rig using hollow stem augers. Selected samples were obtained from 2.5-inch I.D. (Modified California) samplers at various depths. The samplers were driven into subsurface soils under the impact of a 140-pound hammer having a free fall of 30 inches. The blow counts are presented on the "Log of Boring". (When correlating standard penetration data in similar soils, the blow



counts for the Modified California Sampler can be taken as roughly twice that for the Standard Penetration Test in similar soils). Bulk samples were collected from the soil cuttings from the upper 5 feet. The samples were sealed and transported to our laboratory for further evaluation and testing. The field investigation was conducted under the supervision of our field engineer who logged the test borings and prepared the samples for subsequent laboratory testing and evaluation.

Laboratory tests were performed on selected samples during field exploration to determine the physical and engineering properties of the subsoils. Laboratory data of moisture contents, dry density and Plasticity Indices are presented on the Log of Borings. The boring logs presented in Appendix A were prepared from the field logs which were edited after visual re-examination of the soil samples in the laboratory and results of classification tests on selected soil samples as indicated on the logs. The abrupt stratum changes shown on these logs may be gradual and relatively minor changes in soil types within a stratum may not be noted on the logs due to field limitations.

Due to limitations inherent in geotechnical investigations, it is neither uncommon to encounter unforeseen variations in the soil conditions during construction nor is it practical to determine all such variations during an acceptable program of drilling and sampling for a project of this scope. Such variations, when encountered, generally require additional engineering services to attain properly constructed project. We, therefore, recommend that a contingency fund be provided to accommodate any additional charges resulting from technical services that may be required during construction.

6.0 SUBSURFACE CONDITIONS

Based on the available boring information, the subsurface soil conditions at the project site generally consist of medium dense to dense sands and gravels, underlain by medium dense to dense gravels/very stiff to hard weathered shale.

Groundwater was not encountered during the field exploration. However, the groundwater level is anticipated to vary with the passage of time due to seasonal groundwater



fluctuation, surface and subsurface flows, locally perched water condition, ground surface run-off and other environmental factors that may not be present at the time of our investigation.

7.0 GEOLOGY

General geologic features pertaining to the site were evaluated by referring to the “Geologic Map of the Sacramento Quadrangle, California”, compiled by D.L. Wagner, C.W. Jennings, T.L. Bedrossian, and E.J. Bortugno, published in 1981. Based on the publication, the site is generally underlain by Calaveras Complex (Pzcc). A geologic map of the project vicinity is shown in Plate 3.

8.0 EARTHQUAKE CONSIDERATIONS

8.1 Seismic Sources

The project site is located in a seismically active part of northern California. Many faults in the vicinity of the project site may cause strong ground shaking at the site. Maximum credible earthquake magnitudes for some of the major faults in the area determined by Mualchin (1996) are summarized in Table 1 below. These maximum credible earthquake magnitudes represent the largest earthquakes that could occur on the given fault based on the current understanding of the regional tectonic structure.

TABLE 1: EATHQUAKE DATA

Fault	Distance from the Project Site (miles)	Maximum Credible Earthquake Magnitude
Forest Hill-Melones Fault	0.3	6.50
Gillis Mountain Fault	0.3	6.50
Melones Fault Zone	1.4	6.50

Active faults in the vicinity include the Forest Hill-Melones Fault, the Gillis Mountain Fault, and the Melones Fault Zone. .



8.2 Seismic Hazards

Potential seismic hazards may arise from three sources: surface fault rupture, ground shaking and liquefaction. Since no active faults pass through the site, the potential for fault rupture is relatively low. Based on available geological and seismic data, the possibility of the site to experience strong ground shaking may be considered moderate to high.

For the proposed improvements (parking lot), liquefaction study was not “considered to be” a requirement and therefore not investigated.

9.0 FINDINGS AND RECOMMENDATIONS

9.1 General

This report was prepared specifically for the proposed project according to the plans provided to us. Normal construction procedures were assumed throughout our analyses and represent one of the bases of recommendations presented herein. Our design criteria have been based upon the existing materials and conditions encountered in the soil borings at the project site. Therefore, we should be notified in the event that these conditions are changed, so as to modify or amend our recommendations.

9.2 Earthwork and Grading

Based on the “Concept Grading Plan”, the topography of the proposed parking lot will be slightly modified by performing minor re-grading.

Engineering Fill.

No new fill is expected for the proposed improvement. However, if any fill is planned, areas to receive engineered fill should be excavated to remove any loose/soft soil materials. The resulting surface upon which fill is to be placed should be observed by the Geotechnical Engineer. Areas receiving fill should be scarified, moisture conditioned and compacted in accordance with Caltrans



standard specifications.

In general, engineered fill imported to the site should be relatively non-expansive granular material having a Plasticity Index (P.I.) less than 15, a minimum Sand Equivalent of 10, and should be reviewed by the engineer. In addition, we recommend that the material within 4.0 feet of the proposed pavement subgrade have a minimum R-value of 25. The on-site soils, if free of organic or other deleterious material, may be used as engineered fill provided they meet the above criteria (P.I. and Sand Equivalent).

9.3 Structural Pavement Sections

Five soil borings were conducted within the project site. Bulk samples were collected from the soil cuttings of these five soil borings. R-value tests were conducted on representative samples collected from the project site to determine the design R-value. The test results are summarized in Table 2.

TABLE 2: SUMMARY OF R-VALUE TEST RESULTS

Test Boring	R-value
B-1	60
B-2	68
B-4	63

Findings, Design Approach and Recommendations:

- As shown in Table 2 “Summary of R-value Test Results”, the R-values of the soil samples from the project site mainly ranged from 60 to 68. An R-Value of 25 is assumed for native soil materials and imported soil materials in the design of structural pavement sections;
- The design is according to Caltrans Highway Design Manual, using HMA (Type A or Type B) and Aggregate Base (Class 2);
- Fill material placed within 4 feet of the finish pavement subgrade should have a minimum R-value of 25.
- The recommended minimum R-value for Class 2 Aggregate Base (AB) is 78.



The following tables are the recommended pavement sections for the “Parking Lot” and “Street” based on the above R-Value and design Traffic Indices provided by the designer.

TABLE 3A: RECOMMENDED STRUCTURAL PAVEMENT SECTIONS (PARKING LOT)

Traffic Index	Recommended Structural Pavement Section	
	HMA (Type A or B) (ft)	Aggregate Base (Class 2) (ft)
5.0	0.25	0.55
5.5	0.25	0.70
6.0	0.25	0.80
6.5	0.25	0.95
7.0	0.25	1.05
7.5	0.25	1.20
8.0	0.25	1.30

TABLE 3B: RECOMMENDED STRUCTURAL PAVEMENT SECTIONS (STREET)

Traffic Index	Recommended Structural Pavement Section		
	HMA (Type A or B)	Aggregate Base (Class 2) (ft)	Full Depth HMA (Type A or B) (ft)
5.0	0.25	0.55	0.55
6.0	0.30	0.70	0.65
7.0	0.35	0.90	0.75
8.0	0.40	1.05	0.90
9.0	0.45	1.20	1.00
10.0	0.50	1.40	1.10

HMA (A or B): Hot Mix Asphalt (Type A or Type B);
AB (Class 2): Aggregate Base (Class 2)

Hot Mix Asphalt (HMA) and Aggregate Base (Class 2 AB) should conform to the Caltrans standard specifications in Section 39 and 26, respectively. Pavement subgrade and structural sections should be prepared and compacted in accordance with the project specification and Caltrans standard.



Aggregate Base: Aggregate Base (Class 2) shall conform to the grading specified in the table below for the special provisions. It shall also be clean and free from organic matter and other deleterious substances. The percentage composition by weight of Class 2 aggregate base shall conform to the following grading as determined by California Test Method No. 202.

Gradation Requirement (Percent Passing ¾" Maximum)

Sieve Sizes	Operating Range	Contract Compliance
1"	100	100
¾"	90 – 100	87 – 100
No. 4	35 – 60	30 – 65
No. 30	10 – 30	5 – 35
No. 200	2 – 11	0 – 14

Gradation Requirement (Percent Passing 1 ½" Maximum)

Sieve Sizes	Operating Range	Contract Compliance
2"	100	100
1 ½"	90 – 100	87 – 100
1"	-----	-----
¾"	50 – 85	45 – 90
No. 4	24 – 45	20 – 50
No. 30	10 – 25	6 – 29
No. 200	2 – 11	0 – 14

Aggregate Base (Class 2) shall also conform to the quality requirements given on the following table:

Quality Requirements

California Test Method	Operating Range	Contract Compliance
Sand Equivalent (217)	25 min	22 Min.
Resistance (R-value) (301)	-	78 Min.
Durability Index	-	35 Min.

9.4 Plan Review

We recommend that final plans for the proposed improvements be reviewed



by PARIKH prior to construction so that the intent of our recommendations is included in the project plans and specifications and to further see that no misunderstandings or misinterpretations have occurred.

9.5 Construction Observation

To a degree, the performance of any structure is dependent upon construction procedures and quality. Hence, observation of pavement construction should be carried out by PARIKH or regulatory agencies. If the subsurface conditions different from those forming the basis of our recommendations are encountered, this office should be informed in order to assess the need for design changes. Therefore, the recommendations presented in this report are contingent upon good quality control and these geotechnical observations during construction.

10. INVESTIGATION LIMITATIONS

Our services consist of professional opinions and recommendations made in accordance with generally accepted geotechnical engineering principles and practices and are based on our site reconnaissance and the assumption that the subsurface conditions do not deviate from observed conditions. All work done is in accordance with generally accepted geotechnical engineering principles and practices. No warranty, expressed or implied, of merchantability or fitness, is made or intended in connection with our work or by the furnishing of oral or written reports or findings. The scope of our services did not include any environmental assessment or investigation for the presence or absence of hazardous or toxic materials in structures, soil, surface water, groundwater or air, below or around this site. Unanticipated soil conditions are commonly encountered and cannot be fully determined by taking soil samples and excavating test borings; different soil conditions may require that additional expenditures be made during construction to attain a properly constructed project. Some contingency fund is thus recommended to accommodate these possible extra costs.

This report has been prepared for the proposed project as described earlier, to assist the



OMNI-MEANS, Ltd.

Placerville Station II – Park and Bus Expansion

Project No. 210124.10

September 1, 2010

Page 10

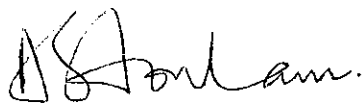
****DRAFT****

engineer in the design of this project. In the event any changes in the design or location of the facilities are planned, or if any variations or undesirable conditions are encountered during construction, our conclusions and recommendations shall not be considered valid unless the changes or variations are reviewed and our recommendations modified or approved by us in writing.

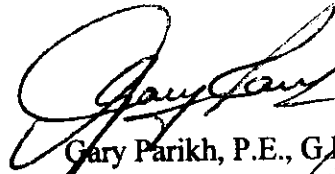
This report is issued with the understanding that it is the designer's responsibility to ensure that the information and recommendations contained herein are incorporated into the project and that necessary steps are also taken to see that the recommendations are carried out in the field.

The findings in this report are valid as of the present date. However, changes in the subsurface conditions can occur with the passage of time, whether they are due to natural processes or to the works of man, on this or adjacent properties. In addition, changes in applicable or appropriate standards occur, whether they result from legislation or from the broadening of knowledge. Accordingly, the findings in this report might be invalidated, wholly or partially, by changes outside of our control.

Respectfully submitted,
PARIKH CONSULTANTS, INC.



Alston Lam, P.E., G.E. 2605
Project Engineer



Gary Parikh, P.E., G.E. 666
Project Manager

S:\Ongoing Projects\2010\21012410\Placerville Station II Geotechnical Report



PROJECT LOCATION MAP

PLACERVILLE STATION II - PARK AND BUS EXPANSION
PLACERVILLE, CALIFORNIA

JOB NO.: 210124.10 PLATE NO.: 1

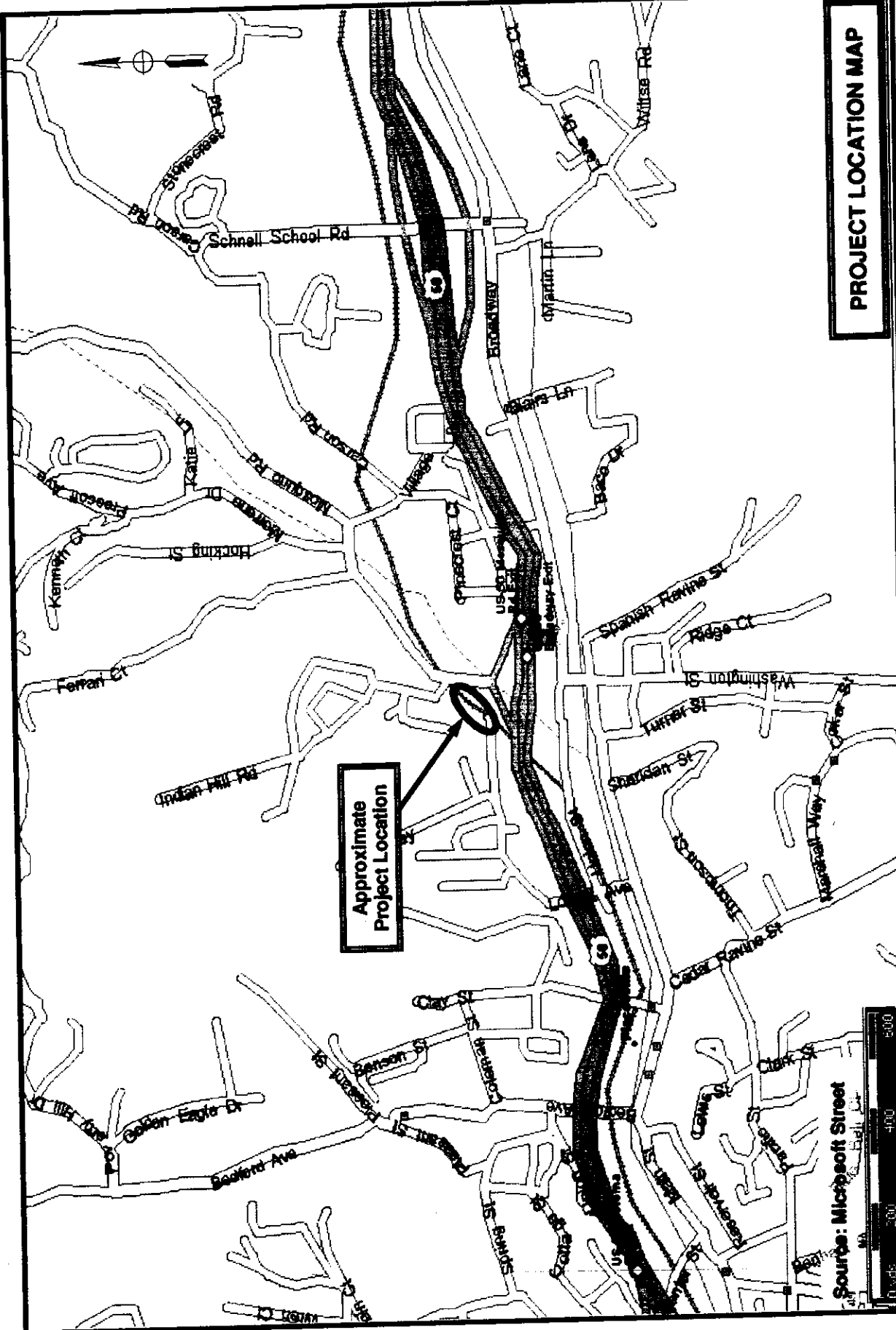
PARIKH CONSULTANTS, INC.
GEOTECHNICAL CONSULTANTS
MATERIALS TESTING

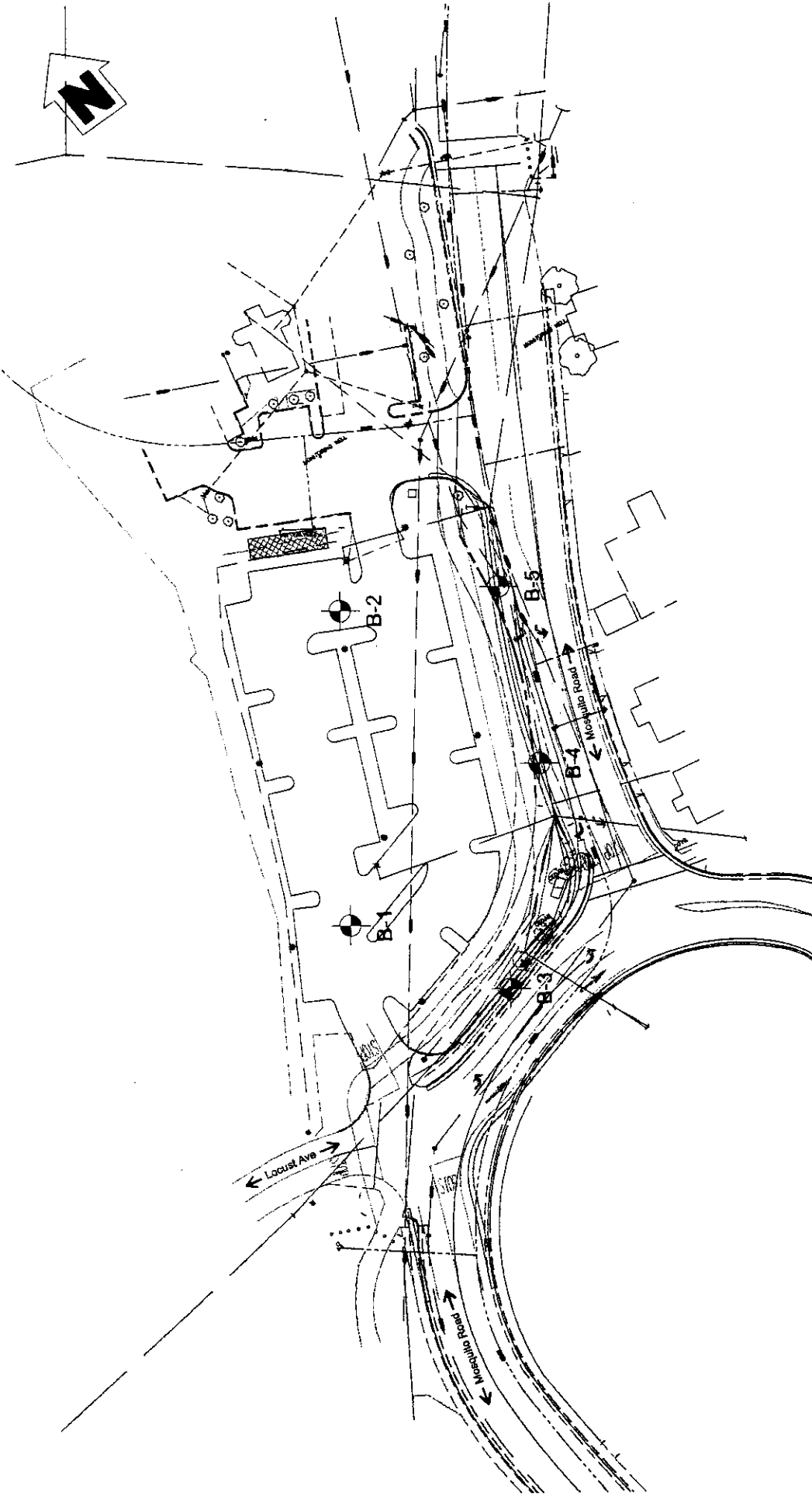


Source: Microsoft Street



Approximate
Project Location





SITE PLAN

PLACERVILLE STATION II - PARK AND BUS EXPANSION
PLACERVILLE, CALIFORNIA

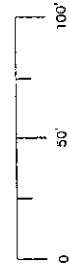
JOB NO. 210124.10 PLATE NO. 2

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MATERIALS ENGINEERING



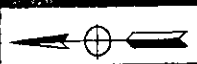
SCALE 1 inch = 50 feet

Note: All units are in feet unless otherwise specified
Reference Map was provided by Omni-means, Ltd.



LEGEND

Approximate Boring Location
B-1



Approximate
Project Location

Legend:

- Tg - "Auriferous" Gravels
- tn - Nortonville Shale (Marine)
- Pzcc - Calaveras Complex
(Metasedimentary Rocks)
- Tm - Mehrten Formation (Andesitic conglomerate,
sandstone, and breccia)

**Source: Geologic Map of the Sacramento Quadrangle, California,
compiled D.L. Wagner, C.W. Jennings, T.L. Bedrossian, and E.J. Bortugno
published 1961.**

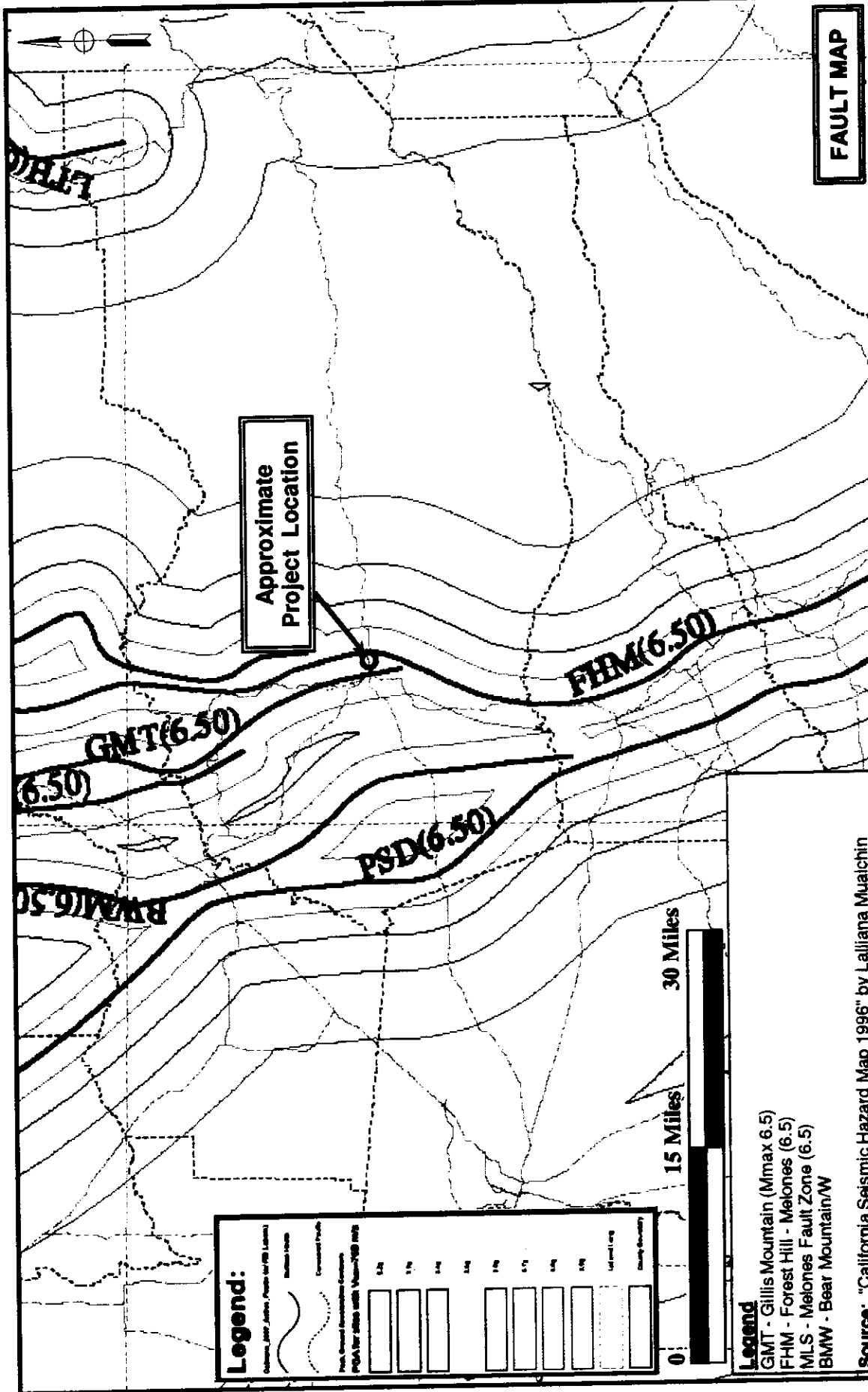
GEOLOGIC MAP

PLACERVILLE STATION II - PARK AND BUS EXPANSION
PLACERVILLE, CALIFORNIA



PARIKH CONSULTANTS, INC.
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MATERIALS TESTING

JOB NO.: 210124.10 PLATE NO.: 3



FAULT MAP

**Approximate
Project Location**

Legend:

Contours: 100', 200', 300', 400', 500', 600', 700', 800', 900', 1000'

Contours: 100', 200', 300', 400', 500', 600', 700', 800', 900', 1000'

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**PLACERVILLE STATION II - PARK AND BUS EXPANSION
PLACERVILLE, CALIFORNIA**

JOB NO.: 210124.10

PLATE NO.: 4

**PARIKH CONSULTANTS, INC.
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MATERIALS TESTING**



Source: "California Seismic Hazard Map 1996" by Lalliana Muatichin

APPENDIX A FIELD EXPLORATION

The test borings were advanced with truck-mounted drill rig with 8-inch diameter hollow-stem auger drilling method. The soil samples were obtained from the borings during drilling at various depths by driving a 2.5-inch Inside Diameter (I. D.) Modified California Sampler or a 1.375-inch I.D. Standard Penetration Sampler (ASTM Test Method No. 1586). The sampler was driven into the subsurface soils under the impact of a 140-pound hammer having a free fall of 30 inches. The blow counts required to drive the sampler for the last 12 inches are presented on the Logs of Test Borings (LOTB), Appendix A. When correlating standard penetration data in similar soils, the blow counts for the Modified California sampler can be taken as roughly twice that for the Standard Penetration Test sampler in similar soils. Pocket penetration tests were also performed on clay samples to evaluate their consistency. Upon completion of drilling, the drillhole was backfilled with cement grout.

The borings were drilled under the technical supervision of our engineer, who visually classified in the field (according to the Unified Soil Classification System) and continuously logged the soils encountered during drilling. The engineer supervised the collection of soil samples at various depths for visual examination and laboratory testing. The soil samples were then transported to our laboratory for further evaluation and testing.

The descriptions of the soils encountered and relevant boring information are presented on the boring logs in the Log of Borings in Appendix A. The laboratory test methods and results are presented in Appendix B. The logs presented in Appendix A were prepared from the field logs which were edited after visual re-examination of the soil samples in the laboratory and results of classification tests on selected soil samples as indicated on the logs.

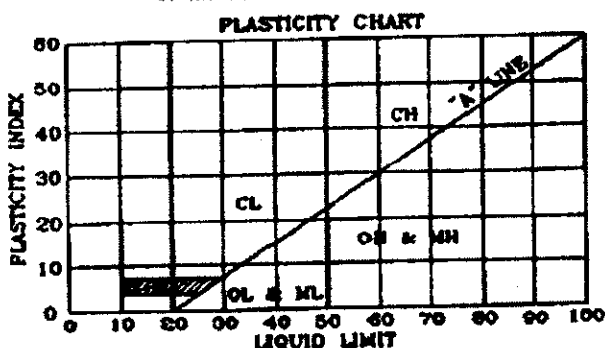
The descriptions and related information presented on the Log of Borings depict subsurface conditions only at the locations indicated on the plan and on the particular date noted on the logs. Because of the variability from place to place within soil/rock in general, subsurface conditions at other locations may differ from conditions occurring at the locations explored. The abrupt stratum changes shown on the logs may be gradational and relatively minor changes in soil types within a stratum may not be noted on the logs due to field limitations. Also, the passage of time may result in a change in the soil conditions at these locations due to environmental changes.



UNIFIED SOIL CLASSIFICATION SYSTEM

MAJOR DIVISIONS			GROUP SYMBOLS	ILLUSTRATIVE GROUP NAMES
COARSE-GRAINED SOILS More than 50% retained on No. 200 sieve	GRAVELS More than 50% of coarse fraction retained on No. 4 sieve	CLEAR GRAVELS Less than 5% fines	GW	Well graded gravel, Well graded gravel with sand
			GP	Poorly graded gravel, Poorly graded gravel with sand
		GRAVELS WITH FINES More than 5% fines	GM	Silty gravel, Silty gravel with sand
			GC	Clayey gravel, Clayey gravel with sand
	SANDS 50% or more of coarse fraction passing No. 4 sieve	CLEAR SANDS Less than 5% fines	SW	Well graded sand, Well graded sand with gravel
			SP	Poorly graded sand, Poorly graded sand with gravel
		SANDS WITH FINES More than 5% fines	SM	Silty sand, Silty sand with gravel
			SC	Clayey sand, Clayey sand with gravel
FINE-GRAINED SOILS 50% or more passing No. 200 sieve	SILTS AND CLAYS Liquid Limit less than 50%		ML	Silt, Sandy silt with gravel
			CL	Lean clay, Sandy lean clay with gravel
			OL	Organic clay, Sandy organic clay with gravel
	SILTS AND CLAYS Liquid Limit more than 50%		MH	Elastic silt, Sandy elastic silt with gravel
			CH	Fat clay, Sandy fat clay with gravel
			OH	Organic clay, Sandy organic clay with gravel
	HIGHLY ORGANIC		PT	Peat, Highly organic silts

NOTE: 1. Coarse-grained soils receive dual symbols if: (a) their fines are CL-ML (e.g. SC-SM or GC-GM) or (b) they contain 5-12% fines (e.g. SW-GM, GP-GC, etc.). Fine-grained soils receive dual symbols if their limits plot in the hatched zone of the Plasticity Chart (CL-ML).
2. The table lists 30 out of a possible 110 Group Names, all of which are assigned to unique proportions of the constituent soils. Flow charts in ASTM D 2487-93 aid assignment of the Group Names.



COHESIVE SOIL CONSISTENCY

CLASSIFICATION	UNCONFINED COMP. STRENGTH (psf)
Very Soft	< 500
Soft	500 - 1000
Medium(Firm)	1000 - 2000
Stiff	2000 - 4000
Very Stiff	4000 - 8000
Hard	> 8000

GRAIN SIZE CLASSIFICATION

CLASSIFICATION	US STANDARD SIEVE SIZE
BOULDER	Above 12"
COBBLES	12" to 3"
GRAVEL	3" to 3/4"
Coarse Fine	3/4" to No. 4
SAND	No. 4 to No. 10
Coarse Medium Fine	No. 10 to No. 40
SILT & CLAY	No. 40 to No. 200

COHESIONLESS SOIL RELATIVE DENSITY

CLASSIFICATION	SPT BLOW COUNTS (Blows/ft)
Very Loose	< 4
Loose	4 to 10
Medium Dense	11 to 30
Dense	31 to 50
Very Dense	> 50



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MATERIALS TESTING

PLACERVILLE STATION II - PARK AND BUS EXPANSION
PLACERVILLE, CALIFORNIA

JOB NO.: 210124.10

PLATE NO.: A-1A

Boring Location, Elevation & Date Drilled:						Drilling Method:		BORING NUMBER LEGEND	
Sample Type & No.	Dry Density (pcf)	Water Content (%)	Blows Per Foot	Compress. Strength (tsf)	Depth (ft) Soil Graph & U.S.C.S.	Sampling Method:		Sheet 1 of 1	
					0	Compressive strength as measured by Pocket Penetrometer, in tsf. →		pp=1.0tsf	
C-1			22			← 2 inch I.D. California Sampler (C).			
MC-2	110	12	23	1.2	5	← 2-1/2 inch I.D. Modified California Sampler (MC).			
SH-3	98	28	100 psi	0.8		← 3.5-inch I.D. Pitcher Tube Sampler (Cored).			
SPT-4	-	10	35	-		← 1-3/8 inch I.D. Standard Splitspoon Sampler (SPT).			
HS-5	95	20		0.7	15	← 1.9 inch I.D. Hand Sampler driven with a slide hammer.			
						Groundwater level first encountered during drilling			
					20	Groundwater level at completion of boring			
BULK-6	-	12				Bulk sample stored in plastic bag.			
						Liquid Limit (LL), in percent Plasticity Index (PI), in percent →		LL=30 PI=10	
NX-3	-	-		12.0	25	← NX Core.			
						Consolidation Test		CN	
						Percent gravel and coarser in sample, (+#4) Percent fines (silt/clay) in sample, (-#200) →		+ #4=20% - #200=50%	
					30	Triaxial Test		TX	
LEGEND FOR LOG OF BORING						PLACERVILLE STATION II - PARK AND BUS EXPANSION PLACERVILLE, CALIFORNIA			
 PARIKH CONSULTANTS, INC. Geotechnical & Materials Engineering						Date: 8/2010		Job No.: 210124.10	
This log is part of the report prepared by Parikh Consultants, Inc. for the named project and should be read together with that report for complete interpretation. This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered.									Plate: A-1B

LEGEND LEGEND.GPJ 8-10-10

Boring Location, Elevation & Date Drilled: See site plan; Elev. approx. ft.; drilled on 6-14-10						Drilling Method: 8-inch dia. HOLLOW STEM B-53		BORING NUMBER B-1	
Sample Type & No.	Dry Density (pcf)	Water Content (%)	Blows Per Foot	Compress. Strength (tsf)	Depth (ft) Soil Graph & U.S.C.S.	Sampling Method: 2 1/2" I.D. Mod. Cal. (MC)/2" I.D. Cal. (C)/1 3/8" I.D. Std. Pen., 140 lbs hammer, 30 inch drop.	Sheet 1 of 1		
					0	SP	SAND with GRAVEL, medium dense, moist, orange brown		LL=33, PI=6
							weathered SHALE (MSH) slightly hydrothermally altered, hard, moist, mottled, orange gray		
1			27			META SHALE (MSH) hydrothermally altered, moderately weathered, hard, moist, mottled orange gray			
2			51-5.5		5				
							No groundwater was encountered during drilling		
					10				
					15				
					20				
					25				
					30				

LOG OF BORING

PARIKH CONSULTANTS, INC.

Geotechnical & Materials Engineering

This log is part of the report prepared by Parikh Consultants, Inc. for the named project and should be read together with that report for complete interpretation. This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered.

PLACERVILLE STATION II - PARK AND BUS EXPANSION

PLACERVILLE, CALIFORNIA

Date: 06/28/10

Job No.: 210124.10

Plate:

A-2

LB 210124.10.GPJ 8-10-10

Boring Location, Elevation & Date Drilled: See site plan; Elev. approx. ft.; drilled on 6-14-10						Drilling Method: 8-inch dia. HOLLOW STEM B-53		BORING NUMBER B-2	
Sample Type & No.	Dry Density (pcf)	Water Content (%)	Blows Per Foot	Compress. Strength (tsf)	Depth (ft) Soil Graph & U.S.C.S.	Sampling Method: 2 1/2" I.D. Mod. Cal. (MC)/2" I.D. Cal. (C)/1 3/8" I.D. Std. Pen., 140 lbs hammer, 30 inch drop.			
					0	GP	GRAVEL, poorly sorted from metashale weathering, loose, moist, mottled, dark brown		
1			15				weathered SHALE (MSH) hard, moist, mottled, dark brown		
2			96		5		No groundwater was encountered during drilling		
					10				
					15				
					20				
					25				
					30				

LOG OF BORING

PARIKH CONSULTANTS, INC.

Geotechnical & Materials Engineering

This log is part of the report prepared by Parikh Consultants, Inc. for the named project and should be read together with that report for complete interpretation. This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered.

PLACERVILLE STATION II - PARK AND BUS EXPANSION

PLACERVILLE, CALIFORNIA

Date: 06/28/10

Job No.: 210124.10

Plate:

A-3

Boring Location, Elevation & Date Drilled: See site plan; Elev. approx. ft.; drilled on 8-14-10						Drilling Method: 8-inch dia. HOLLOW STEM B-53		BORING NUMBER B-3	
Sample Type & No.	Dry Density (pcf)	Water Content (%)	Blows Per Foot	Compress. Strength (tsf)	Depth (ft) Soil Graph & U.S.C.S.	Sampling Method: 2 1/2" I.D. Mod. Cal. (MC)/2" I.D. Cal. (C)/1 3/8" I.D. Std. Pen., 140 lbs hammer, 30 inch drop.		Sheet 1 of 1	
					0	SP	SAND, poorly sorted with gravel, loose, dry, orange brown		
							meta SHALE (MSH) medium dense, moist, mottled reddish brown		
1			31			GRAVEL poorly sorted from metashale, medium dense, moist, mottled orange and gray			
2			39		5				
							No groundwater was encountered during drilling		
					10				
					15				
					20				
					25				
					30				

LOG OF BORING



PARIKH CONSULTANTS, INC.
Geotechnical & Materials Engineering

PLACERVILLE STATION II - PARK AND BUS EXPANSION
PLACERVILLE, CALIFORNIA

Date: 06/28/10

Job No.: 210124.10

This log is part of the report prepared by Parikh Consultants, Inc. for the named project and should be read together with that report for complete interpretation. This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered.

Plate:

A-4

Boring Location, Elevation & Date Drilled: See site plan; Elev. approx. ft.; drilled on 6-14-10						Drilling Method: 8-inch dia. HOLLOW STEM B-53		BORING NUMBER B-4	
Sample Type & No.	Dry Density (pcf)	Water Content (%)	Blows Per Foot	Compress. Strength (tsf)	Depth (ft) Soil Graph & U.S.C.S.	Sampling Method: 2 1/2" I.D. Mod. Cal. (MC)/2" I.D. Cal. (C)/1 3/8" I.D. Std. Pen., 140 lbs hammer, 30 inch drop.		Sheet 1 of 1	
					0	AB SP	Aggregate Base SAND poorly sorted, moist, orange brown		LL=25, PI=4
					1		GRAVEL poorly sorted, medium dense, moist, dark gray with white mottling - reddish brown		
1			28		2				
					3		No groundwater was encountered during drilling		
2			11		4				
					5				
					6				
					7				
					8				
					9				
					10				
					11				
					12				
					13				
					14				
					15				
					16				
					17				
					18				
					19				
					20				
					21				
					22				
					23				
					24				
					25				
					26				
					27				
					28				
					29				
					30				

LOG OF BORING

PARIKH CONSULTANTS, INC.
Geotechnical & Materials Engineering

PLACERVILLE STATION II - PARK AND BUS EXPANSION
PLACERVILLE, CALIFORNIA

Date: 06/28/10

Job No.: 210124.10

This log is part of the report prepared by Parikh Consultants, Inc. for the named project and should be read together with that report for complete interpretation. This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered.

Plate:
A-5

LB 210124.10.GPJ 8-10-10

Boring Location, Elevation & Date Drilled: See site plan; Elev. approx. ft.; drilled on 6-14-10						Drilling Method: 8-inch dia. HOLLOW STEM B-53		BORING NUMBER B-5	
Sample Type & No.	Dry Density (pcf)	Water Content (%)	Blows Per Foot	Compress. Strength (tsf)	Depth (ft) Soil Graph & U.S.C.S.	Sampling Method: 2 1/2" I.D. Mod. Cal. (MC)/2" I.D. Cal. (C)/1 3/8" I.D. Std. Pen., 140 lbs hammer, 30 inch drop.		Sheet 1 of 1	
					0		GP	GRAVEL poorly sorted, medium dense, moist, orange brown	
							GP	GRAVEL poorly sorted from weathered meta shale, dense, moist, mottled dark gray and reddish brown	
1			68						
					5		SC	CLAYEY SAND with GRAVEL, loose, moist, reddish brown	
2			19						
								No groundwater was encountered during drilling	
					10				
					15				
					20				
					25				
					30				

LOG OF BORING



PARIKH CONSULTANTS, INC.
Geotechnical & Materials Engineering

PLACERVILLE STATION II - PARK AND BUS EXPANSION
PLACERVILLE, CALIFORNIA

Date: 06/28/10
Job No.: 210124.10

This log is part of the report prepared by Parikh Consultants, Inc. for the named project and should be read together with that report for complete interpretation. This summary applies only at the location of this boring and at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of actual conditions encountered.

Plate:
A-6

LB 210124.10.GPJ B-10-10

APPENDIX B

LABORATORY TESTS

Atterberg Limits

The Atterberg Limits were determined for selected sample of the fine-grained materials. The result was used to classify the soils, as well as to obtain an indication of the expansion potential with variations in moisture content. The Atterberg Limits were determined in general accordance with ASTM Test Method D 4318-00. The result of the test is presented on Plate B-2, "Plasticity Chart".

R-value Test

R-value tests were performed on bulk samples for pavement design. The tests were performed according to California Test Method 301. The test results are presented on Plates B-3A through B-3C.



PARIKH CONSULTANTS, INC.
GEOTECHNICAL CONSULTANTS
MATERIALS TESTING

PLACERVILLE STATION II – PARK AND BUS EXPANSION
PLACERVILLE, CALIFORNIA

JOB NO.: 210124.10

PLATE NO.: B-1

[illegible]

PLATE NO: B-2



R-VALUE REPORT

Parikh Consultants, Inc.

ASTM D2844 or CTM 301

(408) 452-9000

Project Name: Placerville Station II – Bus and Park Expansion

Date: 6/28/10

Client: Omni Means

Project #: 210124.10

Sample #: B-1 Depth: 0'-5'

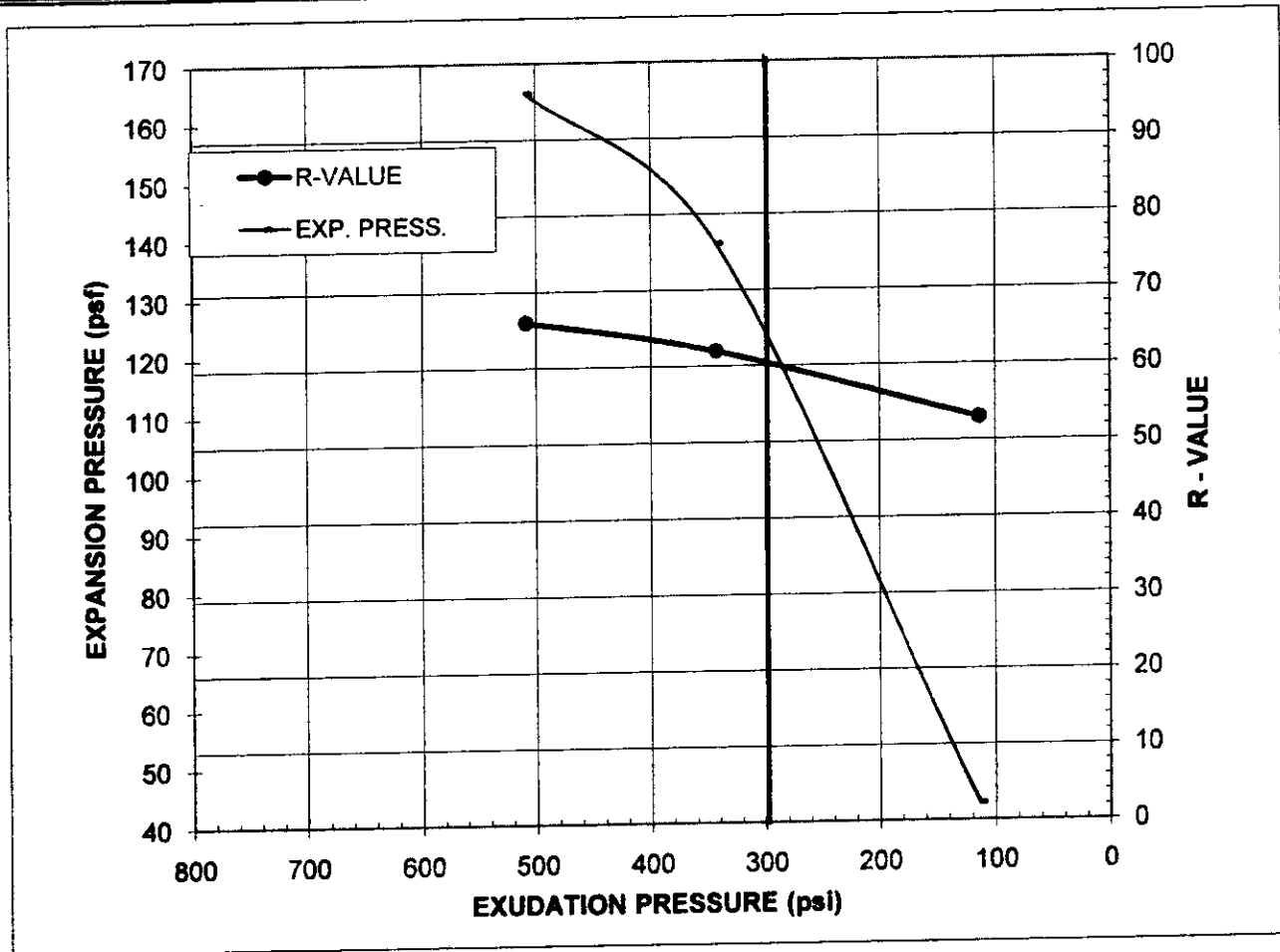
Lab #: M783

Location / Source: Native / Placerville

Sample Date:

Material: Silt with Gravel and trace of Sand, olive brown

Sampled By:



	Specimen No.	A	B	C	
	Exudation Pressure, psi	114	343	509	
	Expansion Pressure, psf	43	139	165	
	R-Value	53	62	66	
	Moisture Content at Test, %	12.4	12.0	11.5	
	Dry Density at Test, pcf	119.8	120.7	121.1	
R-Value @ 300 psi Exudation Pressure =		60	Expansion Pressure @300 psi Exudation, psf =		123
Minimum R-Value Requirement:					
Comments:					
Report By: Prav Dayah					

RVALUE with calcs pdf

RVALUE with calcs pdp



R-VALUE REPORT

Parikh Consultants, Inc.

ASTM D2944 or CTM 301

(408) 452-9000

Project Name: Placerville Station II – Bus and Park Expansion

Date: 6/22/10

Client: Omni Means

Project #: 210124.10

Sample #: B-2

Depth: 0'-5'

Lab #: M783

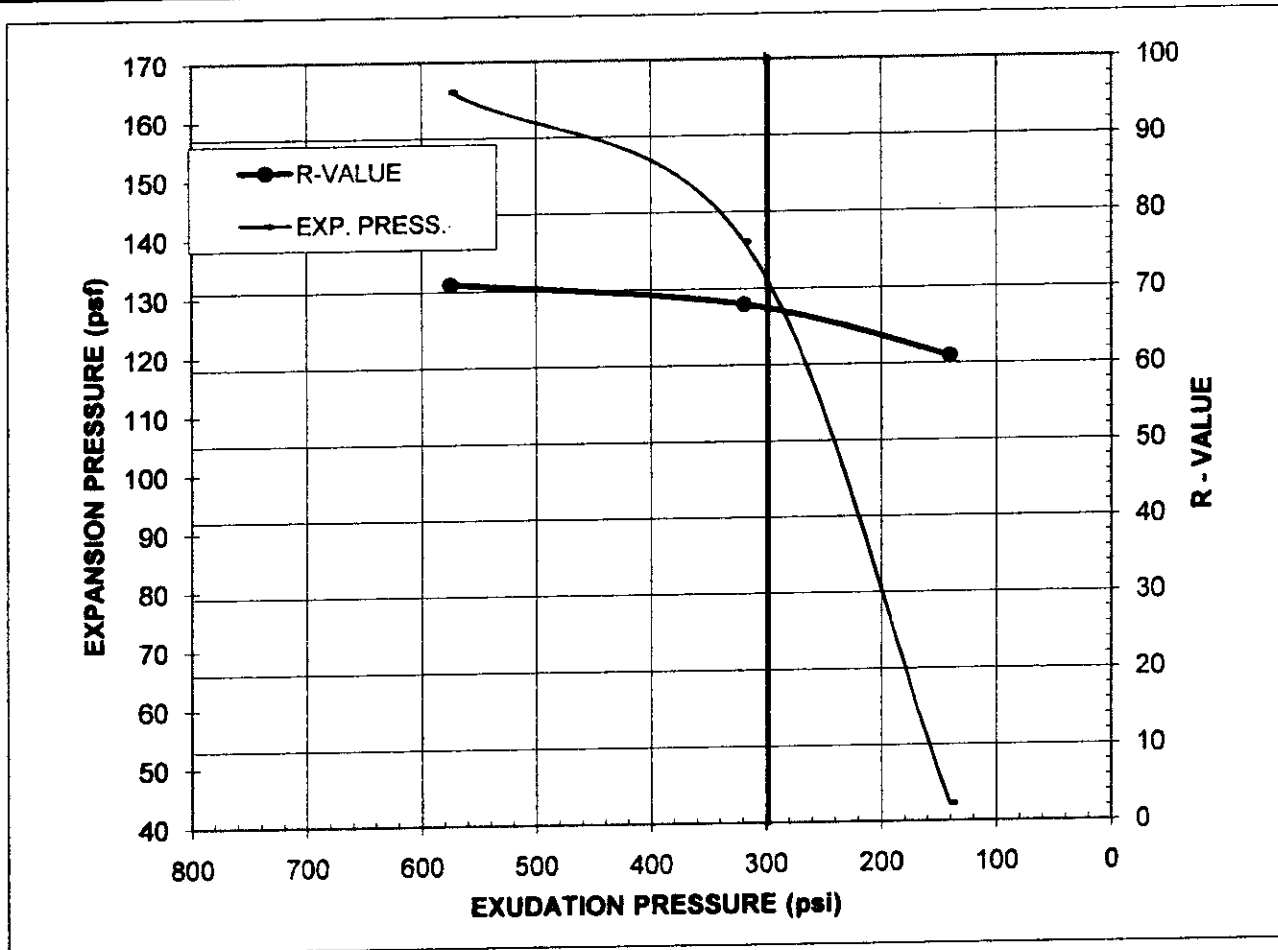
Location / Source:

Native / Placerville

Sample Date:

Material: Clayey Gravel with some Sand, strong brown

Sampled By:



	Specimen No.	A	B	C	
	Exudation Pressure, psi	141	319	575	
	Expansion Pressure, psf	43	139	165	
	R-Value	61	68	71	
	Moisture Content at Test, %	11.9	11.0	10.5	
	Dry Density at Test, pcf	117.8	123.0	124.8	
R-Value @ 300 psi Exudation Pressure =		68	Expansion Pressure @300 psi Exudation, psf =		132
Minimum R-Value Requirement:					
Comments:					
Report By: Prav Dayah					

RVALUE with calcs pdp



R-VALUE REPORT

Parikh Consultants, Inc.

ASTM D2944 or CTM 301

(408) 452-9000

Project Name: Placerville Station II – Bus and Park Expansion

Date: 6/28/10

Client: Omni Means

Project #: 210124.10

Sample #: B-4 Depth: 0'-5'

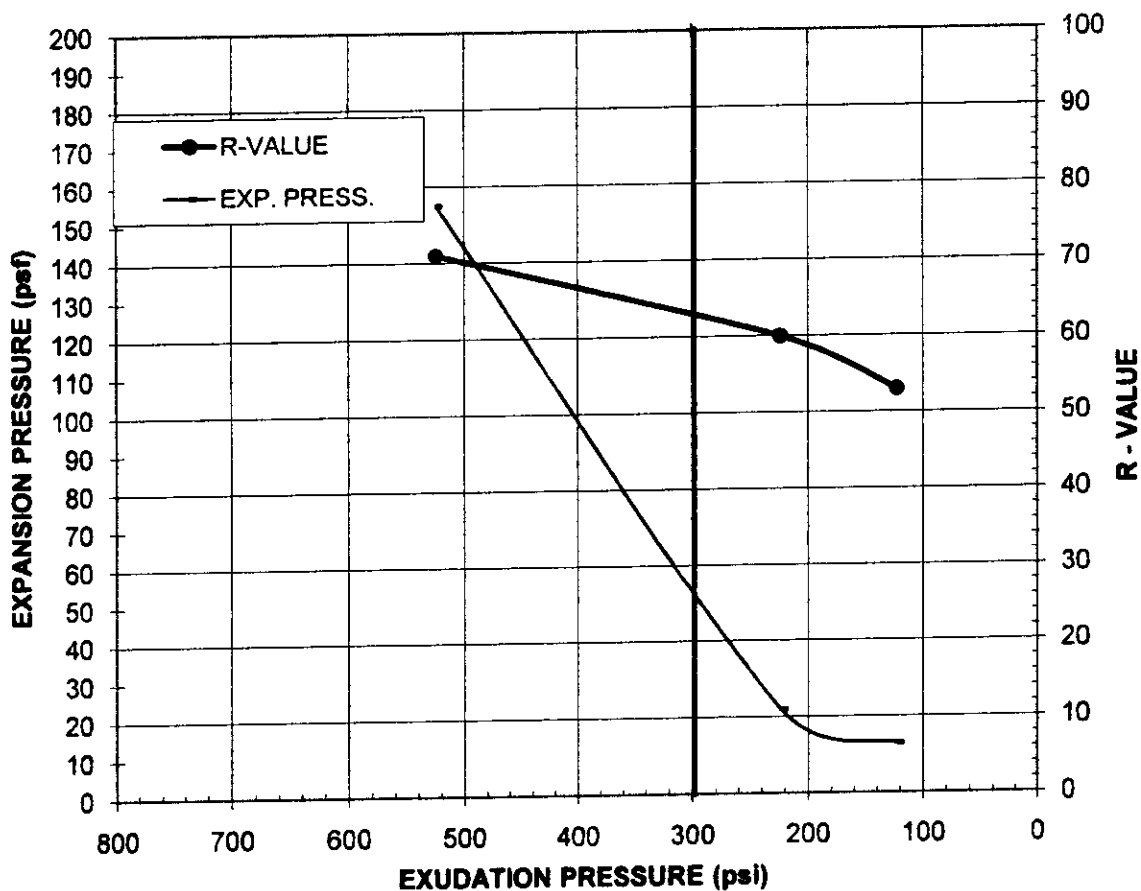
Lab #: M783

Location / Source: Native / Placerville

Sample Date:

Material: Silty Sand with Gravel, reddish brown

Sampled By:



Specimen No.	A	B	C
Exudation Pressure, psi	123	224	525
Expansion Pressure, psf	13	22	155
R-Value	53	60	71
Moisture Content at Test, %	13.3	12.8	12.3
Dry Density at Test, pcf	116.1	120.3	120.5

R-Value @ 300 psi Exudation Pressure = 63

Expansion Pressure @300 psi Exudation, psf = 50

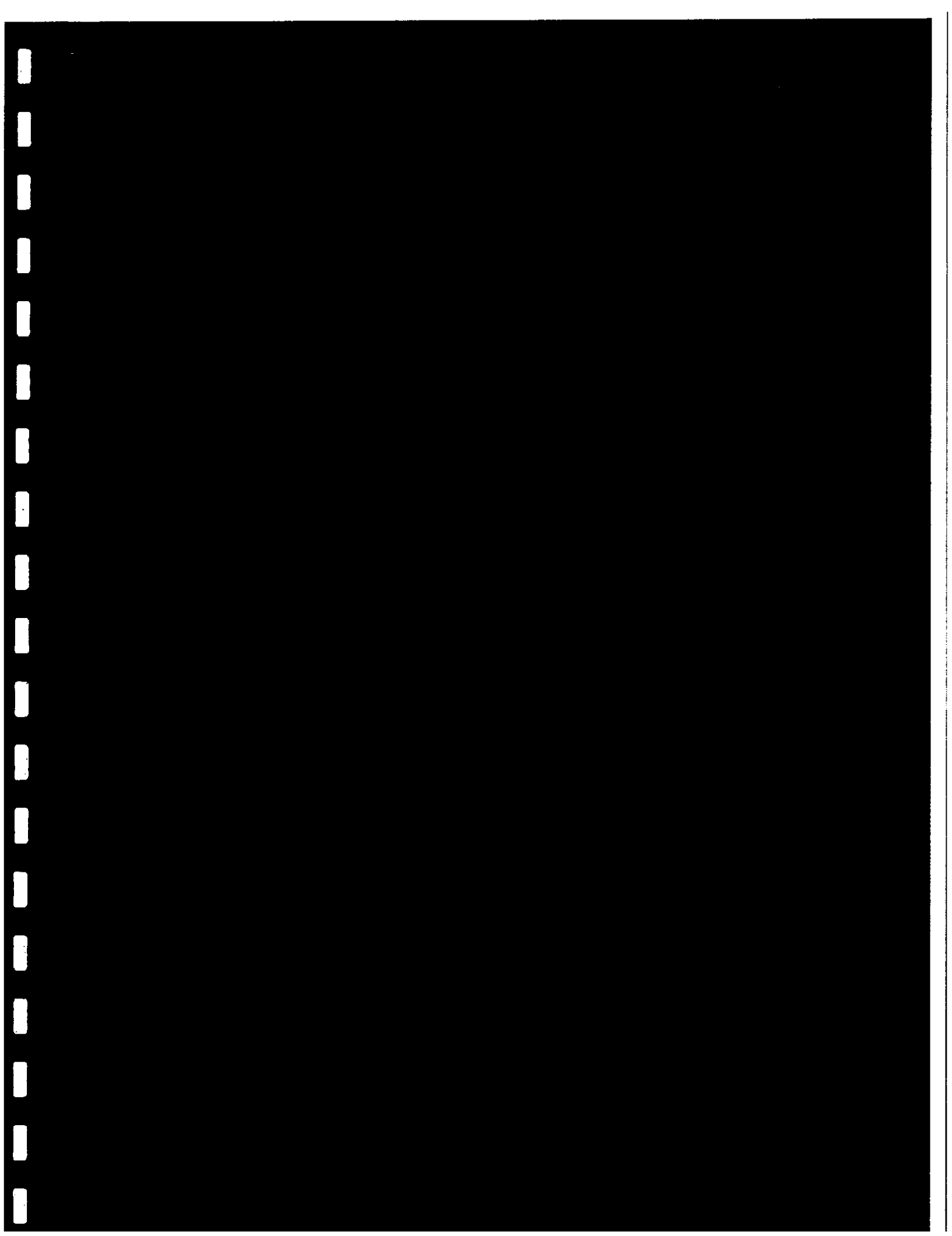
Minimum R-Value Requirement:

Comments:

Report By: Prav Dayah

RVALUE with calcs pdp

PLATE NO.: B-3C



STRUCTURAL PAVEMENT DESIGN

PAVEMENT DESIGN (ENGLISH)

PROJECT: Placerville Station II - Park and Bus Expansion
LOCATION: Parking Areas

JOB NO.: 210124.10
DATE: 8/10/2010

Traffic Index (TI) (20-Year)	=	5
R-value of Aggregate Base (Class 3) (R_{AB})	=	78
R-value of Aggregate Subbase (Class 4) (R_{AS})	=	50
R-value of Basement Soil (R_{SUB})	=	25

STRUCTURAL SECTION CONSISTS OF HMA/AB (CLASS 3)

a) Total required GE = $0.0032 (TI)(100 - R_{SUB})$	=	1.20
b) Required GE of HMA = $0.0032 (TI)(100 - R_{AB})$	=	0.35
c) Add 0.2 foot as safety factor to determine total GE for HMA	=	0.55
d) Actual thickness of HMA (t_{HMA})	=	0.25 (Table 633.1)
e) GE of actual thickness of HMA	=	0.63 (Table 633.1)
h) Required GE of Aggregate Base (Class 3) (step a - step e)	=	0.57
i) Actual thickness of Aggregate Base (Class 3) ($t_{AB (CLASS 3)}$)	=	0.55 (Table 633.1)
j) GE of actual thickness of Aggregate Base (Class 3)	=	0.61 (Table 633.1)

The structural section:

0.25 ft HMA (Type A)

0.55 ft AB (Class 3)

0.80 ft

PAVEMENT DESIGN (ENGLISH)

PROJECT: Placerville Station II - Park and Bus Expansion
LOCATION : Parking Areas

JOB NO.: 210124.10
DATE : 8/10/2010

Traffic Index (TI) (20-Year)	=	5.5
R-value of Aggregate Base (Class 3) (R_{AB})	=	78
R-value of Aggregate Subbase (Class 4) (R_{AS})	=	50
R-value of Basement Soil (R_{SUB})	=	25

STRUCTURAL SECTION CONSISTS OF HMA/AB (CLASS 3)

a) Total required GE = $0.0032 (TI)(100-R_{SUB})$	=	1.32
b) Required GE of HMA = $0.0032 (TI)(100-R_{AB})$	=	0.39
c) Add 0.2 foot as safety factor to determine total GE for HMA	=	0.59
d) Actual thickness of HMA (t_{HMA})	=	0.25 (Table 633.1)
e) GE of actual thickness of HMA	=	0.58 (Table 633.1)
h) Required GE of Aggregate Base (Class 3) (step a - step e)	=	0.74
i) Actual thickness of Aggregate Base (Class 3) ($t_{AB (CLASS 3)}$)	=	0.70 (Table 633.1)
j) GE of actual thickness of Aggregate Base (Class 3)	=	0.77 (Table 633.1)

The structural section:

0.25 ft HMA (Type A)

0.70 ft AB (Class 3)

0.95 ft

PAVEMENT DESIGN (ENGLISH)

PROJECT: Placerville Station II - Park and Bus Expansion
LOCATION: Parking Areas

JOB NO.: 210124.10
DATE: 8/10/2010

Traffic Index (TI) (20-Year)	=	6
R-value of Aggregate Base (Class 3) (R_{AB})	=	78
R-value of Aggregate Subbase (Class 4) (R_{AS})	=	50
R-value of Basement Soil (R_{SUB})	=	25

STRUCTURAL SECTION CONSISTS OF HMA/AB (CLASS 3)

a) Total required GE = $0.0032 (TI)(100 - R_{SUB})$	=	1.44
b) Required GE of HMA = $0.0032 (TI)(100 - R_{AB})$	=	0.42
c) Add 0.2 foot as safety factor to determine total GE for HMA	=	0.62
d) Actual thickness of HMA (t_{HMA})	=	0.25 (Table 633.1)
e) GE of actual thickness of HMA	=	0.58 (Table 633.1)
h) Required GE of Aggregate Base (Class 3) (step a - step e)	=	0.86
i) Actual thickness of Aggregate Base (Class 3) ($t_{AB (CLASS 3)}$)	=	0.80 (Table 633.1)
j) GE of actual thickness of Aggregate Base (Class 3)	=	0.88 (Table 633.1)

The structural section:

0.25 ft HMA (Type A)

0.80 ft AB (Class 3)

1.05 ft

PAVEMENT DESIGN (ENGLISH)

PROJECT: Placerville Station II - Park and Bus Expansion
LOCATION: Parking Areas

JOB NO.: 210124.10
DATE: 8/10/2010

Traffic Index (TI) (20-Year)	=	6.5
R-value of Aggregate Base (Class 3) (R_{AB})	=	78
R-value of Aggregate Subbase (Class 4) (R_{AS})	=	50
R-value of Basement Soil (R_{SUB})	=	25

STRUCTURAL SECTION CONSISTS OF HMA/AB (CLASS 3)

a) Total required GE = $0.0032 (TI)(100 - R_{SUB})$	=	1.56
b) Required GE of HMA = $0.0032 (TI)(100 - R_{AB})$	=	0.46
c) Add 0.2 foot as safety factor to determine total GE for HMA	=	0.66
d) Actual thickness of HMA (t_{HMA})	=	0.25 (Table 633.1)
e) GE of actual thickness of HMA	=	0.54 (Table 633.1)
h) Required GE of Aggregate Base (Class 3) (step a - step e)	=	1.02
i) Actual thickness of Aggregate Base (Class 3) ($t_{AB (CLASS 3)}$)	=	0.95 (Table 633.1)
j) GE of actual thickness of Aggregate Base (Class 3)	=	1.05 (Table 633.1)

The structural section:

0.25 ft HMA (Type A)

0.95 ft AB (Class 3)

1.20 ft

PAVEMENT DESIGN (ENGLISH)

PROJECT: Placerville Station II - Park and Bus Expansion
LOCATION : Parking Areas

JOB NO.: 210124.10
DATE : 8/10/2010

Traffic Index (TI) (20-Year)	=	7
R-value of Aggregate Base (Class 3) (R_{AB})	=	78
R-value of Aggregate Subbase (Class 4) (R_{AS})	=	50
R-value of Basement Soil (R_{SUB})	=	25

STRUCTURAL SECTION CONSISTS OF HMA/AB (CLASS 3)

a) Total required GE = $0.0032 (TI)(100-R_{SUB})$	=	1.68
b) Required GE of HMA = $0.0032 (TI)(100-R_{AB})$	=	0.49
c) Add 0.2 foot as safety factor to determine total GE for HMA	=	0.69
d) Actual thickness of HMA (t_{HMA})	=	0.25 (Table 633.1)
e) GE of actual thickness of HMA	=	0.54 (Table 633.1)
h) Required GE of Aggregate Base (Class 3) (step a - step e)	=	1.14
i) Actual thickness of Aggregate Base (Class 3) ($t_{AB (CLASS 3)}$)	=	1.05 (Table 633.1)
j) GE of actual thickness of Aggregate Base (Class 3)	=	1.16 (Table 633.1)

The structural section:

0.25 ft HMA (Type A)

1.05 ft AB (Class 3)

1.30 ft

PAVEMENT DESIGN (ENGLISH)

PROJECT: Placerville Station II - Park and Bus Expansion
LOCATION: Parking Areas

JOB NO.: 210124.10
DATE: 8/10/2010

Traffic Index (TI) (20-Year)	=	7.5
R-value of Aggregate Base (Class 3) (R_{AB})	=	78
R-value of Aggregate Subbase (Class 4) (R_{AS})	=	50
R-value of Basement Soil (R_{SUB})	=	25

STRUCTURAL SECTION CONSISTS OF HMA/AB (CLASS 3)

a) Total required GE = $0.0032 (TI)(100 - R_{SUB})$	=	1.80
b) Required GE of HMA = $0.0032 (TI)(100 - R_{AB})$	=	0.53
c) Add 0.2 foot as safety factor to determine total GE for HMA	=	0.73
d) Actual thickness of HMA (t_{HMA})	=	0.25 (Table 633.1)
e) GE of actual thickness of HMA	=	0.50 (Table 633.1)
h) Required GE of Aggregate Base (Class 3) (step a - step e)	=	1.30
i) Actual thickness of Aggregate Base (Class 3) ($t_{AB (CLASS 3)}$)	=	1.20 (Table 633.1)
j) GE of actual thickness of Aggregate Base (Class 3)	=	1.32 (Table 633.1)

The structural section:

0.25 ft HMA (Type A)

1.20 ft AB (Class 3)

1.45 ft

PAVEMENT DESIGN (ENGLISH)

PROJECT: Placerville Station II - Park and Bus Expansion
LOCATION : Parking Areas

JOB NO.: 210124.10
DATE : 8/10/2010

Traffic Index (TI) (20-Year)	=	8
R-value of Aggregate Base (Class 3) (R_{AB})	=	78
R-value of Aggregate Subbase (Class 4) (R_{AS})	=	50
R-value of Basement Soil (R_{SUB})	=	25

STRUCTURAL SECTION CONSISTS OF HMA/AB (CLASS 3)

a) Total required GE = $0.0032 (TI)(100-R_{SUB})$	=	1.92
b) Required GE of HMA = $0.0032 (TI)(100-R_{AB})$	=	0.56
c) Add 0.2 foot as safety factor to determine total GE for HMA	=	0.76
d) Actual thickness of HMA (t_{HMA})	=	0.25 (Table 633.1)
e) GE of actual thickness of HMA	=	0.50 (Table 633.1)
h) Required GE of Aggregate Base (Class 3) (step a - step e)	=	1.42
i) Actual thickness of Aggregate Base (Class 3) ($t_{AB (CLASS 3)}$)	=	1.30 (Table 633.1)
j) GE of actual thickness of Aggregate Base (Class 3)	=	1.43 (Table 633.1)

The structural section:

0.25 ft HMA (Type A)

1.30 ft AB (Class 3)

1.55 ft

PAVEMENT DESIGN (ENGLISH)

PROJECT: Placerville Station II - Park and Bus Expansion
LOCATION: Street

JOB NO.: 210124.10
DATE: 8/10/2010

Traffic Index (TI) (20-Year)	=	5
R-value of Aggregate Base (Class 3) (R_{AB})	=	78
R-value of Aggregate Subbase (Class 4) (R_{AS})	=	50
R-value of Basement Soil (R_{SUB})	=	25

STRUCTURAL SECTION CONSISTS OF HMA/AB (CLASS 3)

a) Total required GE = $0.0032 (TI)(100 - R_{SUB})$	=	1.20
b) Required GE of HMA = $0.0032 (TI)(100 - R_{AB})$	=	0.35
c) Add 0.2 foot as safety factor to determine total GE for HMA	=	0.55
d) Actual thickness of HMA (t_{HMA})	=	0.25 (Table 633.1)
e) GE of actual thickness of HMA	=	0.63 (Table 633.1)
h) Required GE of Aggregate Base (Class 3) (step a - step e)	=	0.57
i) Actual thickness of Aggregate Base (Class 3) ($t_{AB (CLASS 3)}$)	=	0.55 (Table 633.1)
j) GE of actual thickness of Aggregate Base (Class 3)	=	0.61 (Table 633.1)

The structural section:

0.25 ft HMA (Type A)

0.55 ft AB (Class 3)

0.80 ft

PAVEMENT DESIGN (ENGLISH)

PROJECT: Placerville Station II - Park and Bus Expansion
LOCATION: Street

JOB NO.: 210124.10
DATE: 8/10/2010

Traffic Index (TI) (20-Year)	=	6
R-value of Aggregate Base (Class 3) (R_{AB})	=	78
R-value of Aggregate Subbase (Class 4) (R_{AS})	=	50
R-value of Basement Soil (R_{SUB})	=	25

STRUCTURAL SECTION CONSISTS OF HMA/AB (CLASS 3)

a) Total required GE = $0.0032 (TI)(100-R_{SUB})$	=	1.44
b) Required GE of HMA = $0.0032 (TI)(100-R_{AB})$	=	0.42
c) Add 0.2 foot as safety factor to determine total GE for HMA	=	0.62
d) Actual thickness of HMA (t_{HMA})	=	0.30 (Table 633.1)
e) GE of actual thickness of HMA	=	0.69 (Table 633.1)
h) Required GE of Aggregate Base (Class 3) (step a - step e)	=	0.75
i) Actual thickness of Aggregate Base (Class 3) ($t_{AB (CLASS 3)}$)	=	0.70 (Table 633.1)
j) GE of actual thickness of Aggregate Base (Class 3)	=	0.77 (Table 633.1)

The structural section:

0.30 ft HMA (Type A)

0.70 ft AB (Class 3)

1.00 ft

PAVEMENT DESIGN (ENGLISH)

PROJECT: Placerville Station II - Park and Bus Expansion
LOCATION: Street

JOB NO.: 210124.10
DATE: 8/10/2010

Traffic Index (TI) (20-Year)	=	7
R-value of Aggregate Base (Class 3) (R_{AB})	=	78
R-value of Aggregate Subbase (Class 4) (R_{AS})	=	50
R-value of Basement Soil (R_{SUB})	=	25

STRUCTURAL SECTION CONSISTS OF HMA/AB (CLASS 3)

a) Total required GE = $0.0032 (TI)(100 - R_{SUB})$	=	1.68
b) Required GE of HMA = $0.0032 (TI)(100 - R_{AB})$	=	0.49
c) Add 0.2 foot as safety factor to determine total GE for HMA	=	0.69
d) Actual thickness of HMA (t_{HMA})	=	0.35 (Table 633.1)
e) GE of actual thickness of HMA	=	0.75 (Table 633.1)
h) Required GE of Aggregate Base (Class 3) (step a - step e)	=	0.93
i) Actual thickness of Aggregate Base (Class 3) ($t_{AB (CLASS 3)}$)	=	0.90 (Table 633.1)
j) GE of actual thickness of Aggregate Base (Class 3)	=	0.99 (Table 633.1)

The structural section:

0.35 ft HMA (Type A)

0.90 ft AB (Class 3)

1.25 ft

PAVEMENT DESIGN (ENGLISH)

PROJECT: Placerville Station II - Park and Bus Expansion
LOCATION : Street

JOB NO.: 210124.10
DATE : 8/10/2010

Traffic Index (TI) (20-Year)	=	8
R-value of Aggregate Base (Class 3) (R_{AB})	=	78
R-value of Aggregate Subbase (Class 4) (R_{AS})	=	50
R-value of Basement Soil (R_{SUB})	=	25

STRUCTURAL SECTION CONSISTS OF HMA/AB (CLASS 3)

a) Total required GE = $0.0032 (TI)(100-R_{SUB})$	=	1.92
b) Required GE of HMA = $0.0032 (TI)(100-R_{AB})$	=	0.56
c) Add 0.2 foot as safety factor to determine total GE for HMA	=	0.76
d) Actual thickness of HMA (t_{HMA})	=	0.40 (Table 633.1)
e) GE of actual thickness of HMA	=	0.80 (Table 633.1)
h) Required GE of Aggregate Base (Class 3) (step a - step e)	=	1.12
i) Actual thickness of Aggregate Base (Class 3) ($t_{AB (CLASS 3)}$)	=	1.05 (Table 633.1)
j) GE of actual thickness of Aggregate Base (Class 3)	=	1.16 (Table 633.1)

The structural section:

0.40 ft HMA (Type A)

1.05 ft AB (Class 3)

1.45 ft

PAVEMENT DESIGN (ENGLISH)

PROJECT: Placerville Station II - Park and Bus Expansion
LOCATION: Street

JOB NO.: 210124.10
DATE: 8/10/2010

Traffic Index (TI) (20-Year)	=	9
R-value of Aggregate Base (Class 3) (R_{AB})	=	78
R-value of Aggregate Subbase (Class 4) (R_{AS})	=	50
R-value of Basement Soil (R_{SUB})	=	25

STRUCTURAL SECTION CONSISTS OF HMA/AB (CLASS 3)

a) Total required GE = $0.0032 (TI)(100 - R_{SUB})$	=	2.16
b) Required GE of HMA = $0.0032 (TI)(100 - R_{AB})$	=	0.63
c) Add 0.2 foot as safety factor to determine total GE for HMA	=	0.83
d) Actual thickness of HMA (t_{HMA})	=	0.45 (Table 633.1)
e) GE of actual thickness of HMA	=	0.85 (Table 633.1)
h) Required GE of Aggregate Base (Class 3) (step a - step e)	=	1.31
i) Actual thickness of Aggregate Base (Class 3) ($t_{AB (CLASS 3)}$)	=	1.20 (Table 633.1)
j) GE of actual thickness of Aggregate Base (Class 3)	=	1.32 (Table 633.1)

The structural section:

0.45 ft HMA (Type A)

1.20 ft AB (Class 3)

1.65 ft

PAVEMENT DESIGN (ENGLISH)

PROJECT: Placerville Station II - Park and Bus Expansion
LOCATION : Street

JOB NO.: 210124.10
DATE : 8/10/2010

Traffic Index (TI) (20-Year)	=	10
R-value of Aggregate Base (Class 3) (R_{AB})	=	78
R-value of Aggregate Subbase (Class 4) (R_{AS})	=	50
R-value of Basement Soil (R_{SUB})	=	25

STRUCTURAL SECTION CONSISTS OF HMA/AB (CLASS 3)

a) Total required GE = $0.0032 (TI)(100-R_{SUB})$	=	2.40
b) Required GE of HMA = $0.0032 (TI)(100-R_{AB})$	=	0.70
c) Add 0.2 foot as safety factor to determine total GE for HMA	=	0.90
d) Actual thickness of HMA (t_{HMA})	=	0.50 (Table 633.1)
e) GE of actual thickness of HMA	=	0.90 (Table 633.1)
h) Required GE of Aggregate Base (Class 3) (step a - step e)	=	1.50
i) Actual thickness of Aggregate Base (Class 3) ($t_{AB (CLASS 3)}$)	=	1.40 (Table 633.1)
j) GE of actual thickness of Aggregate Base (Class 3)	=	1.54 (Table 633.1)

The structural section:

0.50 ft HMA (Type A)

1.40 ft AB (Class 3)

1.90 ft

PAVEMENT DESIGN (ENGLISH)

PROJECT: Pacerville Station II - Park and Bus Expansion
LOCATION : Street

JOB NO.: 210124.10
DATE : 8/10/2010

Traffic Index (TI) (20-Year) = 5
R-value of Basement Soil (R_{SUB}) = 25

STRUCTURAL SECTION CONSISTS OF FULL HMA

a) Total required GE = $0.0032 (TI)(100 - R_{SUB})$ = 1.20
b) Add 0.1 foot as safety factor to determine total GE for HMA = 1.30
c) Actual thickness of HMA (t_{HMA}) = 0.55 (Table 633.1)
d) GE of actual thicknss of HMA = 1.41 (Table 633.1)

The structural section:

0.55 ft HMA (Type A)

0.55 ft

PAVEMENT DESIGN (ENGLISH)

PROJECT: Pacerville Station II - Park and Bus Expansion
LOCATION: Street

JOB NO.: 210124.10
DATE: 8/10/2010

Traffic Index (TI) (20-Year)

= 6

R-value of Basement Soil (R_{SUB})

= 25

STRUCTURAL SECTION CONSISTS OF FULL HMA

a) Total required GE = $0.0032 (TI)(100 - R_{SUB})$

= 1.44

b) Add 0.1 foot as safety factor to determine total GE for HMA

= 1.54

c) Actual thickness of HMA (t_{HMA})

= 0.65 (Table 633.1)

d) GE of actual thicknss of HMA

= 1.61 (Table 633.1)

The structural section:

0.65 ft HMA (Type A)

0.65 ft

PAVEMENT DESIGN (ENGLISH)

PROJECT: Pacerville Station II - Park and Bus Expansion
LOCATION: Street

JOB NO.: 210124.10
DATE: 8/10/2010

Traffic Index (TI) (20-Year)
R-value of Basement Soil (R_{SUB})

= 7
= 25

STRUCTURAL SECTION CONSISTS OF FULL HMA

- a) Total required GE = $0.0032 (TI)(100 - R_{SUB})$
- b) Add 0.1 foot as safety factor to determine total GE for HMA
- c) Actual thickness of HMA (t_{HMA})
- d) GE of actual thicknss of HMA

= 1.68
= 1.78
= 0.75 (Table 633.1)
= 1.80 (Table 633.1)

The structural section:

0.75 ft HMA (Type A)

0.75 ft

PAVEMENT DESIGN (ENGLISH)

PROJECT: Pacerville Station II - Park and Bus Expansion
LOCATION : Street

JOB NO.: 210124.10

DATE : 8/10/2010

Traffic Index (TI) (20-Year) = 8
R-value of Basement Soil (R_{SUB}) = 25

STRUCTURAL SECTION CONSISTS OF FULL HMA

a) Total required GE = $0.0032 (TI)(100 - R_{SUB})$ = 1.92
b) Add 0.1 foot as safety factor to determine total GE for HMA = 2.02
c) Actual thickness of HMA (t_{HMA}) = 0.90 (Table 633.1)
d) GE of actual thicknss of HMA = 2.15 (Table 633.1)

The structural section:

0.90 ft HMA (Type A)

0.90 ft

PAVEMENT DESIGN (ENGLISH)

PROJECT: Pacerville Station II - Park and Bus Expansion
LOCATION: Street

JOB NO.: 210124.10
DATE: 8/10/2010

Traffic Index (TI) (20-Year) = 9
R-value of Basement Soil (R_{SUB}) = 25

STRUCTURAL SECTION CONSISTS OF FULL HMA

a) Total required GE = $0.0032 (TI)(100 - R_{SUB})$ = 2.16
b) Add 0.1 foot as safety factor to determine total GE for HMA = 2.26
c) Actual thickness of HMA (t_{HMA}) = 1.00 (Table 633.1)
d) GE of actual thicknss of HMA = 2.33 (Table 633.1)

The structural section:

1.00 ft HMA (Type A)

1.00 ft

PAVEMENT DESIGN (ENGLISH)

PROJECT: Pacerville Station II - Park and Bus Expansion
LOCATION: Street

JOB NO.: 210124.10
DATE: 8/10/2010

Traffic Index (TI) (20-Year) = 10
R-value of Basement Soil (R_{SUB}) = 25

STRUCTURAL SECTION CONSISTS OF FULL HMA

a) Total required GE = $0.0032 (TI)(100 - R_{SUB})$ = 2.40
b) Add 0.1 foot as safety factor to determine total GE for HMA = 2.50
c) Actual thickness of HMA (t_{HMA}) = 1.10 (Table 633.1)
d) GE of actual thickness of HMA = 2.51 (Table 633.1)

The structural section:

1.10 ft HMA (Type A)

1.10 ft