

**CITY OF PLACERVILLE
ENGINEERING DIVISION**



**REQUEST FOR PROPOSALS
FOR ENGINEERING DESIGN AND ENVIRONMENTAL CONSULTING SERVICES**

for

**CLAY STREET REALIGNMENT PROJECT
(CIP #40617)
A Federally Funded HBP Project
Project No. BRCMLO-5015(011)**

**Release Date: August 26th, 2015
Proposals due by: October 6th, 2015 at 4:00 pm**

A complete copy of the RFP and attachments can be found at:
www.cityofplacerville.org/our_city/RFP

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Attachment A Sample Consulting Services Agreement	
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Attachment D Main Street Streetscape Design Development Plan, July, 2005	
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Attachment G Exhibit 10-O1: Consultant Proposal DBE Commitment	
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CD CONTENTS (AVAILABLE UPON REQUEST):

CAD Drawings and Survey (files)

Environmental

- Air Quality CE Conformity Checklist
- Area of Potential Effect (2009)
- Draft Archaeological Survey Report (2010)
- Draft Extended Phase 1 Report (2010)
- Draft Historical Resources Evaluation Report (2010)
- Evaluation of Red Legged Frog Impacts – Letter
- Initial Site Assessment – Clay Street (2009)
- Natural Environmental Study and Jurisdictional Delineation Report (2011)
- Notice of Preparation of EIR (2014)
- Preliminary Environmental Study (2009)
- Risk Memo – Taber Consultants (2010)
- State Department of Preservation – Letter (2010)
- Archive: Initial Study MND (files)

Miscellaneous Reference Items

- 1891 Sanborn Map
- 1913 Town Site Map
- 1928 Clay Street Profile
- 1953 Clay Street at Highway 50
- 1956 Southern Pacific Station Plan
- 1975 Intercounty Title Survey Record
- 2006 Main Street Rehabilitation
- Caltrans Relinquishment Agreement (2014)
- Clay Street Realignment Concept Drawing
- Record of Survey 3-72
- Record of Survey 12-125
- Right of Way & Track Map

Traffic

- Fehr & Peers Traffic Simulation (files)
- Accident Data 2004-2014
- Fehr & Peers Final Traffic Study (2009)
- Fehr & Peers Forecast Travel Demand (2014)

Utilities

- City Sewer Map Sheet 35
- City Water Map Sheet 35
- Highway 50 Clay Street Sewer (plan sheet)
- Lamppost-Lighting Standard

Farmers Market Concept

2009 Hydrology Report

2007 Preliminary Foundation Report

2015 Preliminary Project Alignment

SECTION 1: PROJECT INFORMATION & PROPOSAL REQUIREMENTS

INTRODUCTION

The City was previously under contract for preliminary design and environmental review (NEPA only) for the realignment of Clay Street and bridge replacement with a roundabout as the preferred alternative for the intersection at Cedar Ravine and Main Street. Due to public opposition, the City has removed the roundabout alternative for the intersection design and the previous scope of work for the project has been completed. Subsequently, previously approved Congestion Mitigation and Air Quality (CMAQ) funding for the round-a-bout intersection was deobligated.

With other funding still intact from the Federal Highway Bridge Program (HBP), Regional Surface Transportation Program (RSTP) exchange, and local Traffic Impact Mitigation (TIM) fees, the City of Placerville (City) will realign Clay Street to opposite Cedar Ravine Road at that intersection, replace the existing functionally obsolete one-lane bridge over Hangtown Creek, reconfigure the Ivy House parking lot, and improve the Locust Street parking lot. The new Clay Street/Cedar Ravine Road/Main Street intersection will be a 4-way stop with improvements for future signalization.

The realigned Clay Street and new bridge will accommodate a two-lane street with sidewalks on both sides of the road with pedestrian and bike connections to the El Dorado Trail and ultimately the Locust Street parking lot. The Ivy House parking lot is expected to be subdivided into two separate parking lots owned and maintained by the City. Currently, the Ivy House parking lot houses the Saturday morning Farmers Market. The ultimate design will consider long term affects to the Farmers Market and should take into consideration their special needs.

The project will affect local streets inclusive of Main Street and Cedar Ravine Road, both designated as minor arterials. The historic Druid Monument located at the intersection of Cedar Ravine Road and Main Street is expected to remain in its current location to minimize its impact. Cedar Ravine Creek is a tributary to Hangtown Creek and enters by way of a culvert at the existing bridge south abutment. A portion of the culvert is located directly beneath the Ivy House parking lot and continues south to where it terminates just south of the Pacific Street/Cedar Ravine Road intersection and becomes a channel parallel to Cedar Ravine Road. A portion of the culvert as it crosses under Main Street to its daylight at the existing bridge is expected to be affected by the Clay Street realignment and parking lot reconstruction. Additionally, the Hangtown Creek viewing area just north of the Ivy House parking lot will also be affected..

Previous plans incorporated an extension of the El Dorado Trail from Clay Street to Bedford Avenue; this extension was completed by the City this year (2015) under a separate contract, therefore the only design consideration relating to the trail and incorporated into this project will be pedestrian and bike access to and from the trail at Clay Street. Additionally, design concepts for the Farmers Market have been developed to show potential relocation to the El Dorado Trail between Clay Street to Locust Avenue.

Considering the project complexities, City Staff has determined it necessary to hire a consultant team with the appropriate qualifications, experience and knowledge to provide the remaining design, engineering, environmental document (NEPA only) updates and

completion, right-of-way, and construction contract documents preparation. This Request for Proposals (RFP) seeks engineering firms that have the necessary expertise to assist the City in driving and completing this project.

PROJECT VICINITY MAP



SCOPE OF SERVICES

The City of Placerville is seeking proposals from qualified firms to provide professional engineering and design services. The services, in general, shall resume where the previous consultant left off, utilizing all applicable studies and documents and updating as necessary to meet current and applicable standards. Previously developed project documents will be provided via CD (contents listed on page 2 of this RFP) upon request to the Engineering Division located on the 3rd floor in City Hall or can be overnighted for a fee of \$10.00.

The consultant will update and complete the NEPA document as necessary; the CEQA document is under a separate contract between the City and Pacific Municipal Consultants (PMC). The consultant will be expected to interface with PMC as necessary for both the NEPA and CEQA updates. The consultant will be expected to provide any supplemental site surveying, Right-of-Way engineering, and continue through the development of final contract documents including Plans, Specification, and Estimate (PS&E), and bid preparation. The consultant should be well versed in the Highway Bridge Program funding requirements and provide the City with funding support throughout this PS&E phase.

Coordination is required to address adjacent projects and the City's overall goal set forth by the Main Street Streetscape Design Development Plan (Attachment D) and Non-Motorized Transportation Plan (Attachment E) is required.

Consideration should be given to the Cedar Ravine culvert and its entrance to Hangtown Creek and how it will be affected during construction of the realigned Clay Street. Clay Street will bisect the Ivy House lot to create two separate parking lots; consideration should be given to traffic flow into and out of the reconstructed Ivy House parking lots. The Locust Street

parking lot (located on the west side of Locust Street adjacent to the El Dorado Trail) is to be enhanced to accommodate the lost parking from the Ivy House lot; lighting, striping, signage, etc. should all be considered. A large cork oak community tree currently grows on the north side of the existing Cedar Ravine and Main Street intersection. Design alternatives should be considered around the existing location of the tree.

The proposal must incorporate, at a minimum, appropriate deliverables to address the following:

- Provide clear project scope of work to be completed with corresponding task budget.
- Site surveying as necessary to supplement previous field data.
- Update of the NEPA Environmental Document.
- Update of the Hydrology/Hydraulics Report.
- Organize and attend property owner meetings as necessary in an effort to keep affected property owners informed. Public meetings will be warranted.
- Develop preliminary design of 35% Plans and Estimate.
- Coordinate with all utilities and bring any conflicts to a successful conclusion.
- Maintain an on-time project schedule and successfully complete within budget.
- Obtain necessary permits from other agencies inclusive of the Army Corps of Engineers, California Department of Fish and Wildlife, Regional Water Quality Control Board, etc. It is anticipated that Caltrans Right-of-Way may be affected by this project.
- Complete preliminary design 65% Plans and Estimate.
- Prepare and Complete 100% Final Design (PS&E) inclusive of all federal requirements and providing all specifications and plans in City format.
- Bidding Support and Management.
- Provide Construction Engineering support assistance as requested as needed.

Proposals shall include an optional task outlining qualifications and experience for Construction Management Services inclusive of construction administration, inspection, and preparation of record drawings in accordance with the Caltrans Local Assistance Procedures Manual.

This list is not intended to be exhaustive or complete. Consultants are expected to develop a knowledge of the project prior to submitting their proposal, and are expected to exercise professional judgment, based upon their expertise, in preparing their proposal.

PROPOSAL REQUIREMENTS

Please submit one (1) unbound original and four (4) bound copies of the Proposal along with one (1) CD or thumb-drive of the complete proposal (PDF format is preferred). The submittal should consist of the following items and provide brief answers to the additional questions below.

1. A cover letter identifying name, address, and telephone number of the principal person representing the firm, signed by a person authorized to execute a contract with the City.

2. A list of personnel to be assigned to the proposed project including sub consultant personnel as applicable. Provide relevant information to show why the person proposed to lead the project is competent and favorable for this job.
3. Provide an organizational chart and rate schedule for all personnel that may work on the project, including any sub consultants.
4. A statement acknowledging that the prospective Consultant has reviewed the language contained with the City's Standard Professional Services Contract (Attachment A) and that the consultant will enter into that agreement, or explain which provisions are taken under exception.
5. A completed Disadvantaged Business Enterprise (DBE) Commitment form (Exhibit 10-O1), Attachment G of this RFP.
6. Describe what makes your firm uniquely qualified to do this work for the City of Placerville. Provide an understanding of the Project based on existing information available in the Request for Proposal, from site visits, available documents, and from applicable regulations or requirements.
7. Describe your firm's understanding and approach to the project.
8. Describe your firm's experience in dealing with road realignments in commercial areas, areas with limited access, strategy to public outreach, historic downtown areas and how you plan to apply this experience to this project.
9. If sub-consultants or joint consultants are proposed, describe previous working experience on other projects, and indicate the areas of work and approximate percentage of total fee that these sub-consultant(s) would be doing.
10. Provide a detailed project schedule for scope tasks
11. Provide a Cost Proposal as detailed below.
12. Provide a Preliminary Construction Cost Estimate based on your project proposal and illustrate an understanding with regard to available funding of the project.

Each response to this RFP shall include the information described in this section in the specified order (tabs and page numbers are required). Failure to include all the elements specified may be cause for rejection. Additional information may be provided, but should be succinct and relevant to the goals of this RFP.

The Consultant's Proposal package shall be limited to 25 pages (not including the cost proposal submitted in a separate sealed envelope). Charts, exhibits, and schedules may be included in 11x17 page format and shall be folded to fit into an 8½x11 sheet and will count as one (1) page.

COST PROPOSAL REQUIREMENTS

In addition to the Proposal, Proposers must submit a Cost Proposal separately in a sealed envelope with the following information typed or printed on the outside of the envelope:

Proposer's Name
Clay Street Realignment and Bridge Replacement Project – CIP #40617
Cost Proposal

The Cost Proposal must detail all costs to be paid by the City of Placerville under the Contract including, without limitation, staff hours and hourly rates for each team member proposed to complete the project. The Cost Proposal shall include compensation for wages, salary-related

benefits, overhead, administration, materials, and all other direct costs, profit and a total “not-to-exceed” sum for this proposal. The Cost Proposal must match the proposed scope of work and stay within the funding for the project. The Cost Proposal may indicate costs for additional work outside of the stated budget for informational purposes and for future planning by the City.

Attachment B of this RFP is a sample cost proposal for reference or use.

Any supplies, equipment, transportation, or other elements necessary to complete the proposed project not addressed elsewhere in the Proposal, that are not being provided by Proposer, must be explicitly specified. If cost estimates are available for these items, they should be included. The sources and dates of estimates should also be provided.

MODIFICATION OR WITHDRAWAL OF PROPOSAL

Any proposal received prior to the date and time specified for submittal may be withdrawn or modified by written request of the prospective Consultant.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

This project is federally funded and the Consultant will be required to comply with federal regulations (49 CFR, Part 26) and take necessary steps to ensure that DBE firms have the opportunity to participate. For detailed information and requirements regarding the DBE Program, see Chapter 9 Civil Rights and Disadvantaged Business Enterprises of the Caltrans Local Assistance Procedures Manual (LAPM).

The DBE participation requirement for this agreement is 7%.

The consultant must meet the DBE goal, or provide documentation indicating a good faith effort was made to meet the contract goal. Good faith efforts must be documented by the consultant and approved by the local agency (see Exhibit 15-H DBE Information-Good Faith Efforts of the LAPM).

Attachment F contains additional information regarding the DBE requirement. Attachment G, *Exhibit 10-01 Consultant Proposal DBE Commitment*, must be included in the proposal package.

PREVAILING WAGE REQUIREMENTS

The City requires consultant services on public works projects involving local, State, and/or Federal funds to be consistent with prevailing wage laws. Fee schedules must be consistent with applicable prevailing wage requirements.

NON-LOBBYING CERTIFICATION

The prospective participant certifies by signing and submitting a proposal to the best of his or her knowledge and belief that:

- (1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal

loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

The prospective participant also agrees by submitting his/her proposal that he/she shall require that the language of this certification be included in all lower-tier subcontracts which exceed \$100,000 and that all such sub-recipients shall certify and disclose accordingly.

Exhibit 10-Q Disclosure of Lobbying Activities form, Attachment H of this RFP, shall be completed and submitted with the proposal.

REJECTION OF PROPOSALS

Prospective Consultants interested in being considered must submit a proposal in compliance with this notice. Failure to meet the minimum requirements of the RFP shall be cause for rejection of the package. The City reserves the right to reject any or all proposals.

EVALUATION AND CONTRACT AWARD

Selection of a consultant will not necessarily result in a project guarantee with the City of Placerville. Selection of consultant is a Staff recommendation and entering into a contract is only by action of the City Council and is not in force until fully executed by authorized personnel.

Proposals received that conform to the instructions provided in this section of the RFP will be evaluated by a Selection Committee designated by the City of Placerville. Proposals must comply with the requirements of this RFP to be deemed responsive. The evaluation will be performed using the criteria described herein. The evaluation process will result in a rank ordering of firms based upon qualifications. Based on a short-listing of firms, certain Consultants may be asked to attend an oral interview as part of the final ranking process. Consultant references may be contacted regarding past performance and clients may be considered as part of the proposal evaluation process.

Upon determination of the final ranking, The City of Placerville will commence contract negotiations with the highest-ranked firm for the purpose of finalizing a recommendation of award to the City Council.

INQUIRIES AND RESPONSES

All inquiries to this RFP should be submitted to:

City of Placerville
Engineering Division
Katy Reiersen, Associate Civil Engineer
E-mail: kreiersen@cityofplacerville.org
(530) 642-5250

All proposals shall be received no later than **4:00 pm, October 6, 2015**, at

City of Placerville
Engineering Division
3101 Center Street, 3rd Floor
Placerville, California 95667

Prospective consultants are cautioned not to rely upon any oral statements that they may have obtained. Prospective consultants shall direct all inquiries to the Engineering Division.

All proposals shall be submitted in a sealed envelope that is clearly marked:

Request for Proposals
CLAY STREET REALIGNMENT PROJECT
CIP #40617
Engineering Division

Late proposals will not be accepted.

SECTION 2: LEGAL NOTICES & CONTRACT PROVISIONS

I. THE CITY OF PLACERVILLE PROPOSAL AND CONSULTANT POLICIES

A. RFP AS THE BASIS FOR PROPOSALS

This RFP, including any addenda, will represent the most definitive statement the City of Placerville will make concerning information upon which Proposals are to be based. Any information, verbal or written, which is not contained in this RFP and addenda thereto, will not be considered by the City of Placerville in evaluating the Proposals.

B. AGENCY RIGHT TO WAIVE MINOR IRREGULARITIES

The City of Placerville reserves the right to waive minor irregularities in the proposal process or to modify the selection process and timeline as it deems necessary.

C. ROLE OF CONSULTANT

The division of work among the selected Consultant and any proposed sub-consultant is left to the selected Consultant to identify in assembling a project team. The selected Consultant will be responsible for management, design integration, scheduling, control, review and approval of all subcontract work and services for the total project. The selected Consultant will be responsible for the quality and timeliness of all sub-consultant work and must coordinate all sub-consultant activities. The selected Consultant must keep the City of Placerville apprised of any problems incurred and provide regular progress and budget reports. At The City of Placerville's direction, or as detailed in this RFP, the selected Consultant may be required to coordinate directly with other City of Placerville consultants and contractors.

The selected Consultant will be responsible for assuring that all subcontract work is in conformance with the project's policies, standards, and criteria. Use of any sub-consultants not identified in the Proposal will be subject to prior approval by The City of Placerville.

D. LIMITATION AND AWARD

The City of Placerville reserves the right to award multiple contracts. This RFP does not commit the City of Placerville to award a contract. The City of Placerville reserves the right to reject all Proposals. If The City of Placerville rejects all Proposals, the project may be abandoned, re-advertised, or performed in any manner authorized under City ordinance and applicable law.

The contents of the successful Consultant's Proposal will be incorporated into the resulting contract. The City of Placerville's Sample Contract is included in Attachment A of this RFP. The City of Placerville reserves the right to rescind the contract award if the selected Consultant is unable or unwilling to enter into a contract substantially identical to the sample contract within twenty (20) days from the date it is sent to the selected Consultant for execution.

Proposals will be made available, upon request, for copying or inspection when a recommendation is made for award of the resulting contract.

E. DEBARRED BIDDERS

The Consultant, including any of its officers or holders of a controlling interest, is obligated to inform the City of Placerville whether or not it is or has been on any debarred bidders' list maintained by the State of California or any federal agency. Should the Consultant be included on such a list during the performance of this project, it must inform the City of Placerville. Failure to do so may result in rejection of the proposal.

F. DISCLOSURE OF PROPOSAL INFORMATION

Once submitted, Proposals become a matter of public record. Where a Consultant submits technical or business information that is claimed to be confidential, Consultant must so indicate by delineating each section of the proposal with the heading "Confidential". The City of Placerville will give consideration to the claim of confidentiality. However, Consultants should understand that the City of Placerville has reservations as to whether any such information is exempt from disclosure under the California Public Records Act (Government Code Section 6250, et seq). The City of Placerville will notify a Consultant if it receives a request for release of information identified as confidential by Proposer. By submitting its proposal, Consultant agrees that the City of Placerville will not be held liable for complying with the Public Records Act.

G. USE OF RFP IDEAS

The City of Placerville reserves the right to use any or all of Consultant's ideas as set forth in its Proposal. Selection or rejection of the Proposal does not affect this right.

H. FACILITIES AND RESOURCES

Consultant must furnish all equipment, facilities, labor, supervision, and any and all other required materials and services, except as otherwise specified in Consultant's Proposal. No City of Placerville resources in terms of personnel, facilities, or equipment will be provided unless agreed upon in writing.

II. CITY OF PLACERVILLE BID/PROPOSAL PROTEST PROCEDURE

A. SCOPE OF PROTEST PROCEDURE

This Article specifies procedures for interested parties to protest the following City of Placerville staff actions:

- 1) A written recommendation to the City Council to disqualify a bidder, subcontractor, or proposer; and/or,
- 2) A written recommendation to the City Council to award a Contract to a particular bidder or proposer.

B. EFFECT OF PROTEST ON CONTRACT AWARD OR BID OPENING

When a protest has been properly filed prior to Contract award, the City Council will not award the Contract prior to issuance of a final decision on the protest. When a

protest has been properly filed before the opening of bids, bids will not be opened prior to the City Council's decision on the protest.

C. RELEASE OF PROTEST INFORMATION

Materials submitted as a part of the protest resolution process will be available to the public except to the extent that:

- 1) The withholding of information is permitted or required by law or regulation; and
- 2) The information is designated proprietary by the person submitting the information to the City of Placerville. If the person submitting material to the City of Placerville indicates that the material contains proprietary material that should be withheld, a statement advising of this fact must be affixed to the front page of the material submitted, and the alleged proprietary information must be specifically identified in the body of the materials wherever it appears.

D. MAINTENANCE OF PROTEST RECORDS

The City Engineer or her designee will maintain a written record of each step taken in every bid or proposal protest. The record will list dates of each event and photocopies of all correspondence sent and/or received by the City of Placerville pertaining to the protest. These records will be retained for at least three (3) years from the date each protest is resolved.

E. WHO MAY FILE A PROTEST

Protests may be filed only by interested parties. Interested parties are defined as actual or prospective Consultants for a City of Placerville contract and subcontractors or suppliers at any tier whose direct economic interest would be affected by an award or failure to amend a Contract, a provision of the specifications, or a bid or proposal submitted to the City of Placerville by a prime Consultant, or by the interpretation of the provisions of such documents. Submission of a bid or sub-bid protest will be deemed a waiver of any protest to any provision of the specifications which is not the subject of the protest, and entitle the bidder/proposer or sub-bidder/sub-consultant only to protest any subsequent recommendations/decisions of the City of Placerville staff, the City Engineer, or the City Council to disqualify the bidder/proposer, reject its bid/proposal, or award the Contract.

F. TIME FOR FILING A PROTEST

Protest to any particular provision of the specification must be received by the City of Placerville no later than five (5) working days prior to the date established in the RFP as the deadline for the submittal of bids, proposals or qualifications. Protests of staff's recommendation to the City Council pertaining to the award of a Contract or the list of qualified proposers responding to an RFP must be received by the City of Placerville no later than five (5) working days from the date of the letter providing notice of the staff recommendation.

G. FORM FOR FILING A PROTEST

Protests must be addressed to the Placerville City Engineer, 3101 Center Street, Placerville, CA 95667. Protests must be in writing and contain a statement of the ground(s) for protest. At least ten (10) copies of the protest must be submitted by the protestor in the time and manner specified in this Article. The City Engineer or her designee will provide notice, by telephone or by letter, to all bidders or proposers known to the City of Placerville for the Contract that is the subject of the protest. Such notice will state that a protest has been filed with the City of Placerville and identify the name of the protestor. The notice will be given not more than five (5) working days after receipt of a properly filed protest. The notice will state that interested parties will receive further information relative to the protest only if they submit a written request to the City Engineer.

H. THE CITY OF PLACERVILLE'S PRELIMINARY RESPONSE TO A PROTEST

All City of Placerville responses to a protest will be issued in writing. The City Engineer will designate a City staff person who, not more than ten (10) working days after receipt of a properly filed protest, will prepare and mail the following information to the protestor and all interested parties requesting such information:

- 1) A preliminary staff response to the protest including a brief explanation of the rationale supporting the response; and
- 2) The proposed time, date and place of the meeting at which the protestor and The City of Placerville staff will attempt to resolve the protest, if such a meeting is appropriate in the judgment of the City Engineer.

Within five (5) working days after the meeting, or if no meeting is scheduled, within five (5) calendar days after the date the City of Placerville's response was mailed, the protestor must give the City Engineer written notice that the protest is withdrawn or, alternatively, that the protestor requests further consideration of the protest.

If the protestor fails to deliver such notice to the City Engineer by the applicable deadline, the protest will be deemed withdrawn.

I. FURTHER INVESTIGATION OF PROTEST

If a protest is not withdrawn the City Engineer or her designee will further investigate the protest. The City Engineer may contract for third-party consulting services to investigate a protest, when necessary. The City Engineer may negotiate with the protestor and other interested parties to share the cost of such consulting services. As part of the investigation, the City Engineer or his/her designee will establish reasonable times when the City of Placerville, the protestor, and other interested parties will exchange all documents and arguments relevant to the protest.

Upon written request of the protestor, the City Engineer may forward the protest and the City of Placerville's staff response to the City Council for decision without further investigation of the protest by the City Engineer. If the City Engineer elects to proceed without further investigation of the protest, the prior City of Placerville staff response will be the recommendation of the City Engineer and the City Engineer will proceed as set out as follows in section J. City Engineer's Recommendation or Decision.

J. CITY ENGINEER'S RECOMMENDATION OR DECISION

Following investigation, the City Engineer will distribute to the protestor, and all interested parties requesting such information, either a written decision, if the City Engineer is awarding authority, or a written recommendation that the City Engineer will submit to the City Council to resolve the protest, if the City Council is the awarding authority. The City Engineer's written decision is final. Within five (5) working days after the date of the letter transmitting the City Engineer's recommendation on the protest, the protestor must notify the City Engineer in writing whether that the protest is withdrawn or that the protestor requests the protest continue to the City Council for decision. If the protestor fails to submit such a notice, the protest will be deemed to be withdrawn and all proceedings will cease.

K. SUBMITTAL OF PROTEST TO THE CITY COUNCIL

If the protest is continued to the City Council for resolution, the protestor, and all interested parties requesting such information, will be notified of the date, time and place of the City Council's hearing at which the protest will be considered; and the date that the protestor and other interested parties must submit written comments with respect to the recommendation. The date established by the City Engineer for submittal of comments by the protestor and other persons will allow a reasonable period for rebuttal and may vary according to the complexity of the particular protest.

A copy of the agenda package sent to City Council members prior to a protest hearing will be sent to the protestor and sent or made available to any interested person at least five (5) working days before the hearing and will include the City Council's recommendation and all written comments received from the protestor and other persons within the submittal period. If the City Engineer has revised his/her recommendation since its distribution, a written description of the new intended decision and the reason(s) for revision will be sent to the protestor and sent or otherwise made available to any interested person.

L. CITY COUNCIL'S DECISION

At the City Council meeting scheduled for the protest hearing, the City Council, in its discretion, may conduct the hearing and/or continue the hearing to a subsequent City Council meeting, or hire an impartial hearing officer to conduct a hearing and prepare a written recommended decision including findings of fact.

At the hearing, the Mayor may announce procedural rules, including those that are reasonably necessary to preclude repetitious or irrelevant testimony. The City of Placerville staff, the protestor, and any interested person may present evidence relating to the protest. If either party arranges for the use of a court reporter to transcribe the hearing, the other party must share the cost of transcribing the hearing if it requests a copy of the transcript.

If an impartial hearing officer conducts the hearing, the City will provide written notice to the protestor, and all interested parties requesting such information, of the date, time and place of the City Council meeting at which the hearing officer's recommendation will be considered for adoption, and the date that the protestor must provide written comments for submittal to the City Council. A copy of the documents

pertaining to the protest that is provided to the City Council with its meeting agenda will be sent to the protestor at least five (5) days before the meeting.

In rendering its decision on the protest, the City Council, in its discretion, may adopt the decision recommended by the City Engineer, adopt the written recommendation and findings of fact prepared by a hearing officer, or adopt a separate decision. The protestor and all interested parties will be notified in writing of the final decision of the City Council within thirty (30) calendar days from the date of the City Council meeting.

M. WAIVER OF DAMAGES

By submitting a bid/proposal or sub-bid/sub-proposal, each bidder/proposer and sub-bidder/sub-proposer agrees that in the event that it submits any protest to the terms of the specifications or to any subsequent decision of the City of Placerville staff, City Engineer, City Manager or City Council. The City of Placerville retains the discretion to reject all bids/proposals or to make no decision whatsoever. If the City of Placerville City Engineer or City Council rejects all bids/proposals for any reason, or overrules any protest and awards the Contract, the protesting entity waives all claims, rights and causes of action for loss of anticipated profits from the Contract or any subcontract, regardless of whether the City of Placerville's decision is subsequently invalidated by a court of law. The City of Placerville will be deemed to have relied to its detriment on such waiver in deciding either to reject all bids/proposals or to award the Contract. Any attempted reservation of rights waived herein will be grounds to reject a bid as nonresponsive.

AGREEMENT FOR ENGINEERING SERVICES

THIS AGREEMENT made and entered by and between the City of Placerville, a political subdivision of the State of California (hereinafter referred to as "City") and **SOME ENGINEERING FIRM.**, a company duly qualified to conduct business in the State of California, whose principal place of business is **ABC Some Street, Somewhere, CA 12345**, (hereinafter referred to as "Consultant");

WITNESSETH

WHEREAS, City has determined that it is necessary to obtain a Consultant to provide engineering service for engineering design services and bid document preparation for the Clay Street Realignment and Bridge Replacement Project (CIP #40617).

WHEREAS, Consultant has represented to City that it is specially trained, experienced, expert, and competent to perform the special services required hereunder and City has determined to rely upon such representations; and

WHEREAS, it is the intent of the parties hereto that such services be in conformity with all applicable federal, state and local laws.

NOW, THEREFORE, City and Consultant mutually agree as follows:

ARTICLE I – SCOPE OF SERVICES

Consultant agrees to provide engineering design services to City as described in Exhibit 'A' incorporated herein and made by reference a part hereof.

ARTICLE II – TERM

- A. This contract shall go into effect when fully executed by both parties and Consultant shall commence work after notification to proceed by the City's Contract Administrator. The contract shall end on (DATE), unless extended by contract amendment.
- B. Consultant is advised that any recommendation for contract award is not binding on the City until the contract is fully executed and approved by the City.

This Agreement may be extended if mutually agreed by both parties hereto, in writing not less than thirty (30) days prior to the expiration of this Agreement.

ARTICLE III – COMPENSATION FOR SERVICES

- A. The method of payment for this contract will be based on actual cost plus a fixed fee. the City will reimburse Consultant for actual costs (including labor costs, employee benefits, travel, equipment rental costs, overhead and other direct costs) incurred by Consultant in performance of the work. Consultant will not be reimbursed for actual costs that exceed the estimated wage rates, employee benefits, travel, equipment rental, overhead, and other estimated costs set forth in the approved Consultant's Cost Proposal, unless additional reimbursement is provided for by contract amendment. In no event, will Consultant be reimbursed for overhead costs at a rate that exceeds the City's approved overhead rate set forth in the Cost Proposal identified in Exhibit 'B'. In the event, that the City determines that a change to the work from that specified in the Cost Proposal

and contract is required, the contract time or actual costs reimbursable by the City shall be adjusted by contract amendment to accommodate the changed work. The maximum total cost as specified in Paragraph "H" shall not be exceeded, unless authorized by contract amendment.

- B. In addition to the allowable incurred costs, the City will pay Consultant a fixed fee of \$(AMOUNT). The fixed fee is nonadjustable for the term of the contract, except in the event of a significant change in the scope of work and such adjustment is made by contract amendment.
- C. Reimbursement for transportation and subsistence costs shall not exceed the rates specified in the approved Cost Proposal.
- D. When milestone cost estimates are included in the approved Cost Proposal, Consultant shall obtain prior written approval for a revised milestone cost estimate from the Contract Administrator before exceeding such cost estimate.
- E. Progress payments will be made monthly in arrears based on services provided and allowable incurred costs. A pro rata portion of Consultant's fixed fee will be included in the monthly progress payments. If Consultant fails to submit the required deliverable items according to the schedule set forth in the Statement of Work, the City shall have the right to delay payment or terminate this Contract in accordance with the provisions of Article VI Termination.
- F. No payment will be made prior to approval of any work, nor for any work performed prior to approval of this contract.
- G. Consultant will be reimbursed, as promptly as fiscal procedures will permit upon receipt by the City's Contract Administrator of itemized invoices in triplicate. Invoices shall be submitted no later than 45 calendar days after the performance of work for which Consultant is billing. Invoices shall detail the work performed on each milestone and each project as applicable. Invoices shall follow the format stipulated for the approved Cost Proposal and shall reference this contract number and project title. Final invoice must contain the final cost and all credits due the City including any equipment purchased under the provisions of Article XI Equipment Purchase of this contract. The final invoice should be submitted within 60 calendar days after completion of Consultant's work. Invoices shall be mailed to the City's Contract Administrator at the following address:
 - City of Placerville
 - Attn: Katy Reieron
 - 3101 Center St.
 - Placerville, CA 95667
- H. The total amount payable by the City including the fixed fee shall not exceed \$(Amount).
- I. Salary increases will be reimbursable if the new salary is within the salary range identified in the approved Cost Proposal and is approved by the City's Contract Administrator.
- J. For personnel subject to prevailing wage rates as described in the California Labor Code, all salary increases, which are the direct result of changes in the prevailing wage rates are reimbursable.
- K. All subcontracts in excess of \$25,000 shall contain the above provisions.
- L. Any subcontract entered into as a result of this Contract shall contain all of the provisions of this section.
- M. The City shall hold 5% retainage from the prime Consultant and shall make prompt and regular incremental acceptances of portions, as determined by the City, of the contract work, and pay retainage to the prime Consultant based on these acceptances. The prime Consultant, or subconsultant, shall return all monies withheld in retention from a subconsultant within thirty (30) days after receiving payment for work satisfactorily completed and accepted including incremental acceptances of portions of the contract work by the agency. Federal law (49 CFR 26.29) requires that any delay or postponement of payment over thirty (30) days may take place

only for good cause and with the agency's prior written approval. Any violation of this provision shall subject the violating prime Consultant or subconsultant to the penalties, sanctions and other remedies specified in Section 7108.5 of the Business and Professions Code. These requirements shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the prime Consultant or subconsultant in the event of a dispute involving late payment or nonpayment by the prime Consultant, deficient subconsultant performance, or noncompliance by a subconsultant. This provision applies to both DBE and non-DBE prime Consultant and subconsultants.

ARTICLE IV – CHANGES TO AGREEMENT

- A. This Agreement may be amended by mutual consent of the parties hereto. Said amendments shall become effective only when in writing and fully executed by duly authorized officers of the parties hereto.
- B. There shall be no change in the Consultant's Project Manager or members of the project team, as listed in the approved Cost Proposal, Exhibit 'B,' without prior written approval by the City's Contract Administrator.

ARTICLE V – CONSULTANT TO CITY

It is understood that the services provided under this Agreement shall be prepared in and with cooperation from City and its staff. It is further agreed that in all matters pertaining to this Agreement, Consultant shall act as Consultant only to the City and shall not act as Consultant to any other individual or entity affected by this Agreement nor provide information in any manner to any party outside of this Agreement that would conflict with Consultant's responsibilities to the City during term hereof.

ARTICLE VI – SUBCONTRACTING

Consultant is engaged by City for its unique qualifications and skills as well as those of its personnel.

- A. Nothing contained in this contract or otherwise, shall create any contractual relation between the City and any subconsultant(s), and no subcontract shall relieve Consultant of its responsibilities and obligations hereunder. Consultant agrees to be as fully responsible to the City for the acts and omissions of its subconsultant(s) and of persons either directly or indirectly employed by any of them as it is for the acts and omissions of persons directly employed by Consultant. Consultant's obligation to pay its subconsultant(s) is an independent obligation from the City's obligation to make payments to the Consultant.
- B. Consultant shall perform the work contemplated with resources available within its own organization and no portion of the work pertinent to this contract shall be subcontracted without written authorization by the City's Contract Administrator, except that, which is expressly identified in the approved Cost Proposal, Exhibit 'B'.
- C. Consultant shall pay its subconsultants within ten (10) calendar days from receipt of each payment made to Consultant by the City.
- D. Any subcontract in excess of \$25,000 entered into as a result of this contract shall contain all the provisions stipulated in this contract to be applicable to subconsultants.
- E. Any substitution of subconsultant(s) must be approved in writing by the City's Contract Administrator prior to the start of work by the subconsultant(s).

ARTICLE VII – INDEPENDENT CONSULTANT/LIABILITY

Consultant is, and shall be at all times, deemed independent and shall be wholly responsible for the manner in which it performs services required by terms of this Agreement.

Consultant exclusively assumes responsibility for acts of its employees, associates and subconsultants, if any are authorized herein, as they relate to services to be provided under this Agreement during the course and scope of their employment.

Consultant shall be responsible for performing the work under this Agreement in a safe, professional, skillful and workmanlike manner and shall be liable for its own negligence and negligent acts of its employees. City shall have no right of control over the manner in which work is to be done and shall, therefore, not be charged with responsibility of preventing risk to Consultant or its employees.

ARTICLE VIII – PREVAILING WAGE

- A. Consultant shall comply with the State of California’s General Prevailing Wage Rate requirements in accordance with California Labor Code, Section 1770, and all Federal, State, and local laws and ordinances applicable to the work.
- B. Any subcontract entered into as a result of this contract, if for more than \$25,000 for public works construction or more than \$15,000 for the alteration, demolition, repair, or maintenance of public works, shall contain all of the provisions of this Article.
- C. When prevailing wages apply to the services described in the scope of work, transportation and subsistence costs shall be reimbursed at the minimum rates set by the Department of Industrial Relations (DIR) as outlined in the applicable Prevailing Wage Determination. See <http://www.dir.ca.gov>.

ARTICLE IX – RETENTION OF RECORDS/AUDIT

For the purpose of determining compliance with Public Contract Code 10115, et seq. and Title 21, California Code of Regulations, Chapter 21, Section 2500 et seq., when applicable and other matters connected with the performance of the contract pursuant to Government Code 8546.7; Consultant, subconsultants, and City shall maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of the contract, including but not limited to, the costs of administering the contract. All parties shall make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract. The state, State Auditor, City, FHWA, or any duly authorized representative of the Federal Government shall have access to any books, records, and documents of Consultant and its certified public accountants (CPA) work papers that are pertinent to the contract and indirect cost rates (ICR) for audit, examinations, excerpts, and transactions, and copies thereof shall be furnished if requested. Subcontracts in excess of \$25,000 shall contain this provision.

ARTICLE X – AUDIT REVIEW PROCEDURES

- A. Any dispute concerning a question of fact arising under an interim or post audit of this contract that is not disposed of by agreement, shall be reviewed by the City’s Chief Financial Officer.
- B. Not later than 30 days after issuance of the final audit report, Consultant may request a review by the City’s Chief Financial Officer of unresolved audit issues. The request for review will be submitted in writing.
- C. Neither the pendency of a dispute nor its consideration by the City will excuse Consultant from full and timely performance, in accordance with the terms of this contract.
- D. Consultant and subconsultant contracts, including cost proposals and ICR, are subject to audits or reviews such as, but not limited to, a contract audit, an incurred cost audit, an ICR Audit, or a CPA ICR audit work paper review. If selected for audit or review, the contract, cost proposal and ICR and related work papers, if applicable, will be reviewed to verify compliance with 48 CFR, Part 31 and other related laws and regulations. In the instances of a CPA ICR audit work paper review it is Consultant’s responsibility to ensure federal, state, or local government officials are allowed full access to the CPA’s work papers including making copies as necessary. The contract, cost proposal, and ICR shall be adjusted by Consultant and approved by the City’s

contract manager to conform to the audit or review recommendations. Consultant agrees that individual terms of costs identified in the audit report shall be incorporated into the contract by this reference if directed by the City at its sole discretion. Refusal by Consultant to incorporate audit or review recommendations, or to ensure that the federal, state or local governments have access to CPA work papers, will be considered a breach of contract terms and cause for termination of the contract and disallowance of prior reimbursed costs.

ARTICLE XI – DEFAULT, TERMINATION AND CANCELLATION

- A. Default: Upon the occurrence of any default of the provisions of this Agreement, a party shall give written notice of said default to the party in default (notice). If the party in default does not cure the default within ten (10) days of the date of notice (time to cure), then such party shall be in default. The time to cure may be extended at the discretion of the party giving notice.
 - 1. Any extension of time to cure must be in writing, prepared by the party in default for signature by the party giving notice and must specify the reason(s) for the extension and the date on which the extension of time to cure expires.
 - 2. Notice given under this section shall specify the alleged default and the applicable Agreement provision and shall demand that the party in default perform the provisions of this Agreement within the applicable period of time. No such notice shall be deemed a termination of this Agreement unless the party giving notice so elects in this notice, or the party giving notice so elects in a subsequent written notice after the time to cure has expired.
- B. Bankruptcy: This Agreement, at the option of the City, shall be terminable in the case of bankruptcy, voluntary or involuntary, or insolvency of Consultant.
- C. Ceasing Performance: City may terminate this Agreement in the event Consultant ceases to operate as a business, or otherwise becomes unable to substantially perform any term or condition of this Agreement.
- D. Termination or Cancellation without Cause: City may terminate this Agreement in whole or in part seven (7) calendar days upon written notice by City for any reason. If such prior termination is effected, City will pay for satisfactory services rendered prior to the effective dates as set forth in the Notice of Termination provided to Consultant, and for such other services, which City may agree to in writing as necessary for contract resolution. In no event, however, shall City be obligated to pay more than the total amount of the contract. Upon receipt of a Notice of Termination, Consultant shall promptly discontinue all services affected, as of the effective date of termination set forth in such Notice of Termination, unless the notice directs otherwise. In the event of termination for default, City reserves the right to take over and complete the work by contract or by any other means.

ARTICLE XII – NOTICE TO PARTIES

Notice to Parties: All notices to be given by the parties hereto shall be in writing and served by depositing same in the United States Post Office, postage prepaid and return receipt requested. Notices to City shall be in duplicate and addressed as follows:

CITY OF PLACERVILLE
DEVELOPMENT SERVICES DEPARTMENT
3101 CENTER STREET
PLACERVILLE, CA 95667
ATTN: Rebecca Neves, City Engineer

Or to such other location as the City directs.

Notices to Consultant shall be addressed as follows:

SOME FIRM
123 STREET
CITY, CA 99999
ATTN: SOMEONE, Project Manager

Or to such other location as the Consultant directs.

ARTICLE XI – INDEMNITY

To the fullest extent allowed by law, Consultant shall defend, indemnify, and hold harmless the City and its officers, agents, employees and representatives from and against any and all claims, actions, losses, injuries, damages or expenses of every name, kind, and description, including litigation costs and reasonable attorney's fees incurred, brought for or on account of, injury to or death of any person, including but not limited to workers, City employees, and the public, or damage to property, which arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of Consultant, its officers, agents, employees, volunteers, representatives, contractors and subcontractors but this indemnity does not apply to liability for damages for bodily injury, property damage or other loss, arising from the sole negligence, active negligence or willful misconduct by the City, its officers, official employees, and volunteers. This duty of Consultant includes the duty of defense, inclusive of that set forth in California Civil Code Section 2778. Each party shall notify the other party immediately in writing of any claim or damage related to activities performed under this Agreement. The parties shall cooperate with each other in the investigation and disposition of any claim arising out of the activities under this Agreement.

ARTICLE XII – INSURANCE

Consultant shall provide proof of a policy of insurance satisfactory to the City and documentation evidencing that Consultant maintains insurance that meets the following requirements:

- A. Full Worker's Compensation and Employer's Liability Insurance covering all employees of Consultant as required by law in the State of California.
- B. Commercial General Liability Insurance of not less than \$1,000,000.00 combined single limit per occurrence for bodily injury and property damage and a \$2,000,000.00 aggregate limit.
- C. Automobile Liability Insurance of not less than \$1,000,000.00 is required in the event motor vehicles are used by the Consultant in the performance of the Agreement.
- D. Professional Liability Insurance (errors and omissions) of not less than \$1,000,000.00 per claim and in the aggregate. Further, Consultant agrees to maintain in full force and effect such insurance for three years after performance of work under this Agreement is completed.
- E. Consultant shall furnish a certificate of insurance satisfactory to the City as evidence that the insurance required above is being maintained.
- F. The insurance will be issued by an insurance company acceptable to City, or be provided through partial or total self-insurance likewise acceptable to City.
- G. Consultant agrees that the insurance required above shall be in effect at all times during the term of this Agreement. In the event said insurance coverage expires at any time or times during the term of this Agreement, Consultant agrees to provide at least thirty (30) days prior to said expiration date, a new certificate of insurance evidencing insurance coverage as provided for herein for not less than the remainder of term of the Agreement, or for a period of not less than one (1) year. New certificates of insurance are subject to the approval of City and Consultant agrees that no work or services shall be performed prior to the giving of such approval. In the event the Consultant fails to keep in effect at all times insurance coverage as herein provided, City may, in addition to any other remedies it may have, terminate this Agreement upon the occurrence of such event.
- H. The certificate of insurance must include the following provisions stating that:

1. The insurer will not cancel the insured's coverage without thirty (30) days prior written notice to City, and;
 2. The City of Placerville, its officers, officials, employees and volunteers are included as additional insured, but only insofar as the operations under this Agreement are concerned. This provision shall apply to all liability policies except worker's compensation and professional liability insurance policies.
- I. The Consultant's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees or volunteers shall be in excess of the Consultant's insurance and shall not contribute with it.
 - J. Any deductibles or self-insured retentions must be declared to and approved by the City, either; the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its officers, officials, employees and volunteers; or the Consultant shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.
 - K. Any failure to comply with the reporting provisions of the policies shall not affect coverage provided to the City, its officers, officials, employees or volunteers.
 - L. The insurance companies shall have no recourse against the City of Placerville, its officers and employees or any of them for payment of any premiums or assessments under any policy issued by any insurance company.
 - M. Consultant's obligations shall not be limited by the foregoing insurance requirements and shall survive expiration of this Agreement.
 - N. In the event Consultant cannot provide an occurrence policy, Consultant shall provide insurance covering claims made as a result of performance of this Agreement for not less than three (3) years following completion of performance of this Agreement.
 - O. Certificate of insurance shall meet such additional standards as may be determined by the City as essential for protection of the City.

ARTICLE XIII – CONFLICT OF INTEREST

No official or employee of City who exercises any functions or responsibilities in review or approval of services to be provided by Consultant under this Agreement shall participate in or attempt to influence any decision relating to this Agreement which affects personal interest or interest of any corporation, partnership or association in which he/she is directly or indirectly interested; nor shall any such official or employee of City have any interest, direct or indirect, in this Agreement or the proceeds thereof.

- A. Consultant shall disclose any financial, business, or other relationship with the City that may have an impact upon the outcome of this contract, or any ensuing the City construction project. Consultant shall also list current clients who may have a financial interest in the outcome of this contract, or any ensuing the City construction project, which will follow.
- B. Consultant hereby certifies that it does not now have, nor shall it acquire any financial or business interest that would conflict with the performance of services under this contract.
- C. Any subcontract in excess of \$25,000 entered into as a result of this contract, shall contain all of the provisions of this Article.
- D. Consultant hereby certifies that neither Consultant, nor any firm affiliated with Consultant will bid on any construction contract, or on any contract to provide construction inspection for any construction project resulting from this contract. An affiliated firm is one, which is subject to the control of the same persons through joint-ownership, or otherwise.

- E. Except for subconsultants whose services are limited to providing surveying or materials testing information, no subconsultant who has provided design services in connection with this contract shall be eligible to bid on any construction contract, or on any contract to provide construction inspection for any construction project resulting from this contract.

ARTICLE XIV – INTEREST OF CONSULTANT

Consultant covenants that Consultant presently has no personal interest or financial interest, and shall not acquire same in any manner or degree in either: 1) any other contract connected with or directly affected by the services to be performed by this Agreement; or, 2) any other entities connected with or directly affected by the services to be performed by this Agreement. Consultant further covenants that in the performance of this Agreement no person having any such interest shall be employed by Consultant.

Consultant warrants that this contract was not obtained or secured through rebates kickbacks or other unlawful consideration, either promised or paid to any City employee. For breach or violation of this warranty, the City shall have the right in its discretion; to terminate the contract without liability; to pay only for the value of the work actually performed; or to deduct from the contract price; or otherwise recover the full amount of such rebate, kickback or other unlawful consideration.

ARTICLE XV – CALIFORNIA RESIDENCY

All independent Consultants providing services to the City must file a State of California Form 590, certifying their California residency or, in the case of a corporation, certify that they have a permanent place of business in California. The Consultant will be required to submit a Form 590 prior to execution of an Agreement or the City shall withhold seven (7%) percent of each payment made to the Consultant during term of the Agreement. This requirement applies to any agreement/contract exceeding \$1,500.00.

ARTICLE XVI – TAXPAYER IDENTIFICATION NUMBER

All independent Consultants or Corporations providing services to the City must file a Department of the Treasury Internal Revenue Service Form W-9, certifying their Taxpayer Identification Number.

ARTICLE XVII – CITY BUSINESS LICENSE

To conduct business within the City of Placerville Consultant must be in possession of a valid City Business License.

ARTICLE XVIII - ADMINISTRATOR

The City Officer or employee with responsibility for administering this Agreement is the City Engineer, or successor.

ARTICLE XIX – AUTHORIZED SIGNATURES

The parties to this Agreement represent that the undersigned individuals executing this Agreement on their respective behalf are fully authorized to do so by law or other appropriate instrument and to bind upon said parties to the obligations set forth herein.

ARTICLE XX – PARTIAL INVALIDITY

If any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will continue in full force and effect without being impaired or invalidated in any way.

ARTICLE XXI - DISPUTES

- A. Any dispute, other than audit, concerning a question of fact arising under this contract that is not disposed of by agreement shall be decided by a committee consisting of the City's Contract

Administrator, City Engineer and Development Services Department Director, who may consider written or verbal information submitted by Consultant.

- B. Not later than 30 days after completion of all deliverables necessary to complete the plans, specifications and estimate, Consultant may request review by the City Council of unresolved claims or disputes, other than audit. The request for review will be submitted in writing.
- C. Neither the pendency of a dispute, nor its consideration by the committee will excuse Consultant from full and timely performance in accordance with the terms of this contract.

Any dispute resolution action rising out of this Agreement, including, but not limited to, litigation, mediation or arbitration, shall be brought in El Dorado County, California, and shall be resolved in accordance with the laws of the State of California. Consultant waives any removal rights it might have under Code of Civil Procedure Section 394.

ARTICLE XXII – AGREEMENT DEFINITION

This document and the documents referred to herein or exhibits hereto are the entire Agreement between the parties and they incorporate or supersede all prior written or oral Agreements or understandings.

ARTICLE XXIII – EQUAL EMPLOYMENT OPPORTUNITY

In connection with the performance of this Agreement, Consultant shall not discriminate against any employee or applicant for employment because of race, color, age, creed, sex, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

ARTICLE XIV – DISADVANTAGED BUSINESS ENTERPRISE (DBE)

- A. To the extent that Federal funds are used, it is the policy of the U.S. Department of Transportation (DOT) that minority and women-owned business enterprises (hereby referred to as DBEs), as defined in 49 CFR Part 23 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds under this Agreement.
- B. To the extent applicable, Consultant agrees to ensure that DBEs have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this Agreement. In this regard, Consultant shall take all necessary and reasonable steps in accordance with 49 CFR Part 23 to ensure that DBEs have the maximum opportunity to compete for and perform contracts. Consultant shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of DOT-assisted contracts.
- C. The goal for DBE participation for this contract is **7%**. Participation by DBE consultant or subconsultants shall be in accordance with information contained in the Consultant Proposal DBE Commitment (Exhibit 10-O1), or in the Consultant Contract DBE Information (Exhibit 10-O2) attached hereto and incorporated as part of the Contract. If a DBE subconsultant is unable to perform, Consultant must make a good faith effort to replace him/her with another DBE subconsultant, if the goal is not otherwise met. Failure by the Consultant to carry out these requirements is a material breach of this contract, which may result in the termination of the contract or such other remedy as the City deems appropriate.
- D. Upon completion of the Contract, a summary of records shall be prepared and submitted on the form entitled, “Final Report-Utilization of Disadvantaged Business Enterprise (DBE), First-Tier Subconsultants” CEM-2402F certified correct by Consultant or Consultant’s authorized representative and shall be furnished to the Contract Administrator with the final invoice. Failure to provide the summary of DBE payments with the final invoice will result in twenty-five percent (25%) of the dollar value of the invoice being withheld from payment until the form is submitted. The amount will be returned to Consultant when a satisfactory “Final Report-Utilization of

Disadvantaged Business Enterprises (DBE), First-Tier Subconsultants” is submitted to the Contract Administrator.

- E. Any changes to a subconsultant’s certification during the life of the Contract should be reported to the City’s Contract Administrator within 30 days of the change.
- F. A DBE firm may be terminated only with prior approval from the City and only for the reasons specified in 49 CFR 26.53(f). Prior to requesting the City’s consent for the termination, the Consultant must meet the procedural requirements specified in 49 CFR 26.53(f).
- G. All subcontracts awarded by Consultant shall contain the provisions included of this section.

ARTICLE XXV – STATEMENT OF COMPLIANCE

- A. Consultant’s signature affixed herein, and dated, shall constitute a certification under penalty of perjury under the laws of the State of California that Consultant has, unless exempt, complied with, the nondiscrimination program requirements of Government Code Section 12990 and Title 2, California Administrative Code, Section 8103.
- B. During the performance of this Contract, Consultant and its subconsultants shall not unlawfully discriminate, harass, or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (e.g., cancer), age (over 40), marital status, and denial of family care leave. Consultant and subconsultants shall insure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Consultant and subconsultants shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12990 (a-f) et seq.) and the applicable regulations promulgated there under (California Code of Regulations, Title 2, Section 7285 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Contract by reference and made a part hereof as if set forth in full. Consultant and its subconsultants shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other Agreement.
- C. The Consultant shall comply with regulations relative to Title VI (nondiscrimination in federally-assisted programs of the Department of Transportation – Title 49 Code of Federal Regulations, Part 21 - Effectuation of Title VI of the 1964 Civil Rights Act). Title VI provides that the recipients of federal assistance will implement and maintain a policy of nondiscrimination in which no person in the state of California shall, on the basis of race, color, national origin, religion, sex, age, disability, be excluded from participation in, denied the benefits of or subject to discrimination under any program or activity by the recipients of federal assistance or their assignees and successors in interest.
- D. The Consultant, with regard to the work performed by it during the Agreement shall act in accordance with Title VI. Specifically, the Consultant shall not discriminate on the basis of race, color, national origin, religion, sex, age, or disability in the selection and retention of Subconsultants, including procurement of materials and leases of equipment. The Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the U.S. DOT’s Regulations, including employment practices when the Agreement covers a program whose goal is employment.

ARTICLE XXVI – PROHIBITION OF EXPENDING CITY STATE OR FEDERAL FUNDS FOR LOBBYING

- A. CONSULTANT certifies to the best of his or her knowledge and belief that:

- a. No state, federal or local agency appropriated funds have been paid, or will be paid by-or-on behalf of Consultant to any person for influencing or attempting to influence an officer or employee of any state or federal agency; a Member of the State Legislature or United States Congress; an officer or employee of the Legislature or Congress; or any employee of a Member of the Legislature or Congress, in connection with the awarding of any state or federal contract; the making of any state or federal grant; the making of any state or federal loan; the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any state or federal contract, grant, loan, or cooperative agreement.
 - b. If any funds other than federal appropriated funds have been paid, or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency; a Member of Congress; an officer or employee of Congress, or an employee of a Member of Congress; in connection with this federal contract, grant, loan, or cooperative agreement; Consultant shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions.
- B. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.
- C. Consultant also agrees by signing this document that he or she shall require that the language of this certification be included in all lower-tier subcontracts, which exceed \$100,000 and that all such sub recipients shall certify and disclose accordingly.

ARTICLE XXVII – EQUIPMENT PURCHASE

- A. Prior authorization in writing, by the City's Contract Administrator shall be required before Consultant enters into any unbudgeted purchase order, or subcontract exceeding \$5,000 for supplies, equipment, or Consultant services. Consultant shall provide an evaluation of the necessity or desirability of incurring such costs.
- B. For purchase of any item, service or consulting work not covered in Consultant's Cost Proposal and exceeding \$5,000 prior authorization by the City's Contract Administrator; three competitive quotations must be submitted with the request, or the absence of bidding must be adequately justified.
- C. Any equipment purchased as a result of this contract is subject to the following: "Consultant shall maintain an inventory of all nonexpendable property. Nonexpendable property is defined as having a useful life of at least two years and an acquisition cost of \$5,000 or more. If the purchased equipment needs replacement and is sold or traded in, the City shall receive a proper refund or credit at the conclusion of the contract, or if the contract is terminated, Consultant may either keep the equipment and credit the City in an amount equal to its fair market value, or sell such equipment at the best price obtainable at a public or private sale, in accordance with established the City procedures; and credit the City in an amount equal to the sales price. If Consultant elects to keep the equipment, fair market value shall be determined at Consultant's expense, on the basis of a competent independent appraisal of such equipment. Appraisals shall be obtained from an appraiser mutually agreeable to by the City and Consultant, if it is determined to sell the equipment, the terms and conditions of such sale must be approved in advance by the City." 49 CFR, Part 18 requires a credit to Federal funds when participating equipment with a fair market value greater than \$5,000 is credited to the project.
- D. All subcontracts in excess of \$25,000 shall contain the above provisions.

ARTICLE XXVIII – COST PRINCIPLES AND ADMINISTRATIVE REQUIREMENTS

- A. Consultant agrees that the Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31.000 et seq., shall be used to determine the cost allowability of individual items.
- B. Consultant also agrees to comply with federal procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- C. Any costs for which payment has been made to Consultant that are determined by subsequent audit to be unallowable under 49 CFR, Part 18 and 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31.000 et seq., are subject to repayment by Consultant to the City.
- D. All subcontracts in excess of \$25,000 shall contain the above provisions.

ARTICLE XXIX – DEBARMENT AND SUSPENSION CERTIFICATION

- A. Consultant’s signature affixed herein, shall constitute a certification under penalty of perjury under the laws of the State of California, that Consultant has complied with Title 2 CFR, Part 180, “OMB Guidelines to Agencies on Government wide Debarment and Suspension (nonprocurement)”, which certifies that he/she or any person associated therewith in the capacity of owner, partner, director, officer, or manager, is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency; has not been suspended, debarred, voluntarily excluded, or determined ineligible by any federal agency within the past three (3) years; does not have a proposed debarment pending; and has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three (3) years. Any exceptions to this certification must be disclosed to the City.
- B. Exceptions will not necessarily result in denial of recommendation for award, but will be considered in determining Consultant responsibility. Disclosures must indicate to whom exceptions apply, initiating agency, and dates of action.
- C. Exceptions to the Federal Government Excluded Parties List System maintained

ARTICLE XXX – FUNDING

- A. It is mutually understood between the parties that this contract may have been written before ascertaining the availability of funds or appropriation of funds, for the mutual benefit of both parties, in order to avoid program and fiscal delays that would occur if the contract were executed after that determination was made.
- B. This contract is valid and enforceable only, if sufficient funds are made available to the City for the purpose of this contract. In addition, this contract is subject to any additional restrictions, limitations, conditions, or any statute enacted by the Congress, State Legislature, or the City’s governing board that may affect the provisions, terms, or funding of this contract in any manner.
- C. It is mutually agreed that if sufficient funds are not appropriated, this contract may be amended to reflect any reduction in funds.

ARTICLE XXXI INSPECTION OF WORK

Consultant and any subconsultant shall permit the City, the state, and the FHWA if federal participating funds are used in this contract; to review and inspect the project activities and files at all reasonable times during the performance period of this contract including review and inspection on a daily basis.

ARTICLE XXXII OWNERSHIP OF DATA

- A. Upon completion of all work under this contract, ownership and title to all reports, documents, plans, specifications, and estimates produce as part of this contract will automatically be vested in the City; and no further agreement will be necessary to transfer ownership to the City. Consultant

shall furnish the City all necessary copies of data needed to complete the review and approval process.

- B. It is understood and agreed that all calculations, drawings and specifications, whether in hard copy or machine-readable form, are intended for one-time use in the construction of the project for which this contract has been entered into.
- C. Consultant is not liable for claims, liabilities, or losses arising out of, or connected with the modification, or misuse by the City of the machine-readable information and data provided by Consultant under this contract; further, Consultant is not liable for claims, liabilities, or losses arising out of, or connected with any use by the City of the project documentation on other projects for additions to this project, or for the completion of this project by others, except only such use as may be authorized in writing by Consultant.
- D. Applicable patent rights provisions regarding rights to inventions shall be included in the contracts as appropriate (48 CFR 27, Subpart 27.3 - Patent Rights under Government Contracts for federal-aid contracts).
- E. The City may permit copyrighting reports or other agreement products. If copyrights are permitted; the agreement shall provide that the FHWA shall have the royalty-free nonexclusive and irrevocable right to reproduce, publish, or otherwise use; and to authorize others to use, the work for government purposes.
- F. Any subcontract in excess of \$25,000 entered into as a result of this contract, shall contain all of the provisions of this Article.

ARTICLE XXXIII CLAIMS FILED BY LOCAL THE CITY'S CONSTRUCTION CONTRACT

- A. If claims are filed by the City's construction contractor relating to work performed by Consultant's personnel, and additional information or assistance from Consultant's personnel is required in order to evaluate or defend against such claims; Consultant agrees to make its personnel available for consultation with the City's construction contract administration and legal staff and for testimony, if necessary, at depositions and at trial or arbitration proceedings.
- B. Consultant's personnel that the City considers essential to assist in defending against construction contractor claims will be made available on reasonable notice from the City. Consultation or testimony will be reimbursed at the same rates, including travel costs that are being paid for Consultant's personnel services under this contract.
- C. Services of Consultant's personnel in connection with the City's construction contractor claims will be performed pursuant to a written contract amendment, if necessary, extending the termination date of this contract in order to resolve the construction claims.
- D. Any subcontract in excess of \$25,000 entered into as a result of this contract, shall contain all of the provisions of this Article.

ARTICLE XXXIV CONFIDENTIALITY OF DATA

- A. Consultant shall not comment publicly to the press or any other media regarding the contract or the City's actions on the same, except to the City's staff, Consultant's own personnel involved in the performance of this contract, at public hearings or in response to questions from a Legislative committee.
- B. Consultant shall not issue any news release or public relations item of any nature, whatsoever, regarding work performed or to be performed under this contract without prior review of the contents thereof by the City, and receipt of the City's written permission.
- C. Any subcontract entered into as a result of this contract shall contain all of the provisions of this Article.

D. All information related to the construction estimate is confidential, and shall not be disclosed by Consultant to any entity other than the City.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the day and year first below written.

-- CITY OF PLACERVILLE --

-- CONSULTANT --

Date: _____

Date: _____

Cleve Morris, City Manager

Principal in Charge

Print Name

EXHIBIT 10-H SAMPLE COST PROPOSAL (EXAMPLE #1) Page 1 of 2

ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
(DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed

Consultant _____ Contract No. _____ Date _____

DIRECT LABOR

Classification/Title	Name	Hours	Actual Hourly Rate	Total
_____	_____	_____	\$ _____	\$ _____
_____	_____	_____	\$ _____	\$ _____
_____	_____	_____	\$ _____	\$ _____
_____	_____	_____	\$ _____	\$ _____
_____	_____	_____	\$ _____	\$ _____

LABOR COSTS

- a) Subtotal Direct Labor Costs \$ _____
- b) Anticipated Salary Increases (see page 2 for sample) \$ _____
- c) **TOTAL DIRECT LABOR COSTS** [(a) + (b)] \$ _____

FRINGE BENEFITS

- d) Fringe Benefits (Rate: _____)
- e) **TOTAL FRINGE BENEFITS** [(c) x (d)] \$ _____

INDIRECT COSTS

- f) Overhead (Rate: _____)
- g) Overhead [(c) x (f)] \$ _____
- h) General and Administrative (Rate: _____)
- i) Gen & Admin [(c) x (h)] \$ _____
- j) **TOTAL INDIRECT COSTS** [(e) + (g) + (i)] \$ _____

FEE (Profit)

- q) (Rate: _____)
- k) **TOTAL FIXED PROFIT** [(c) + (j)] x (q)] \$ _____

OTHER DIRECT COSTS (ODC)

Description	Unit(s)	Unit Cost	Total
l) Travel/Mileage Costs (supported by consultant actual costs)	_____	\$ _____	\$ _____
m) Equipment Rental and Supplies (itemize)	_____	\$ _____	\$ _____
n) Permit Fees (itemize), Plan sheets (each), Test Holes (each), etc.	_____	\$ _____	\$ _____
o) Subconsultant Costs (attach detailed cost proposal in same format as prime consultant estimate for each subconsultant)	_____	\$ _____	\$ _____
p) TOTAL OTHER DIRECT COSTS [(l) + (m) + (n) + (o)]			\$ _____

TOTAL COST [(c) + (j) + (k) + (p)] \$ _____

NOTES:

- Employees subject to prevailing wage requirements to be marked with an *.
- ODC items should be based on actual costs and supported by historical data and other documentation.
- ODC items that would be considered “tools of the trade” are not reimbursable.
- ODC items should be consistently billed directly to all clients, not just when client will pay for them as a direct cost.
- ODC items when incurred for the same purpose, in like circumstances, should not be included in any indirect cost pool or in overhead rate.

EXHIBIT 10-H SAMPLE COST PROPOSAL (EXAMPLE #1) Page 2 of 2

ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
(SAMPLE CALCULATIONS FOR ANTICIPATED SALARY INCREASES)

Consultant _____ Contract No. _____ Date _____

1. Calculate Average Hourly Rate for 1st year of the contract (Direct Labor Subtotal divided by total hours)

Direct Labor Subtotal per Cost Proposal	Total Hours per Cost Proposal	=	Avg Hourly Rate	5 Year Contract Duration Year 1 Avg Hourly Rate
_____	_____			

2. Calculate hourly rate for all years (Increase the Average Hourly Rate for a year by proposed escalation %)

	Avg Hourly Rate		Proposed Escalation			
Year 1	_____	+	_____	=	_____	_____
Year 2	_____	+	_____	=	_____	_____
Year 3	_____	+	_____	=	_____	_____
Year 4	_____	+	_____	=	_____	_____

3. Calculate estimated hours per year (Multiply estimate % each year by total hours)

	Estimated % Completed Each Year		Total Hours per Cost Proposal	=	Total Hours per Year
Year 1	_____	*	_____	=	_____
Year 2	_____	*	_____	=	_____
Year 3	_____	*	_____	=	_____
Year 4	_____	*	_____	=	_____
Year 5	_____	*	_____	=	_____
Total	_____		_____	=	_____

4. Calculate Total Costs including Escalation (Multiply Average Hourly Rate by the number of hours)

	Avg Hourly Rate (calculated above)		Estimated hours (calculated above)	=	Cost per Year
Year 1	_____	*	_____	=	_____
Year 2	_____	*	_____	=	_____
Year 3	_____	*	_____	=	_____
Year 4	_____	*	_____	=	_____
Year 5	_____	*	_____	=	_____
	Total Direct Labor Cost with Escalation			=	
	Direct Labor Subtotal before Escalation			=	
	Estimated total of Direct Labor Salary Increase			=	Transfer to Page 1

NOTES:

- This is not the only way to estimate salary increases. Other methods will be accepted if they clearly indicate the % increase, the # of years of the contract, and a breakdown of the labor to be performed each year.
- An estimation that is based on direct labor multiplied by salary increase % multiplied by the # of years is not acceptable. (i.e. \$250,000 x 2% x 5 yrs = \$25,000 is not an acceptable methodology)
- This assumes that one year will be worked at the rate on the cost proposal before salary increases are granted.

EXHIBIT 10-H SAMPLE COST PROPOSAL (EXAMPLE #2) Page 1 of 2
 SPECIFIC RATE OF COMPENSATION (USE FOR ON-CALL OR AS-NEEDED CONTRACTS)
 (CONSTRUCTION ENGINEERING AND INSPECTION CONTRACTS)

Note: Mark-ups are Not Allowed

Consultant or Subconsultant _____ Contract No. _____ Date _____

$$\begin{matrix} \text{Fringe Benefit} & + & \text{Overhead} & + & \text{General Administration} & = & \text{Combined Indirect Cost Rate (ICR)} \\ (= 0\% \text{ if Included in OH}) & & (= 0\% \text{ if Included in OH}) & & & & \\ & & & & & & \text{FEE} = \end{matrix}$$

BILLING INFORMATION

CALCULATION INFORMATION

Name/Job Title/Classification ¹	Hourly Billing Rates ²			Effective date of hourly rate		Actual or Avg. hourly rate ³	% or \$ increase	Hourly range - for classifications only
	Straight	OT(1.5x)	OT(2x)	From	To			

- Names and classifications of consultant (key staff) team members must be listed. Provide separate sheets for prime and all subconsultant firms.
- Billing rate = actual hourly rate * (1+ ICR) * (1+ Fee). Agreed upon billing rates are not adjustable for the term of contract.
- For named employees enter the actual hourly rate. For classifications only, enter the Average Hourly Rate for that classification.

NOTES:

- Denote all employees subject to prevailing wage with an asterisks (*)
- For "Other Direct Cost" listing, see page 2 of this Exhibit

EXHIBIT 10-H SAMPLE COST PROPOSAL (EXAMPLE #2) Page 2 of 2

SPECIFIC RATE OF COMPENSATION (USE FOR ON-CALL OR AS-NEEDED CONTRACTS)
(CONSTRUCTION ENGINEERING AND INSPECTION CONTRACTS)

Consultant or Subconsultant _____ Contract No. _____ Date _____

SCHEDULE OF OTHER DIRECT COST ITEMS											
PRIME CONSULTANT				SUBCONSULTANT #1				SUBCONSULTANT #2			
DESCRIPTION OF ITEMS	UNIT	UNIT COST	TOTAL	DESCRIPTION OF ITEMS	UNIT	UNIT COST	TOTAL	DESCRIPTION OF ITEMS	UNIT	UNIT COST	TOTAL
PRIME TOTAL ODCs =				SUBCONSULTANT #1 ODCs =				SUBCONSULTANT #2 ODCs =			

IMPORTANT NOTES:

- List direct cost items with estimated costs. These costs should be competitive in their respective industries and supported with appropriate documentations.
- Proposed items should be consistently billed directly to all clients (Commercial entities, Federal Govt., State Govt., and Local Govt. Agency), and not just when the client will pay for them as a direct cost.
- Items when incurred for the same purpose, in like circumstance, should not be included in any indirect cost pool or in the overhead rate.
- Items such as special tooling, will be reimbursed at actual cost with supporting documentation (invoice).
- Items listed above that would be considered "tools of the trade" are not reimbursable as other direct cost.
- Travel related costs should be pre-approved by the contracting agency.
- If mileage is claimed, the rate should be properly supported by the consultant's calculation of their actual costs for company vehicles. In addition, the miles claimed should be supported by mileage logs.
- If a consultant proposes rental costs for a vehicle, the company must demonstrate that this is their standard procedure for all of their contracts and that they do not own any vehicles that could be used for the same purpose.

EXHIBIT 10-H SAMPLE COST PROPOSAL (EXAMPLE #3)

COST PER UNIT OF WORK CONTRACTS
(GEOTECHNICAL AND MATERIAL TESTING)

Note: Mark-ups are Not Allowed

Consultant _____ Contract No. _____ Date _____

Page ___ of ___

Unit/Item of Work:

(Example: Log of Test Boring for Soils Report, or ADL Testing for Hazardous Waste Material Study)

Include as many Items as necessary.

DIRECT LABOR	Hours	Hourly Billing Rate (\$)	Total (\$)
Professional (Classification)	_____	_____	_____
Sub-professional/Technical*	_____	_____	_____
EQUIPMENT (with Operator)	_____	_____	_____

OTHER DIRECT COST

Description	Unit(s)	Unit Cost	
Mobilization/De-mobilization	_____	\$_____	_____
Supplies/Consumables (Itemize)	_____	\$_____	_____
Travel/Mileage	_____	\$_____	_____
Report (if applicable)	_____	\$_____	_____

TOTAL COST PER UNIT OF WORK

NOTES:

- Denote labor subject to prevailing wage with asterisk (*).
- Hourly billing rates should include prevailing wage rates and be consistent with publicly advertised rates charged to all clients (Commercial, Private or Public).
- Hourly billing rates include hourly wage rate, net fee/profit, indirect cost rate, and actual direct equipment rate.
- Mobilization/De-mobilization is based on site location and number and frequency of tests/items.
- ODC items should be based on actual costs and supported by historical data and other documentation.
- ODC items that would be considered "tools of the trade" are not reimbursable.



City of Placerville

3101 Center Street
Placerville, California 95667

12 May 2006

California Department of Transportation
District Local Assistance Engineer
ATTN Michael McCollum
PO BOX 911
Marysville, CA 95901

RE: Clay Street Bridge 25C0117

SUBJECT: HBRR APPLICATION AND REQUEST FOR PE FUNDS

Michael,

Please find the enclosed the following items;

- Request for Authorization to Proceed with PE (3-A)
- Project Prefix (3-E)
- Finance Letter (3-F)
- HBRR Application/Scope Definition Form (6-A)
- HBRRP Special Cost Approval Checklist (6-B)
- Structural Maintenance and Investigations for Clay Street Bridge
- Proposed Layout & Typical Cross Section
- Bridge Rail Proposal
- Preliminary Estimate
- Project Photos

I've included one original and two copies. If you have any questions, please contact me or Randy Pesses at 530-642-5250.

Sincerely,

Richard Tippett, PE, TE
City Engineer
City of Placerville

Cc: Randy Passas, Director of Public Works



City of Placerville

3101 Center Street
Placerville, California 95667

REQUEST FOR AUTHORIZATION TO PROCEED WITH PRELIMINARY ENGINEERING (PE)

To: Ben Bramer
District Local Assistance Engineer
Caltrans, Office of Local Assistance
PO Box 911 Marysville CA 95901

Date: 11 May 2006
(Federal Number)
Clay Street Bridge Replacement

Dear Mr. Bramer,

In order to begin reimbursable preliminary engineering for the above project, we request that you secure Federal authorization and obligate funds for this work. The amounts requested do not exceed the Federal funds provided to this agency in the approved Federal TIP/Federal Statewide TIP (FSTIP).

Attached are the following documents that are required to authorize this phase of work:

Request for Authorization Package

- Completed Project Prefix Checklist (Exhibit 3-E)
- Completed Finance Letter (Exhibit 3-F)
- Completed Data Sheets (Exhibit 3-G)
- Copy of the FTIP/FSTIP sheet
- For ITS projects only: Completed (SERF). See Chapter 7, Exhibit 7-B, LAPM

Field Review Form (Exhibit 7-B)

- Completed Field Review form, or
- I will not be preparing the final design at this time. I will transmit the Field Review Form at a later date.

Environmental Document

- Approved Environmental Document
Type of Document _____
Approval Date _____
- I have not completed the environmental process and will not be preparing the final design at this time. I will transmit the Environmental Document at a later date.

Pre-Award Audit

- Completed Audit Disposition (Exhibit 10-K), or
- Audit Disposition was not completed because Federal-aid or State highway funding will not participate in a consultant contract, or
- Pre-award audit was not done because the consultant contract is for \$250,000 or less, or
- I will not submit the Audit Disposition at this time. I will submit it to the DLAE prior to entering into a contract with the consultant(s).

I understand that invoice requests for payment will not be processed until an Authorization to Proceed (E-76) and a Program Supplement Agreement have been executed.

(Check which of the following applies)

- I plan to request reimbursement for costs as incurred. As indicated above, I have included a completed Field Review Form. I am also including the "Agreements Checklist" (Exhibit 4-A) request forms with this transmittal and request that the agreements be prepared now.
- I have not submitted the Field Review Form and "Agreements Checklist." I am aware that I will not be able to resubmit progress invoice until these documents are submitted and a Program Supplement Agreement is fully executed.

I will not submit any invoice request until I receive notification that an Authorization to Proceed E-76 and a Program Supplement Agreement have been executed.

CERTIFICATION

I certify that the facts and statements in this "Request for Authorization Package" are accurate and correct. This Agency agrees to comply with the applicable terms and conditions set forth in Title 23, U.S. Code, Highways, and the policies and procedures promulgated by the Federal Highway Administrator and the California Department of Transportation relative to the above designated project.

I understand that each succeeding phase of the project will require a separate authorization to be eligible for Federal reimbursement. I further understand that this Agency is responsible for costs in excess of the Federal funds obligated and all costs incurred before it has received FHWA "Authorization to Proceed" for that phase of the project.

Federal-aid ITS projects: I understand that our project must be in compliance with the National ITS Architecture, adhere to ITS Standards and undergo Systems Engineering.

Major federal-aid ITS projects: I understand that my agency must not proceed with final or detailed design until after FHWA 's approval of the SEMP and Authorization to Proceed is issued.

Please advise us as soon as the authorization has been received. You may direct any questions to Rick Tippett, City Engineer at 530-642-5564



Signed Rick Tippett
Title City Engineer
Agency City of Placerville

Attachments

REQUEST FOR AUTHORIZATION**Project Prefix Checklist**

Federal Programs: Identify each fund type to be used for this project

- | Prefix | Program |
|-------------------------------------|--|
| <input type="checkbox"/> | (STP) Surface Transportation Program |
| <input type="checkbox"/> | (MA) Minimum Allocation |
| <input type="checkbox"/> | (DB) Donor Bonus |
| <input type="checkbox"/> | (BH) Bridge Rehabilitation |
| <input checked="" type="checkbox"/> | (BR) Bridge Replacement |
| <input type="checkbox"/> | (CM) Congestion Mitigation & Air Quality |
| <input type="checkbox"/> | (AHL) Access Hwys to Public Recreation Areas |
| <input type="checkbox"/> | (ER) Emergency Relief |
| <input type="checkbox"/> | (PLH) Public Lands Highway |
| <input type="checkbox"/> | Demonstration Project; varies, specify if known _____ |
| <input type="checkbox"/> | Intelligent Transportation System (varies, specify if known) _____ |
| <input type="checkbox"/> | Other: Specify _____ |

Sub-Programs

(Check all that Apply)

- | | | |
|-------------------------------------|-----|--|
| <input checked="" type="checkbox"/> | (L) | Local (Fund appropriation management) |
| <input type="checkbox"/> | (S) | State (State approp. management) not normally handled in DLA |
| <input type="checkbox"/> | (N) | On National Highway System |
| <input type="checkbox"/> | (R) | Safety - Railroad |
| <input type="checkbox"/> | (H) | Safety - HES Program List Number _____ |
| <input type="checkbox"/> | (G) | 100% Federal Funding (for Safety) |
| <input type="checkbox"/> | (P) | Bridge Painting |
| <input type="checkbox"/> | (X) | Bridge Rail replacement |
| <input type="checkbox"/> | (Z) | Seismic Retrofit - State Mandatory Pgm. |
| <input type="checkbox"/> | (V) | Seismic Retrofit - Voluntary Pgm. |
| <input type="checkbox"/> | (E) | TEA - Transportation Enhancement Activities |
| | | Second vote request _____ or Vote date _____ |

Bridge (HBRR) only Sub-Programs

- | | | |
|-------------------------------------|-----|--|
| <input type="checkbox"/> | (S) | On System (Functional classification greater than below) |
| <input checked="" type="checkbox"/> | (O) | Off System (Local Street/Road or Rural minor collector) |

Additional State Funds involved (info only - does not affect prefix)

- | | |
|--------------------------|---|
| <input type="checkbox"/> | TSM - Traffic System Management - Match ___ Other ___ |
| <input type="checkbox"/> | SLTPP - St. & Loc. Trans. Partnership Prog. |
| <input type="checkbox"/> | FCR - Flexible Congestion Relief |
| <input type="checkbox"/> | Other: Specify _____ |

The prefix provides a quick summary of the funding programs and sub-programs.

FINANCE LETTER

DEPARTMENT OF TRANSPORTATION
ACCOUNTING SERVICE CENTER
LOCAL PROGRAM ACCOUNTING BRANCH

Date: 12 May 2006
Agency: City of Placerville
Project No.: _____
EA No.: _____

Attention: Ben Bramar

	TOTAL COST OF WORK	TOTAL PARTICIPATING COST	FEDERAL FUNDS (Fed-Aid code: BR-L)	LOCAL FUNDS	OTHER FUNDS Type: RSTP	OTHER FUNDS Type: CMAQ
Agency Preliminary Engineering	221,500	221,500	196,094		25,406	
State Furnished Preliminary Engineering Overhead at _____ %						
R/W Engineering & Administration Costs	1,500	1,500	1,328	172		
R/W Purchase Costs	120,000	120,000	106,236	13,764		
Relocation Assistance (SJ 3A055)						
Contract Items	886,500					
Utilities						
Contingencies	221,500					
Trainees						
Agency Furn. Mat.						
Contract Total	1,108,000	1,108,000	980,912			127,088
Agency Construction Engineering	132,975	132,975	117,723			15,252
State Furn. Construction Engineering Overhead at _____ %						
State Furnished Materials Testing Overhead at _____ % EA No. _____						
Force Account (Day Labor) - striping, etc.						
TOTAL:	1,583,975	1,583,975	1,402,293	13,936	25,406	142,340

Signature: 
Printed name: Richard Tippet

Federal Participation: 88.53%
Reimbursement Ratio: 11.47%

Title: City Engineer
Telephone number: 530-642-5250

REMARKS:
Distribution All Projects: (1) Original + 4 copies-Caltrans District Local Assistance Engineer. (2) Copy-Local Agency Project File

EXHIBIT 6-A HBRRP APPLICATION/SCOPE DEFINITION FORM

See Section 6.6, Chapter 6 of the LAPG for information about this form.

INSTRUCTIONS

This form shall replace Exhibit 7-D, "Major Structure Data," from Chapter 7, "Field Review," of the LAPM. Wherever the LAPM requires Exhibit 7-D for other programs, Exhibit 6-A may be substituted. Bridge projects funded entirely through other programs should continue to use Exhibit 7-D.

(One bridge per application, separate applications are required for multiple bridges at same location. Multiple bridges may be combined into one federal aid project later.)

State Bridge No.	<u>25C0117</u>	Local Bridge No.	_____
Project Number	_____	(Caltrans to provide project number for new projects)	
Responsible Agency	<u>City of Placerville</u>		
Caltrans District	<u>01</u>		
County	<u>El Dorado</u>		
Project Manager	<u>Richard Tippett</u>		
Title	<u>City Engineer</u>		
Phone	<u>530-642-5250</u>	Fax	<u>530-642-5568</u>
E Mail	<u>rtippett@ci.placerville.ca.us</u>		
Project Location	<u>City of Placerville</u>		
Project Limits	<u>Clay Street between the US50 Undercrossing and Main Street Intersection</u>		

Type of Work	<u>Road Realignment and Bridge Replacement</u>
Work Description	<u>Realign 320 feet of the existing Clay Street between Main Street and the US 50 Undercrossing to align Clay Street with Cedar Ravine at Main Street. This project will require the replacement of the existing one lane bridge over Hangtown Creek and meet the City's collector street standards.</u>

HBRRP Category:

- | | |
|--|---|
| <input type="checkbox"/> Rehabilitation | <input type="checkbox"/> Scour Countermeasure |
| <input checked="" type="checkbox"/> Replacement | <input type="checkbox"/> Replacement Due to Flood Control Project |
| <input type="checkbox"/> Painting | <input type="checkbox"/> New Bridge to Replace Ferry Service |
| <input type="checkbox"/> Bridge/Railing/Approach Barrier Replacement | <input type="checkbox"/> Historic Bridge |
| <input type="checkbox"/> Low Water Crossing Replacement | <input type="checkbox"/> High Cost Bridge |
- Minimal Application: Only questions 1,2,3, 4, cost data and signoff will be completed. Other information will be submitted at a later time after PE has been federally authorized to scope the project. See Section 6.6.2 "Minimum Application Requirements" for additional information.

The field review process enables the proper scoping of projects. Some field reviews are mandatory, most are optional. Field reviews are critically important to identify difficult environmental, Right of Way, and bridge type selection issues early in the project development phase. Please see Chapter 7 of the LAPM for further discussion.

1. Do you request that Caltrans initiate a field review? Yes No
2. Do you need help with consultant selection/oversight? Yes No
3. Do you need help with the federal process? Yes No
4. Caltrans engineers are available to provide an optional cursory review of the PS&E. The review looks at constructability, standard details and specifications, foundation/hydraulic design, and HBRRP funding eligibility. Do you request Caltrans perform a cursory PS&E review for this project? (If yes, please also request a field review.) Yes No

Federal Congressional District(s) 4

State Senate District(s) 1

State Assembly District(s) 4

Preliminary Engineering by: Local Agency Staff Consultant Other...

Design by: Local Agency Staff Consultant Other...

Foundation Investigation by: Local Agency Staff Consultant Other...

Hydrology Study by: Local Agency Staff Consultant Other...

Detour, stage construction, or close road? Closed Road w/Detour Clay to Mosquito Road

Length of detour: 7,000 feet

Resident Engineer for Bridge Work: Local Agency Staff Consultant Other...

For painting & scour scopes of work, skip this page.

**NBI data is from the Bridge Inspections Report (SI&A sheet)
Contact the DLAE/SLA for assistance, if needed**

Date Constructed (NBI Item 27): _____ Historical Bridge Category (NBI Item 37) _____

Structure Data	Existing	Proposed	Minimum AASHTO Standards
Structure type	Concrete Arch	Concrete Slab	
Structure length (specify units)	33 ft	35 ft	
Spans (No. and length)	1	1	
Curb to Curb width (See NBI Item 51 definition)	17 ft	40 ft	32 ft
Number of lanes	1	2	
Lane widths	11 ft	12 ft	12 ft
Shoulder widths	3' Lt 3' Rt	6' Lt 6' Rt	4 ft
Bike lanes (identify only if not included in the shoulder dimensions)	_____ Lt _____ Rt	_____ Lt _____ Rt	5 ft
Sidewalks/separated bikeways	5 ft Lt 0 Rt	5 ft Lt 5 ft Rt	
Approach roadway width (traveled way + paved shoulders, tapered approaches should be measured at the touchdown points not the abutments)	50 ft	50 ft	
Approach road length (from each abutment)	98 ft abt1 146 ft abt2	98 ft abt1 146 ft abt2	
Total bridge deck width	24 ft	58 ft	

**Summary of Major Deficiencies of Existing Bridge (See Section 6.12 for information)
 (Contact the DLAE/SLA for assistance, if needed)**

Data is from SI&A Sheet (Last page of Bridge Inspection Report)

SD = Structurally Deficient
 FO = Functionally Obsolete
 Blank = Not SD or FO
 NG = Not Good (Deficiency)

Sufficiency Rating (SR) = 70.3

Status SD FO Blank

Description of Data Item	NBI Data Item	Deficient Criteria	Results	What are the Deficiencies?
Deck	Item 58 = NL	≤ 4 is problem	<input type="checkbox"/> OK <input type="checkbox"/> NG-SD	Not Listed
Superstructure	Item 59 = 7	≤ 4 is problem	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NG-SD	
Substructures	Item 60 = 7	≤ 4 is problem	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NG-SD	
[Item 62 applies only if the last digits of Item 43 are coded 19.]				
Culvert and Retaining Walls	Item 62 = 6	≤ 4 is problem	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NG-SD	
Structural Condition	Item 67 = 5	≤ 3 is problem	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NG	
[Item 71 applies only if the last digit of Item 43 is coded 0, 5, 6, 7, 8, or 9.]				
Waterway Adequacy	Item 71 = 8	≤ 3 is problem	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NG	
Deck Geometry	Item 68 = 2	≤ 3 is problem	<input type="checkbox"/> OK <input checked="" type="checkbox"/> NG-FO	Clay Street functions as a collector roadway. Existing bridge is too narrow for function and existing ADT

Description of Data Item	NBI Data Item	Deficient Criteria	Results	What are the Deficiencies?
[Item 69 applies only if the last digit of Item 42 is coded 0, 1, 2, 4, 6, 7 or 8.]				
Under-clearances	Item 69 = N	≤ 3 is problem	<input type="checkbox"/> OK <input type="checkbox"/> NG-FO	
Approach Roadway Alignment	Item 72 = 6	≤ 3 is problem	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NG-FO	
Scour Criticality	Item 113 = U	≤ 3 is problem	<input type="checkbox"/> OK <input type="checkbox"/> NG	
Bridge Railing	Item 36A = 0	= 0 Review	<input type="checkbox"/> OK <input type="checkbox"/> NG	
Guardrail Transition, Approaches, Guardrail Ends	Item 36B = 0 Item 36C = 0 Item 36D = 0	= 0 Review	<input type="checkbox"/> OK <input type="checkbox"/> NG	
Other deficiencies not identified in Bridge Inspection Report	Discuss in detail, attach additional pages and photographs as needed to justify HBRRP funds to correct problem: Existing bridge railing is non standard with limited approach treatments.			

5. If this application is for rehabilitation or replacement scope, will all deficiencies be resolved by the project? If no, please discuss below or attach discussion on separate pages to application.

Yes No Not Applicable

6. Discuss any special condition or proposed design exceptions:

None

7. Identify and justify "betterments" that are HBRRP participating but are not related to the major deficiencies. Attach additional pages as needed.

Currently, the sidewalk is only on one side of the bridge. With construction, sidewalks are to be provided on both sides, which are consistent with the City's roadway standards for this type/function of roadway, and the Non-Motorized Transportation Plan. Additionally, the El Dorado Trail is north of the bridge and the commercial downtown area is south of the bridge. Sidewalks on both sides will assist in pedestrian circulation and safety.

8. Refer to Exhibit 6-B. Identify and justify specific items requiring Caltrans funding approval. Attach additional pages as needed.

9. Other comments: (identify non-HBRRP participating work)

The southern terminus of this project will be into a City Project, where the City is reconstructing the offset intersections of Clay Street, Cedar Ravine, and Main Street. All the intersections will join at a proposed roundabout yet to be constructed. To do this will require the realignment of Clay Street from the Highway 50 undercrossing, which requires the reconstruction of the bridge, eliminating the option of widening. The intersection project is currently funded via RSTP funds of \$400,000, and a CMAQ grant of \$800,000. Additionally, this roadway work is identified in the TIM fee program; therefore, any additional matching funds required will be drawn from the TIM program.

Estimated Construction Costs:

Exclude Contingencies, Supplementary Work, and Construction Engineering

	HBRRP Participating	NOT HBRRP Participating*
Construct Bridge	429000.00	
Bridge Removal	75000.00	
Slope Protection	5000.00	
Channel Work	10000.00	
Detour – Stage Construction	25000.00	
Approach Roadway	341111.00	
Utility Relocation	96500.00	
Mobilization	91711.00	
Total	982511.00	

Total Cost 982511.00

- * Items that are not HBRRP participating could be participating through other federal programs. See the LAPG for other eligibility requirements of other programs. Local agencies that are unsure which project costs are HBRRP participating should contact the DLAE/SLA for resolution.

Note that the total of the HBRRP participating costs should carry over into the construction line (direct costs) on the next page.

Summary of HBRRP Participating Costs

Please indicate the HBRRP total participating (eligible for reimbursement) costs for this project. Based on the amounts below and the federal reimbursement rate, Caltrans will program (reserve) the HBRRP funds needed for this project. Other federal funds (RSTP, TEA, etc.) needed for this project should be shown in the Field Review form Exhibit 7-B from Chapter 7 of the LAPM.

Target dates represent a commitment by the local agency when the project will need HBRRP funding. Failure to meet target dates may cause funds to be reprogrammed to other projects by other local agencies. The reprogramming of HBRRP funds is at the discretion of Caltrans.

- PE = Preliminary Engineering (Total not to exceed the greater of \$75 K or 25% of CON and consultant contract management and quality assurance not to exceed 15% of consultant costs).
- R/W = Right of Way
- CE = Construction Engineering (Not to exceed 15% of CON).
- CON = Construction
- Cont = Contingency (including supplement work) not to exceed 25% (preliminary estimate) nor 10% of CON for final design \$5 K min.

Enter CE Rate:

Enter Contingency Rate:

	Direct Costs		Indirect Costs*		HBRRP Participating \$**	Target Dates
PE	221,500	+	<input type="text"/>	=	221,500	July 2006
R/W					121,500	May 2007
CON	886,500					
CE	132,975		<input type="text"/>			
Cont	221,500					
Subtotal	1,240,975	+	<input type="text"/>	=	1,240,975	April 2008
Total Participating Cost					1,583,975	
Enter Fed. Match Rate:	<input type="text" value="88.53"/>		HBRRP Requested		<input type="text" value="1,402,293"/>	

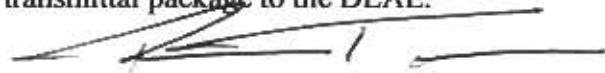
* See Chapter 5, "Accounting/Invoices," of the LAPM for approval of indirect costs.

** Participating costs exclude ineligible work items. Please review the HBRR Program Guidelines for reimbursable scopes of work and program cost limits. Other federal funds will be shown in the Field Review form, Exhibit 7-B, Chapter 7, "Field Review," of the LAPM.

Caltrans, please notify this agency to confirm this project has been programmed in the HBRRP Multi-Year Plan. I understand that reimbursable work shall not commence until a request for authorization (E76) has been processed by Caltrans and a notice to proceed has been received by this agency.

I certify that this project is in compliance with Chapter 6 (HBRRP) of the *Local Assistance Program Guidelines*. I understand that changes to the project scope/cost/schedule impacting the information in Exhibit 6-A and Exhibit 6-B require the processing of Exhibit 6-D (HBRRP Scope/Cost/Schedule Change Request).

Two (2) copies plus one original of this application (with attachments) will be included in the transmittal package to the DLAE.



Local Agency Project Manager

12 MAY 06
Date

Attachments:

- 1) Exhibit 6-B, LAPG, HBRRP Special Cost Approval Checklist
- 2) Bridge Inspection Report with SI&A Sheet
- 3) Sketch of General Plan or marked up as-built
- 4) Sketch of typical section
- 5) Photographs: 4 corners looking at the bridge & 2 elevation views, & views of each approach, for a total of 8 photographs (minimum).
- 6) Exhibit 7-B, Field Review Form, Chapter 7, LAPM
- 7) Exhibit 7-C, Roadway Data Sheet, Chapter 7, LAPM
- 8) Exhibit 6-C, PIN for Barrier Rail Replacement Projects (include only if applying for Bridge Railing Replacement funds.)
- 9) Other: _____
- 10) Request for Authorization is included in this application package for expedited processing?
 Yes No

Thank you for assembling the application package. Please send this package to your District Local Assistance Engineer to start the programming process. Please e-mail your suggestions to improve this form to eric.bost@dot.ca.gov or shannon.mlcoch@dot.ca.gov.

For Caltrans use only:

I have reviewed this application for completeness and have forwarded copies to the Office of Program Management and SLA.

- I recommend approval. (Attach comments as needed.)
- I do not recommend approval for the following reasons: See attached memo/e-mail to the Office of Program Management.
- I request SLA review of this application for the following reasons: (Attach memo/e-mail justifying increased Caltrans oversight).

DLAE or authorized staff

Date

EXHIBIT 6-B HBRRP SPECIAL COST APPROVAL CHECKLIST

The purpose of this form is to help local agencies identify project costs that require Caltrans funding approval. Local agencies are responsible for contacting the DLAE to resolve any items requiring Caltrans review. This form is not a substitute for reading Chapter 6 of the LAPG or the LAPM. Local agencies are still financially accountable for meeting all the requirements of the LAPG and the LAPM.

INSTRUCTIONS

Project Number _____

State Bridge No. 25C0117 (one bridge per application) Local Bridge No. _____

Project Location _____

Chapter 6 LAPG Section #'s	Topic	Status
6.2.1 – Rehab 6.2.2 - Replace	Adding Additional Lanes (including turn lanes)	<input type="checkbox"/> Requires Caltrans/MPO Approval <input type="checkbox"/> Caltrans has Approved Costs <input type="checkbox"/> MPO has Approved Scope in FTSIP <input checked="" type="checkbox"/> Not Applicable
6.2.1 – Rehab	Scope is Bridge Replacement, but SR>50	<input checked="" type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input type="checkbox"/> Not Applicable
6.2.4 – Rail	No bridge railing work to be done, but other safety work related to bridge is needed.	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.2.4 – Rail (applies to all scopes of work)	New sidewalks to be installed where none existed before. Please identify as “betterment” in Exhibit 6-A.	<input checked="" type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input type="checkbox"/> Not Applicable
6.2.1 – Rehab 6.2.2 – Replace 6.2.10 – Historic 6.3 – Standards	Rehabilitation/Replacement will not address all major bridge deficiencies	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.5.11 – Replace	“Replaced” bridges to remain in place. Applies to work beyond specified examples in Section 6.5.12	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable

Chapter 6 LAPG Section #'s	Topic	Status
6.4.2	Approach roadwork exceeding guidelines	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.4.3	PE costs exceeding guidelines	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.4.4	Contingency exceeding guidelines	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.4.5	CE costs exceeding guidelines	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.5.3	10 Year Rule – Major (Re)Construction	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.5.4	10 Year Rule – PE Authorization	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.5.7	Unusual Architectural Treatments	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.7.1 6.7.4	Scope/Cost/Schedule Changes	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.7.5	Construction Change Orders (CCOs) that Exceed Contingency	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable

I certify that I have reviewed this project against the requirements of Chapter 6 of the LAPG and have filled out this checklist accordingly.


 Local Agency Project Manager

12 MAY 06
 Date

*California Department of Transportation
Division of Maintenance*

Structure Maintenance and Investigations

B_{RIDGE}

I_{NSPECTION}

R_{ECORDS}

I_{NFORMATION}

S_{YSTEM}

The requested documents have been generated by BIRIS.

These documents are the property of the California Department of Transportation and should be handled in accordance with Deputy Directive 55 and the State Administrative Manual.

Records for “Confidential” bridges may only be released outside the Department of Transportation upon execution of a confidentiality agreement.



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 25C0117
Facility Carried: CLAY ST
Location : 150' NORTH OF MAIN ST
City : PLACERVILLE
Inspection Date : 04/20/2004

Bridge Inspection Report

Inspection Type
Routine Group A Underwater Special Other

STRUCTURE NAME: HANGTOWN CREEK

CONSTRUCTION INFORMATION

Year Built : 1940 Skew (degrees): 99
Year Widened: N/A No. of Joints : 0
Length (m) : 9.8 No. of Hinges : 0

Structure Description: RC filled spandrel arch.
Span Configuration : 6.7m, 4.6m

LOAD CAPACITY AND RATINGS

Design Live Load: OTHER OR UNKNOWN
Inventory Rating: 20.8 metric tons Calculation Method: ALLOWABLE STRESS
Operating Rating: 34.4 metric tons Calculation Method: ALLOWABLE STRESS
Permit Rating : PPGGG
Posting Load : Type 3 N/A Type 3S2 N/A Type 3-3 N/A

DESCRIPTION ON STRUCTURE

Deck X-Section: 0.24m r, 5.2m, 0.24m r
Total Width: 5.8m Net Width: 5.2 m No. of Lanes: 1
Rail Description: Concrete window. Rail Code : 0000
Min. Vertical Clearance: Unimpaired

DESCRIPTION UNDER STRUCTURE

Channel Description: Rocky.

CONDITION OF STRUCTURE

The top of the concrete rail is spalled over 25% of the left rail.

There is a 75 mm dip in the left sidewalk directly above the support at Pier 2. The concrete sidewalk has moderate cracks and has settled.

The arch remains in good condition.

There was approximately 0.5 m of water flowing under Span 2 and 0.15 m flowing under Span 1 during this investigation.

SIGNS

There are NARROW BRIDGES signs posted at both approaches.

<u>ELEMENT INSPECTION RATINGS</u>									
F	Elem	Description	Env	Total Units	Qty in each Condition State				
#	No.			Qty	St. 1	St. 2	St. 3	St. 4	St. 5
01	144	Reinforced Conc Arch	2	16 m.	16	0	0	0	0
01	210	Reinforced Conc Pier Wall	2	7 m.	7	0	0	0	0
01	215	Reinforced Conc Abutment	2	14 m.	14	0	0	0	0
01	331	Reinforced Conc Bridge Railing	2	20 m.	0	20	0	0	0

WORK RECOMMENDATIONS

Printed on: Friday 05/14/2004 09:35 AM

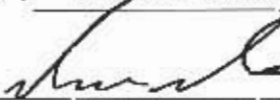
25C0117/AAAD/4602

RecDate: 03/19/2002
Action :
Work By: LOCAL AGENCY
Status : PROPOSED

EstCost:
StrTarget: 2 YEARS
DistTarget:
EA:

Remove cracked and settled left concrete sidewalk over Pier 2. Fill void and level to existing grade.

Inspected By : Patrick Piacentini


Registered Civil Engineer 63438
Exp. 9/06



STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME- CALIFORNIA 069
 (8) STRUCTURE NUMBER 25C0117
 (5) INVENTORY ROUTE(ION/UNDER)- ON 150000000
 (2) HIGHWAY AGENCY DISTRICT 03
 (3) COUNTY CODE 017 (4) PLACE CODE 57540
 (6) FEATURE INTERSECTED- HANGTOWN CREEK
 (7) FACILITY CARRIED- CLAY ST
 (9) LOCATION- 150' NORTH OF MAIN ST
 (11) MILEPOINT/KILOMETERPOINT 0
 (12) BASE HIGHWAY NETWORK- NOT ON NET 0
 (13) LRS INVENTORY ROUTE & SUBROUTE
 (16) LATITUDE 38 DEG 43 MIN 46 SEC
 (17) LONGITUDE 120 DEG 47 MIN 47 SEC
 (98) BORDER BRIDGE STATE CODE % SHARE %
 (99) BORDER BRIDGE STRUCTURE NUMBER
 ***** STRUCTURE TYPE AND MATERIAL *****
 (43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE
 TYPE- ARCH - DECK CODE 111
 (44) STRUCTURE TYPE APPR:MATERIAL- NOT APPLICABLE
 TYPE- NOT APPLICABLE CODE
 (45) NUMBER OF SPANS IN MAIN UNIT 2
 (46) NUMBER OF APPROACH SPANS 0
 (107) DECK STRUCTURE TYPE- NOT APPLICABLE CODE N
 (108) WEARING SURFACE / PROTECTIVE SYSTEM:
 A) TYPE OF WEARING SURFACE- NOT APPLICABLE CODE N
 B) TYPE OF MEMBRANE- NOT APPLICABLE CODE N
 C) TYPE OF DRCK PROTECTION- NOT APPLICABLE CODE N
 ***** AGE AND SERVICE *****
 (27) YEAR BUILT 1940
 (106) YEAR RECONSTRUCTED 0000
 (42) TYPE OF SERVICE: ON- HIGHWAY 1
 UNDER- WATERWAY 5
 (28) LANES:ON STRUCTURE 01 UNDER STRUCTURE 00
 (29) AVERAGE DAILY TRAFFIC 800
 (30) YEAR OF ADT 1980 (109) TRUCK ADT 10 %
 (19) BYPASS, DETOUR LENGTH 2 KM
 ***** GEOMETRIC DATA *****
 (48) LENGTH OF MAXIMUM SPAN 6.7 M
 (49) STRUCTURE LENGTH 9.8 M
 (50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 5.2 M
 (52) DECK WIDTH OUT TO OUT 5.8 M
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 7.3 M
 (33) BRIDGE MEDIAN- NO MEDIAN 0
 (34) SKEW 99 DEG (35) STRUCTURE FLARED NO
 (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 5.2 M
 (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
 (54) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M
 (55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M
 (56) MIN LAT UNDERCLEAR LT 0.0 M
 ***** NAVIGATION DATA *****
 (38) NAVIGATION CONTROL- NO CONTROL CODE 0
 (111) PIER PROTECTION- NONE - REEVALUATE CODE 5
 (39) NAVIGATION VERTICAL CLEARANCE 0.0 M
 (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M
 (40) NAVIGATION HORIZONTAL CLEARANCE 0.0 M

 SUFFICIENCY RATING = 70.3
 STATUS FUNCTIONALLY OBSOLETE
 HEALTH INDEX = 98.8
 PAINT CONDITION INDEX = N/A

***** CLASSIFICATION ***** CODE
 (112) NBIS BRIDGE LENGTH- YES Y
 (104) HIGHWAY SYSTEM- NOT ON MHS 0
 (26) FUNCTIONAL CLASS- LOCAL URBAN 19
 (100) DEFENSE HIGHWAY- NOT STRAHNET 0
 (101) PARALLEL STRUCTURE- NONE EXISTS N
 (102) DIRECTION OF TRAFFIC- 1 LANE, 2 WAY 3
 (103) TEMPORARY STRUCTURE-
 (105) FRD.LANDS HWY-
 (110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
 (20) TOLL- ON FREE ROAD 3
 (21) MAINTAIN- CITY OR MUNICIPAL HIGHWAY AGENCY 04
 (22) OWNER- CITY OR MUNICIPAL HIGHWAY AGENCY 04
 (37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

***** CONDITION ***** CODE
 (58) DECK
 (59) SUPERSTRUCTURE 7
 (60) SUBSTRUCTURE 7
 (61) CHANNEL & CHANNEL PROTECTION 6
 (62) CULVERTS N

***** LOAD RATING AND POSTING ***** CODE
 (31) DESIGN LOAD- OTHER OR UNKNOWN 0
 (63) OPERATING RATING METHOD- ALLOWABLE STRESS 2
 (64) OPERATING RATING- 34.4
 (65) INVENTORY RATING METHOD- ALLOWABLE STRESS 2
 (66) INVENTORY RATING- 20.8
 (70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
 (41) STRUCTURE OPEN, POSTED OR CLOSED- A
 DESCRIPTION- OPEN, NO RESTRICTION

***** APPRAISAL ***** CODE
 (67) STRUCTURAL EVALUATION 5
 (68) DECK GEOMETRY 2
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
 (71) WATER ADEQUACY 8
 (72) APPROACH ROADWAY ALIGNMENT 6
 (36) TRAFFIC SAFETY FEATURES 0000
 (113) SCOUR CRITICAL BRIDGES U

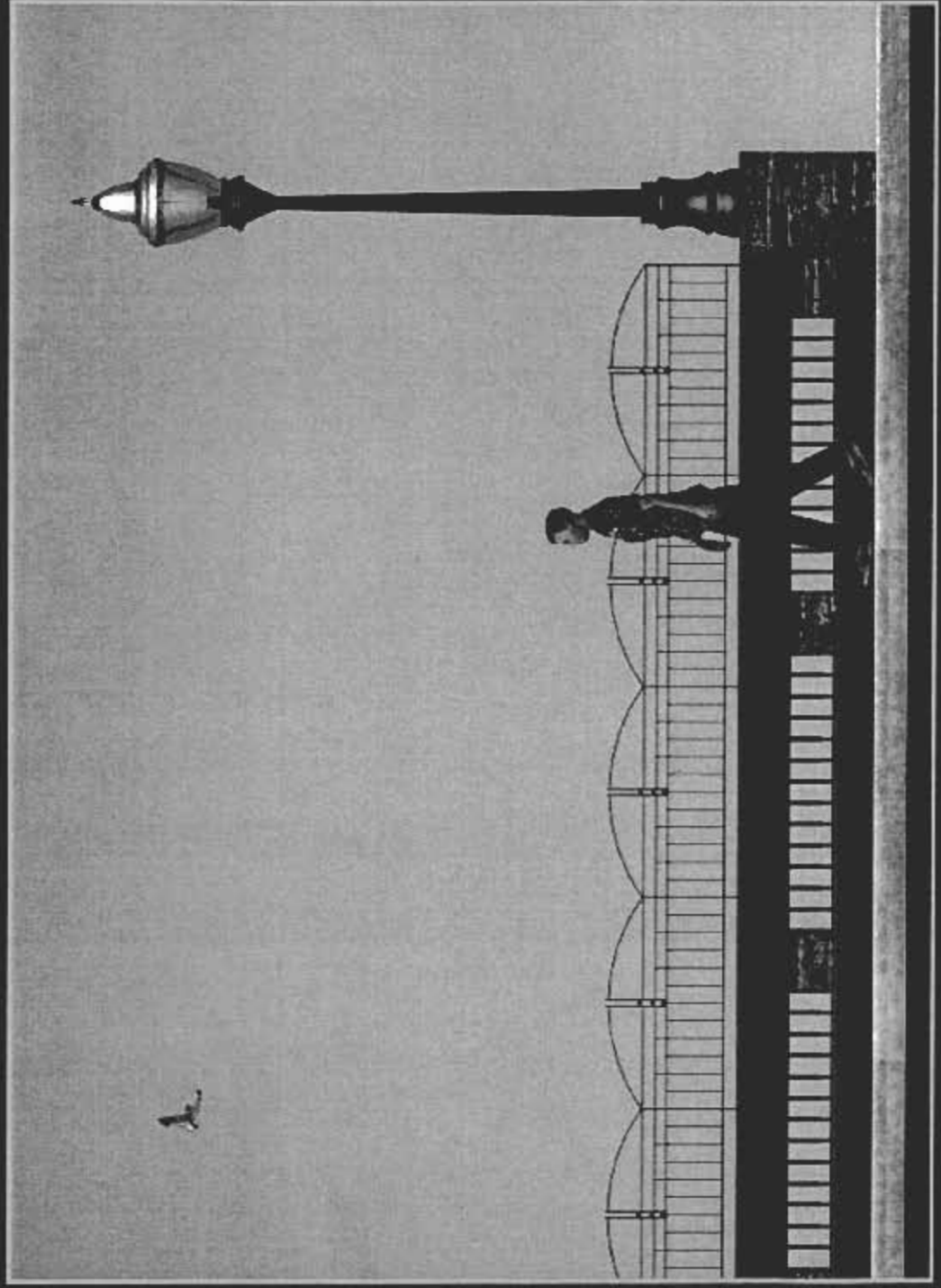
***** PROPOSED IMPROVEMENTS *****
 (75) TYPE OF WORK- MISC STRUCTURAL WORK CODE 38
 (76) LENGTH OF STRUCTURE IMPROVEMENT 9.8 M
 (94) BRIDGE IMPROVEMENT COST \$68,000
 (95) ROADWAY IMPROVEMENT COST \$7,000
 (96) TOTAL PROJECT COST \$102,000
 (97) YEAR OF IMPROVEMENT COST ESTIMATE 1999
 (114) FUTURE ADT 3500
 (115) YEAR OF FUTURE ADT 2012

***** INSPECTIONS *****
 (90) INSPECTION DATE 04/04(91) FREQUENCY 24 MO
 (92) CRITICAL FEATURE INSPECTION: (93) CPI DATE
 A) FRACTURE CRIT DETAIL- NO -1 MO A)
 B) UNDERWATER INSP- NO -1 MO B)
 C) OTHER SPECIAL INSP- NO NO C)

#2 Clay St. Realignment

US 50 to Main St.

Creek Bridge Proposal — brown fence option



Total Estimated Project Cost - Summary

Alternative: Fee Impact Study #2 - Clay Street Realignment

Preliminary Engineering

Environmental Doc. and PS&E 25% **\$295,500**

Construction Material Costs

	Roadway Items	\$501,000		\$/sqft for Roadway	\$26.31
	Structure Items	\$681,000			
	Subtotal	\$1,182,000			

Right of Way Costs

	Right of Way (Fee & TCE)	\$23,500			
	Utility Relocation	\$96,500			
	Title and Escrow Fees	\$1,500			
	Subtotal	\$121,500			

Roadway + Structures + R/W **\$1,303,500**

Administration

	City Admin	3%	\$35,460		
	Construction Admin	12%	\$141,840		
			Subtotal \$177,300		

Total Project Costs Without PE \$1,480,800

Total Project Costs Start to Finish \$1,776,300

16000 Sq Ft of Roadway

Costs based on percentages are a percentage of the subtotaled Construction Material Costs

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

District-County-Route _____
 KP(PM) _____
 EA _____
 Program Code _____

PROJECT DESCRIPTION: Clay Street Bridge Replacement
Bridge No. 25C0117

Limits: US 50 to Main Street
HBRR form 6A Estimate

Proposed Improvement (Scope): Replace existing functional obsolete structure
Reconstruct headwall for culvert running through existing structure
Realign Clay Street between Hwy 50 and Main Street to connect to the Cedar
Raving/Main Street intersection. The new bridge and roadway will follow the City
standards for a collector street.

Alternate: _____

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$	<u>\$501,000</u>
TOTAL STRUCTURE ITEMS	\$	<u>\$681,000</u>
SUBTOTAL CONSTRUCTION COSTS	\$	<u>\$1,182,000</u>
TOTAL RIGHT OF WAY ITEMS	\$	<u>\$121,500</u>
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$	<u>\$1,303,500</u>

Reviewed by Project Manager
 Dokken Engineering

 Signature

Approved by Project Engineer
 Dokken Engineering

 Signature

Phone No. 916-858-0642

Date April 28th 2006

KP(PM) _____
 EA _____
 Program Code _____

<u>Section 4 Specialty Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Retaining Walls	500	ft ²	\$30	\$15,000	
Barriers	25	ft	\$75	\$1,875	
Guardrail		ft			
Noise Barriers					
Highway Planting	1	LS	\$10,000	\$10,000	
Storm Water Pollution Prevention Plan	1	LS	\$10,000	\$10,000	
Irrigation Modification		LS			
Relocate Private Irrigation Facilities					
Erosion Control (Type D)	1	LS	\$2,000	\$2,000	
Slope Protection	1	LS	\$5,000	\$5,000	
Water Pollution Control	1	LS	\$15,000	\$15,000	
250 mm Welded Steel Pipe					
Hazardous Waste Mitigation Work					
Environmental Mitigation		LS			
Resident Engineer Office Space		LS			
Construction Staking	1	LS	\$10,000	\$10,000	
Temporary Railing (Type K)		EA	\$75		
Crash Cushion Modules		EA	\$300		
					\$68,875
				<u>Subtotal Specialty Items</u>	
<u>Section 5 Traffic Items</u>					
Lighting	1	LS	\$35,000	\$35,000	
Traffic Delineation Items		LS			
Traffic Signals		EA			
Overhead Sign Structures		LS			
Roadside Signs	1	LS	\$5,000	\$5,000	
Ramp Metering System		LS			
Traffic Control Systems	1	LS	\$10,000	\$10,000	
Traffic Management Plan	1	LS	\$15,000	\$15,000	
COZEPP		LS			
					\$65,000
				<u>Subtotal Traffic Items</u>	
					\$329,000
				<u>SUBTOTAL SECTIONS 1-5</u>	

KP(PM) _____
 EA _____
 Program Code _____

Section 6 Minor Items

Subtotal Sections 1-5	<u>\$329,000</u>	x	5%	<u>\$16,450</u>	
					<u>TOTAL MINOR ITEMS</u>
					<u>\$16,500</u>

Section 7 Roadway Mobilization

Subtotal Sections 1-5	<u>\$329,000</u>				
Minor Items	<u>\$16,500</u>				
Sum	<u>\$345,500</u>	x	10%	<u>\$34,550</u>	
					<u>TOTAL ROADWAY MOBILIZATION</u>
					<u>\$34,600</u>

Section 8 Road Additions

Supplemental

Subtotal Sections 1-5	<u>\$329,000</u>				
Minor Items	<u>\$16,500</u>				
Sum	<u>\$345,500</u>	x	10%	<u>\$34,550</u>	

Contingencies *

Subtotal Sections 1-5	<u>\$329,000</u>				
Minor Items	<u>\$16,500</u>				
Sum	<u>\$345,500</u>	x	25%	<u>\$86,375</u>	

TOTAL ROADWAY ADDITIONS \$120,900

TOTAL ROADWAY ITEMS \$501,000

(Total of Sections 1-8)

ESTIMATE PREPARED BY
 DOKKEN ENGINEERING

Rebecca Lester
 (Print Name)

PHONE # 916-858-0642

DATE April 28th 2006

* Use appropriate percentage per Chapter 3-50 of Project Development Procedures Manual: PSR 25%, Draft PR 20%, PR 15%.

District-County-Route _____

KP(PM) _____

EA _____

Program Code _____

II. STRUCTURES ITEMS

	Clay Street Bridge Replacement	Cedar Ravine Culvert		
Bridge Name				
Structure Type		Headwall		
Width (out to out) - (ft)	52			
Span Length - (ft)	35			
Total Area - (ft^2)	1,820			
Footing Type (pile/spread)	Spread	Spread		
Cost Per m^2 (incl. 10% mobilization and 25% contingency)	\$300.00			
Total Cost for Structure	\$546,000	\$10,000		

SUBTOTAL STRUCTURES ITEMS \$556,000

Railroad Related Costs			
Remove Existing Bridge	\$75,000		\$75,000
Bridge Railing Replacement	\$50,000		\$50,000
		SUBTOTAL RELATED ITEMS	<u>\$125,000</u>

TOTAL STRUCTURES ITEMS \$681,000

COMMENTS:

ESTIMATE PREPARED BY
 DOKKEN ENGRNG Rebecca Lester PHONE # 916-858-0642 DATE _____
 (Print Name)

(If appropriate, attach additional pages and backup)

District-County-Route _____

KP(PM) _____

EA _____

Program Code _____

III. RIGHT OF WAY

Acquisition, including excess lands and damages to remainder	<u>\$23,500</u>
Utility Relocation (Project share)	<u>\$96,500</u>
Clearance/Demolition	_____
RAP	_____
Title and Escrow Fees	<u>\$1,500</u>

TOTAL RIGHT OF WAY \$121,500

CONSTRUCTION CONTRACT WORK _____

COMMENTS

ESTIMATE PREPARED BY
DOKKEN ENGINEERING Rebecca Lester
(Print Name)

PHONE # 916-858-0642

DATE April 28th 2006

(If appropriate, attach additional pages and backup.)

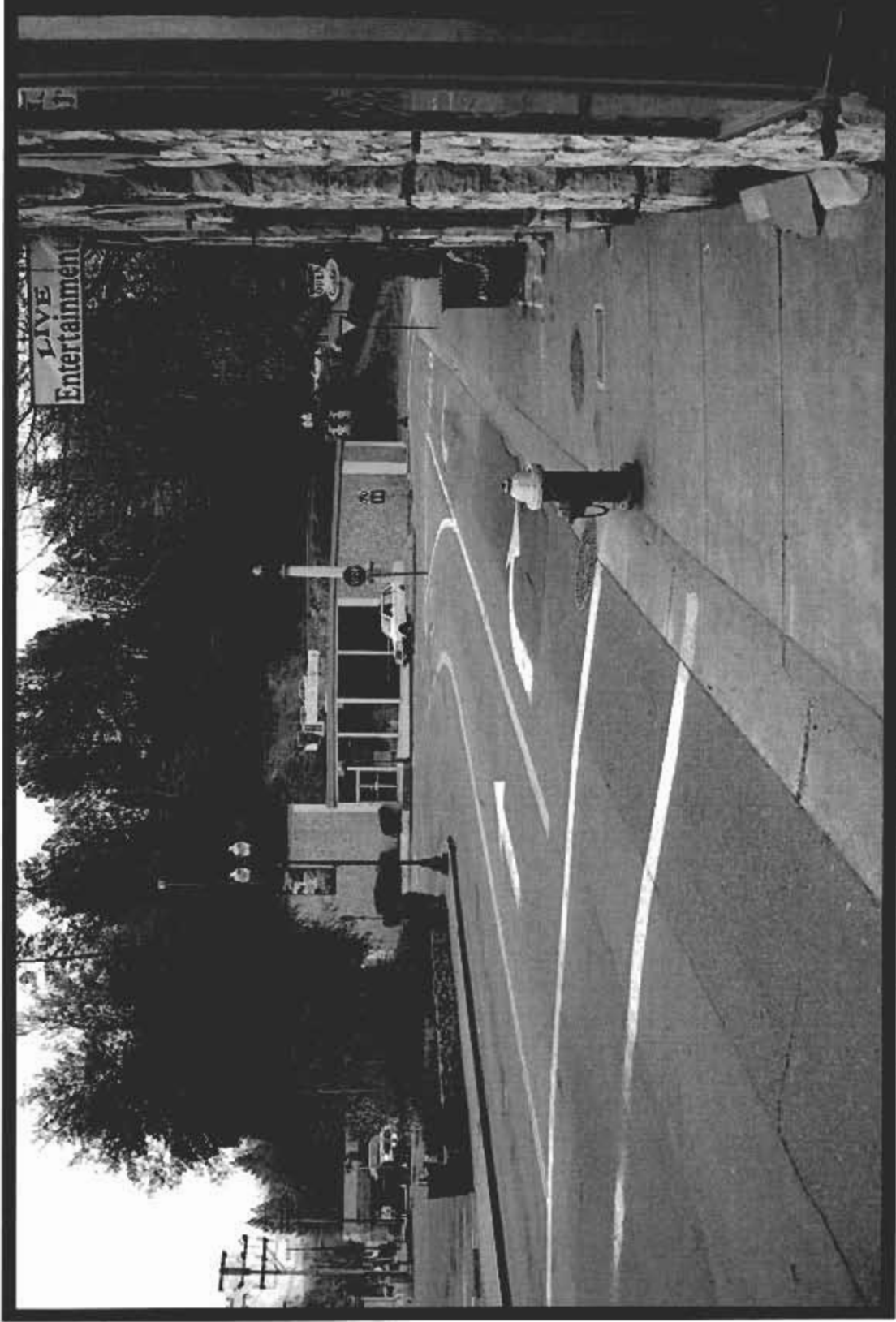
HBRR Form 6A Breakdown

		With 25% contingency
Construct Bridge	\$429,900	\$566,400
Bridge Removal	\$75,000	\$75,000
Slope Protection	\$5,000	\$6,250
Channel Work ¹	\$10,000	\$10,000
Detour - Stage Construction	\$25,000	\$31,250
Approach Roadway	\$341,111	\$426,388
Utility Relocation	\$96,500	\$96,500
Mobilization (10%)	\$91,711	\$91,711
Total	\$982,511	\$1,303,500

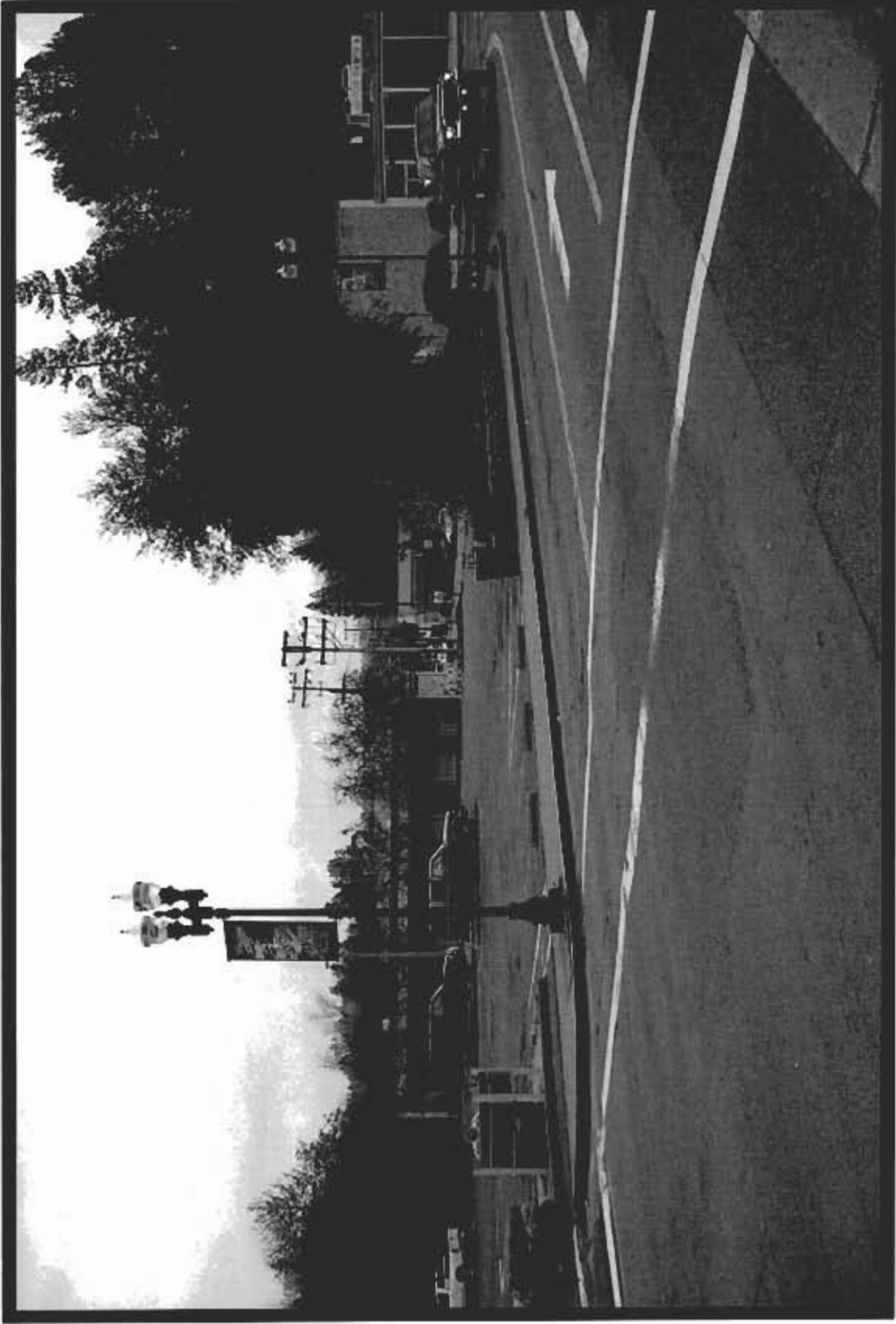
	Direct Costs	+/-	Indirect costs	=	HBRRP Participating
PE	\$295,500				\$295,500
R/W					\$121,500
Con	\$886,500				
CE	\$177,300				
Cont	\$295,500				
Subtotal	\$1,359,300				\$1,359,300
					\$1,776,300
Fed Match Rate			HBRR Requested		\$1,776,300

¹ Channel work = reconstruction of the Cedar Ravine culvert headwall

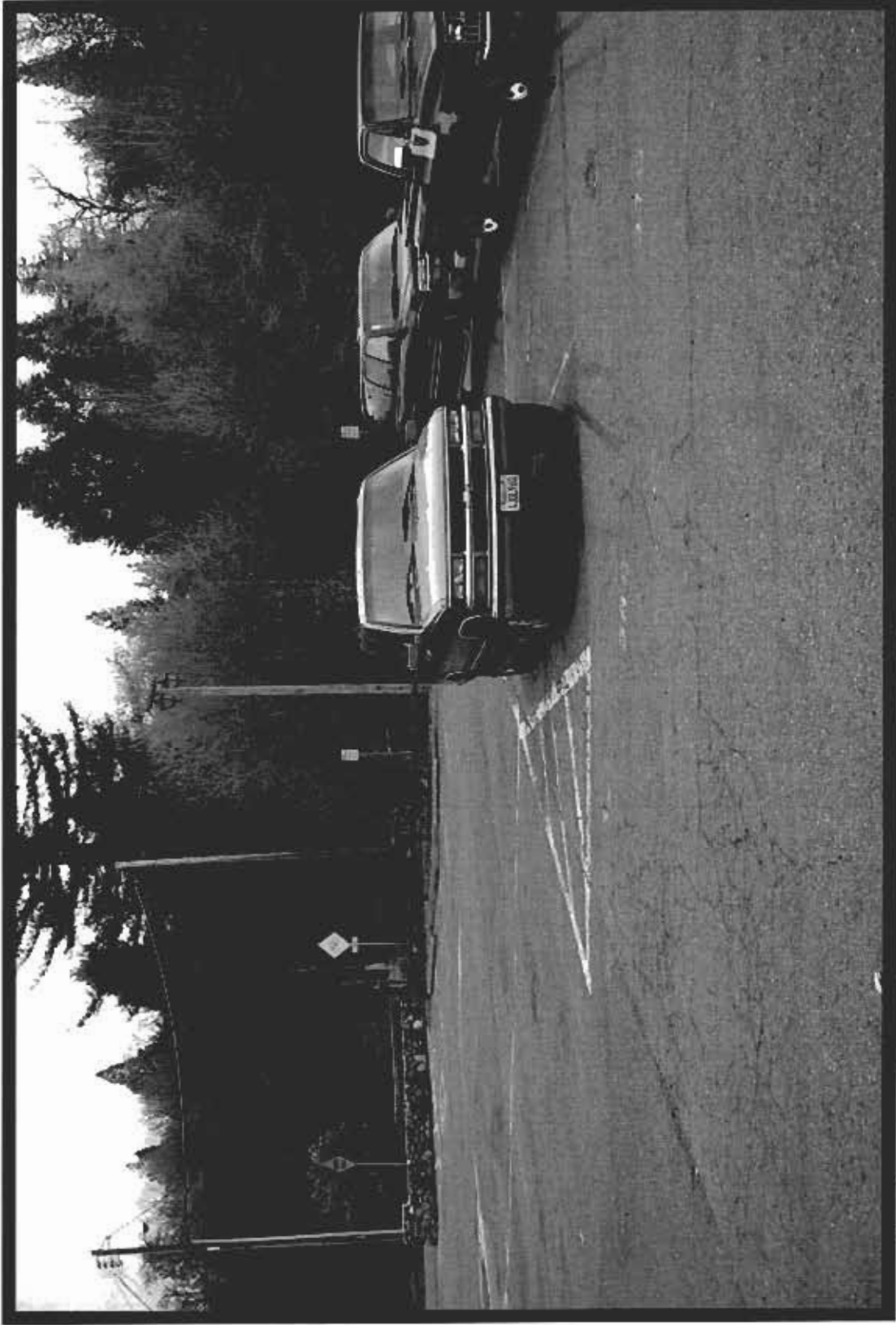
² Contingencies = 25%
As a check the total with contingencies should match the total of: Roadway+Structures+Right of Way on pg 1



View from the Main street sidewalk directly across from the Clay Street terminus towards the proposed roundabout at the Cedar Ravine/Main Street/ proposed clay street intersection.



View from Main street towards the Ivy House parking lot. The proposed alignment of Clay street will divided this parking lot to line up with Cedar Ravine.



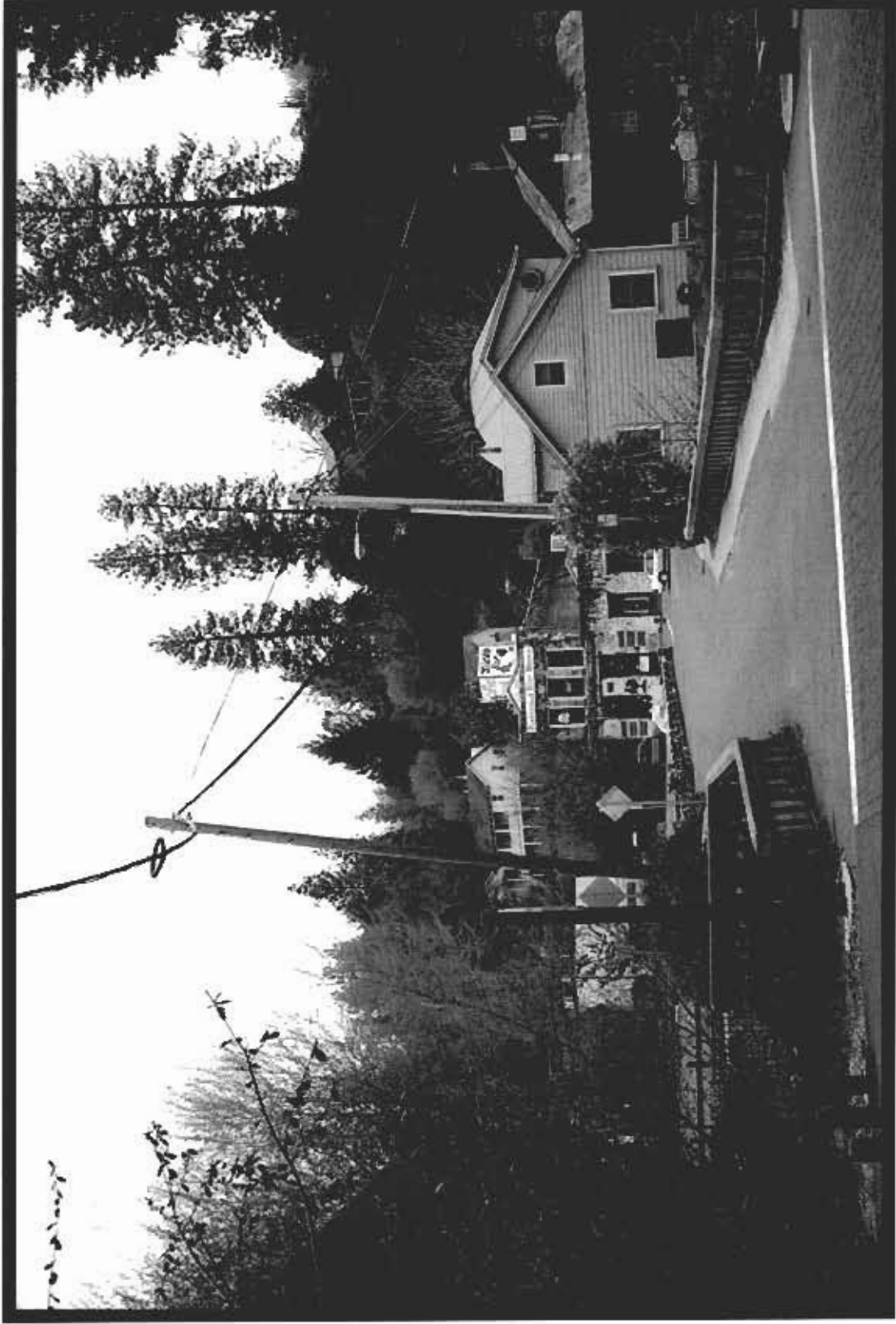
View facing northwest from the southern side of the ivy house parking lot along the proposed alignment.



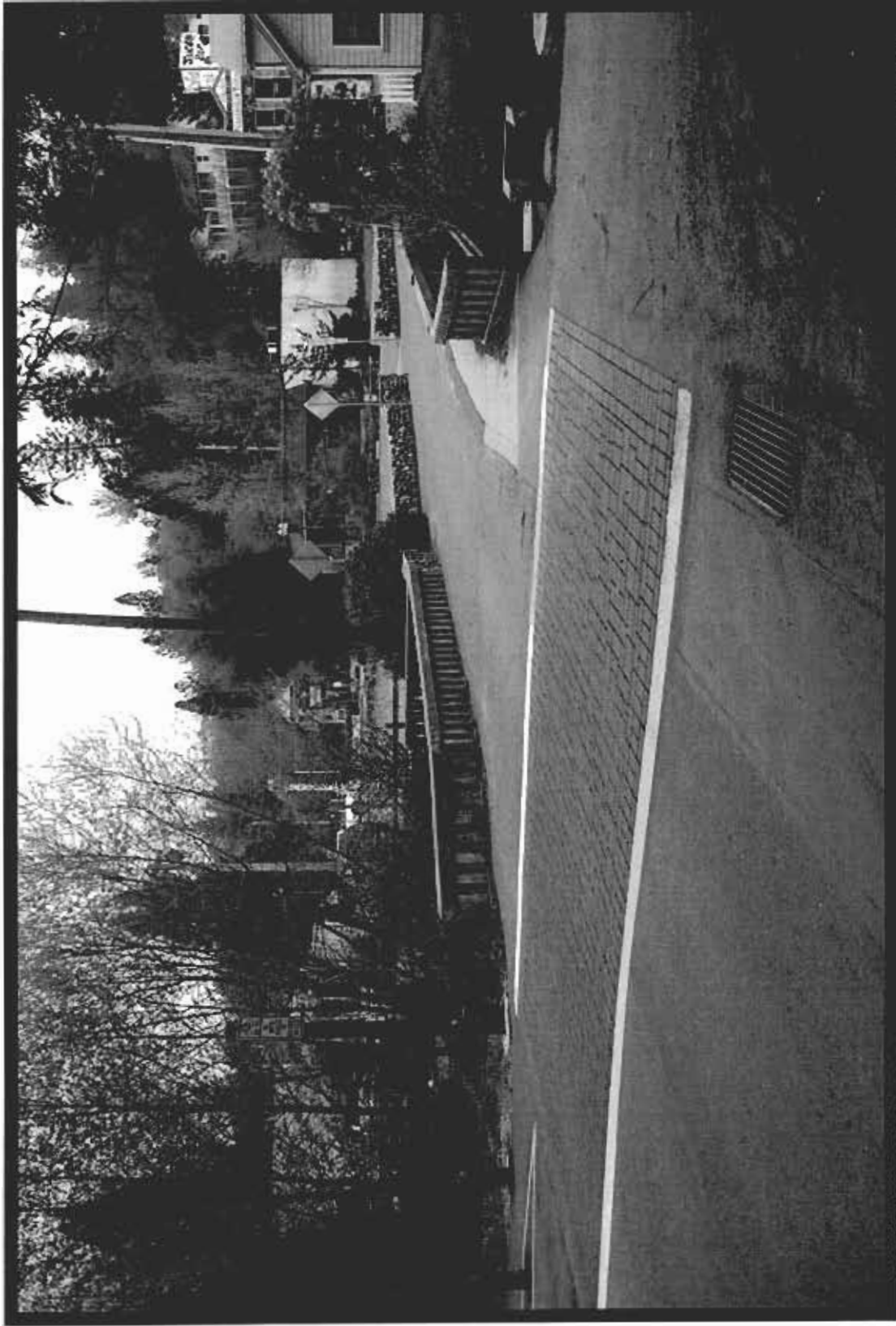
View facing northeast from Main street at the terminus of Clay street. The abandoned roadway section of Clay street will be reconfigured for parking. To maximize parking the rock wall shown should be removed. The proposed project will install lighting along the new section of clay street consistent with that shown.



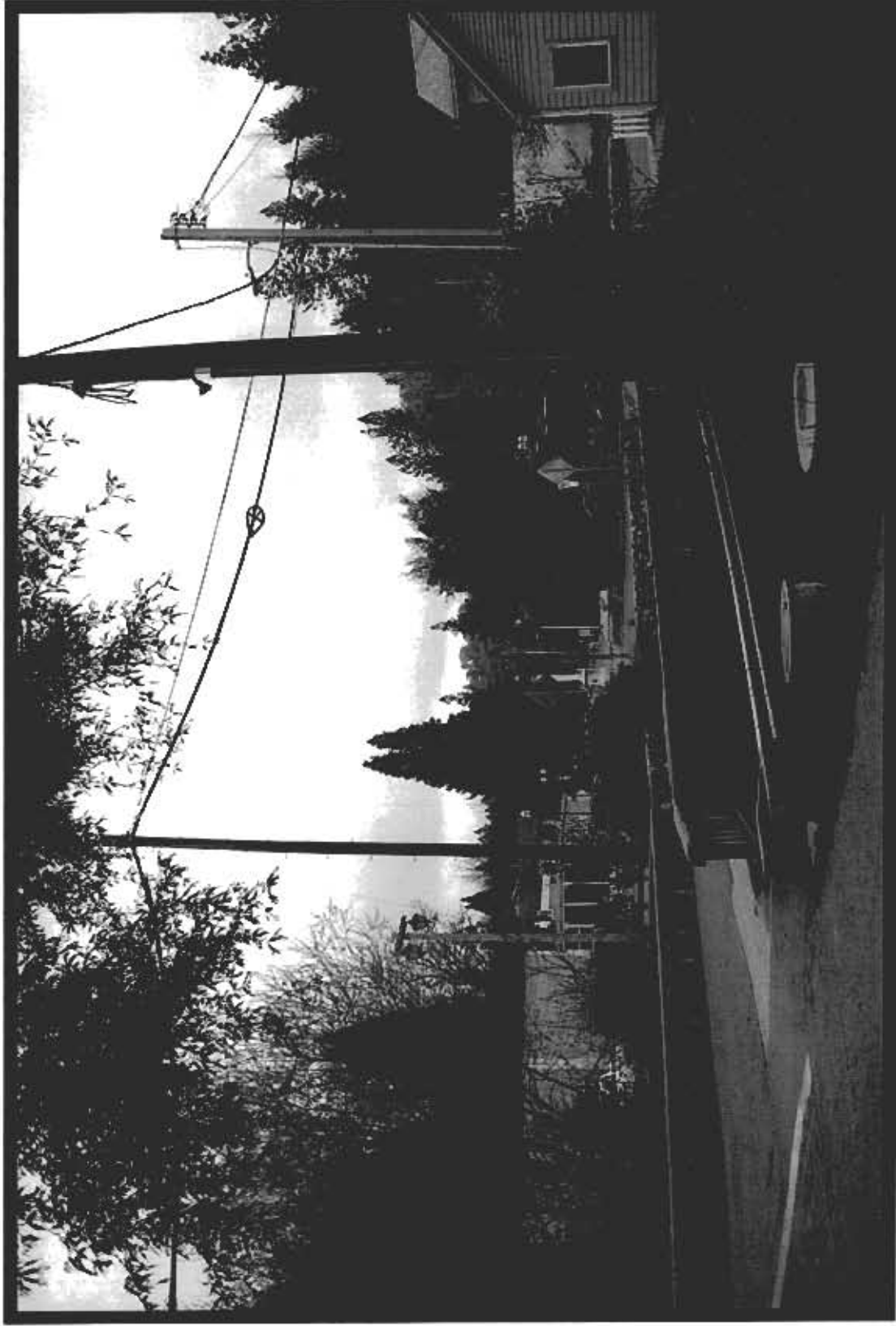
View facing north from a location on Clay street just south of the Clay street bridge. Notice the 3 utility poles to be relocated, and the rock wall to be removed.



View facing south from beyond the northeast corner of the trail crossing. The two structures shown will require temporary construction easements during construction.



View facing south from beyond the northwest corner of the trail crossing. Notice the inlet, also notice that the level of AC across the bridge has been raised up to the top of the sidewalk.



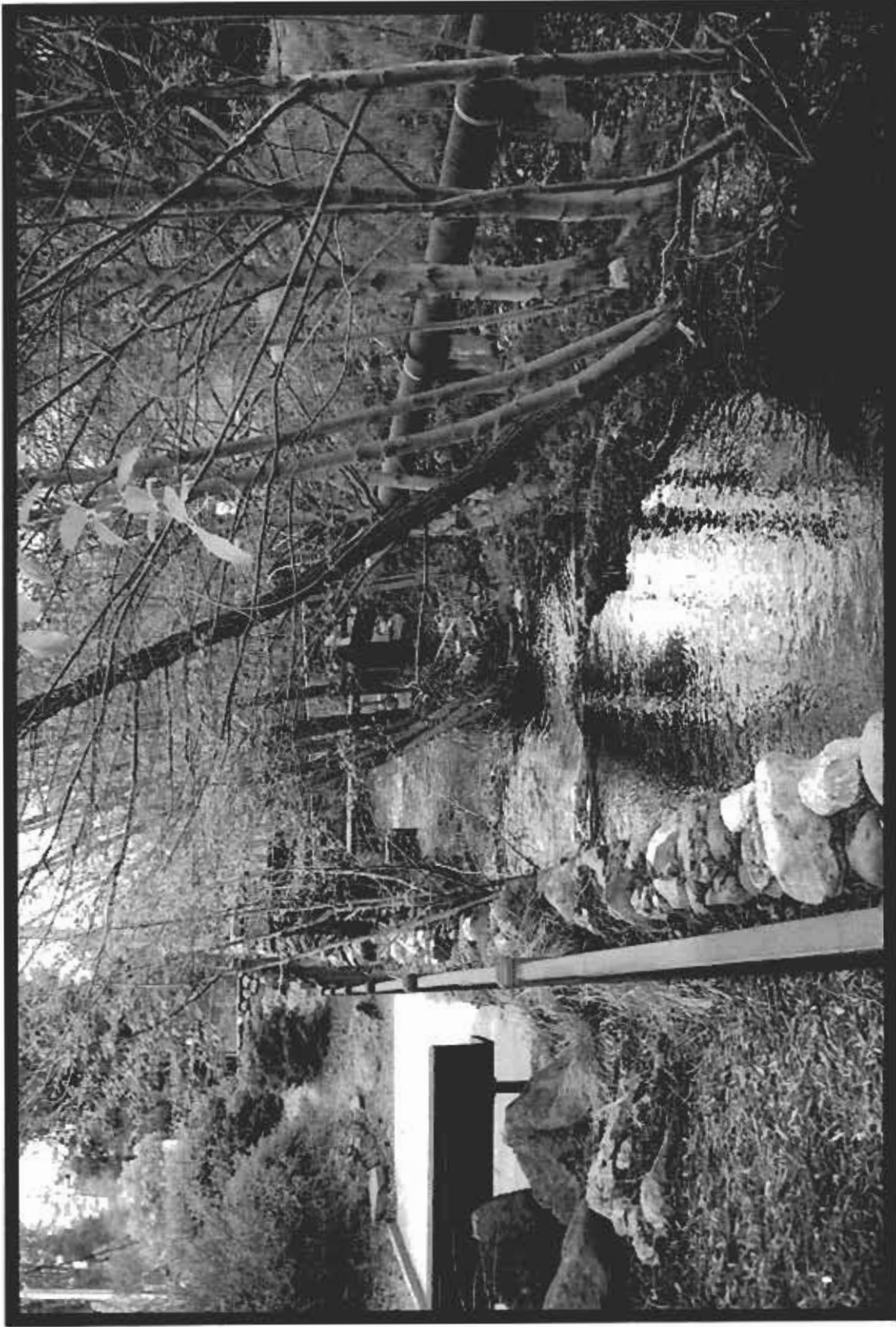
View facing south from beyond the northwest corner of the bridge. The proposed alignment will cut across the parking lot towards the twin pine trees near the middle of the picture.



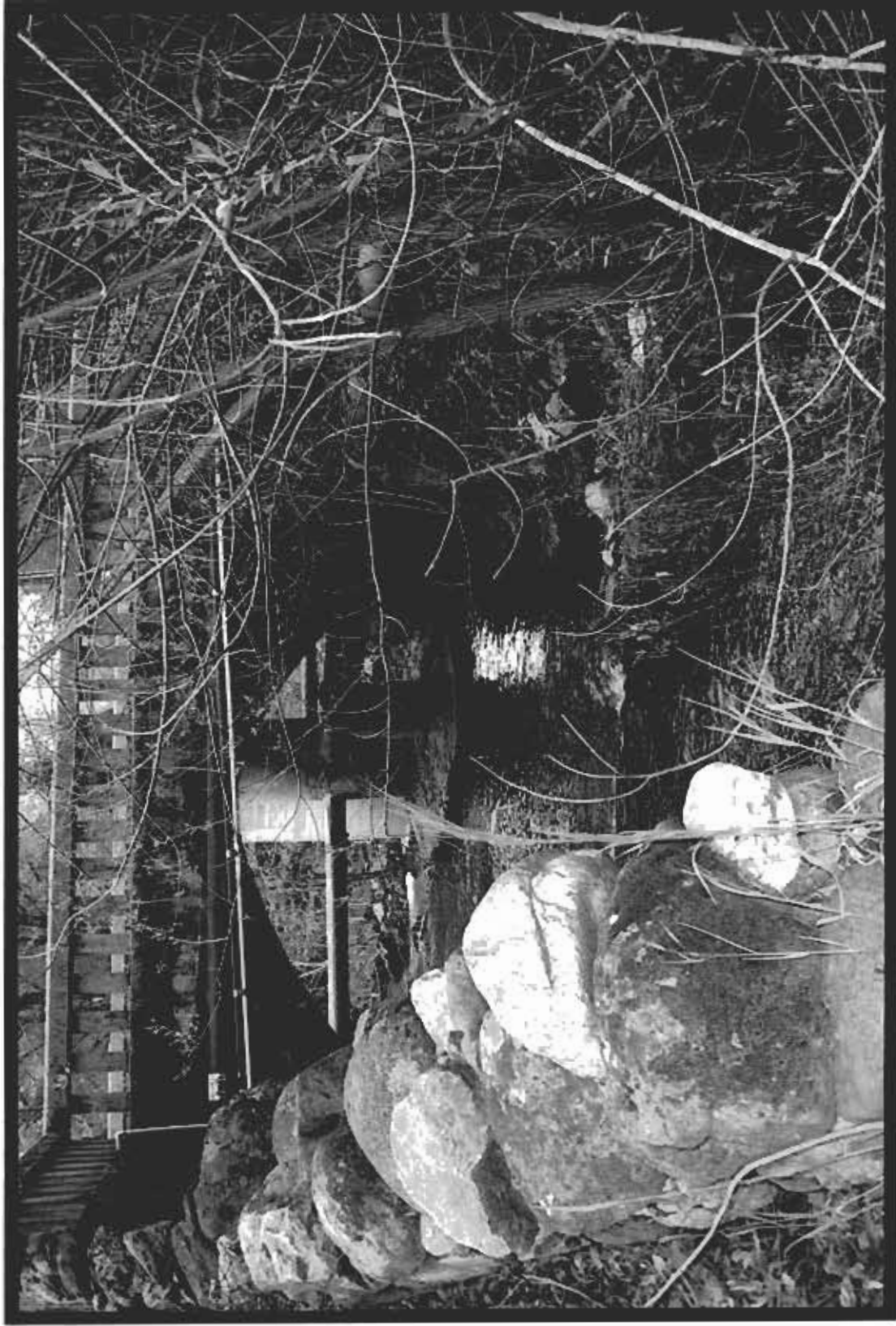
View facing North from the bridge up Clay street. Notice the pavement treatment for the El Dorado Trail crossing, also notice the trail entrance that will be relocated further east by the project.



View facing east at the park located near the southeast corner of the bridge. ADA ramp will need to be reconstructed with the project.



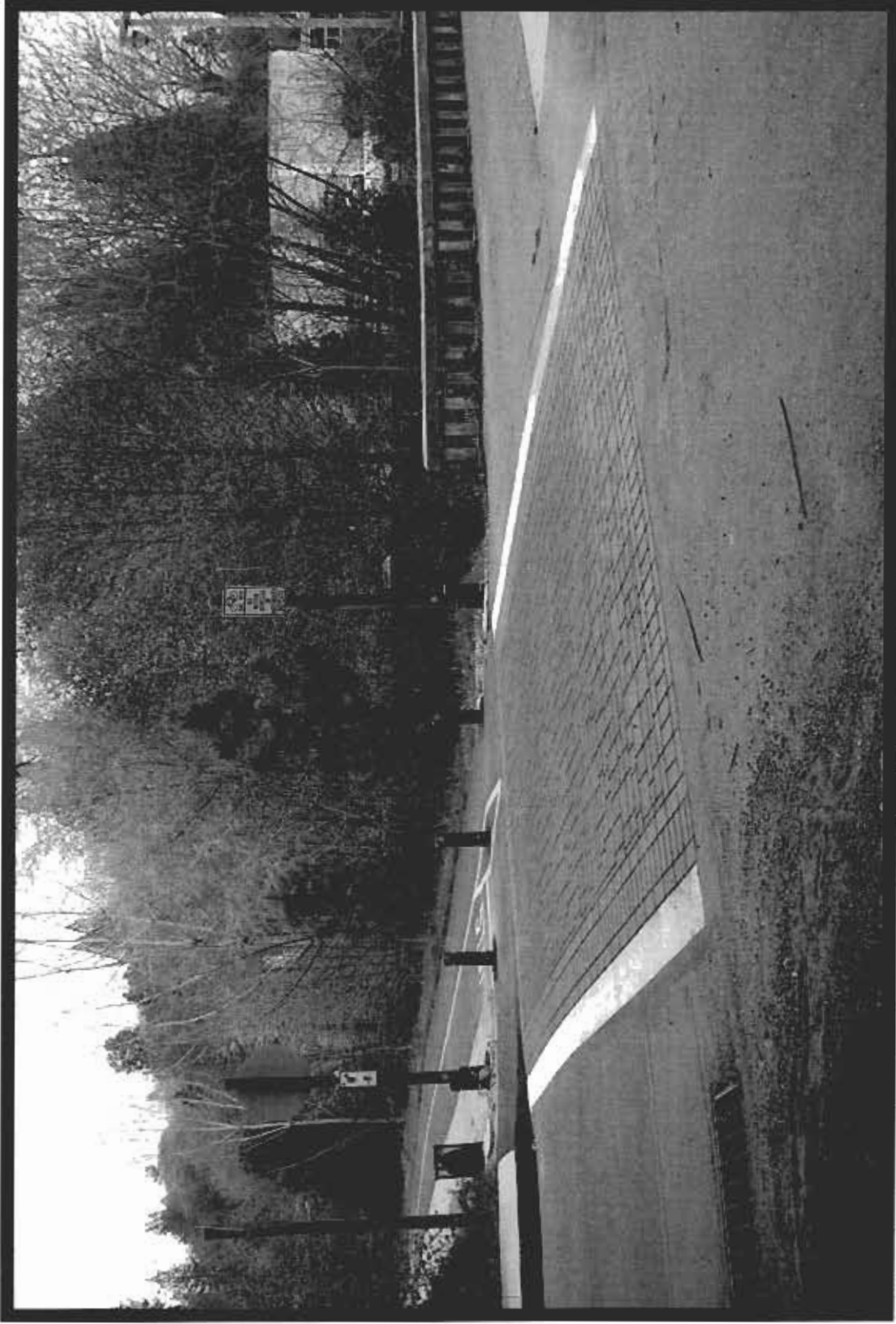
View facing north from east end of park. Hangtown creek shown. Sewer line to be relocated prior to project.
Clay street bridge located west of the photo site is obscured by vegetation.



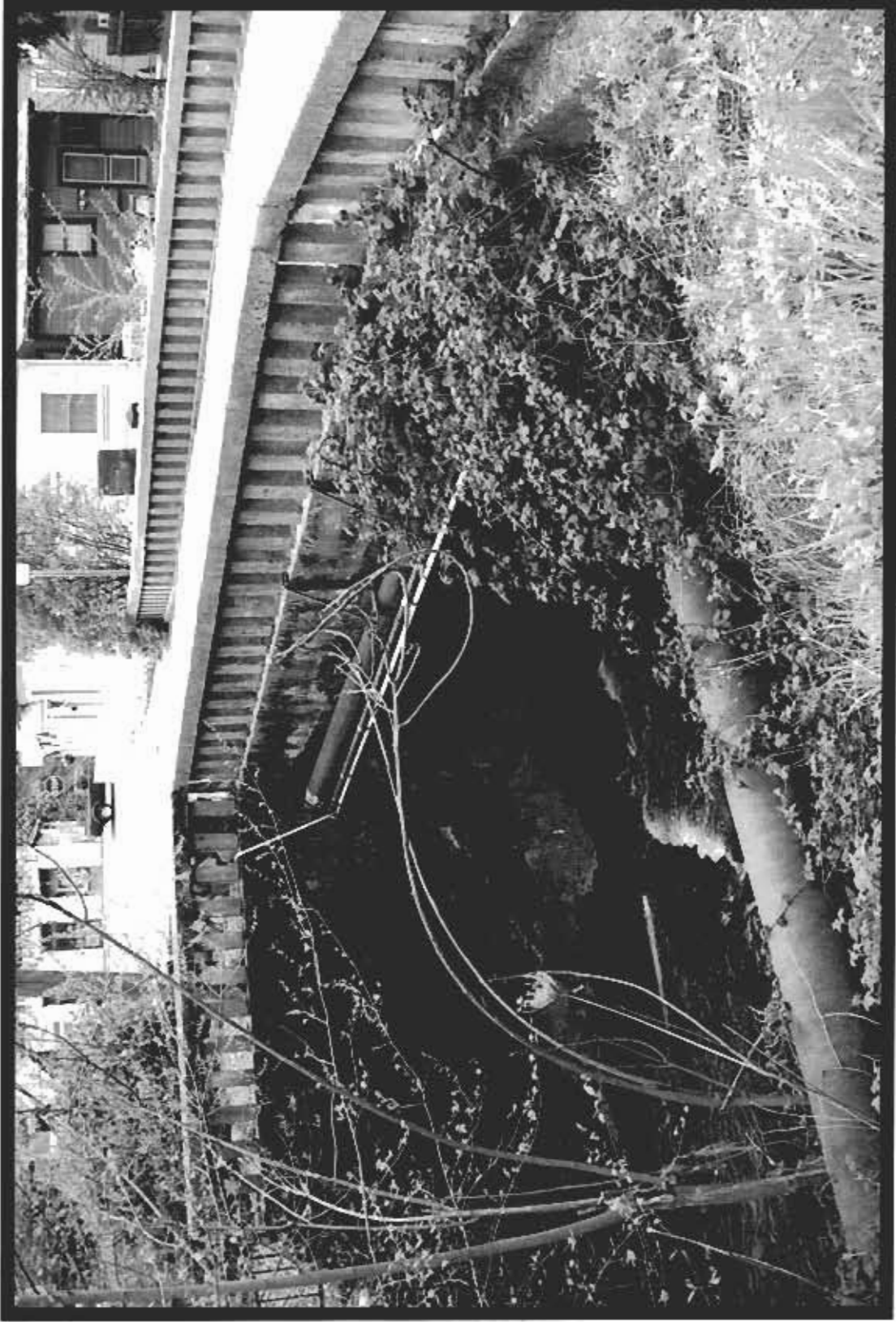
View facing west of the east side of the bridge



View facing east at the west side of the Clay street bridge. Notice the cedar ravine culvert draining into Hangtown creek through the southern abutment of the bridge. Also notice the new telephone line conduit hanging on the bridge that will be relocated with the proposed project.



View facing southeast at the entrance to the El Dorado trail. This train entrance will be reconstructed to the east as part of the project.



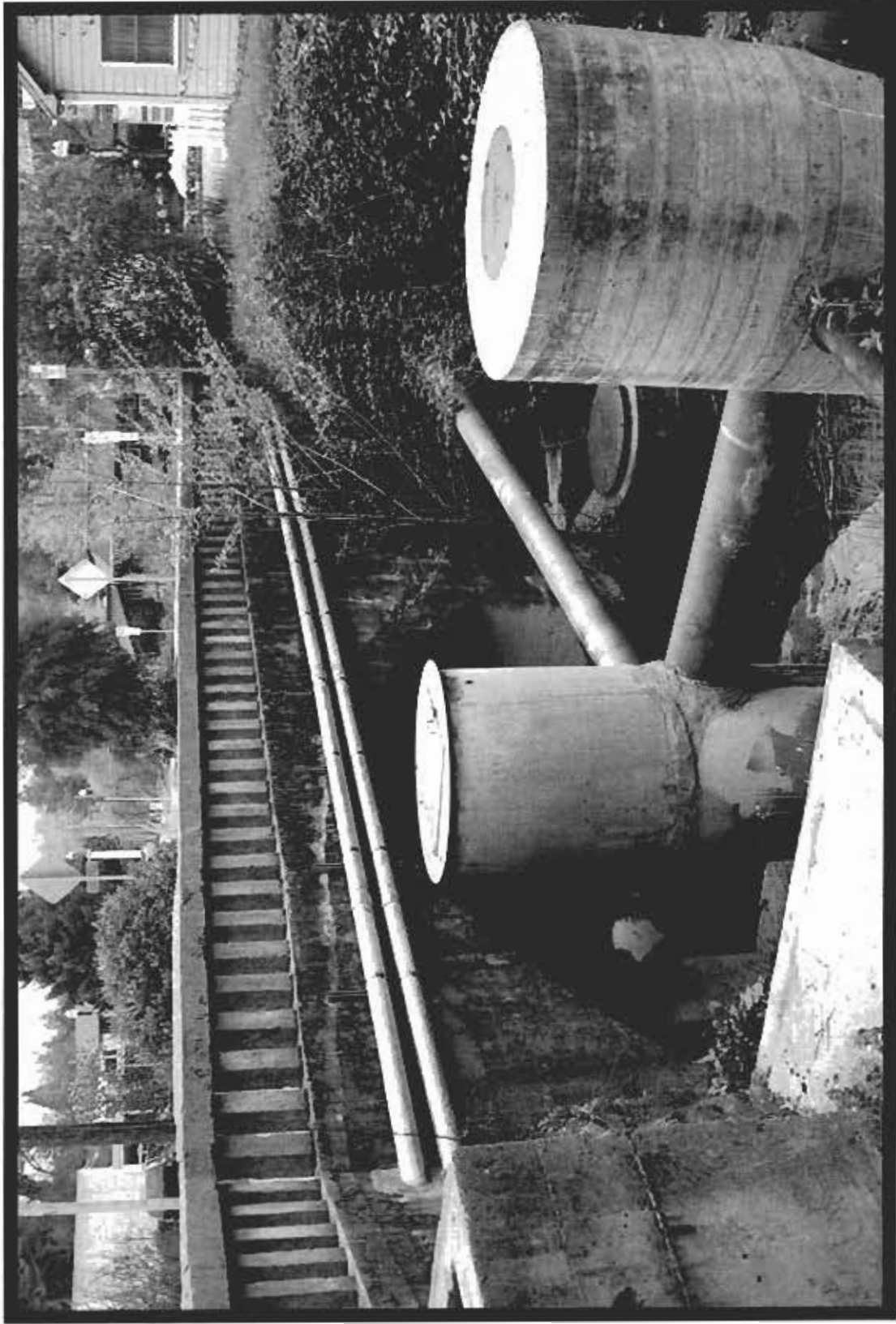
View facing southwest from the north east corner of the bridge.



View facing northeast from the bridge at the drainage inlet to be relocated by the project.

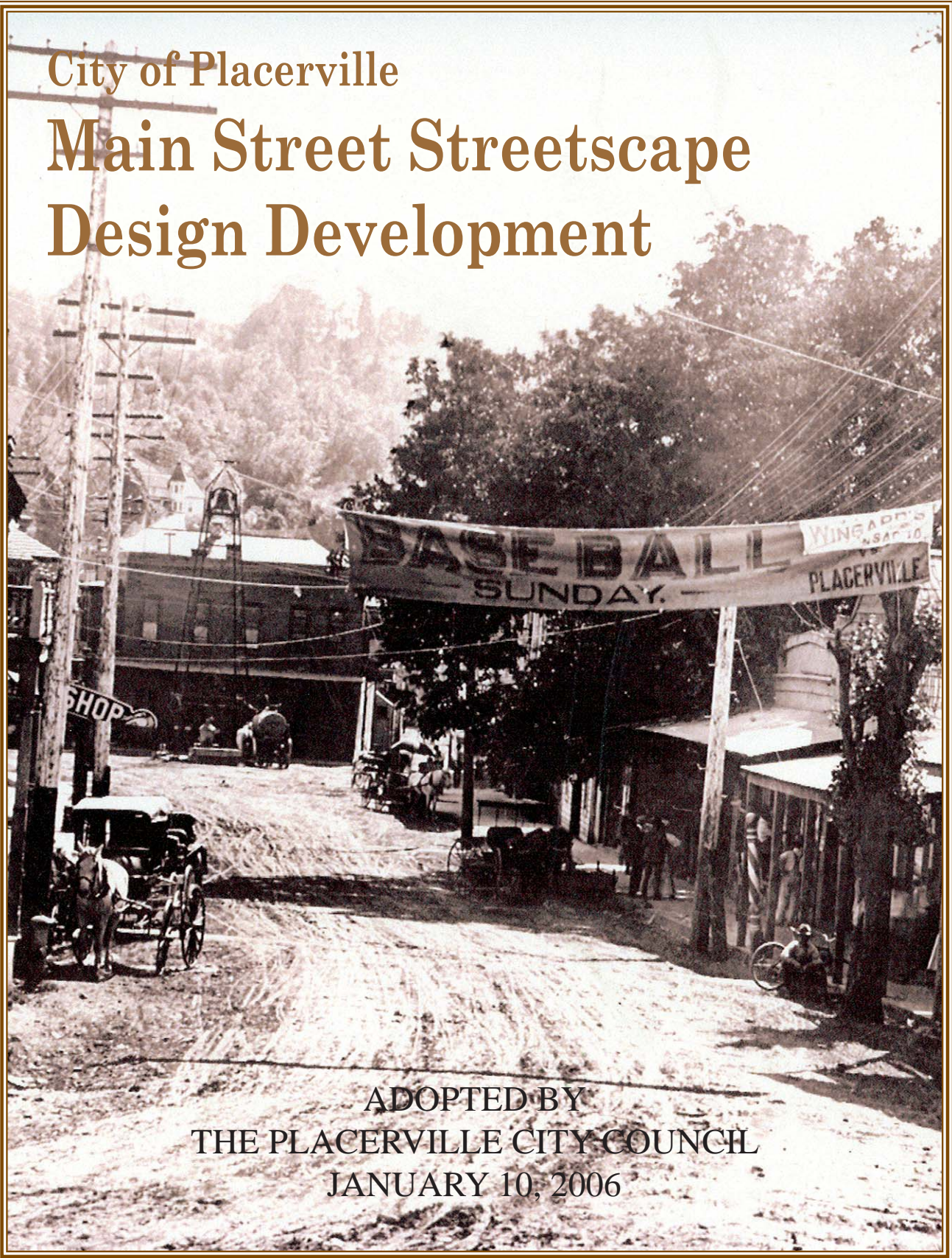


View facing southeast from near the northwest corner of the bridge. The Cedar Ravine culvert runs from the west side of Cedar Ravine, under main street, under the Ivy House parking lot to drain into Hangtown creek.



View facing south from the northwest corner of the bridge.

City of Placerville Main Street Streetscape Design Development



ADOPTED BY
THE PLACERVILLE CITY COUNCIL
JANUARY 10, 2006

Prepared by
C. Gary Hyden, Landscape Architect
January 2006

City of Placerville

City Council

Roberta “Robby” Colvin, Mayor
Mark Acuna
Carl Hagen
Pierre Rivas, Vice Mayor
Marian Washburn

Planning Commission

Michael Frenn, Chair
Carol Anne Ogdin, Vice Chair
Manny De Aquino
Les Russell
Carol Patton

City Administration

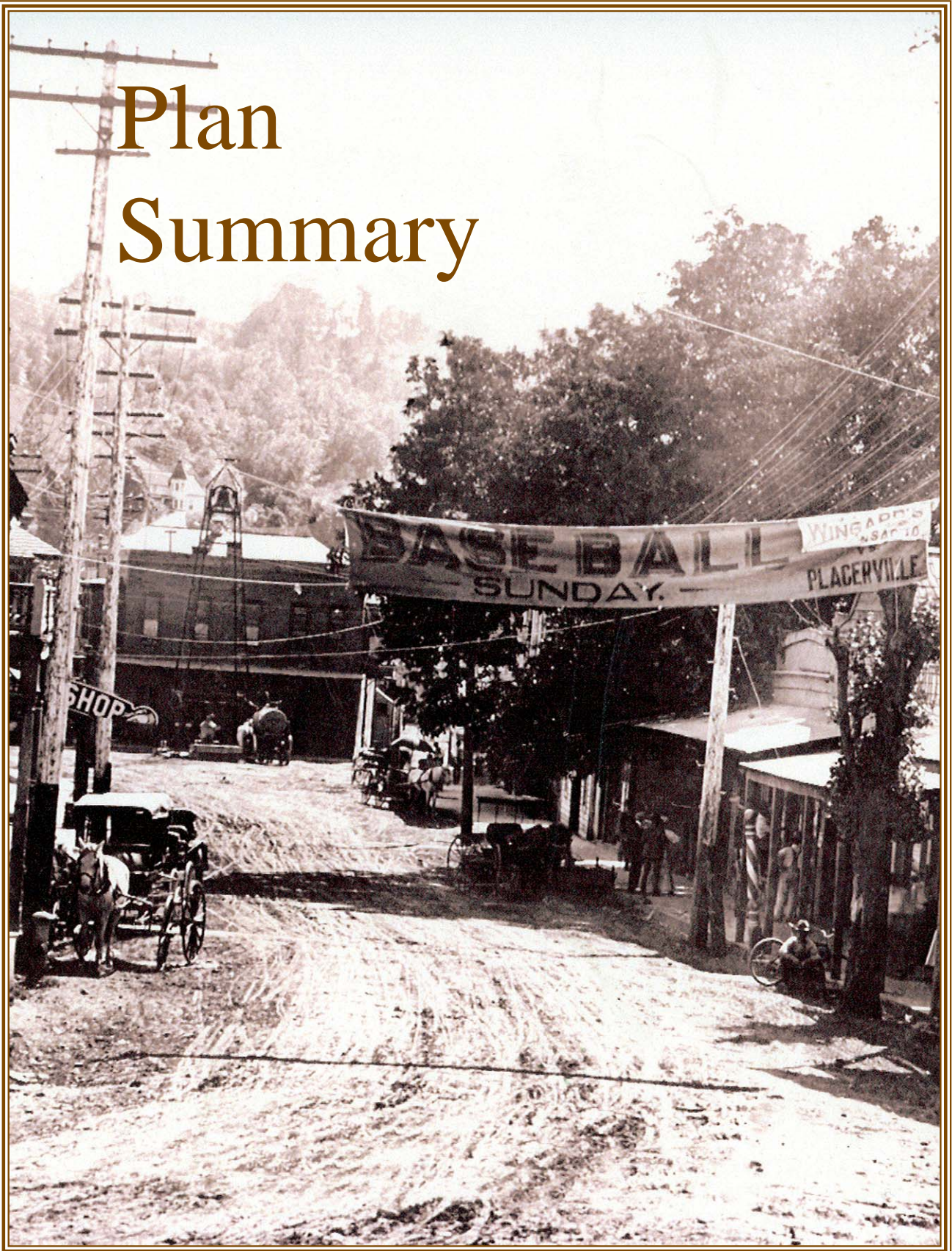
John Driscoll, City Manager, City Attorney
Steve Calfee, Director of Community Development
Randy Pesses, Director of Public Works
Ron Mueller, Director of Public Services
George, Nielsen, Police Chief
Dave Warren, Director of Finance

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Appendix B	Detailed Cost Estimates
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Plan Summary



Plan Summary

This plan is a synthesis of previous plans and ideas for the Main Street streetscape developed over the last twelve years. As such, it does not break new ground or take a new direction in the vision of what the Main Street streetscape should be. Instead, it refines existing design ideas and gives detailed descriptions of the forms, materials, quantities, configurations, and costs associated with the full realization of the Main Street streetscape vision developed by the community in the previous planning efforts.

Old Placerville
figure 1



Over the last decade several new “Big Box” retail stores have appeared in the region. This change in the retail dynamic has placed a greater focus on Main Street as a recreational shopping and dining destination.

Placerville’s abundance of wealth in history and architectural character provide an excellent background for these shopping activities. Consequently, preservation and enhancement of Main Street’s unique character is key to Downtown’s continued retail success.

Therefore, this plan focuses on three primary objectives as it provides detail for implementation of the Community's vision of the streetscape improvements:

1. Preserve and enhance the historical character and assets of Downtown.
2. Improve the pedestrian shopping experience.
3. Develop a plan that is aesthetically cohesive and economically viable, a plan that can be implemented through a multi-phase and multi-year effort.

The major elements in the proposed improvements consist of the conversion of the area adjacent to the existing Bell Tower into a public plaza with significant public-transit-oriented facilities; accessibility improvements at the street intersections; widening of the pedestrian walkways; addition of planting areas and accent planters; pavement textures at the cross walks and other significant pedestrian spaces along Main Street; monument signs, new street lights, benches, and other character-appropriate street furniture; areas for outdoor dining; and, a roundabout at the intersection of Main Street and the realigned Clay Street.

The theme that unifies these improvements is derived from elements of style of the American Victorian period. The general time frame for American Victorian is from 1840 to 1910. It is during this period that Placerville (also known as Dry Diggins and Hangtown) came into being and many of the most architecturally significant buildings along Main Street were developed.

The estimated cost of the proposed improvements is 1.6 million dollars. Given the size of this sum and the continuing tough, but improving economic times for California municipalities, the plan has been divided into packages or segments. Some of these segments are immediately feasible while other larger projects will require that the City secure additional funding before proceeding with implementation.

Approaches to financing fall into three major categories. First there are the traditional forms of financing capital improvements available to municipal government in California. These include, general fund, bonds, assessment districts and grants.

The second is funding through enterprise efforts such as parking fees, leasing public space, and short-term rental of public space.

The third category consists of the less traditional forms of funding including fund raising, private sector grants, and donations.

The following recommendations represent the best opportunities from

each of these three categories.

- I. Investigate the use of special funding districts in conjunction with other revenue sources readily available to the City.
 - A. Determine the funds required to implement major street improvements including the proposed Bell Tower Plaza, the Main Street reconfiguration, the Clay Street realignment, and the Roundabout
 - B. Deduct the amount of all readily available revenue resources from the total improvement amount determined in task A. above.
 - C. Calculate the costs and time frames associated with creating a special funding district to make up the shortfall.
 - D. Determine if a district is financially and politically feasible. If it is, develop a campaign to build community support.
 - E. Once support is sufficient bring the issue to the City Council for discussion and action.

- II. Investigate the possibility of leasing public areas in front of restaurants for outdoor dining.
 - A. Canvas existing restaurants to determine the level of interest.
 - B. Maintain flexibility in streetscape design and implementation to accommodate interested establishments. Note this may require the loss of minimal additional parking along Main Street.
 - C. Develop lease agreements and build in attractive terms for leasers willing to help with the capital improvement costs

- III. Investigate the possibility of renting the Bell Tower Plaza area for special events.

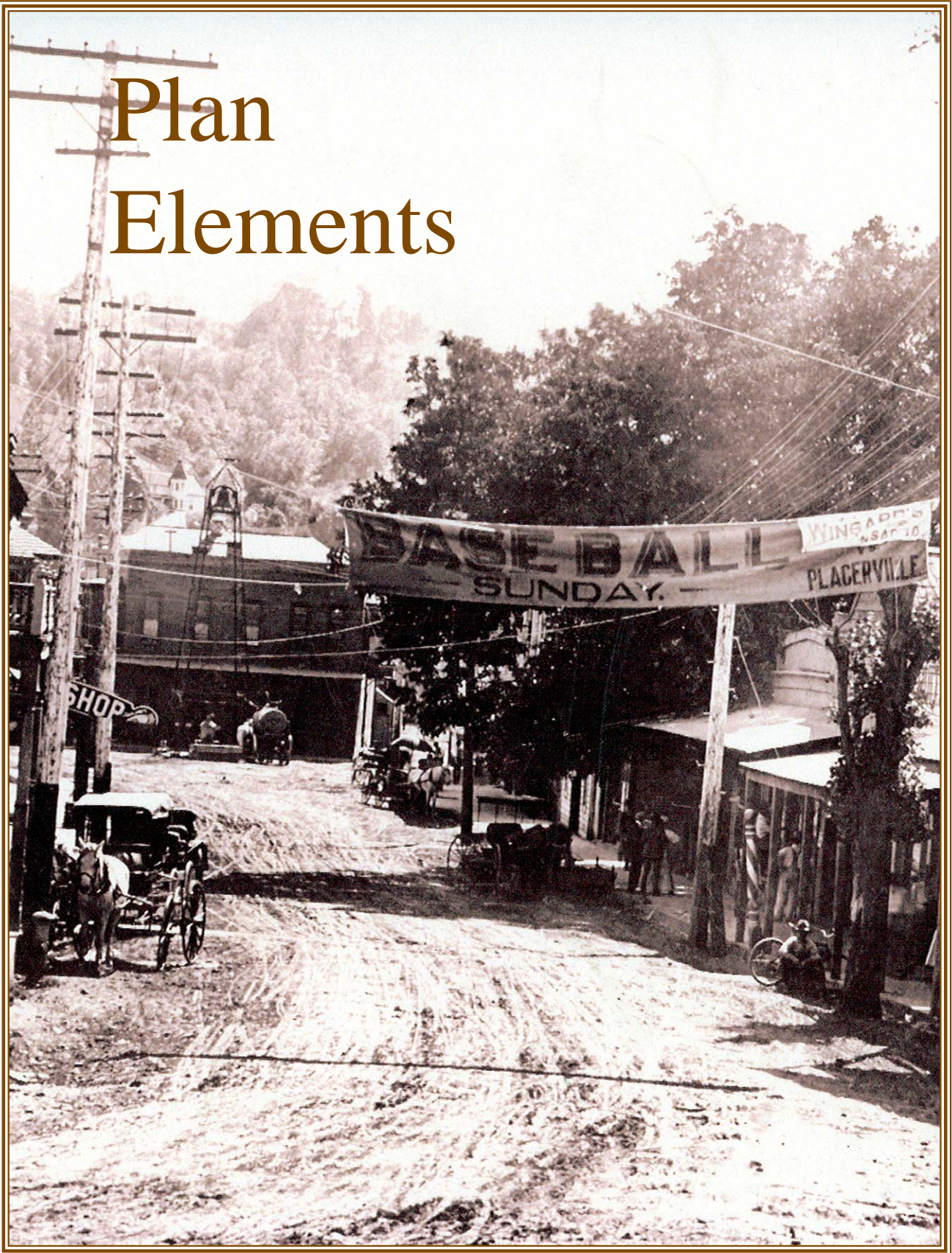
- IV. Apply for grants from federal, state and regional agencies.
 - A. Develop a list of potential programs and agencies.
 - B. Consider declaring Main Street a historic park and apply to California Department of Parks and Recreation for funding to provide elements described in the Historic Interpretation paragraphs of Section II.

This approach is also applicable for the proposed improvements at the Bell Tower Plaza.

- V. Investigate the possibility of creating a permanent Main Street non-profit organization to promote economic and recreational aspects of Main Street.
 - A. Use this organization to apply for private grants, run local fundraisers, train and coordinate docents for historic downtown walks, and conduct an ongoing Main Street marketing effort.

Success of the Main Street streetscape improvement effort will only come after years of effort by both the public and private sectors. The City, working closely with the business community, has already accomplished much. Continuation and expansion of this partnership is the primary ingredient for future success. With this plan as the blueprint, and the continuation of the existing successful relationship between the City and the business community, the majority if not all of the improvements proposed in this plan can be realized within the next decade.

Plan Elements



Plan Elements

Introduction

The purpose of this streetscape design development plan for Placerville's Main Street is to refine and finalize the community's concepts and ideas regarding Main Street, (represented by the Downtown Revitalization Plan and the Streetscape Concept Plan) into a document that provides the detailed design statement, cost estimates, and phasing necessary for the implementation of the Streetscape Improvements.

Therefore, this design development plan does not break new ground nor

Downtown Placerville Today
figure 2



take a new direction in the vision of what the Main Street streetscape should be. This plan's focus and overriding goal is to give a detailed description of the forms, materials, quantities, configurations, and costs associated with the full realization of the Main Street streetscape vision.

The three underpinning objectives of this plan's goal are as follows:

- Preserve and enhance the historical character and assets of Downtown.
- Improve the pedestrian shopping experience and thus bolster Downtown's retail economic viability.

- Develop a plan that is aesthetically cohesive and economically viable, a plan that can be implemented through a multi-phase and multi-year effort.

Streetscape Elements

The following are recommendations and descriptions for the individual streetscape elements. The format is designed to provide a context for these proposals and furnish the reader with an idea of how these concepts evolved. After each individual element heading an appropriate excerpt from the two previous planning studies is provided to restate the design direction established by those efforts.

A description of the element as proposed by this plan is then provided along with any discussion necessary to explain refinements or alterations of the previous plans. Element descriptions from the City of Placerville Downtown Revitalization Action Plan are preceded by the heading **DOWNTOWN REVITALIZATION ACTION PLAN**. Element descriptions and proposals from the Placerville Streetscape Concept Design are preceded by the heading **PLACERVILLE STREETScape CONCEPT DESIGN**.

Each element is keyed to the design development plan so the reader may see how and where the proposed element will be configured within the overall streetscape context. In addition to the design development plan, please refer to the associated sections, details, materials graphics and descriptions.

■ Street Lights

DOWNTOWN REVITALIZATION ACTION PLAN

Replace the existing utilitarian poles with decorative ones that extend the character of the historic architecture out into the streetscape. Improve light color and illumination levels as well.

PLACERVILLE STREETScape CONCEPT DESIGN

No comment.

DESIGN DEVELOPMENT PLAN RECOMMENDATIONS

Of all the improvements made to the streetscape since the completion of the Downtown Revitalization Action Plan, none have had a more striking and significant positive impact than the replacement of the cobra head street lights with the period appropriate cast iron light poles and fixtures (see figure 3). This replacement lighting effort has met or exceeded each of the plan objects stated previously. It sets a standard for success for elements of this plan.

■ Seating

DOWNTOWN REVITALIZATION ACTION PLAN

Provide frequent comfortable places for people to sit down. This is particularly important in a tourist-serving downtown in which convenience retail is less prevalent than specialty retail. A specialty retail core must keep people interested and comfortable for long periods.

PLACERVILLE STREETScape CONCEPT DESIGN

No comment.

DESIGN DEVELOPMENT PLAN RECOMMENDATIONS

Next to safety, comfort is the most important element a streetscape can provide to encourage people to visit and linger in public spaces. In fact, there is a synergistic effect between safety and comfort in that the more comfortable citizens are in a space, the longer they are likely to stay. It is an accepted fact in the planning and public safety professions that well-populated urban spaces are safer spaces, thus the direct correlation between safety and comfort.

**New Cast Iron Period
Light Standards**
figure 3



Seating opportunities are provided in three distinct ways in this plan. Period-appropriate benches have been selected and placed throughout the Main Street area in strategic locations. This effort is already underway.

The second opportunity is provided by the low brick seatwalls proposed in several locations throughout the streetscape. These walls provide an important informal and temporary seating opportunity for visitors waiting for someone in their group to finish exploring a particular shop, to take

Bench Use at Antique Fair
figure 4



a brief rest on their journey exploring the mile of building facades and streetscape in downtown, or just to do a bit of people watching.

The third method is to provide public spaces adjacent to restaurants, cafes, and coffee bars, which will encourage these businesses to establish

New Bench at Court House
figure 5



Section II: Streetscape Elements
an outdoor seating element that complements their business.

■ Street Trees and Accent Planting

DOWNTOWN REVITALIZATION ACTION PLAN

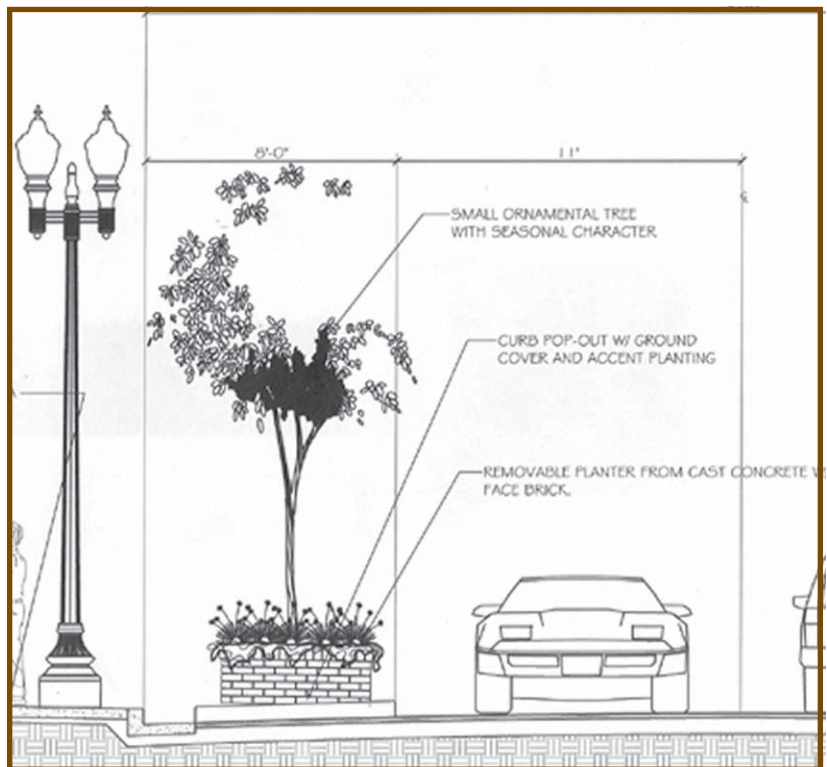
Add trees for spatial definition, amenity and summertime shade, without detracting from shop front visibility. To do so, place street trees as far from the buildings (and as close to the motorist) as possible. Select street trees that are structurally open, and prune them open and far up on the trunk. Also remove existing street trees that inhibit store front visibility.

PLACERVILLE STREETSCAPE CONCEPT DESIGN

Street trees have a cultural niche in the downtown streetscape and they must be accommodated in any renovation concept. This concept limits the number of trees but at a minimum it will provide replacement trees for each tree dedicated to a fallen Vietnam veteran. This concept will solve the main problem with existing street trees, which is that they do not have enough room to grow properly. The current street tree situation in downtown is a monument to the ability of trees to survive (not thrive) in the most extreme adverse conditions.

This concept provides "bulb-outs" in the street for new trees to be planted. The bulb-out is a planting area provided in the street, spaced between parallel parking spaces. It will be approximately eight feet wide and eight feet long. It will be surrounded with concrete curbing and it will be configured in a manner that will not require major modifications to the existing gutter drainage system. They have been successfully installed and

New Street Tree Planters
figure 6



maintained in other cities and towns in California. These bulb-outs along with horticultural/structural soil will give the proposed trees a proper place to grow without adversely affecting the pedestrian or vehicle flows, or storefront visibility and curb appeal.

In conjunction with the bulb-out, brick seat walls will be located on the inside of the street curb adjacent to the tree. This provides a comfortable place for pedestrians to briefly rest and it provides an outstanding pedestal and frame for the existing dedica-

DESIGN DEVELOPMENT PLAN RECOMMENDATIONS

The fate of street trees in the downtown area has been a significant source of controversy since the development of the Downtown Revitalization Action Plan. This issue was further complicated by the fact that some of the trees along with a bronze plaque were placed to honor Placerville's sons killed in the Vietnam War.

The plaque issue has been resolved by the creation of a Veterans Memorial to be placed at the El Dorado County Government Center. The plaques will be placed permanently in a section of the memorial dedicated to veterans of the Vietnam War. The health and longevity of the street trees, on the other hand, is still a significant challenge.

Urban street trees by their very nature are transient. The average life of an urban street tree in the United States is less than twenty-five years.

This lack of longevity is due to several factors including poor species selection, inadequate planting space, insufficient soil preparation and drainage, as well as the rigors of urban life such as massive reflected heat, automobile exhaust, vandalism, and vehicle accidents (the tree vs. car kind). The existing street trees on Main Street show symptoms of all of these ills.

Furthermore, there are additional challenges to the use of street trees in the downtown. They include existing utility lines and potential relocation of some of those lines. However, the most important issue is the potential for street trees to negatively impact the architectural facades and business signs on Main Street.

The use of street trees on Main Street can be successful and they can reinforce and support the objectives of this plan. This can be done but a new approach needs to be taken in order to overcome the challenges previously described.

The primary issue is the selection and placement of trees that will enhance the historic character of Downtown and not overpower and screen the architectural facades that are the essence of that character. An equally important issue is providing enough room and growing medium for the trees to thrive in.

For the portion of Main Street that consists of two or more stories with little or no spaces between buildings (Sacramento Street to Bedford Street), street tree species with a narrow and vertical character have been selected. In addition to these characteristics the ability to keep the height under twenty feet (either through natural characteristics or selective prun-

ing) is an important attribute. Additional desirable characteristics of trees for this section of Main Street are showy flowers and/or seasonal color. Furthermore, the ability to thrive in relatively confined space (planters) is another critical characteristic of trees for this location.

In areas where ample room is supplied e.g., the Roundabout, species with a stately space-defining character have been selected. These trees will be a significant statement to the skyline. They will define a major

**Free Standing Planter
along Street Typical**
figure 7



public space along the street where buildings do not. They will provide shade for the parking lots and they will relate—through form, texture, and color—to the surrounding natural landscape (see Appendix A for the list of proposed trees).

In the section of Main Street from the intersection of Sacramento Street to intersection of Bedford Street, trees will be planted in containers for several reasons. First of all a planter will provide a significant controllable medium, one in which nutrients, drainage and soil friability can be controlled in detail. Secondly, since the future of sewer modifications and relocations is in question, the planters have been designed to be moved temporarily or even, if necessary, relocated permanently. The tree planters to be located within the planting pop-outs along Main Street (as illustrated in the typical street cross section) will be precast concrete with a brick veneer. The brick will match the brick previously selected for the monument sign at the intersection of Bedford Street and Main Street.

Section II Streetscape Elements

The precast concrete container will be designed to withstand temporary relocation if utility repair is required. Hooks for crane cables will be cast into the structure and the irrigation lateral line will have compression fittings to facilitate relocation.

Although not discussed in detail when originally proposed in the Downtown Revitalization Action Plan, planting pockets are still a critical element in the proposed streetscape improvements. They provide a foundation planting and space away from the buildings for trees, they break up the visually unrelenting string of parallel parked cars along Main Street, and they provide pedestrians and motorists more visibility at crosswalks. In addition, planting pockets also provide an opportunity to integrate interpretive elements regarding the Gold Rush, an event that created Placerville, catapulted California into world prominence, and instigated the largest human migration in history. The Gold Rush interpretive element will be discussed in a later section. See the Typical Street Cross Section and the Design Development Plan for proposed configurations and locations of planting pockets.

In addition to the planting proposed in planting pockets and tree planters, accent planting in large planting beds adjacent to parking lots and in accent planters is proposed throughout the streetscape. The accent planters will be terracotta with a profile reminiscent of Victoriana. They will be placed in locations to create seating niches with benches and at other prominent focal points where planting beds are not possible.

■ Refuse Containers

DOWNTOWN REVITALIZATION ACTION PLAN

Keep Downtown neat and clean by replacing leaking and deteriorated trash receptacles with new ones. New receptacles should be durable and permanent, and selected to match the historic downtown character.

PLACERVILLE STREETScape CONCEPT DESIGN

No comment.

DESIGN DEVELOPMENT PLAN RECOMMENDATIONS

Trash container selection and placement was one of the first efforts carried out after the Downtown Revitalization Action Plan was adopted. The containers are definitely an improvement over what was used previously. However, as other streetscape elements have been selected with a strong eye toward using Victorian ornament as the unifying thread for the various periods of architecture represented along Main Street, the trash containers become increasingly out of character. This is particularly apparent when a trash container is placed next to one of the new street lights. To correct this situation, as the trash containers reach the end of their life cycle or as opportunities present themselves to relocate the existing containers to more appropriate locations (e.g., the City's parks), the trash containers should be replaced with ones that create a seamless

visual unity with the street lights and benches.

In addition to the trash containers, cigarette butt containers are appropriate at various locations (primarily adjacent to bars and restaurants). The design must be functional and fit with the Victorian character established for the streetscape.

Existing Trash Containers
figure 8



■ Bell Tower Plaza

DOWNTOWN REVITALIZATION ACTION PLAN

Bell Tower Square is the center of the town. Add simple improvements to make that obvious to everyone, and to enhance the comfort and identity of the new public space here.

PLACERVILLE STREETScape CONCEPT DESIGN

In many ways, downtown from a public space perspective, the tower area is the heart of Main Street. It has the most open space, albeit primarily asphalt. And, excluding the surrounding architecture, the bell tower is probably the major historic structure in the vicinity. As with most towns with a history that reaches back beyond the automobile, Placerville has some problematic street configurations that complicate the creation of a functional and aesthetically pleasing public pedestrian plaza. However, deep within these street configurations lies an opportunity to bring the various elements of the town fabric together in a public space that would be uniquely Placerville.

The triangular space surrounding the bell tower could be refined into a public plaza space that is inviting to pedestrian, visually pleasing to motorists, and functional for

Section II Streetscape Elements

merchants, pedestrians, and motorists alike.

The backbone of this concept is a combination of paving textures and curb relationships that reinforce and modify the existing vehicle circulation pattern, while providing additional physical and psychological space for pedestrians. These modified ground plane relationships are reinforced in the third dimension with strategically placed seat walls, planters, kiosk, signage, and trees. The material selections have a strong foundation in the existing town image, landscape character, and local culture.

Spatially, the plaza design takes a weak existing public space and transforms it into the heart of an impressive and distinctive downtown public square (albeit actually a semicircle).

The materials and forms used in the plaza set the theme for Downtown. In essence the plaza area provides the vocabulary and grammar for the expression of the rest of Main Street.

The pedestrian space is expanded and reinforced with brick paving. The brick will be used at the tower area, the expanded sidewalk/plaza to the north of Main Street, in the crosswalks, and at special nodes along the sidewalk.

The vehicle area within the plaza area, including Main Street, will be an interlocking paving that recalls the texture and colors of cobblestone. Please note that this material will not have the wide spaces and chamfered abutments of the traditional cobblestone. Unlike some of the traditional cobblestone, this material will be pedestrian (especially high heel) friendly.

Both of these materials have the added feature of generating a sound different from that of asphalt as vehicle tires traverse them. Thus these materials have a built-in warning to the vehicle operator that he/she is entering a different space.

Main Street proper is separated from the turnaround area via a driveway apron. The apron provides a grade, texture, and spatial change that requires the vehicle operator to slow down. Therefore, the existing turning movement is maintained but a much better relationship between vehicles and pedestrians is created.

The travel lane from the parking garage east to Main Street is maintained. However a driveway apron is added and vehicles are directed over pedestrian paving via bollards and substantial planters. This new hierarchy gives the pedestrian a higher standing in the relationship with the vehicle. However, the paving materials and street furniture, as well as traffic control signage, will communicate "proceed with caution" to pedestrians and vehicles alike.

Site furniture, including lighting, bollards, planters, benches, trash receptacles, seat walls, etc. will be selected to reinforce the 1890s theme previously described.

An information kiosk will be located in the main plaza area. It will be designed with a compatible character to the other streetscape elements. It will function as a public notice bulletin board and it will contain a Main Street location map. We recommend that the signage be developed in a way that will allow individual merchant locations to be identified.

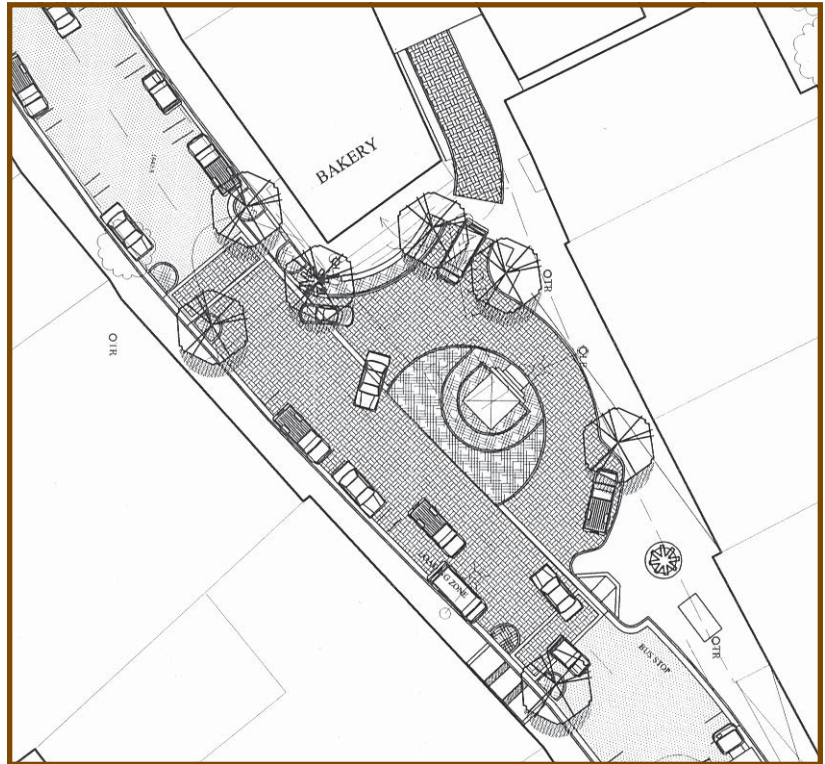
A bus turnout is planned for the plaza area. It will be located directly in front of the tower. However, to avoid an architectural conflict with the tower, a bus shelter will be provided in the plaza area directly east of the turnaround on the location map. The location map design should be able to incorporate updates, as new businesses appear on Main Street.

Section II Streetscape Elements

DESIGN DEVELOPMENT PLAN RECOMMENDATIONS

The Bell Tower Plaza area was conceptualized in the Downtown Revitalization Action Plan and took its first form in the Placerville Streetscape Concept Plan. After many iterations, much debate, and public comment, it has matured to the form presented in this plan.

Detail of Bell Tower Plaza
figure 9



1. The concept of using the actual Bell Tower foundation as a public gathering and seating area has been abandoned. The Bell Tower foundation still plays a significant role in the overall composition, but it has evolved into a space to view instead of enter. Exceptions to this would occur when the foundation area is used as a bandstand, stage, or podium.

This approach eliminates three major problems experienced in the previous design:

- a. The impetus for pedestrians crossing from sidewalks on to the vehicle way to reach seating areas has been eliminated.
- b. Potential for the foundation location to become a spawning ground for social misbehavior, as experienced in the City's past, has been eliminated.
- c. Removal of paving and seating areas has significantly increased the area available for planting and thus in-

creased the visual foreground available for permanent and seasonal plant compositions.

Colored asphalt with a basketweave pattern will be used where pedestrian and vehicles share space. Where expanses of concrete paving are required, a four-foot-by-four-foot scoring pattern will be used. This serves the dual purpose of maintaining a human scale in the larger areas, and controlling random cracking, which can have negative visual and maintenance impacts.

4. The minor relocation of the Bell Tower provides the opportunity to expand the public space to the west. The proposed pedestrian space is increased approximately 175 percent from its previous size. A low brick wall set three feet in from the curb follows the arc of the street curb. The low wall provides a place for informal seating, it creates a visual separation of pedestrian and vehicle space, and it provides a physical barrier between pedestrians and vehicles exiting the parking garage or making a U turn on Main Street. The area between the seat wall and the street is softened and dressed up with a low ornamental planting strip.
5. The turning area around the Bell Tower will be a vehicle space. Use of stamped asphalt, a narrow lane width and driveway ramp transitions between the turning area and the paving on Main Street all serve to slow down the motorist. One short term parking space is provided in this turning

**Period Appropriate Community
Bulletin Board and Merchant
Map**
figure 10



area to accommodate a motorist's quick stop to pick up a magazine or a cup of coffee for the road. Sleeves in the pavement for removable bollards will be located so the area around the Bell Tower can be cordoned off for expanded pedestrian use on special occasions.

6. The expanded Bell Tower Plaza area will have a large

Period Appropriate Bollards
figure 11



circular planter with the town clock (currently located at the restroom by old City Hall) on a brick pedestal and foundation planting as its center piece. The clock planter along with a combination bus shelter seating area and community bulletin board structure will provide balance and counter point to the linear plaza space. The plaza space will be augmented with benches, accent planters, trash receptacles, and street lights at appropriate locations.

■ Center Street

DOWNTOWN REVITALIZATION ACTION PLAN

Center Street has the potential to be a charming, "European-scale" streetscape with a unique mountain village flavor.

- (a) Inset new shop fronts into the first bay of parking in the structure facing on the lane.*
- (b) Encourage businesses located across from the parking garage to open building backs as storefronts to the lane.*
- (c) Improve the lane's paving and lighting.*

PLACERVILLE STREETScape CONCEPT DESIGN

No comment

DESIGN DEVELOPMENT PLAN RECOMMENDATIONS

Center Street presents some of the most difficult challenges and potential rewards of the Main Street existing conditions. The stakes have been raised in this regard with the acquisition of the El Dorado Savings building for the new City Hall. Interaction of vehicle and pedestrian circulation is the most crucial, with visibility and aesthetics closely following.

The alley offers an excellent transition from the parking garage to Main Street. With the placement of stamped asphalt (the texture signifying shared use between vehicles and pedestrians) and business storefronts facing the lane (as recommended in item (b) of the Downtown Revitalization Action Plan) this area would be transformed from a utilitarian service entrance into the main visitor gateway to Main Street pedestrian access.

Stamped and Colored Asphalt Sample Patterns

figure 12



■ Downtown Restroom

DOWNTOWN REVITALIZATION ACTION PLAN

Designate a location for public restroom facilities and construct. If they are to be located in the parking garage, evaluate the safety and attractiveness of existing garage lighting and upgrade if necessary.

PLACERVILLE STREETSCAPE CONCEPT DESIGN

No comment.

DESIGN DEVELOPMENT PLAN RECOMMENDATIONS

The restroom adjacent to Main Street that was installed since this recommendation rivals the street lights for the title of most successful project in the streetscape effort. It captures the character of historic Placerville without the over-the-top mimicry of a theme park. As with the street lights, it meets all of the criteria of a successful addition.

Existing Public Restroom
figure 13



■ Intersection Enhancements:

DOWNTOWN REVITALIZATION ACTION PLAN

No comment.

PLACERVILLE STREETSCAPE CONCEPT DESIGN

At specific intersections throughout Downtown, paving, street furniture and planting enhancements are proposed to reinforce the concept of town gateways. These enhanced intersections may or may not be in conjunction with entry monuments. The hierarchy of enhancement will relate to a hierarchy of gateway. The paving enhancements will follow the theme of brick for pedestrians and cobblestone for vehicles. If desired the special

vehicle paving can be configured into mosaics that reinforce the overall theme.

DESIGN DEVELOPMENT PLAN RECOMMENDATIONS

While definitely in the right direction, the Placerville Streetscape Concept Design proposed intersection improvements risked overwhelming the architectural character they were to preserve. By scaling back the pavement textures and area, the Design Development Plan strikes an excellent balance. In addition, capital and maintenance costs have been significantly reduced without detriment.

Although it is beyond the scope of this study, the City should strongly consider extending these intersection improvements, as well as the other streetscape amenities west to Lower Main Street and east to the police station. Directional signage at some major intersections has been installed as part of this planning effort. Although the budget did not allow it at the time, eventually all of these entry signs should be reinstalled with the monument columns and planters similar to the sign at the intersection of Main Street and Bedford Avenue.

Existing Mid-Block Pedestrian Crossing
figure 14



■ Transit Stop

DOWNTOWN REVITALIZATION ACTION PLAN

Investigate opportunities to establish transit service to Placerville. Although not likely to happen in the near future, a transit stop in Downtown would be a financial boon the City and would be an important part of establishing a more livable City and region.

PLACERVILLE STREETScape CONCEPT DESIGN

No comment.

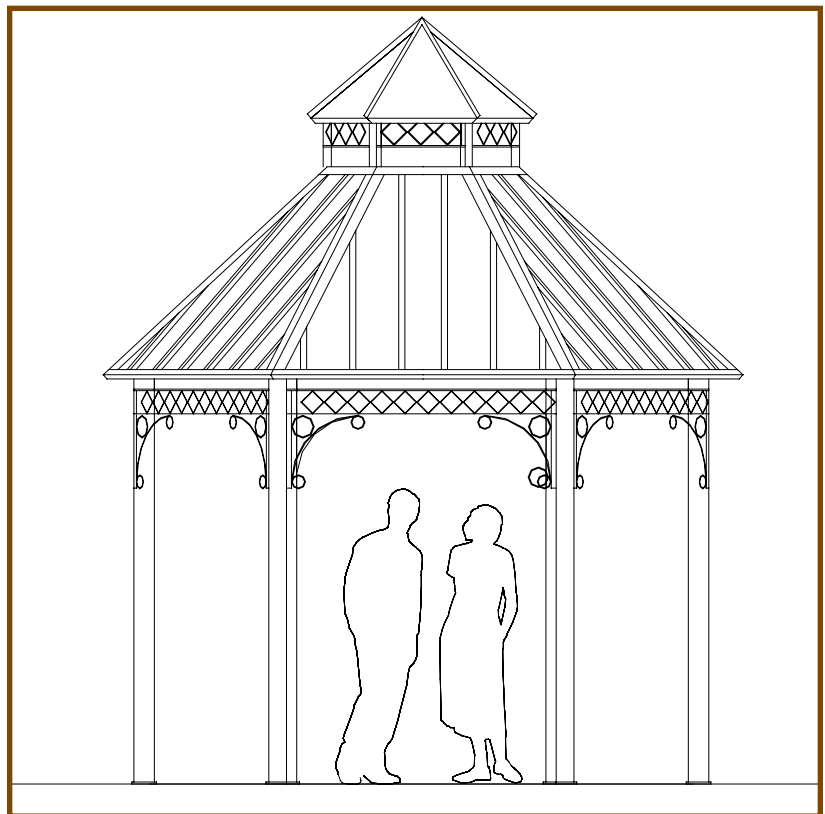
DESIGN DEVELOPMENT PLAN RECOMMENDATIONS

A permanent transit stop shelter is an integral element in the Bell Tower Plaza design. The plan relocates the existing transit stop (located near the existing public restroom) to a more central location in the Bell Tower area. This has several advantages. First of all it provides a comfortable semi-sheltered place for riders to wait for the bus.

Secondly, it will act as a seating area for pedestrian shopping traffic. It also offers the opportunity to provide space for a community event billboard on one side and a business location map on the other. The shelter will have a context sensitive theme with a metal roof and Victorian detailing. This shelter, along with the town clock planter, will add visual substance to the plaza and provide a counterpoint to the Bell Tower.

■ Entry Monument and Signage

**Character Elevation of
Proposed Transit Stop**
figure 15



DOWNTOWN REVITALIZATION ACTION PLAN

Gateway Treatments at Downtown Entry Streets

The existing visual character of the three street entrances to Downtown is not highly noticeable or memorable, yet they are potentially strong opportunities for helping to attract and invite passing motorists to enter Downtown. A visual highlighting of the three entry points into Downtown from Highway 50 (Spring Street, Center Street and Bedford Avenue) is recommended, consisting of two elements: a bridge railing enhancement and cross-street pole mounted banners.

PLACERVILLE STREETScape CONCEPT DESIGN

The entry monument concept developed in this effort was conceived to give a general form and character to the element. Entry monuments are proposed for the key town gateway locations and each monument must be tailored to its particular site.

The concept depicts a general form and materials relationship, which is designed to recall and reinforce the other proposed streetscape elements. The monument rendered in the study shows how existing City signage design, and specific historic elements (the bell adjacent to the District Attorney's office slated for relocation by Caltrans) can be incorporated into a cohesive design. As specific monument signs are developed, this design will need to be modified to incorporate horizontal or vertical emphasis, surrounding terrain, and surrounding buildings and landscaping.

DESIGN DEVELOPMENT PLAN RECOMMENDATIONS

Entry monumentation has been developed and refined in sufficient detail. No additional work in this area is required.

**New Entry Monument at
Intersection of Bradford and
Main Streets**
figure 16



■ Roundabout

DOWNTOWN REVITALIZATION ACTION PLAN

No comment.

PLACERVILLE STREETScape CONCEPT DESIGN

The Roundabout or traffic circle is second only in importance to the Bell Tower Plaza area from a public image and spatial organization standpoint. The proposed Roundabout will be incorporated in the realignment of Clay Street and the reorganization of the Ivy House parking lot, which the City Public Works Department has previously studied.

The Roundabout will eliminate the combination of yield and stop signs and the existing intersection of Cedar Ravine and Main Street. The new configuration will funnel the existing traffic and traffic from Clay Street into a single, one-way yield system.

Section II Streetscape Elements

DESIGN DEVELOPMENT PLAN RECOMMENDATIONS

The analysis concerning the Roundabout (traffic circle) set forth in the Placerville Streetscape Concept Design is still valid.

In fact with the additional modifications made in this plan it will become a public space (for both automobile and pedestrian) that will be a source of community wealth and pride equaling the Bell Tower Plaza.

Roundabouts are circular intersections with specific design and traffic control features. These features include yield control of all entering traffic, channelized approaches, and appropriate geometric curvature to ensure that travel speeds on the circulatory roadway are typically less than 30 mph. Thus, roundabouts are a subset of a wide range of circular intersection forms.

Safety, of course, is of primary concern. The Federal Highway Administration (FHWA) prepared crash models to develop a comparison between roundabouts and traditional four way intersections. With a model volume of 20,000 ADT (average daily trips) for a single lane roundabout, FHWA predicts 33 percent fewer injury crashes in urban and suburban areas. This decrease in crashes makes the roundabout comparable in safety to a signalized intersection with a higher ADT.

Existing Druid Monument
figure 17



“Roundabouts: An Informational Guide” prepared by the FHWA summarizes the reasons for increased safety level at roundabouts as follows:

Roundabouts have fewer conflict points in comparison to conventional intersections. The potential for hazardous conflicts, such as right angle and left turn head-on crashes is eliminated with roundabout use. Single-lane approach roundabouts produce greater safety benefits than multi-lane approaches because of fewer potential conflicts between road users, and because pedestrian crossing distances are short.

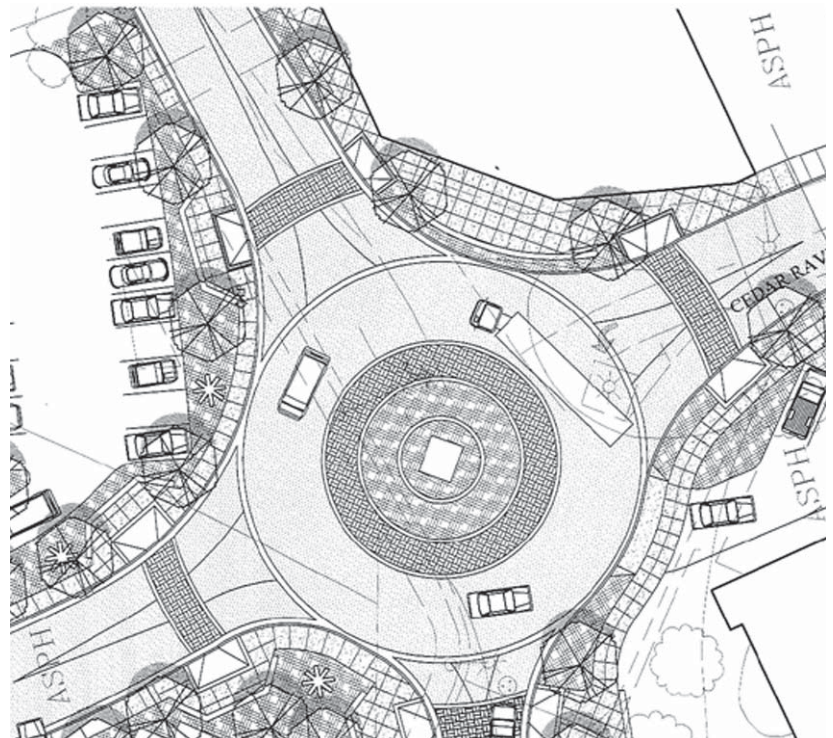
Low absolute speeds associated with roundabouts allow drivers more time to react to potential conflicts, also helping to improve the safety performance of roundabouts.

Since most road users travel at similar speeds through roundabouts, i.e., have low relative speeds, crash severity can be reduced compared to some traditionally-controlled intersections.

Pedestrians need only cross one direction of traffic at a time at each approach as they traverse roundabouts, as compared with unsignalized intersections. The conflict locations between vehicles and pedestrians are generally not affected by the presence of a roundabout, although conflicting vehicles come from a more defined path at roundabouts (and thus pedestrians have fewer places to check for conflicting vehicles).

Some concern has been expressed in previous public meetings about the loss of parking that the Roundabout will generate. Study of the issue shows that the primary loss of parking in the proposed Roundabout location is generated by the realignment of Clay Street. This realignment is proposed as a separate public works project that will move forward

Detail of Proposed Roundabout
figure 18



whether or not the Roundabout is installed. The total number of spaces lost by the Clay Street realignment is thirteen. Eliminating the roundabout will only reduce that number by two spaces.

Given the myriad of benefits from a safety, function, and aesthetic standpoint that a Roundabout offers, it is well worth the loss of two parking spaces, an area equal to an 18-foot-by-18-foot patch of asphalt.

■ Parking

DOWNTOWN REVITALIZATION ACTION PLAN

No comment.

PLACERVILLE STREETScape CONCEPT DESIGN

No comment.

DESIGN DEVELOPMENT PLAN RECOMMENDATIONS

A critical issue for most Main Street merchants is parking. The City has been struggling with this issue for some time. Parking meters were once used along Main Street, but there is no existing data on the revenue and costs associated with them.

The majority of Main Street merchants do not like meters because they believe that the meters adversely effect business. Since one of the objectives of the Main Street improvements is to unclutter the streetscape and given the fact meters were once used, and for whatever reason removed, the City should continue to search for other methods of solving the Main Street parking issue, e.g., an additional parking garage in the Main Street vicinity.

■ Historic Interpretation

DOWNTOWN REVITALIZATION ACTION PLAN

No comment.

PLACERVILLE STREETScape CONCEPT DESIGN

No comment.

DESIGN DEVELOPMENT PLAN RECOMMENDATIONS

Placerville is surrounded by significant California history. The Gold Rush is chief among the prominent historic events and it offers an excellent opportunity to blend the streetscape concept with the historic flavor that will create a "Placerville History Walk" along Main Street.

The addition of planting pockets along Main Street offers an opportunity to place selected gold mining artifacts and interpretive panels in a fashion that will add a unique element to the Main Street improvements.

The history walk can also incorporate important buildings and sites. The walk can be either self-guided or docent-led. Of course this endeavor

Ore Car at Shop on Main Street
figure 19



will require significant research and organizational effort if it is to be successful both from a popularity and accuracy standpoint. Developing and operating a feature like this is well beyond the current capacity of City staff. Therefore, the City should explore developing a partnership with one of the historical organizations in the area. In addition, a Main Street nonprofit organization (details of which will be discussed later)

**Placer Mining Activities
on the American River
Circa 1849**
figure 20



Section II Streetscape Elements

may be the best vehicle for training and scheduling docents. The physical design of exhibits is critical. Issues including lines of sight, vandalism, readability, and impacts on pedestrian and vehicle circulation must be fully addressed. The City should contact the California State Department of Parks and Recreation to see if assistance from their exhibit design staff is available in solving these challenges.

■ Architectural Facades

DOWNTOWN REVITALIZATION ACTION PLAN

No comment.

PLACERVILLE STREETSCAPE CONCEPT DESIGN

No comment.

DESIGN DEVELOPMENT PLAN RECOMMENDATIONS

The importance of the architectural facades of Main Street cannot be overstated. They are the foundation of the Placerville Main Street experience. Opportunities to place some buildings on the National Historic Trust's list of historic buildings should be explored. Of course this should be on a volunteer basis. However, the prestige, along with the availability of government grants for restoration, may be sufficient to attract many landlords.

One additional tool that will help bolster the success the City has experienced with facade enhancement is the creation of architectural

**Placerville Soda Works
is on the Register of the National
Historic Trust**
figure 21

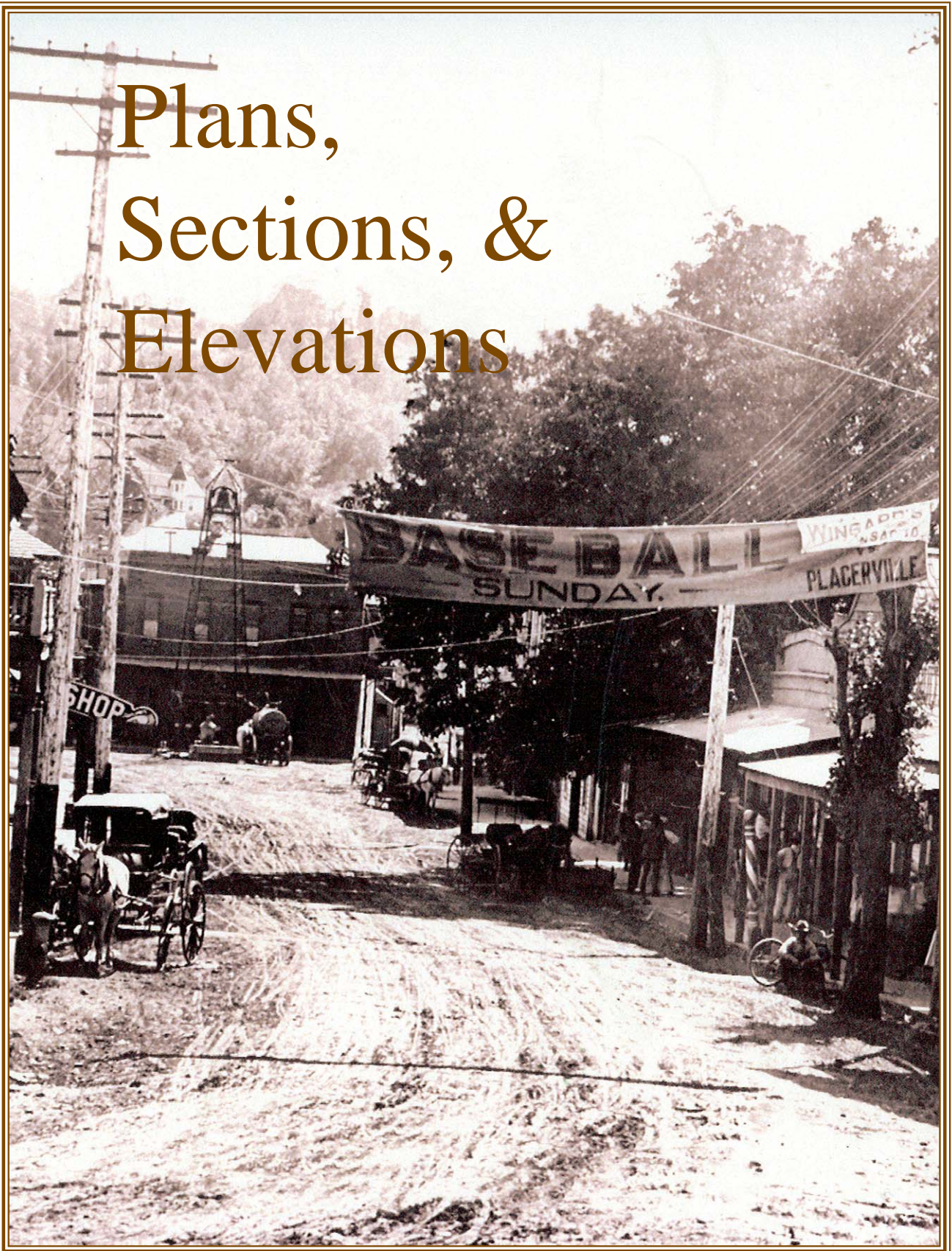


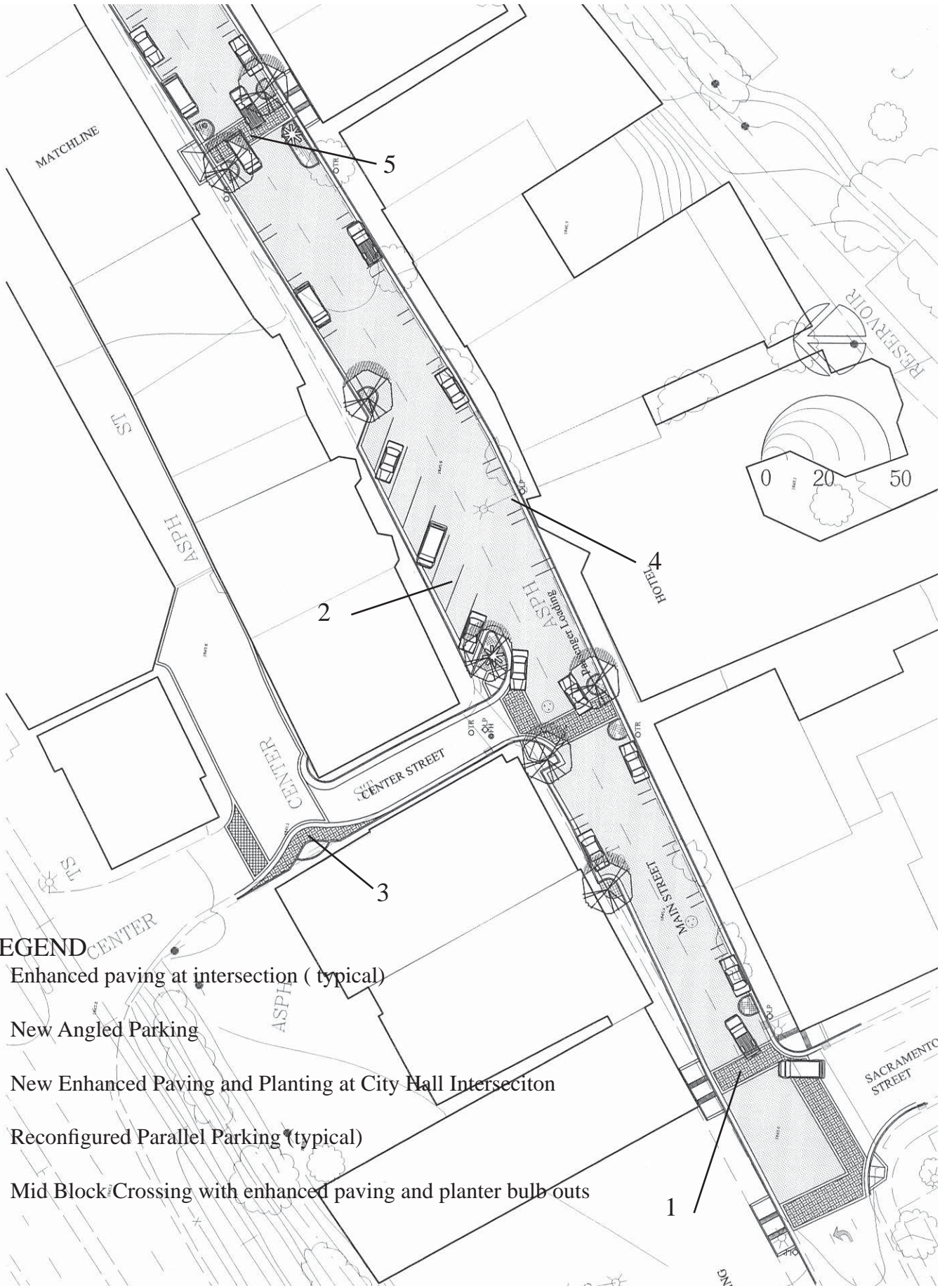
guidelines.

The guidelines should provide a range of styles and details appropriate for the Downtown that is flexible enough to allow businesses to establish individual identities but have enough unifying characteristics to create a visually-pleasing composition.

An architectural guidelines review should be included in any appropriate project staff reports to the Planning Commission. This approach is desirable because projects will be analyzed and recommendations will be prepared by planning professionals in an unbiased and empirical manner. As with other planning issues, the Planning Commission will have the discretionary approval over the recommendations, thus giving them the opportunity to weigh the Community interests against any additional burden the guidelines may place on the project.

Plans, Sections, & Elevations



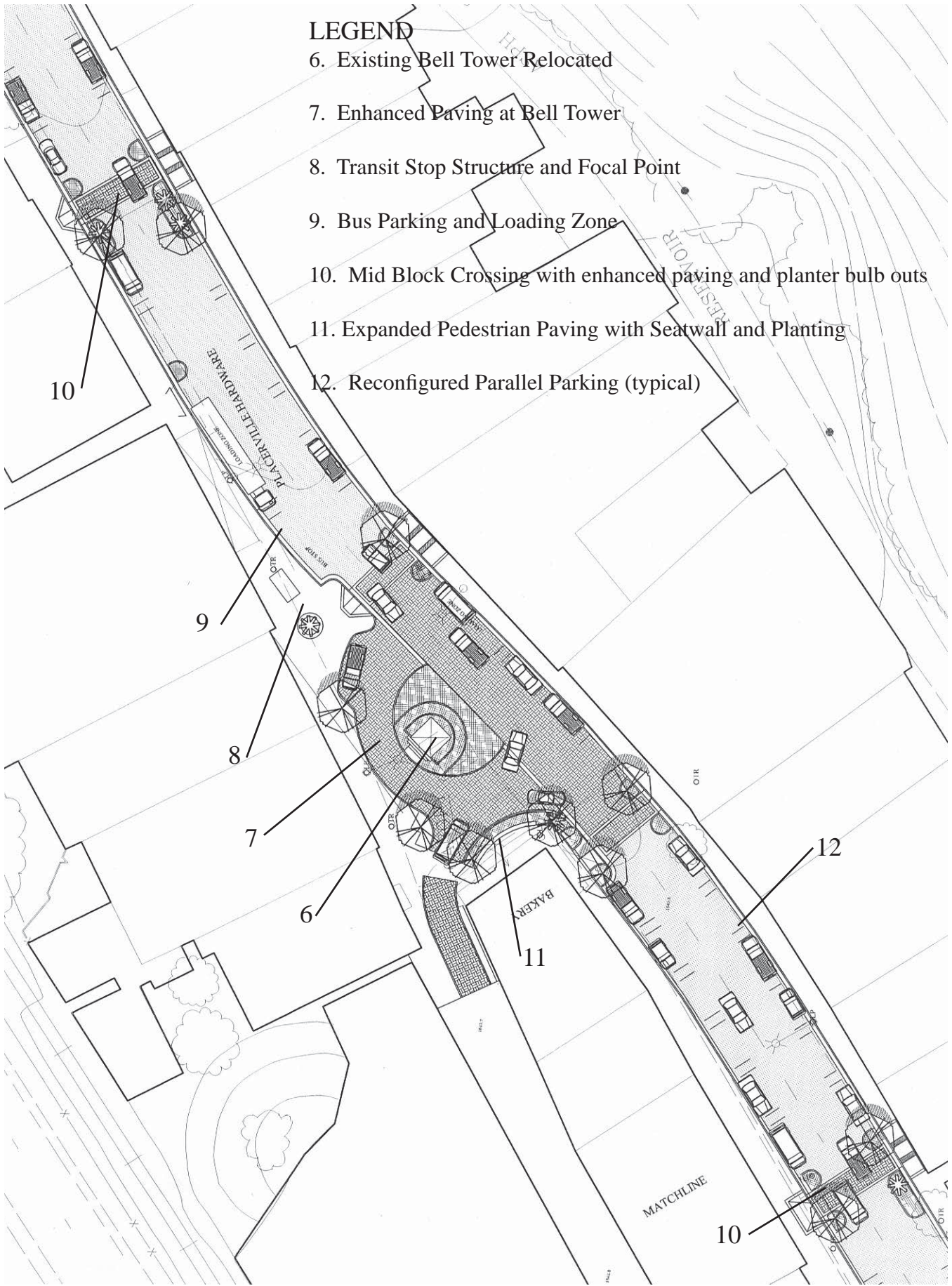


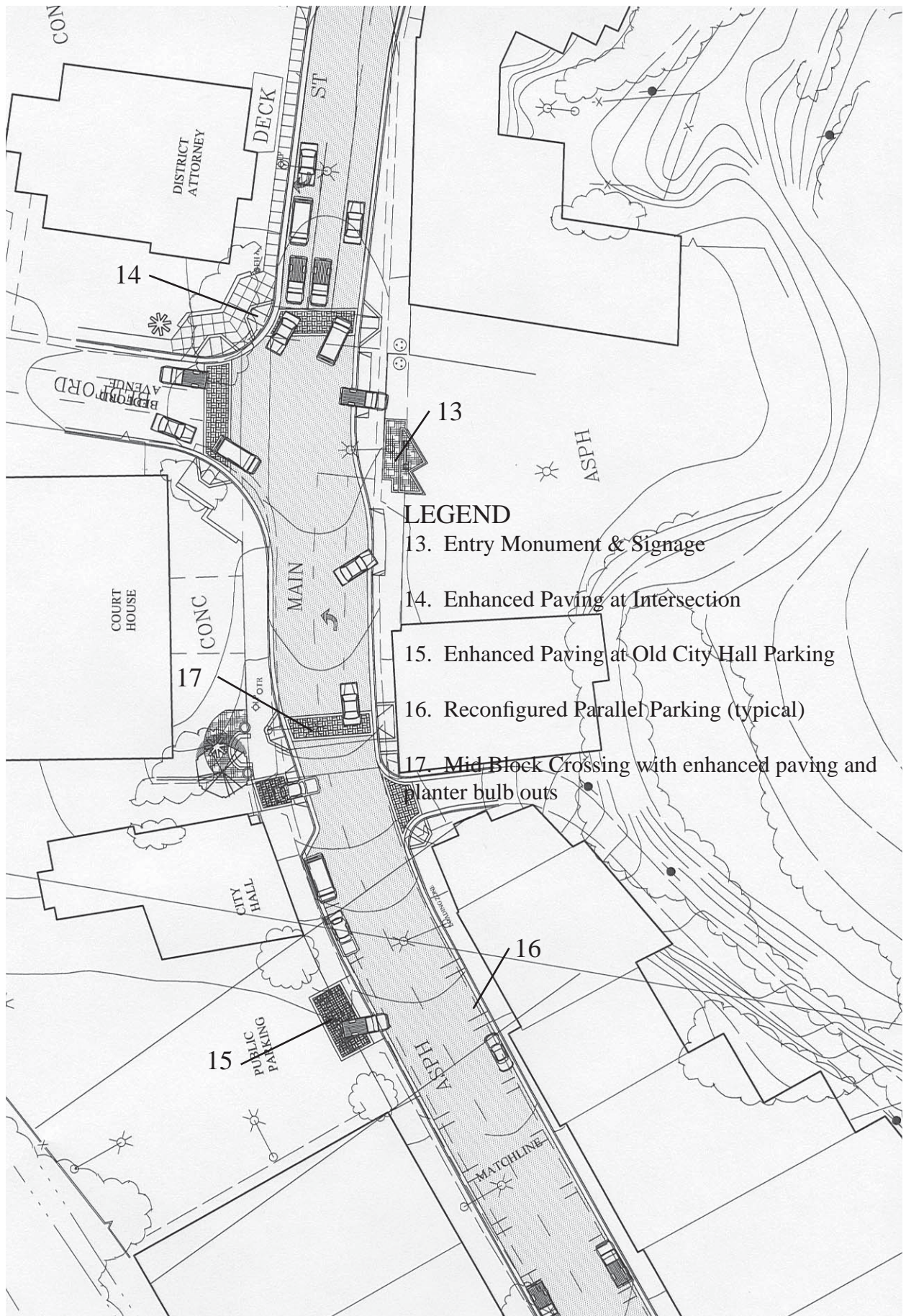
LEGEND

- 1. Enhanced paving at intersection (typical)
- 2. New Angled Parking
- 3. New Enhanced Paving and Planting at City Hall Interseciton
- 4. Reconfigured Parallel Parking (typical)
- 5. Mid Block Crossing with enhanced paving and planter bulb outs

LEGEND

6. Existing Bell Tower Relocated
7. Enhanced Paving at Bell Tower
8. Transit Stop Structure and Focal Point
9. Bus Parking and Loading Zone
10. Mid Block Crossing with enhanced paving and planter bulb outs
11. Expanded Pedestrian Paving with Seatwall and Planting
12. Reconfigured Parallel Parking (typical)





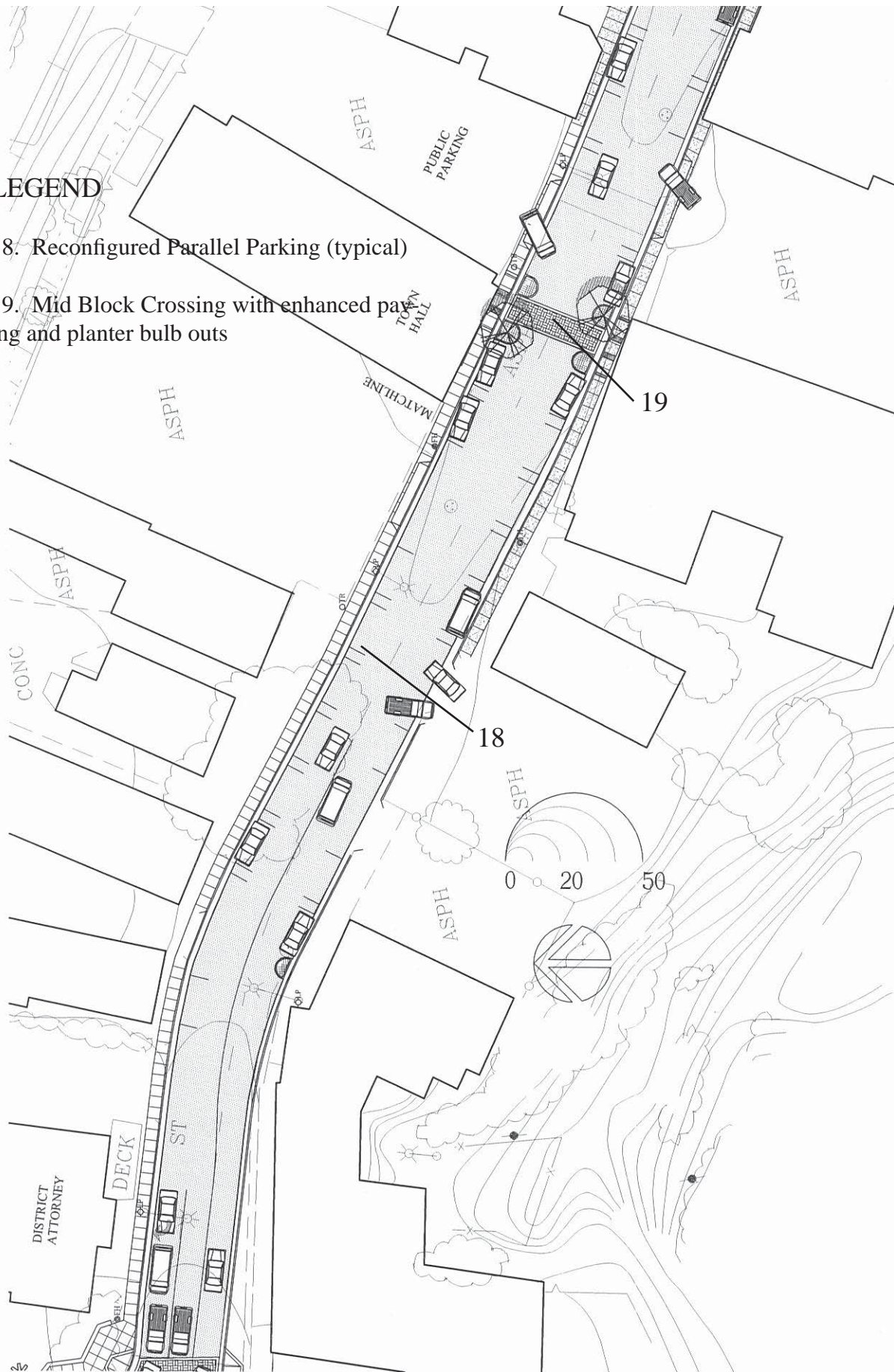
LEGEND

- 13. Entry Monument & Signage
- 14. Enhanced Paving at Intersection
- 15. Enhanced Paving at Old City Hall Parking
- 16. Reconfigured Parallel Parking (typical)
- 17. Mid Block Crossing with enhanced paving and planter bulb outs

LEGEND

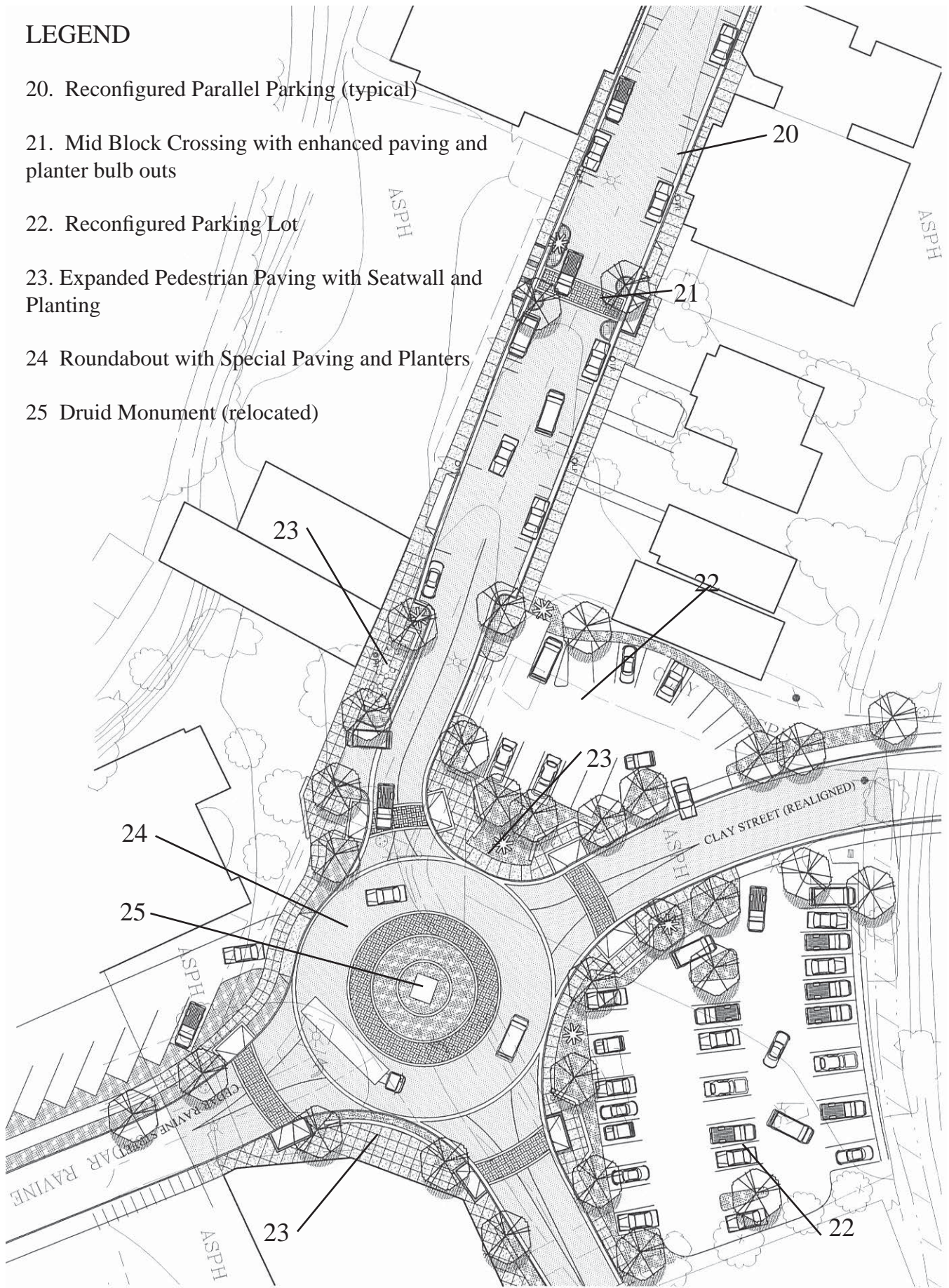
18. Reconfigured Parallel Parking (typical)

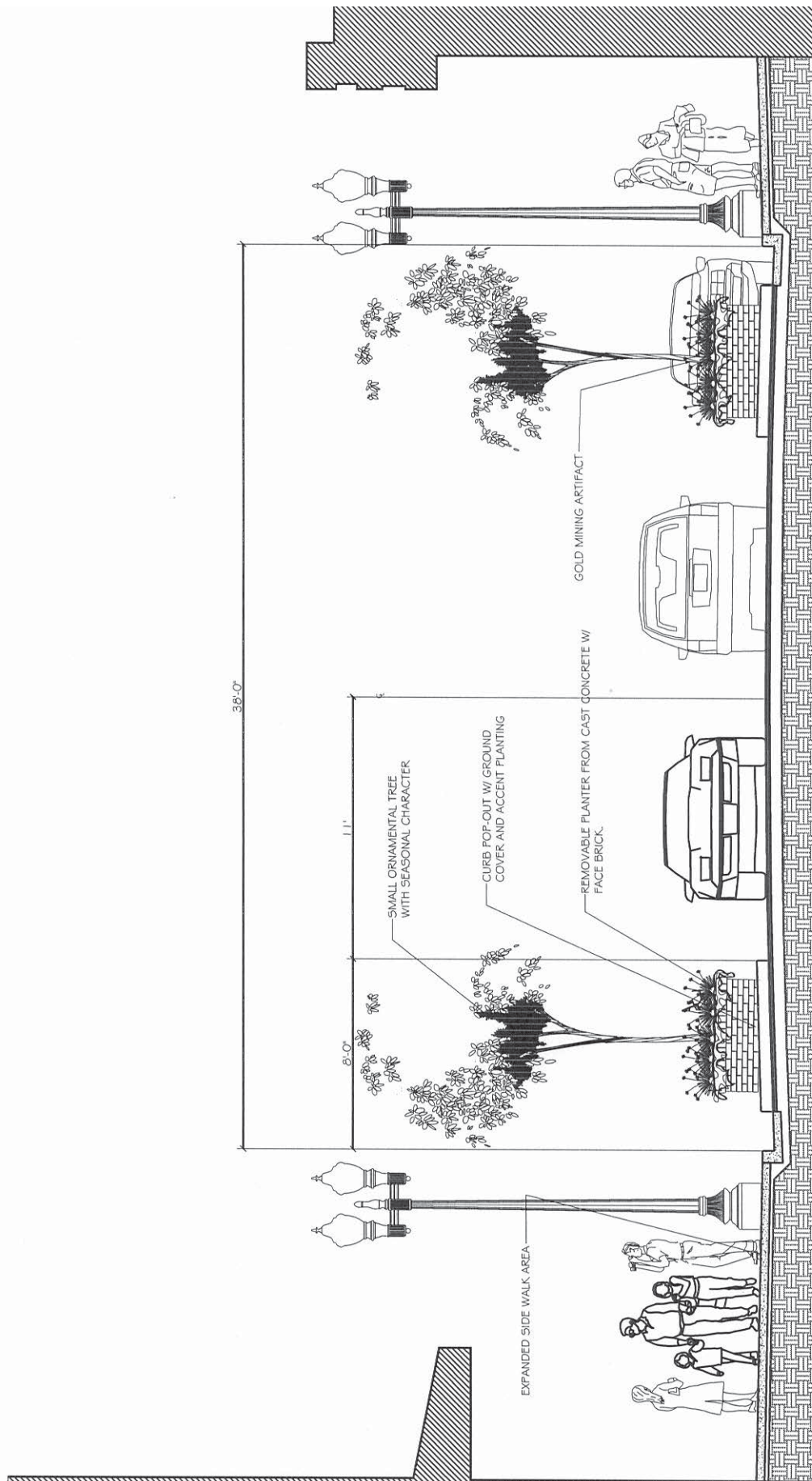
19. Mid Block Crossing with enhanced paving and planter bulb outs



LEGEND

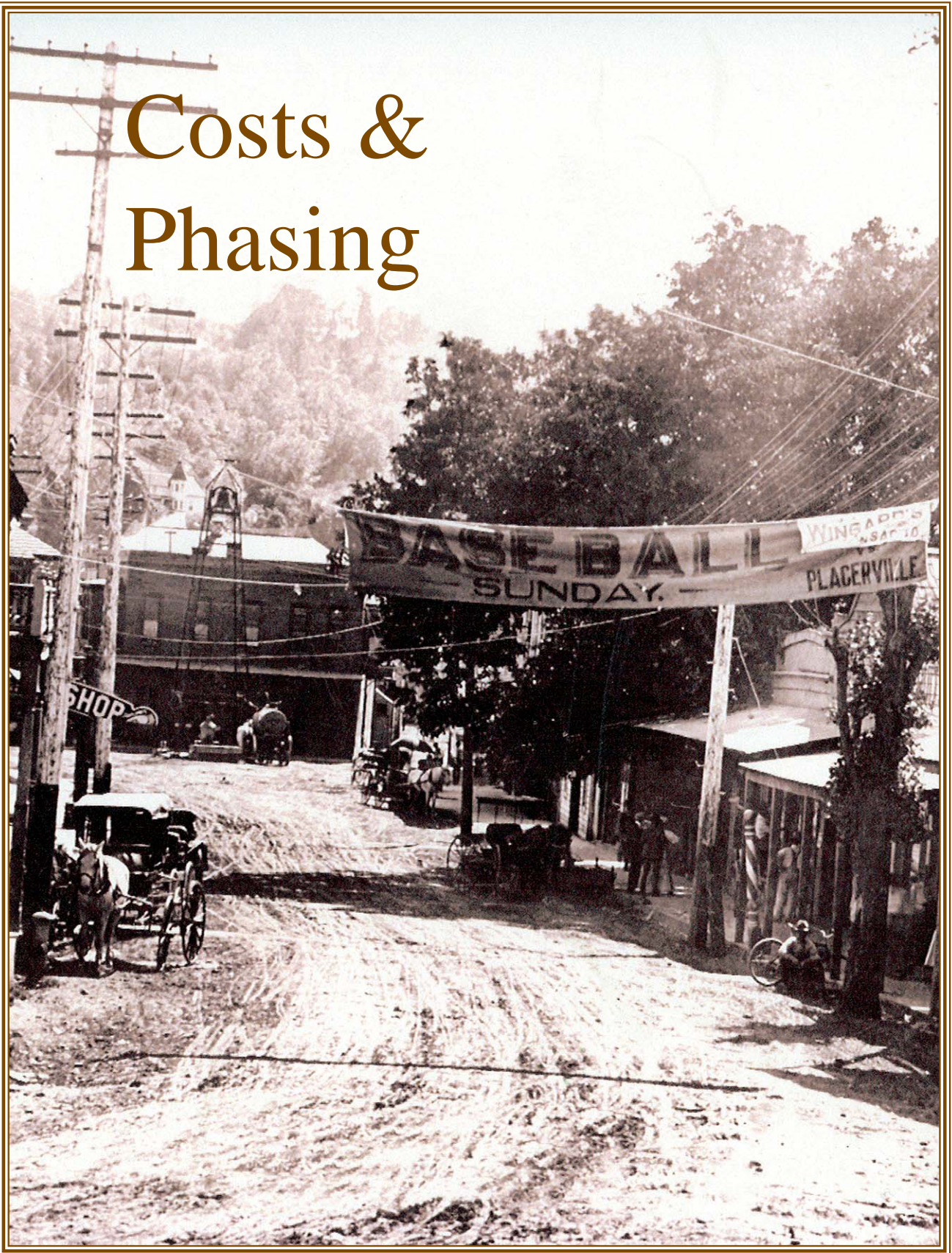
- 20. Reconfigured Parallel Parking (typical)
- 21. Mid Block Crossing with enhanced paving and planter bulb outs
- 22. Reconfigured Parking Lot
- 23. Expanded Pedestrian Paving with Seatwall and Planting
- 24. Roundabout with Special Paving and Planters
- 25. Druid Monument (relocated)





Typical Street Cross Section

Costs & Phasing



Costs & Phasing

A cost estimate for a multi-phase project like the proposed improvements for the Placerville Main Street streetscape is similar to a snap shot in that it records the conditions at a particular time under particular circumstances. As with any other dynamic process or set of circumstances change is always underway. The changes that are of most concern are changes that could effect costs, these include but are not limited to: inflation, seasonal influences, world events (last year's dramatic increase in oil prices had a significant effect of cost of materials and transportation), level of construction activity in the market place and so on.

For this project the number of phases required to complete the project as well as the overall time frame will have a significant effect on the final cost.

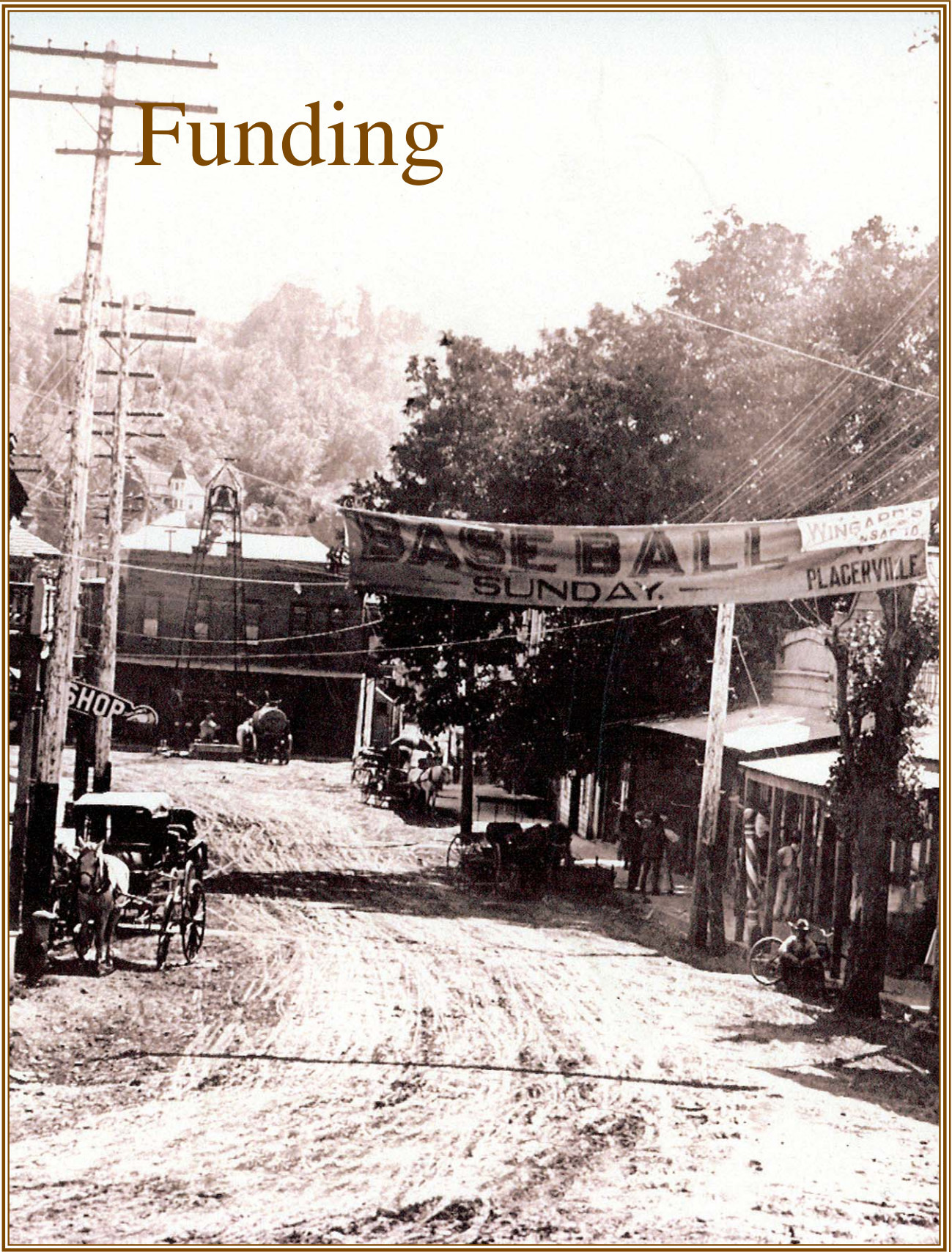
Another significant issue for any project is the level of construction documentation available at the time the estimate is prepared. The estimates for this document are at the design development level. This means a substantial construction contingency must be included (for this work 20 percent was used).

The Cost Estimate Summary below relates potential phasing to physical locations along Main Street. Actual phase implementation will depend primarily on availability of funding sources.

Summary Estimate of Probable Construction Costs

Section	Description	Sub-Total
A	0+00 - 1+01	\$28,956
B	1+01 - 2+14	\$32,152
C	2+14 - 2+59	\$24,903
D	2+59 - 4+66	\$126,617
E	4+66 - 5+95	\$18,568
F	6+39 - 8+92	\$358,250
G	9+40 - 11+30	\$72,023
H	11+30 - 12+55	\$67,689
I	12+55 - 15+57	\$90,673
J	17+85 - 18+15	\$26,683
K	19+85 - 20+22	\$27,273
L	20+22 - 22+08	\$40,733
M	Roundabout	\$748,988
	TOTAL	\$1,663,508

Funding



Funding

Introduction

The purpose of the section is to define funding options for paying the cost of capital improvements presented in this streetscape plan. The final financing action plan will develop from the City's consideration and selection of the option(s) that meets the forces of timing, costs of capital, and political needs that initially generated this streetscape planning effort. The goal here is to describe potential funding sources as they relate to these forces in conjunction with possible phasing options for implementation.

The following discussion will be in three major sections. First we will discuss the traditional forms of financing capital improvements available to municipal government in California. These include general fund, bonds, assessment districts, and grants. We will then turn the discussion to enterprise efforts the City can undertake such as parking fees, leasing public space, and short-term rental of public space. Finally we will discuss less traditional forms of funding including fund raising, private sector grants, and donations.

■ Categories of Improvements

As we consider how to pay for the proposed improvements, it is helpful to think of them as belonging in one of three major categories:

- Roadway-associated improvements
- Pedestrian-associated improvements
- Architectural historical preservation and restoration

The first category, roadway-associated improvements, has traditionally had many options and resources due to the motor vehicle's central role in our economy and culture over the last century.

It is helpful to create a separate category for pedestrian-associated improvements, or streetscape elements, because the spectrum of financial resources is narrower than for streets and roadways. Furthermore, streetscape elements, when properly composed, become an essential element in the improvement scheme, thus raising them to a level of importance equal with the roadway or street and making them a 50/50 partner in the desired synergistic impact on the City fabric.

The last category, architectural historical preservation and restoration, is included to re-emphasize the critical role that architecture plays in creating the unique downtown atmosphere that draws visitors to Main Street. Strictly speaking architecture, and architectural facades in particular, are

beyond the scope of this planning effort. Nevertheless, they are critical to the success of this endeavor and therefore, we must allocate effort towards discussing financing methods necessary for preservation and restoration.

A matrix of the funding sources, proposed improvements and recommended priorities is presented in Appendix D.

■ Forms of Financing

The last 30 years have seen major changes in financing municipal needs in California. Prior to Proposition 13, local property tax revenue at one time provided 15 percent of the average city's total revenues. Today, for the City of Placerville, it is less than 4 percent. The decline of this general-purpose revenue source has caused a greater reliance on local sales tax, the traditional sources of which have been threatened in recent years by the appearance of "Big Box" retail in the County, as previously discussed.

In addition to its impact on the amount of revenue generated from property tax, Proposition 13 gave the state unprecedented authority over the allocation of the local property tax. The result is that in times of state budget stress and shortfall (such as we are currently experiencing) the use of this authority impacts fund amounts available to the City and creates uncertainty and unreliability regarding revenue sharing resources. Furthermore, Proposition 62, Proposition 218, and AB 1600 have exacerbated this situation.

The other end of this financial vice that Placerville (along with most other municipal governments) finds itself in is the significant reduction of federal-level funding sources. All together, the reduction in state and federal aid to cities has declined from 21 percent in 1974-75 to 13 percent today.

This situation has led local government to rely more than ever on municipal bonds, special financing districts, developer exactions, and redevelopment and user fees to make up the shortfall. At first glance many of these mechanisms appear appropriate for the streetscape improvements. However, no matter how attractive these mechanisms appear, the level of desire for the streetscape improvements expressed by the general public (in some cases) and the Main Street business population (in most cases) will be the determining factor in whether or not the use of some or all of these mechanisms is practical.

GENERAL FUND (CIP)

The continued use of the general fund for projects with narrow scopes and small construction costs is highly recommended. These types of projects include crosswalks, handicap ramps, planter pop-outs, limited planting

and irrigation, individual elements of street furniture, e.g., benches, and limited sidewalk renovation. The advantage to using the general fund is that some money is readily available, albeit in small amounts. Implementing small projects immediately allows the City to show progress towards implementation and keeps the public energized about the improvements. Larger capital cost improvements are not recommended for two reasons: first, the emphasis towards immediate small steps towards implementation must be maintained; and second, the money for large projects is not in the general fund, and is not likely soon to be.

LOW INTEREST LOANS

Some low interest loans for significant public works improvements are available from the state and private interests. The draw back to this approach is that no direct revenue stream to the City will be created by the streetscape improvements and therefore debt service responsibility will ultimately fall to the general fund. If interest rates are favorable this method should be considered. However, it should only be considered for large elements of the streetscape such as the Bell Tower Plaza the Roundabout, sidewalk expansion and small-scope projects that logically fall within the larger improvement project being funded.

ASSESSMENT DISTRICTS AND MELLO ROOS DISTRICTS

The advantage of the assessment district approach is that payment for the improvements is directed towards Main Street landowners that would directly benefit from the streetscape improvements. Under this approach payment amount would be related to the level of benefit. With a Mello-Roos, payment would be spread equally among the landowners within the district. The use of special district financing will require a full buy-in from the downtown landowners. Furthermore, as with a redevelopment approach, the scope of the district area and proposed improvements may need to be expanded to garner the necessary support.

PARKING REVENUE

On the surface this concept has significant advantages in addition to revenue generation (see parking resources discussion in Section II). However, the actual feasibility from a financial and political standpoint will have to be gauged by parking professionals and the City. If successful, it can be a continual resource for minor project funding as well as maintenance and operations related to Main Street.

LEASE AGREEMENTS

This approach is recommended only for a few public spaces that would prove beneficial to retail businesses, primary restaurants and coffee bars. There is a synergistic benefit to this in that additional street life is drawn to the Downtown area and the City will create a continual revenue stream to support operations and maintenance.

GRANTS

The use of federal, state, regional, and non-profit grants for the streetscape improvements is highly recommended. In fact they are the only source that is recommended across the spectrum of proposed improvements. There are costs associated with obtaining grants. First of all it takes a significant amount of staff or consultant resources to prepare a successful grant application. The second set of costs is often hidden to most except the staff that gets saddled with administering the grant as an additional task to their normal workload. In addition, depending on the granting source, the reporting burden can range from heavy to onerous. Nevertheless, that is the price that any agency seeking grants must pay and the City should not use grants as a method of funding unless they are fully prepared to pay for the additional effort required either through hiring a consultant or bringing on additional staff.

Creating a Main Street non-profit organization to seek grants unavailable to government is a strategy that many agencies have employed, some extensively. The range of improvements that private granting agencies offer is limited in scope but some of the proposed improvements, in particular the gold mining artifact exhibit, would be strong candidates for this source of funding.

FUND RAISING AND DONATIONS

Fund raising events are being used everywhere to make up the shortfall of traditional funding, particularly in our school system. The creation of a non-profit to support Main Street development along with a readily available public space, the Bell Tower, sets the stage (so to speak) for a permanent fund raising effort based on seasonal events in the Placerville area.

One example of the myriad of possible funding efforts such an organization could take on is a "name on a brick" ongoing fund raising program. Although this technique may have been over-used in the past, with a slight twist it may become a very effective funding tool. In lieu of targeting local donors for a fee of \$100 to \$200 per brick, the feasibility of providing names on bricks for \$10 to \$20 per brick and targeting the visitor market should be investigated. With the proper marketing program "your name on a brick at the historic Placerville Bell Tower" may be appealing to regional and local visitors alike.

This non-profit could also administer a donations program. The donations could include money, services, and volunteer time for maintenance and operations. There is already a significant volunteer effort by the Community Pride group. Furthermore private and corporate sponsorship of some public spaces or street furniture is a real possibility.

■ Recommendations

A multi-pronged funding program is the best approach to successfully financing the streetscape improvements. A serious initial review of each of the methods discussed should be conducted. As the number of possibilities is refined the elements of an action plan will become self-evident. For instance, if it appears that a financing district or even a redevelopment district is a real possibility, then one of the first steps in the action plan would be to determine the exact costs and time frame associated with that method. On the other hand if these “silver bullet” approaches are not feasible, the more creative and less traditional approaches will need to be employed. Whatever role these alternative methods play in the funding program, a strong grant writing program should be initiated. It may be best for the city to initially hire a grant writing consultant. This will allow the city to determine the cost benefit ratio without overburdening existing city staff or hiring a full time grant writer. Eventually however, if the City is successful in using the available grant programs to generate funds, a full time grants person will be necessary not only to write additional grants but to administer the grants received.

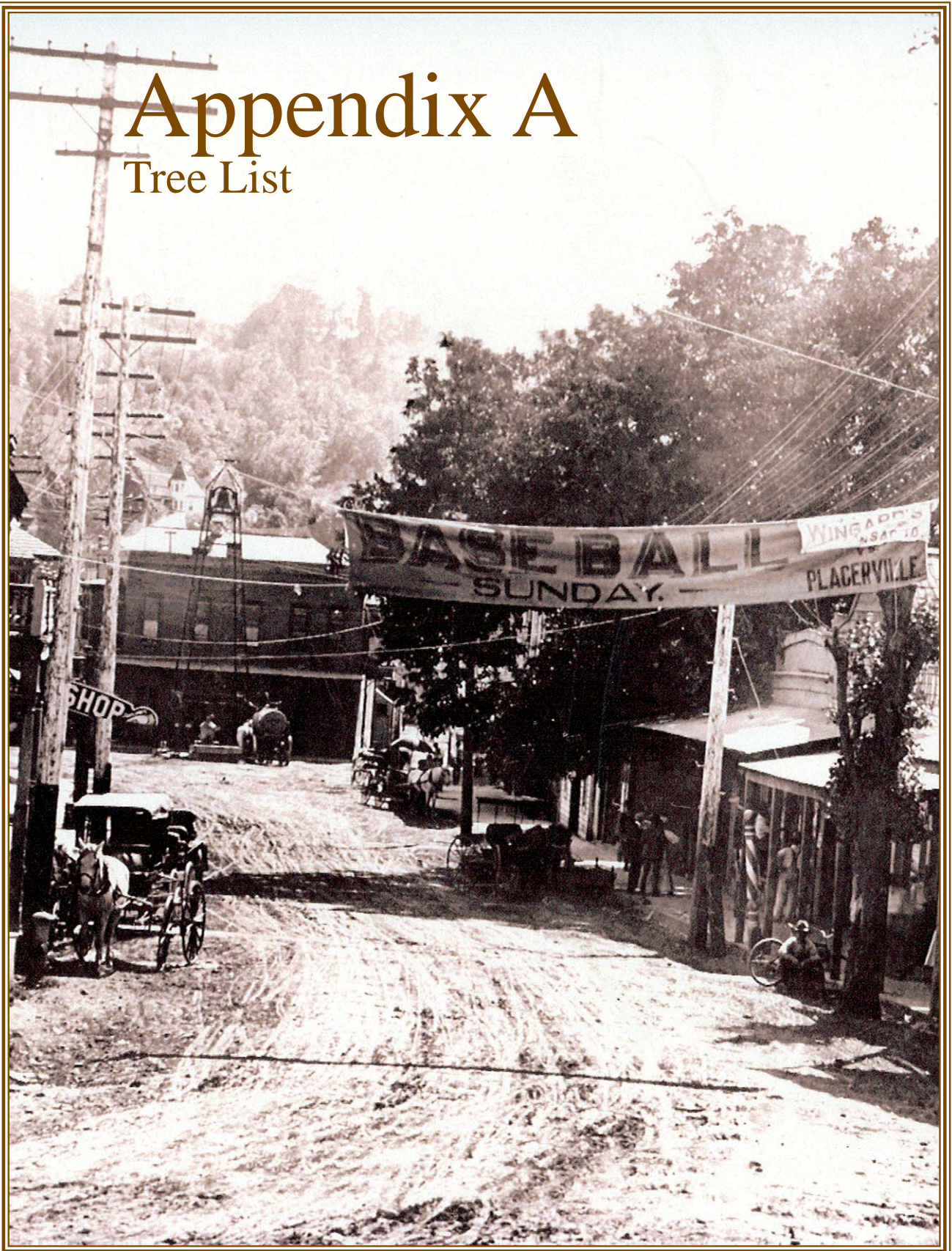
The following are a few first steps of developing a funding action plan:

- I. Investigate the use of special funding districts in conjunction with other revenue sources readily available to the City.
 - A. Determine funds required to implement major street improvements including proposed Bell Tower Plaza, the Main Street reconfiguration, the Clay Street realignment and the Roundabout
 - B. Deduct the amount of all readily available revenue resources from the total improvement amount determined in task A above
 - C. Calculate the costs and time frames associated with creating a special funding district to make up the shortfall
 - D. Determine if a district is financially and politically feasible. If it is develop a campaign to build community support
 - E. Once support is sufficient bring the issue to the City Council for discussion and action
- II. Commission a parking fee study to determine the financial feasibility of parking meters along Main Street.
 - A. If a parking structure is feasible as discussed in recommendation I, incorporate the Main Street meter proposal in a district wide parking fee study

- B. If meters are financially feasible develop a campaign to build community support
 - C. Once support is sufficient bring the issue to the City Council for discussion and action
- III. Investigate possibility of leasing public areas in front of restaurants for outdoor dining.
- A. Canvas existing restaurants to determine the level of interest
 - B. Maintain flexibility in streetscape design and implementation to accommodate interested establishments. Note this may require the loss of minimal additional parking along Main Street
 - C. Develop lease agreements and build in attractive terms for leasers willing to help with the capital improvement costs
- IV. Investigate the possibility of renting the Bell Tower Plaza area for special events.
- V. Apply for grants from federal, state and regional agencies.
- A. Identify potential programs and agencies and investigate the applicability of the program and determine the feasibility of success.
 - B. Consider declaring Main Street a historic park and apply to California Department of Parks and Recreation for funding to provide elements described in the Historic Interpretation paragraphs of Section II. This approach is also applicable for the proposed improvements at the Bell Tower Plaza
- VI. Investigate the possibility of creating a Main Street non-profit organization to promote economic and recreational aspects of Main Street.
- A. Use this organization to apply for private grants, run local fundraisers, train and coordinate docents for historic downtown walks, and conduct an ongoing Main Street marketing effort.

Appendix A

Tree List



Accent Trees

(For Main Street From Sacramento St. to Bedford St.)

Acer palmatum / Japanese maple
Cercis canadensis / Eastern Red Bud
Lagerstromia indica / Crape Myrtle

Street Trees

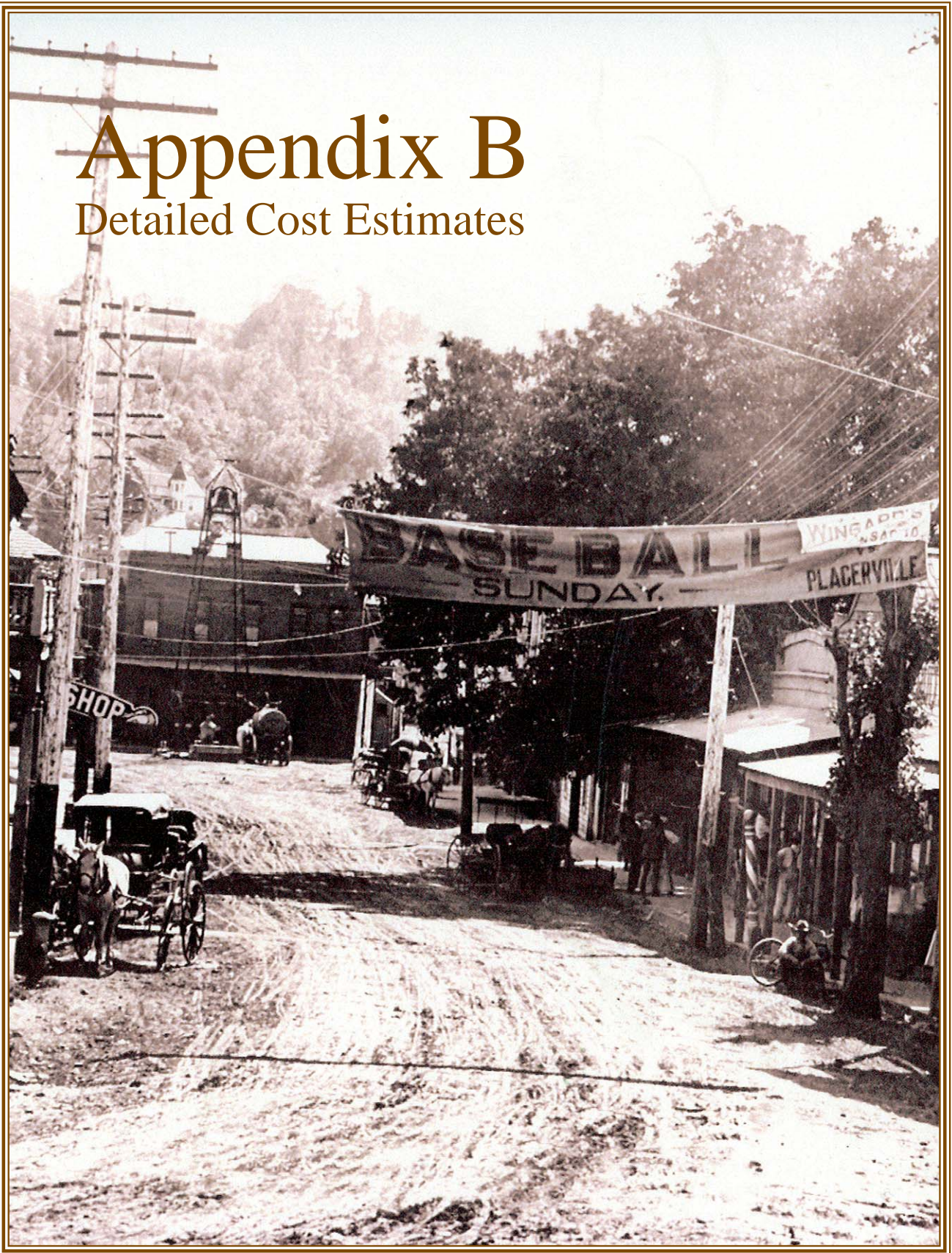
(For Main Street From Bedford St. To Cedar Ravine)

Calocedrus decurrens / Incense Cedar
Cedrus deodara / Deodar Cedar
Liriodendron tulipifera / Tulip Tree
Quercus Lobata / Valley Oak
Quercus rubra / Red Oak
Pistacia chinensis / Chinese Pistache

Note: Please see Section II for detailed explanation of tree size and characteristic requirements

Appendix B

Detailed Cost Estimates



City of Placerville Main Street Design Development Plan

Station 0+00 to 1+01

Item #	Description	Qty	Unit	Cost	Item Total	Sub-Total
A	Project Start-up					
	Mobilization, and Bonds 5% of subtotal	Allow			\$835.66	
	Construction staking	Allow			\$334.27	
	Traffic Control	Allow		\$2,000.00	\$2,000.00	
						\$3,170
B	Handicap Ramps					
	Type 1	3	ea	\$2,921.00	\$8,763.00	
	Type 2	1	ea	\$1,351.00	\$1,351.00	
						\$10,114
C	Stamped Pavement Cross Walk	105	lf	\$53.25	\$5,591.25	\$5,591
D	Pop Out Planter	48	sf	\$21.00	\$1,008.00	\$1,008
E	Construction Sub-Total					\$18,875
F	Design and Engineering				\$2,831.28	\$2,831
G	City Contract Administration				\$1,415.64	\$1,416
H	20% Construction Contingency				\$4,826	\$4,826
	TOTAL					\$28,956

Station 1+01 to 2+14

Item #	Description	Qty	Unit	Cost	Item Total	Sub-Total
A	Project Start-up					
	Mobilization, and Bonds 5% of subtotal	Allow			\$906.41	
	Construction staking	Allow			\$362.57	
	Traffic Control	Allow			\$2,000.00	
						\$3,269
B	Demolition					
	Sawcutting	190	lf	\$2.50	\$475.00	
	Curb and Gutter	153	lf	\$8.00	\$1,224.00	
	Concrete Pavement	663	sf	\$2.50	\$1,657.50	
						\$3,357
C	New Curb and Gutter	171	lf	\$30.00	\$5,130.00	
D	New Side Walk	979	sf	\$7.25	\$7,097.75	
E	Drainage Modifications	Allow			\$1,500.00	
F	New A/C	170	sf	\$3.50	\$595.00	

G	Planter	44	sf	\$21.00	\$924.00	\$924
H	Construction Sub-Total					\$21,872
I	Design and Engineering				\$3,280.83	
J	City Contract Administration				\$1,640.42	
K	20% Construction Contingency				\$5,359	
	TOTAL					\$32,152

Station 2+14to 2+59

Item #	Description	Qty	Unit	Cost	Item Total	Sub-Total
A	Project Start-up					
	Mobilization, and Bonds 5% of subtotal	Allow			\$628.06	
	Construction staking	Allow			\$251.23	
	Traffic Control	Allow			\$2,000.00	
						\$2,879
B	Handicap Ramps					
	Type 1	1	ea	\$2,921.00	\$2,921.00	
	Type 2	2	ea	\$1,351.00	\$2,702.00	
						\$5,623
C	Stamped Pavement Cross Walk	53	lf	\$53.25	\$2,822.25	\$2,822
D	Pop Out Planter	196	sf	\$21.00	\$4,116.00	\$4,116
E	Precast Tree Planter	1	ea	\$1,500.00	\$1,500.00	
F	Construction Sub-Total					\$16,941
G	Design and Engineering				\$2,541.08	\$2,541
H	City Contract Administration				\$1,270.54	\$1,271
I	20% Construction Contingency				\$4,150	\$4,150
	TOTAL					\$24,903

Station 2+59 To 4+66

Item #	Description	Qty	Unit	Cost	Item Total	Sub-Total
A	Project Start-up					
	Mobilization, and Bonds 5% of subtotal	Allow			\$3,885.93	
	Construction staking	Allow			\$1,554.37	
	Traffic Control	Allow			\$2,000.00	
						\$7,440
B	Demolition					

Appendix B Detailed Cost Estimates

	Sawcutting	390	lf	\$2.50	\$975.00	
	Curb and Gutter	359	lf	\$8.00	\$2,872.00	
	Concrete Pavement	3,159	sf	\$2.50	\$7,897.50	
						\$10,770
C	New Curb and Gutter	404	lf	\$30.00	\$12,120.00	
D	New Side Walk	3,958	sf	\$7.25	\$28,695.50	
E	Drainage Modifications	Allow			\$4,500.00	
E	New A/C	6,175	sf	\$3.50	\$21,612.50	
D	Planter	150	sf		\$21.00	\$21
E	Construction Sub-Total					\$86,134
F	Design and Engineering				\$12,920.07	\$12,920
G	City Contract Administration				\$6,460.03	\$6,460
H	20% Construction Contingency				\$21,103	\$21,103
	TOTAL					\$126,617

Station 4+66 to 5+95

Item #	Description	Qty	Unit	Cost	Item Total	Sub-Total
A	Project Start-up					
	Mobilization, and Bonds 5% of subtotal	Allow			\$591.10	
	Construction staking	Allow			\$236.44	
	Traffic Control	Allow			\$1,000.00	
						\$1,828
B	Handicap Ramps					
	Type 1	1	ea	\$2,921.00	\$2,921.00	
	Type 3	1	ea	\$1,440.00	\$1,440.00	
						\$4,361
C	Stamped Pavement Cross Walk	36	lf	\$53.25	\$1,917.00	\$1,917
D	Pop Out Planter	264	sf	\$21.00	\$5,544.00	\$5,544
E	Construction Sub-Total					\$8,106
F	Design and Engineering				\$1,215.83	\$1,216
G	City Contract Administration				\$607.92	\$608
I	20% Construction Contingency				\$3,095	
	TOTAL					\$18,568

Appendix B Detailed Cost Estimates

Station 6+39 to 8+92

Item #	Description	Qty	Unit	Cost	Item Total	Sub-Total
A	Project Start-up					
	Mobilization, and Bonds 5% of subtotal	Allow			\$10,822.86	
	Construction staking	Allow			\$4,329.14	
	Traffic Control	Allow			\$2,000.00	
						\$17,152
B	Demolition					
	Sawcutting	300	lf	\$2.50	\$750.00	
	Curb and Gutter	367	lf	\$8.00	\$2,936.00	
	Existing Tower Base	Allow			\$3,000.00	
	Concrete Pavement	3,708	sf	\$2.50	\$9,270.00	
						\$15,206
C	New Curb and Gutter	677	lf	\$30.00	\$20,310.00	
D	New Side Walk	5,135	sf	\$7.25	\$37,228.75	
	New Handicap Ramps					
	Type 1	2	ea	\$2,921.00	\$5,842.00	
	Type 2	1	ea	\$1,352.00	\$1,352.00	
	Type 3	1	ea	\$1,440.00	\$1,440.00	
						\$8,634
E	Drainage Modifications	Allow			\$15,000.00	
F	New Stamped Asphalt	6,482	sf	\$5.64	\$36,558.48	
G	New Stamped Asphalt Crosswalks	56	lf	\$53.25	\$2,982.00	
H	New Seat wall	30	lf	\$80.00	\$2,400.00	
I	New Accent Planters	9	lf	\$1,000.00	\$9,000.00	
J	Relocate Clock Tower	Allow			\$3,500.00	
K	Clock Tower Planter Base	32	lf	\$70.00	\$2,240.00	
L	Bus Shelter	Allow			\$15,000.00	
M	Benches		ea		\$0.00	
N	Precast Tree Planters	5	ea	\$1,500.00	\$7,500.00	
O	New Bell Tower Base	Allow			\$4,000.00	
P	Bell Tower Relocation	Allow			\$5,000.00	
Q	Bell Tower Renovation	Allow			\$15,000.00	

Appendix B Detailed Cost Estimates

R	Planter Walls at Bell Tower	155	lf	\$70.00	\$10,850.00	
S	Pop-Out Planters	288	sf	\$21.00	\$6,048.00	
T	Irrigation For Accent Planting					
	BFPD	1	ea	\$1,500.00		
	Controller	1	ea	\$2,000.00		
	Main Line	453	lf	\$4.00	\$1,812.00	
	Shrub Irrigation	1,256	sf	\$1.00	\$1,256.00	
S	Accent Planting	1,256	sf	\$5.00	\$6,280.00	
U	Construction Sub-Total					\$243,707
V	Design and Engineering				\$36,556.09	\$36,556
W	City Contract Administration				\$18,278.04	
X	20% Construction Contingency				\$59,708	
	TOTAL					\$358,250

Station 9+40 to 11+30

Item #	Description	Qty	Unit	Cost	Item Total	Sub-Total
A	Project Start-up					
	Mobilization, and Bonds 5% of subtotal	Allow			\$1,637.36	
	Construction staking	Allow			\$654.95	
	Traffic Control	Allow			\$1,000.00	
						\$3,292
B	Demolition					
	Sawcutting	150	lf	\$2.50	\$750.00	
	Curb and Gutter	148	lf	\$8.00	\$2,936.00	
	Concrete Pavement	1,518	sf	\$2.50	\$9,270.00	
						\$12,956
C	Handicap Ramps					
	Type 1	1	ea	\$2,921.00	\$2,921.00	
	Type 3	2	ea	\$1,440.00	\$2,880.00	
						\$5,801
D	New Curb and Gutter	152	lf	\$30.00	\$4,560.00	
E	New Concrete Paving	1,769	sf	\$7.25	\$12,825.25	
F	New AC	600	sf	\$3.50	\$2,100.00	
G	Stamped Pavement Cross Walk	36	lf	\$53.25	\$1,917.00	
H	Pop Out Planter	264	sf	\$21.00	\$5,544.00	
I	Construction Sub-Total					\$48,996

Appendix B Detailed Cost Estimates

J	Design and Engineering					\$7,349.33	
K	City Contract Administration					\$3,674.67	
L	20% Construction Contingency					\$12,004	
	TOTAL						\$72,023

Station 11+30 to 12+55

Item #	Description	Qty	Unit	Cost	Item Total	Sub-Total
A	Project Start-up					
	Mobilization, and Bonds 5% of subtotal	Allow			\$1,920.06	
	Construction staking	Allow			\$768.03	
	Traffic Control	Allow			\$2,000.00	\$4,688
B	Demolition					
	Sawcutting		lf	\$2.50	\$0.00	
	Curb and Gutter	146	lf	\$8.00	\$1,168.00	
	Concrete Pavement	1,188	sf	\$2.50	\$2,970.00	\$4,138
C	New Curb and Gutter	223	lf	\$30.00	\$6,690.00	
D	New A/C Paving	500	sf	\$3.50	\$1,750.00	
E	New Handicap Ramps					
	Type 1	2	ea	\$2,921.00	\$5,842.00	
	Type 2	1	ea	\$1,351.00	\$1,351.00	\$7,193
F	New Side Walk	1,110	sf	\$7.25	\$8,047.50	
G	New Stamped Asphalt	500	sf	\$5.64	\$2,820.00	
H	Drainage Modifications	Allow			\$3,500.00	
I	New Stamped Asphalt Crosswalks	47	lf	\$53.25	\$2,502.75	
J	New Seat wall	22	lf	\$80.00	\$1,760.00	
K	Benches	3	ea			
L	Irrigation For Accent Planting					
	BFPD	1	ea	\$0.00	\$0.00	
	Controller	1	ea	\$1,000.00	\$1,000.00	
	Main Line	75	lf	\$4.50	\$337.50	
	Shrub Irrigation	270	sf	\$1.00	\$270.00	
M	Accent Planting	270	sf	\$5.00	\$1,350.00	
N	Construction Sub-Total					\$46,047
O	Design and Engineering				\$6,907.03	

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P	City Contract Administration					\$3,453.51	
Q	20% Construction Contingency					\$11,281	
	TOTAL						\$67,689

Station 12+55 to 15+57

Item #	Description	Qty	Unit	Cost	Item Total	Sub-Total
A	Project Start-up					
	Mobilization, and Bonds 5% of subtotal	Allow			\$2,491.18	
	Construction staking	Allow			\$996.47	
	Traffic Control	Allow			\$2,000.00	\$5,488
B	Demolition					
	Sawcutting	489	lf	\$2.50	\$1,222.50	
	Curb and Gutter	428	lf	\$8.00	\$3,424.00	
	Concrete Pavement	3,264	sf	\$2.50	\$8,160.00	\$11,584
C	New Curb and Gutter	489	lf	\$30.00	\$14,670.00	
D	New Side Walk	3,593	sf		\$0.00	
E	Drainage Modifications	Allow			\$10,000.00	
F	New Stamped Asphalt Crosswalks	66	lf	\$53.25	\$3,514.50	
G	New A/C Paving	978	sf	\$3.50	\$3,423.00	
H	Benches		ea		\$0.00	
I	New Seat Wall	70	ea	\$80.00	\$5,600.00	
J	Pop- Out Planters	48	sf	\$21.50	\$1,032.00	
K	Irrigation For Accent Planting					
	BFPD	1	ea		\$0.00	
	Controller	1	ea	\$1.00	\$1.00	
	Main Line	84	lf	\$4.50	\$378.00	
	Shrub Irrigation	795	sf	\$1.00	\$795.00	
L	Accent Planting	795	sf	\$5.00	\$3,975.00	
M	Construction Sub-Total					\$61,683
N	Design and Engineering				\$9,252.40	
O	City Contract Administration				\$4,626.20	
P	20% Construction Contingency				\$15,112	

Appendix B Detailed Cost Estimates

TOTAL \$90,673

Station 17+85 To 18+15

Item #	Description	Qty	Unit	Cost	Item Total	Sub-Total
A	Project Start-up					
	Mobilization, and Bonds 5% of subtotal	Allow			\$661.30	
	Construction staking	Allow			\$264.52	
	Traffic Control	Allow			\$1,000.00	
						\$1,926
B	Handicap Ramps					
	Type 1	2	ea	\$2,921.00	\$5,842.00	
	Type 2	1	ea	\$1,351.00	\$1,351.00	
						\$7,193
C	Stamped Pavement Cross Walk	36	lf	\$53.25	\$1,917.00	
D	Pop Out Planter	196	sf	\$21.00	\$4,116.00	
E	Precast Tree Planter	2	ea	\$1,500.00	\$3,000.00	
E	Construction Sub-Total					\$18,152
F	Design and Engineering				\$2,722.77	
G	City Contract Administration				\$1,361.39	
H	20% Construction Contingency				\$4,447	
	TOTAL					\$26,683

Station 19+85 To 20+22

Item #	Description	Qty	Unit	Cost	Item Total	Sub-Total
A	Project Start-up					
	Mobilization, and Bonds 5% of subtotal	Allow			\$703.41	
	Construction staking	Allow			\$281.37	
	Traffic Control	Allow			\$2,000.00	
						\$2,985
B	Handicap Ramps					
	Type 1	1	ea	\$2,921.00	\$2,921.00	
	Type 3	1	ea	\$1,440.00	\$1,440.00	
						\$4,361
C	Stamped Pavement Cross Walk	105	lf	\$53.25	\$5,591.25	
D	Pop Out Planter	196	sf	\$21.00	\$4,116.00	
E	Precast Tree Planter	1	ea	\$1,500.00	\$1,500.00	
E	Construction Sub-Total					\$18,553

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F	Design and Engineering					\$2,782.95	
G	City Contract Administration					\$1,391.48	
I	20% Construction Contingency					\$4,545	
	TOTAL						\$27,273

Station 20+22 To 22+08

Item #	Description	Qty	Unit	Cost	Item Total	Sub-Total
A	Project Start-up					
	Mobilization, and Bonds 5% of subtotal	Allow			\$558.89	
	Construction staking	Allow			\$223.56	
	Traffic Control	Allow			\$2,000.00	
B	Demolition					
	Sawcutting	320	lf	\$2.50	\$800.00	
	Curb and Gutter	204	lf	\$8.00	\$1,632.00	
	Concrete Pavement	678	sf	\$2.50	\$1,695.00	
						\$2,782
C	New Concrete Curb	300	lf	\$30.00	\$9,000.00	
D	New Concrete Paving	1,059	lf	\$7.25	\$7,677.75	
E	New A/C Paving	1,000	lf	\$3.50	\$3,500.00	
F	Brick Seat Wall	32	lf	\$80.00	\$2,560.00	
G	Irrigation For Accent Planting					
	BFPD	1	ea	\$0.00	\$0.00	
	Controller	1	ea	\$0.00	\$0.00	
	Main Line	100	lf	\$4.00	\$400.00	
	Shrub Irrigation	534	sf	\$1.00	\$534.00	
						\$934
H	Accent Planting	534	sf	\$5.00	\$2,670.00	
I	Construction Sub-Total					\$33,251
J	Design and Engineering				\$4,987.68	\$4,988
K	City Contract Administration				\$2,493.84	\$2,494
L	20% Construction Contingency				\$8,147	\$8,147
	TOTAL					\$40,733

Roundabout

Item #	Description	Qty	Unit	Cost	Item Total	Sub-Total
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A	Project Start-up					
	Mobilization, and Bonds 5% of subtotal			Allow		\$21,069.69
	Construction staking			Allow		\$8,427.88
	Traffic Control			Allow		\$10,000.00
						\$39,498
B	Demolition					
	Sawcutting	489	lf	\$2.50		\$1,222.50
	Curb and Gutter	556	lf	\$8.00		\$4,448.00
	Existing Tower Base			Allow		\$1,000.00
	Existing A/C	50,368	sf	\$1.00		\$50,368.00
	Concrete Pavement	2,780	sf	\$2.50		\$6,950.00
						\$62,766
C	New Curb and Gutter	1,112	lf	\$30.00		\$33,360.00
D	New Curb at Parking Lot	705	lf	\$20.00		\$14,100.00
E	Striping			Allow		\$10,000.00
F	New Rolled Curb	186	lf	\$20.00		\$3,720.00
G	New Concrete Band	322	lf	\$15.00		\$4,830.00
H	New Side Walk	6,072	sf	\$7.25		\$44,022.00
I	New Handicap Ramps					
	Type 4	8	ea	\$1,934.00		\$15,472.00
J	Drainage Modifications			Allow		\$45,000.00
K	New A/C Paving	33,552	sf	\$3.50		\$117,432.00
L	New Stamped Asphalt	1,434	sf	\$5.64		\$8,087.76
M	New Stamped Asphalt Crosswalks	112	lf	\$53.25		\$5,964.00
N	New Seat wall	216	lf	\$80.00		\$17,280.00
O	New Accent Planters	9	lf	\$1,000.00		\$9,000.00
P	Benches	3	ea			
Q	Druid Monument Base			Allow		\$3,000.00
R	Druid Monument Planter	198	lf	\$70.00		\$13,860.00
S	Druid Monument Relocation			Allow		\$3,500.00
T	Druid Monument Renovation			Allow		\$10,000.00
U	Irrigation For Accent Planting					
	BFPD	1	ea	\$1,500.00		\$1,500.00

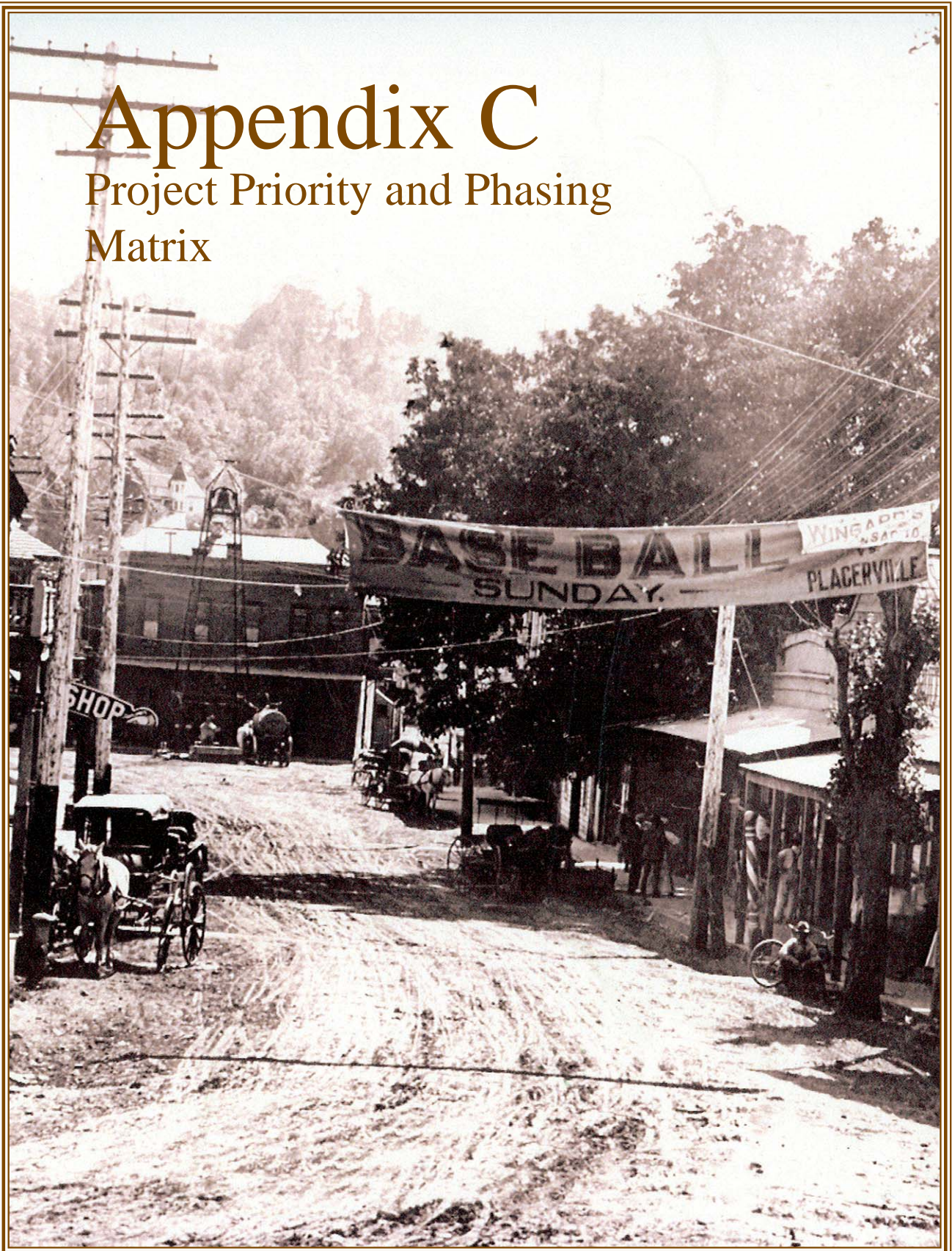
Appendix B Detailed Cost Estimates

	Controller	1	ea	\$2,000.00	\$2,000.00
	Main Line	300	lf	\$4.00	\$1,200.00
	Shrub Irrigation	7,117	sf	\$1.00	\$7,117.00
V	Accent Planting	7,117	sf	\$5.00	\$35,585.00
W	Construction Sub-Total				\$509,516
X	Design and Engineering				\$76,427.37
Y	City Contract Administration				\$38,213.69
Z	20% Construction Contingency				\$124,831
	TOTAL				\$748,988

Appendix B Detailed Cost Estimates

Appendix C

Project Priority and Phasing Matrix



The following Project Priority Matrix assigns an overall rating and priority to each of the major capital improvement areas. This is accomplished by first identifying attributes which influence project prioritization for this type of capital improvement. Each of the appropriate attributes is then given a number which rates the applicability of each attribute category to each project type. Projects then can be ranked according to priority based on the overall score.

PROJECTS	Attribute 1	Attribute 2	Attribute 3	Attribute 4	Attribute 5	Overall Rating
Enhance Mid Block Pedestrian Crossings	3	2	3	3	3	14
Monument Signage	0	0	3	3	3	9
Handicap Ramps/Intersection Enhancement	3	1	3	0	1	8
Clay Street Realignment	1	0	3	0	3	7
Tree Well and Striping	0	0	3	0	3	6
Traffic Circle	0	0	3	1	2	6
Bell Tower Plaza	0	0	3	1	0	4

ATTRIBUTE LEGEND

Attribute 1 Existing facilities which require renovation to preserve the health and safety of the public

Attribute 2 Projects mandated and or assisted by State or Federal agencies

Attribute 3 Projects that make a significant contribution to the preservation of historic character, improve the pedestrian environment, and enhance the esthetic character of Main Street

Attribute 4 Projects which have been previously initiated

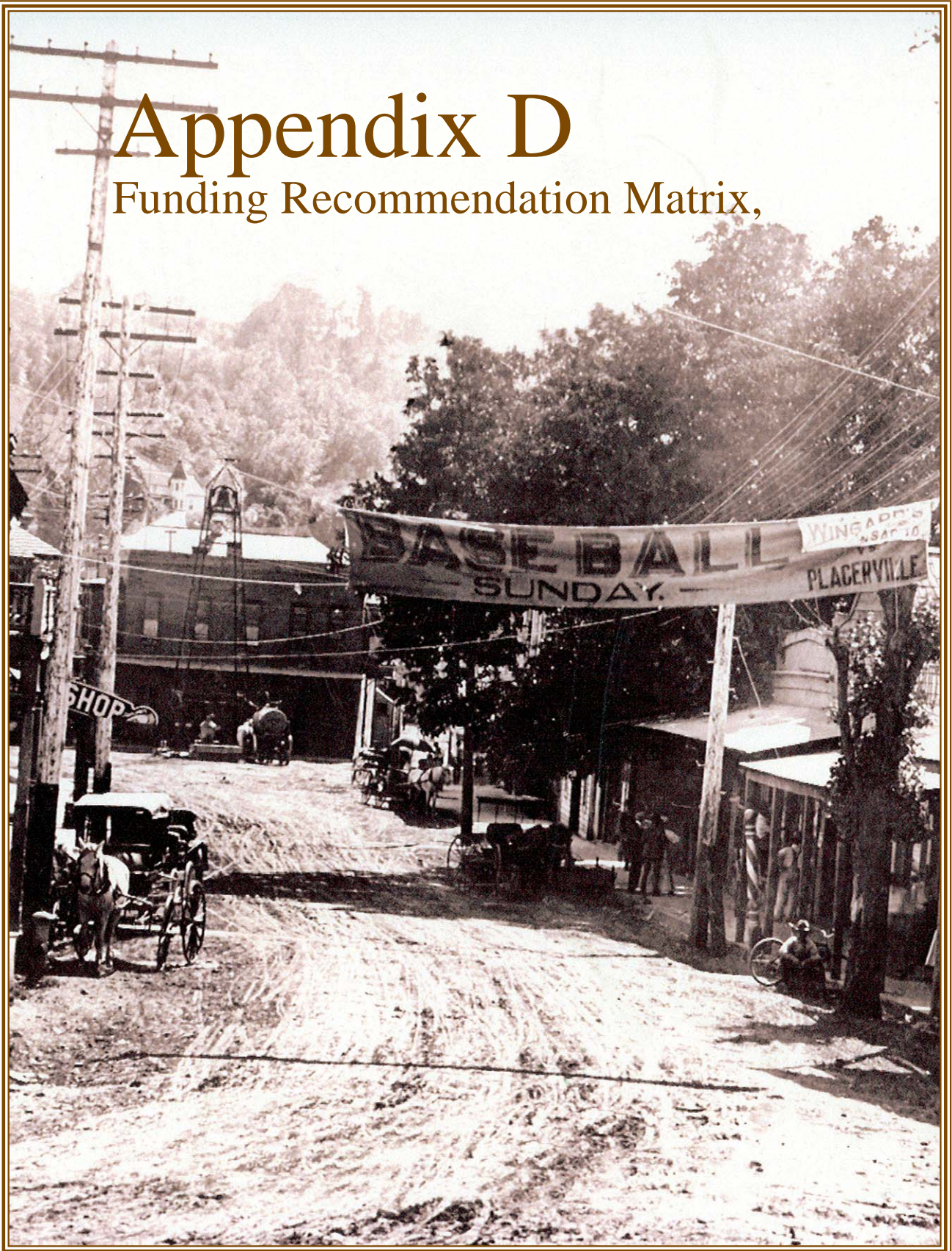
Attribute 5 Projects with available funding

APPLICABILITY RATING

- 0 - Does not apply
- 1 - Somewhat applies
- 2 - Applies
- 3 - Applies significantly

Appendix D

Funding Recommendation Matrix,



Potential Funding Sources	Improvements												
	Cross Walks	Handicap Ramps	Planter Pop-Outs	Planting & irrigation	Street Furniture	Bell Tower Plaza	Bus Shelter	Specialty Seating	Sidewalk Renovation	Sidewalk Expansion	Clay Street Realignment	Roundabout	Architectural Facades
General Fund (CIP)	1	1	1	1	1	3	3	3	1	3	3	3	2
Low Interest Loans	3	3	3	3	3	2	2	2	2	2	2	2	1
Assessment District	3	3	3	3	3	2	2	2	2	2	2	2	3
Mello-Roos District	3	3	3	3	3	2	2	2	2	2	2	2	3
Bonds	2	2	2	2	2	2	2	2	2	2	2	2	3
Parking Revenue	1	1	1	1	1	2	1	3	1	2	2	2	3
Lease Agreements	3	3	3	3	3	3	3	3	3	3	3	3	3
Federal Grants	1	1	1	1	1	1	1	1	1	1	1	1	1
State Grants	1	1	1	2	1	1	1	1	1	1	1	1	1
Regional Grants	1	1	1	1	1	1	1	1	1	1	1	1	1
Non-Profit Grants	1	1	1	2	1	1	2	2	2	2	3	2	1
Donations	1	1	1	1	1	1	1	1	2	2	3	3	3
Fund Raising	1	1	1	1	1	1	1	1	2	3	3	2	3

LEGEND

Highly Recommended 1

Recommended 2

Not Recommended 3

City of Placerville



Non-Motorized Transportation Plan

FINAL
October 2010

Prepared by



ACKNOWLEDGEMENTS

El Dorado County Bicycle Advisory Committee; Ratified by EDCTC October 2, 2008

Mike Bean, Bicycle Advocate
**Dave Cassel, El Dorado Hills Bicycle
Commuter**
**Eileen Crim, Friends of El Dorado Trail
(Trails Now) Representative**
**Rebecca Garrison, 50 Corridor
Transportation Management Agency**
**Cara Halleus, Pedestrian
Representative**
**Dianna Hillyer, El Dorado Hills
Community Services District**
**Dave Hinz, El Dorado County Bicycle
Commuter**
**Alfred Knotts, Tahoe Regional Planning
Agency**
Jim Konopka, City of Folsom
**James Larsen, El Dorado County
Business Representative**
**Manny DeAquino, City of Placerville
Planning Commission**

**Jerry Ledbetter, Trails Advisory
Committee**
**Walter Mathews, El Dorado County
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**Jeff Minor, South Lake Tahoe Area
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**Carol Patton, City of Placerville
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**Pierre Rivas, El Dorado County
Planning Department**
Aaron Cabaccang, Caltrans District 3
**Robert Smart, El Dorado County Parks
and Recreation Commission**
**Lacey Symons, Sacramento Area
Council of Governments**
**Fred Smith, Cameron Park Community
Services District**

Adopted by the Placerville City Council on October 12, 2010

**Adopted by the El Dorado County Transportation Commission
on November 4, 2010**

Prepared by



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CITY OF PLACERVILLE NON-MOTORIZED TRANSPORTATION PLAN

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CITY OF PLACERVILLE

NON-MOTORIZED TRANSPORTATION PLAN

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CITY OF PLACERVILLE NON-MOTORIZED TRANSPORTATION PLAN

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1.1 Purpose and Need

The development of the Non-Motorized Transportation Plan (NMTP) for the City of Placerville (City) was generated by the need to address several issues related to non-motorized transportation in the City. The first edition of the NMTP was adopted in April of 2005. In accordance with Caltrans guidelines, the El Dorado County Transportation Commission worked with the City to update the NMTP in 2010. For the 2010 update, the City and EDCTC retained the original scope of the plan approved by the Placerville City Council on September 23, 2003, which includes the following components (see also Appendix A):

- The NMTP will comply with the California Streets and Highways Code – California Bicycle Transportation Act, Section 891.2, A - K.
- The primary emphasis of the NMTP will be on planning for the facilities used by the “Bicycle Commuter” (as defined in the Streets and Highways Code Section 890.3).
- The plan will be more than just a bicycle transportation plan so that it may be adopted as part of the City’s General Plan, Circulation Element.
- The plan will include an inventory of the existing sidewalks in the City of Placerville to the following extent: The sidewalk or pathway provides a significant transportation benefit for either pedestrian or bicycle travel and provides connectivity between activity centers; i.e. schools, commerce, parks or employment centers.

The NMTP provides a blueprint for the development of an ultimate bikeway system throughout the City, as well as providing for compliance with California Streets and Highways Code (sections 890-894.2), enabling the City to be eligible to apply for Bicycle Transportation Account funds.

Since bicycling and pedestrian travel are the two primary modes of non-motorized travel in the City, the emphasis in this plan is on those non-motorized modes. Many of the facilities designed for these two modes are readily usable by other forms of non-motorized transportation, such as equestrians, wheelchair users, in-line skaters, and skateboarders.

The Pedestrian Element of this plan provides an inventory of the City’s sidewalks and identifies some missing links in the pedestrian system. The plan also includes pedestrian friendly and traffic calming concepts that can be utilized to improve the conditions of pedestrian travel in the City. In 2007 the City adopted a Pedestrian Circulation Plan which expanded upon the efforts of the Non-Motorized Transportation Plan.

1.2 Previous Planning Efforts

The EDCTC worked with the City of Placerville to develop the first edition of the NMTP which was adopted in April of 2005.

The 2005 version of the NMTP included a supplement titled the “Placerville Downtown Trail Feasibility Study.” The feasibility study provided detail on issues related to the Highway 50 Operational Improvements Project (US 50 Ops) and the concept of a trail alignment through the downtown core of the City. Prior to the development of the US 50 Ops project, there was interest from local cycling and trail advocates to develop a contiguous trail parallel to US 50 through the downtown core of the City of Placerville. The Placerville Downtown Trail Feasibility Study explored the possibility of such a trail, analyzing various alignments and determining costs.

Due to its low costs, minimal impacts, and ease of implementation, the overall preferred option for the Placerville Downtown Trail was determined to be the “On-Street Main Street Trail Alignment.”

This alignment would provide trail users with a signed and stenciled route on Main Street through the historic downtown area between Bedford Avenue and Canal Street. It was also suggested that the City consider developing customized directional signage to guide trail users from the trail right-of-way at Bedford Avenue to the trail continuation westbound near Forni Road. It was also highly recommended that the City construct an off-street trail from Clay to Bedford, in order to provide an important connection to the recently reconstructed bicycle/pedestrian bridge at Bedford Avenue.

1.3 Definition of Bikeway Facilities

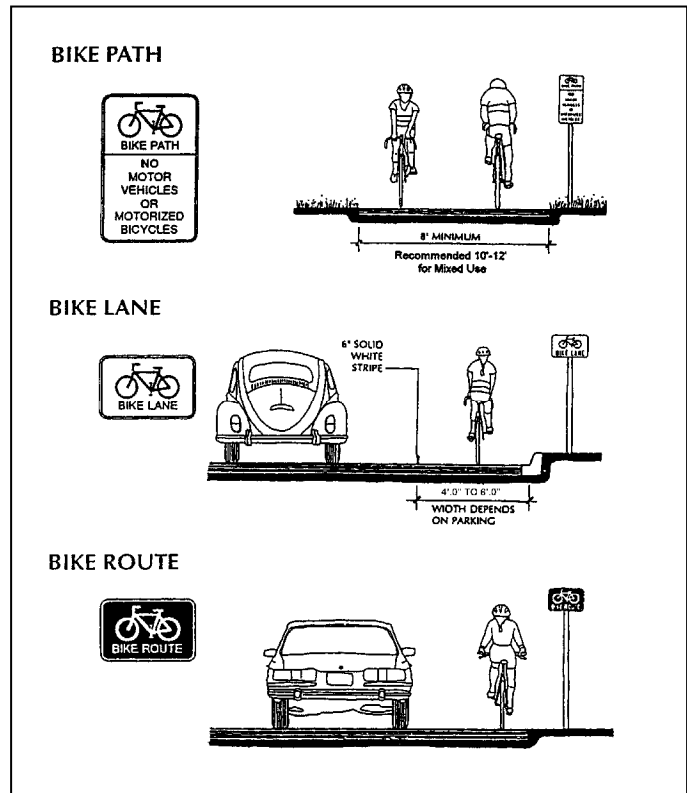
The most commonly used bikeway design standards are contained in the Caltrans Highway Design Manual, Chapter 1000 – Bikeway Planning and Design, dated September 1, 2006. The Caltrans standards are based largely on standards developed by the American Association of State Highway and Transportation Officials (AASHTO). The Manual on Uniform Traffic Control Devices, Federal Highway Administration, 2009 Edition, Part 9, contains standards for bikeway signing.

Below are brief descriptions of the three most common bikeway facilities and their typical cross sections. More detailed explanations of bikeway design standards are provided in Chapter six of this document.

Class I Bikeway (Bike Path) Provides a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal cross flows by motorists. Minimum paved width is eight feet for two-way travel and five feet for one-way travel. Bike Paths closer than 5 feet (1.5 meters) from the edge of the shoulder shall include a physical barrier to prevent bicyclists from encroaching onto the roadway.

Class II Bikeway (Bike Lane) Provides a striped lane for one-way bicycle travel on a street or highway. The minimum width for a bike lane is four feet, but can be wider depending on adjacent parking, curb and gutter configurations.

Class III Bikeway (Bike Route) Provides for shared use with pedestrian and motor vehicle traffic. Signs or permanent markings designate a bike route, and there is no minimum width since it is a shared use facility.



1.4 Relationship to Other Documents

A. City of Placerville Pedestrian Circulation Plan

The 2005 NMTP was developed to address several issues related to non-motorized transportation, including an inventory of the City’s sidewalks. The sidewalk inventory in the NMTP was completed to the extent the sidewalk or pathway provides a significant transportation benefit for either bicycle

or pedestrian travel and provides connectivity between activity centers; i.e. schools, commerce, parks or employment centers. The development of the City of Placerville Pedestrian Circulation Plan (Ped Plan) was done to take a more in-depth look at the City's Pedestrian Circulation. The Ped Plan expanded the inventory and influence to the outlying areas of the City. The Ped Plan provides project priorities and options for funding a subsequent "Pedestrian Circulation Improvement Program" for the ultimate construction and maintenance of an extensive sidewalk network throughout the City.

B. Sacramento-Placerville Transportation Corridor Master Plan

The Sacramento-Placerville Transportation Corridor (SPTC) Master Plan is the plan for the former Southern Pacific railroad corridor located between the western El Dorado County line near Latrobe and Forni Road near Ray Lawyer Drive in the City of Placerville. The preserved corridor is planned for use as an alternative transportation corridor with multiple uses including excursion trains, bicycle, pedestrian, and equestrian trails, and utility easements. The SPTC Master Plan is the master plan for the Corridor that contains 28 miles of the proposed "El Dorado Trail" Class I Bike Path project.

C. City of Placerville General Plan

The City's General Plan is a legal document required by state law which serves as the community's guide for development of its land. The General Plan is a comprehensive, long-term document that looks 10-20 years into the future. The City's current General Plan was adopted in January 1990. The Circulation Element of the General Plan addresses transportation, and it is the goal of this NMTP to represent the non-motorized component of the circulation element for the next General Plan update.

The 1990 City of Placerville General Plan includes the following Goals and Policies related to non-motorized transportation:

Goal E: To provide a safe and secure bicycle route system.

Policies:

1. The City shall develop an inner-city bicycle route master plan.
2. Wherever possible, bicycle facilities should be separate from roadways and walkways.
3. The City shall limit on-street bicycle routes to those streets where available roadway width and traffic volumes permit safe coexistence of bicycle and motor vehicle traffic.
4. The City shall promote the development of bicycle routes that follow the contours of the land and are compatible with the terrain.
5. The City shall promote the development of bicycle routes in major development areas and along railroad rights-of-way.
6. The City shall promote development of bicycle routes and/or trails that connect parks and schools that link the Ray Lawyer Drive/Placerville Drive area with downtown, and that link the Apple Hill area with Placerville.
7. The City shall encourage the development of a bike trail through the City utilizing the Southern Pacific and Michigan/California Railroad rights-of-way. This trail could provide and opportunity to connect to other trail systems such as the American River Bikeway in Sacramento County.
8. Any future development adjacent to a bike trail shall be required to analyze impacts of the development on the bike trail and mitigate to the greatest extent possible identified impacts.

Goal F: To promote convenient and safe pedestrian circulation.

Policies:

1. Pedestrian Circulation needs and convenience in the downtown shall be given priority over the needs of through-traffic.
2. The City shall continue to enforce its program requiring adjoining property owners to repair and replace sidewalks in older neighborhoods to increase pedestrian safety and convenience.
3. In approving development projects, the City shall continue to require the construction of sidewalks connecting major pedestrian destinations, such as schools, hospitals, and government centers.
4. Where deemed necessary and appropriate, the City shall undertake construction of sidewalks connecting major pedestrian destinations, such as schools, hospitals, and government centers.
5. The City shall require all developments with a density of R1-20,000 [maximum density 2.18 dwelling units per acre] or greater to provide a sidewalk on at least one side of any street that is developed as part of the project or is used as a perimeter street by that project.
6. The City shall require all multi-family developments to provide sidewalks on both sides of any street that is developed as part of the project and on one side of any street that is used as a perimeter street by that project.
7. The City shall promote the construction of pedestrian overpasses along Highway 50 in conjunction with future highway construction.

In addition to the above goals, the City of Placerville General Plan includes an implementation program goal of preparing and adopting a Bicycle Route Master Plan and appropriate bicycle lane and street standards.

C. El Dorado County Bicycle Transportation Plan

The El Dorado County Bicycle Transportation Plan (BTP) was developed concurrently with this NMTP in 2004. Similarly, the BTP was updated concurrently with this NMTP in 2010. The County BTP was developed to fulfill the County's need to have an adopted bicycle plan in place. The overall goal of the BTP is to "Provide a safe, efficient, and convenient network of bicycle facilities that establish alternative transportation as a viable option in El Dorado County and neighboring regions." The BTP lays out an ultimate bikeway system for El Dorado County, providing connectivity between the many communities and neighboring regions.

D. Placerville Area Parks and Recreation Master Plan

The Placerville Area Parks and Recreation Master Plan examines the existing park and recreation resources of the City of Placerville and El Dorado County serving residents of Placerville and the surrounding unincorporated areas of El Dorado County. The unincorporated areas addressed in the planning effort include the communities of Coloma, Lotus, Gold Hill, Diamond Springs, Camino, Pollock Pines, and portions of Rescue. The purpose of the plan is to provide specific guidance for the City and supporting analysis for the County to better understand how best to cooperatively manage and develop new parks and programs to meet the needs of the future population. Recommendations in the plan related to County parks will be used as a basis for further analysis in a separate countywide Parks and Trails Master Plan. The Placerville Area Parks and Recreation Master Plan includes sections that address "Non-Vehicular Access" to parks as well as a discussion on "Paths and Trails."

E. Placerville Drive Multi-Modal Corridor Mobility Study

The Placerville Drive Multi-Modal Corridor Mobility Study, completed in January 2009, was a community based transportation planning study focused on Placerville Drive in the City of

Placerville between the limits of the Placerville Drive-Forni Road interchange to the west and the new Placerville Drive/US 50 interchange to the east. Working over a nine month period in 2008, a diverse Stakeholder Advisory Committee (SAC) developed a concept for Placerville Drive that set a vision to integrate future land use changes with a future destination/down-scaled, multi-modal roadway facility.

The recommended/adopted roadway concept consists of changing the existing two-lane and three-lane roadway which has no median control or landscaping and serves as a “regional/commuter” facility into a “destination/downscaled” roadway. The new roadway will have a landscaped median, controlled left turns at select locations and intersections, and will include sidewalks, bicycle lanes, and room for transit service needs. In addition, the Hangtown Creek Bridge will be reconstructed and is envisioned as widened for four lanes, yet utilized as a two-lane facility until the additional capacity is required for traffic service.

F. Broadway Village Corridor Multi-Modal Implementation Plan

The Broadway Village Corridor Multi-Modal Implementation Plan, completed in February 2010, lays out a short, mid, long and future vision for improved transportation and land use throughout the Broadway Village Corridor in the City of Placerville. The Plan includes proposals for improved non-motorized transportation facilities and improved landscape, streetscape, and transit facilities that encourage transit use and bicycle or pedestrian travel. The Plan also proposes safety, mobility, and operational improvements to improve vehicular circulation along the Broadway Corridor through improved access management to the roadway and adjoining businesses.

G. El Dorado County Transit Design Manual

The El Dorado County Transit Design Manual is a handbook that provides EDCTA with transit improvement standards appropriate to the specific conditions of the transit organization and its area. The Design Manual provides specific standards for bus stop improvements and roadways along transit routes. The standards are intended to guide government agencies, commercial and residential developers, employers, and others in their efforts to provide useful, attractive, and safe transit facilities for the region’s transit patrons. The Design Manual is not intended to supersede the authority of the local jurisdictions, but rather to offer criteria, complementary to existing standards, for the design of a more pedestrian-oriented, bicycle-oriented, and transit-friendly environment. It is important for individual jurisdictions and business leaders to consider how best to incorporate land uses and road networks that support public transportation, while providing transportation infrastructure that supports overall community goals. The transit improvement standards included in the Design Manual are organized by section for quick reference. Sections of the Design Manual include the following; Vehicle characteristics, Site design and pedestrian access-ways, Bus stop placement, Bus stop spacing, Bus pullouts, Passenger amenities, Park-and-ride/multi-modal facilities, and Vehicle turning radii.

1.5 Community Involvement

The City of Placerville has a highly active pedestrian and bicycle community. The non-profit community based group “Trails Now” was established in 1990 with a mission of developing the abandoned Michigan – California Railroad right of way into a trail near Placerville. In 1991, an El Dorado County Joint Powers Authority purchased the Sacramento-Placerville Transportation Corridor (SPTC) and Trails Now expanded their mission to include the development of the SPTC Corridor into a trail. In 2010, Trails Now reformed as “Friends of El Dorado Trail” and expanded their membership. Today Friends of El Dorado Trail has more than 300 members, and continues to have an active voice in non-motorized transportation and recreation projects in the Placerville area

(see Chapter 4 for more information on the El Dorado Trail). The active community involvement in non-motorized issues near the City provides a unique opportunity to include the public on a number of levels.

The 2010 NMTP update was developed concurrently with the 2010 update of the 2005 El Dorado County Bicycle Transportation Plan, and as a result, the project was coordinated with members of the El Dorado County Bicycle Advisory Committee (BAC). The El Dorado County BAC includes various members of the public who commute by bicycle, advocates from Friends of El Dorado Trail, and representatives from local public agencies including the City of Placerville, El Dorado County, and the El Dorado County Transportation Commission (EDCTC). The EDCTC ratified the BAC membership in October of 2008. The BAC met to discuss the update of this plan and the project manager attended a Friends of El Dorado Trail meeting.

Members from the BAC are listed in Table 1 below:

TABLE 1	
El Dorado County Bicycle Advisory Committee Ratified by EDCTC October 2, 2008	
Mike Bean, Bicycle Advocate	Jerry Ledbetter, Trails Advisory Committee
Dave Cassel, El Dorado Hills Bicycle Commuter	Walter Mathews, El Dorado County Planning Commission
Eileen Crim, Friends of El Dorado Trail (Trails Now) Representative	Jeff Minor, South Lake Tahoe Area Representative
Rebecca Garrison, Transportation Management Agency	Lynn Murray, Disabled Community Representative
Cara Halleus, Pedestrian Representative	Carol Patton, City of Placerville Business Representative
Dianna Hillyer, El Dorado Hills Community Services District	Janet Postlewait, El Dorado County Department of Transportation
Dave Hinz, El Dorado County Bicycle Commuter	Pierre Rivas, El Dorado County Planning Department
Alfred Knotts, Tahoe Regional Planning Agency	Aaron Cabaccang, Caltrans District 3
Jim Konopka, City of Folsom	Robert Smart, El Dorado County Parks and Recreation Commission
James Larsen, El Dorado County Business Representative	Lacy Symons, Sacramento Area Council of Governments
Jerry Ledbetter, Trails Advisory Committee	Vacant, Cameron Park Community Services District

Public Meetings were held at the City of Placerville Planning Commission meeting on August 17, 2010 and at the Placerville City Council meeting on October 12, 2010. Public comments received from the community at the two meetings were considered in the adoption of this plan.

1.6 Compliance with Bicycle Transportation Account Guidelines

This NMTP complies with the California Streets and Highways Code, Section 891.2, items A-K (see Appendix C) as described in Table 2.

TABLE 2	
Caltrans requirement	Section/Description.....Location
A. Estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan	Bicycle Commuter Projections Chapter 2, pages 2 and 3

TABLE 2 (continued)	
Caltrans requirement	Section/Description.....Location
B. A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers	Land Use Discussion..... Chapter 2, page 1 Map Set Chapter 5, maps 3 and 4, pages 12 and 13
C. A map and description of existing and proposed bikeways.	Map Set Chapter 5, maps 3 and 4 pages 12 and 13 Description (existing) Chapter 4, pages 1-2 and 6-9 Description (proposed) Chapter 5, pages 8-10
D. A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers	Map Set Chapter 5, maps 3 and 4 pages 12 and 13 Description..... Chapter 4, pages 1 and 2
E. A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Multi-Modal Connections.....Chapter 5, page 2 Map Set Chapter 5, maps 3 and 4 pages 12 and 13
F. A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker restroom, and shower facilities near bicycle parking facilities.	Existing Chapter 4, pages 1 and 2 Proposed Improvements Chapter 5, page 10 Map Set Chapter 5, maps 3 and 4 pages 12 and 13
G. A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicycles.	Bicycle Safety Chapter 2, pages 4 - 6 Education Chapter 2, page 5
H. A description of the extent of citizen and community involvement in the development of the plan, including, but not limited to, letters of support.	Citizen/community involvement..... Chapter 1, page 6

TABLE 2 (continued)	
Caltrans requirement	Section/Description.....Location
I. A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including but not limited to, programs that provide incentives for bicycle commuting.	Description..... Chapter 1, page 3
J. A description of projects proposed in the plan and a listing of their priorities for implementation	Proposed ImprovementsChapter 5, page 10 Priority ProjectsChapter 6 page 1-2
K. A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	Past ExpendituresChapter 4, page 2 Future Financial Needs.....Chapter 6, page 2

2.1 Setting

Placerville is located in El Dorado County on the western slope of the Central Sierra Nevada at the junction of US 50 and State Highway 49. Situated approximately midway between Sacramento and Lake Tahoe, Placerville lies about 25 miles east of Folsom. The elevation in the City is 1,866 feet above sea level. Within the native lands of the ancient Maidu Indians, the City is a historic mining town with a population (in the year 2005) of 13,646. The closely-knit City is characterized by narrow roadways, historic buildings, hills, ravines and US 50, which runs directly through the center of the City.

2.2 Study Area

The study area of the NMTP includes the entire City limits of Placerville. As the Regional Transportation Planning Agency (RTPA) for El Dorado County, EDCTC has prepared the NMTP for the City of Placerville.

2.3 Land Use and Activity Centers








For the purpose of this planning document, land uses within the City will be analyzed to help determine needs for non-motorized travel. The City occupies approximately six square miles at the bottom and up the slopes of a ravine bisected by Hangtown Creek and US 50. The majority of the City's various land uses are within a reasonable distance for bicycling.

Listed below are some of the major activity center destinations and land uses in and around the City:

- The agricultural region of Apple Hill
- US 50, the major transportation corridor through Placerville
- Folsom Lake College west of Placerville City limits
- El Dorado County Fairgrounds
- El Dorado County Government Center
- El Dorado County Courthouse on Main Street
- Shopping and retail district on Placerville Drive
- Shopping and retail district on Broadway
- Historic shopping district on Main Street
- Marshall Medical Center
- Schools
- City Parks/Benham Park and Aquatic Center

The City has two primary areas of retail shopping, the downtown Main Street/Broadway Village area, and the Placerville Drive/Forni Road area. The completion of the US 50 Operational Improvements project in 2009 provided a connection between Main Street and Placerville Drive. The new roadway connection includes Class II Bike Lanes.

The bicycle transportation component of this document complies with California Streets and Highways Code, Section 891, Sections A-K. One of the requirements is to show land uses on the maps to demonstrate transportation connections on proposed bike routes. Maps 3 and 4 in Chapter 5 include a set of symbols to indicate areas of land use. Land uses indicated on the maps include; Schools, shopping centers, employment centers, bicycle parking facilities, government centers, park and ride lots and parks, as follows:

	School
	Shopping Center
	Employment Center
	Bicycle Parking
	Government Center
	Park and Ride Lot
	Park

A review of the population, land use and commute habits in the City is a necessary first step in developing accurate bicycle commuter projections. In 2003, El Dorado County was the tenth fastest growing county in California, with a 6% annual growth rate. That rate is likely to have slowed due to the economic downturn of 2009, but population projections still indicate a growing population (Table 3). Future growth and changes in land use will affect both the bikeway system and the number of potential bicycle commuters. Many new bikeway projects will be constructed as part of new developments and road construction. Construction of new employment centers near the City will change the travel times and distances to work, making bicycling a more attractive commute mode.

TABLE 3				
West Slope El Dorado County Population				
	2005	2013	2018	2035
El Dorado County	154,428	182,087	194,832	225,032
Placerville	13,646	14,761	15,654	18,179
Unincorporated	140,782	167,326	179,178	206,853

Source: Aggregated projection data based on '07 TAZ boundaries, SACOG 2008

2.4 Bicycle and Pedestrian Commuter Projections

A common term used in analyzing choices people make in transportation is “mode split.” Mode split refers to the transportation option people choose, be it taking a bus, walking, carpooling, driving or bicycling. Mode split is often used to evaluate transportation mode choices, and the trend across the nation today is to create a more evenly distributed mode split. The census data in the Table 4 shows a 0% choice for bicycling in the City. Walking, on the other hand was reported to be the primary mode of transportation to work by 3.7% of Placerville residents, while 75% reported they drove alone.

TABLE 4	
City of Placerville Means of Transportation to Work: US Census (Census 2000)	
Car, Truck or Van	3,681
Drove Alone	3,042
Public Transportation	64
Bus or Trolley Bus	56
Motorcycle	10
Bicycle	0
Walked	151
Worked at Home	139

Bicycle commute habits are difficult to measure accurately without extensive data collection efforts. The Census records only “Means of Transportation to Work” therefore; trips from home-to-school, to the store, to a friend’s house, and other transportation related trips remain unaccounted for. Additionally, the Census asks specifically for the “primary mode” of transportation to work, so those who bicycle less than 50% of the time, or combine the bicycle with other commute modes, are likely unaccounted for. As a component of a future update of this NMTP, the City could consider developing a citywide non-motorized transportation survey.

Bike to Work Day events held in the City in 2003 and 2004 determined that there are a number of regular bicycle commuters in the City. The 2003 and 2004 events had nearly 30 participants each and several of them reported that they commute by bicycle on a regular basis. EDCTC has promoted events in the City of Placerville in conjunction with the Regional May is Bike Month promotion. The promotion encourages bicyclists to register online at www.mayisbikemonth.com and log recreation, commute and errand cycling miles during the month of May. El Dorado County participation continues to grow each year, with over 300 participants during 2010.

Many recent studies document the potential of the bicycle as a transportation mode. The 2009 National Household Travel Survey (NHTS) states that bicycling trips have increased from 1.7 billion in 1990 to 4 billion reported trips in 2009. The NHTS also stated that bicycling trips have increased 25% since 2001. A Lou Harris Poll conducted in 1991 found that nearly half (46%) of American adults age 18 or above had bicycled in the past year. Of these:

- 46% stated they would sometimes commute by bicycle if safe bicycle lanes were available
- 53% would if they had safe, separate, designated paths on which to ride
- 45% would if their workplace had showers, lockers, and secure bicycle storage
- 47% would if their employer offered financial or other incentives

Source: National Bicycling and Walking Study, U.S. Dept. Of Transportation

Many factors influence the decision to bicycle including weather and terrain; however, studies show that the primary factor is lack of safe facilities. Some retrofitting would be required, but the City has the opportunity to integrate the bicycle as a part of the transportation system today as new development occurs.

The 1990 Nationwide Personal Transportation Survey (NPTS) determined that two out of five travel trips are two miles or less, and nearly half are three miles or less. The small, closely-knit City provides a unique opportunity for increased short, local bicycle transportation trips. With improved bicycle facilities, the City could increase the mode split for bicycles and become a “bicycle friendly community.”

Source: National Bicycling and Walking Study, U.S. Dept. Of Transportation

2.5 Regional and Multi-Modal Connections

Due to its central location in El Dorado County, many neighboring communities surround the City. The communities include Camino, Diamond Springs, El Dorado, Pleasant Valley, and Coloma. El Dorado Transit serves the City of Placerville and most of those neighboring communities. The major transit centers and bus stops are listed in Table 5 below.

TABLE 5			
Major Transit and Multi-Modal Centers in the City of Placerville			
Location	Bike Racks Present	Bike Lockers Present	Other Amenities
Placerville Station, Mosquito Road	Yes	No	Restrooms, benches, covered shelter
City Hall Bus Stop, Main Street	No	No	Restrooms nearby
Fairgrounds Park and Ride Lot, Armory Way	No	Yes	None

The El Dorado Transit Commuter Bus to Sacramento is one of the most popular bus services provided by El Dorado Transit. There are commuter bus stops at two locations in the City, the Placerville Station and the Fairgrounds Park and Ride lot. For convenient use by bicyclists, El Dorado Transit buses include racks with capacity for up to three bicycles. Access to both of these important multi-modal transit centers was considered in the development of this NMTP.

2.6 Bicycle and Pedestrian Safety

Bicycle safety and education programs are an important component of any non-motorized transportation system. For both existing and potential users, perceptions about safety directly affect the numbers of potential bicyclists in the City. Bicycle education programs and accident data were reviewed as a component of this plan.

2.6.1 Accident Data

The California Highway Patrol maintains Statewide Integrated Traffic Records System (SWITRS) accident data. The data is contained in the “[California Report of Fatal and Injury Motor Vehicle Traffic Collisions](#).” The most recent data available is from 2008, and the City of Placerville and El Dorado County portion relating to bicycles and pedestrians is located in Table 6 below:

TABLE 6				
City of Placerville and El Dorado County Collisions - 2008				
Incorporated Cities and type of Roadway	Collisions			
	Pedestrian Involved		Bicycle Involved	
	Fatal	Injury	Fatal	Injury
City of Placerville	0	3	0	1
South Lake Tahoe	0	10	0	14
Unincorporated State Highways	0	4	0	4
County Roadways	0	8	0	16
County Total	0	25	0	35

2.6.2 Safety/Education Programs

Since 2007, there has been an annual Bike Rodeo held in August at the El Dorado County Library in Placerville in conjunction with National Nite Out.

The National Nite Out Bike Rodeo included the following activities:

- Mechanical bike checks by a local bicycle shop
- Riding skills event
- Helmet fit check

Neither the City nor the County has an existing brochure for bicycle and pedestrian safety. There is a bicycle safety coloring book that is offered by the California Highway Patrol at events like the annual County Fair, Kids Expo, and National Nite Out.

Recommendation: Develop an educational non-motorized safety brochure targeted for children.



Special events such as “Bike to Work Day” and “Walk to School Day” encourage people to try bicycle commuting or walking to school. The first Bike to Work Day event was held in the City in 2003. Both the 2003 and 2004 events had nearly 30 participants stop by the location in downtown Placerville for refreshments, bicycle products, information, and educational resources.

In 2005, EDCTC began promoting the Sacramento Region “May is Bike Month” campaign by encouraging residents to register at www.mayisbikemonth.com to log bicycling miles toward the “Million Mile Challenge.” The Million Mile Challenge is an effort to collectively log over one million commute, errand, and recreation bicycling miles in the Sacramento Region during May. Several events have been held since 2005 including Bike to Work Day events and the annual “Great Bike Ride” at the El Dorado County Government Center. The Great Bike Ride brings together City Council members, County Supervisors, local government employees and citizens for a lunchtime bike ride along the El Dorado Trail. The event is held in coordination with the 50 Corridor Transportation Management Association during the first week of May to kick off the Regional May is Bike Month Promotion.



City of Placerville Participation in the May is Bike Month Campaign is detailed in Table 7.

TABLE 7						
City of Placerville Area Participation in Annual May is Bike Month Campaign (Zip Code 95667)						
Year	Residential Zip Code	Number of Participating Residents	Total Commute Miles Logged	Total Errand Miles Logged	Total Recreation Miles Logged	Total Miles Logged
2010	95667	25	560	50	3316	3926
2009	95667	20	601	57	2283	2959
2008	95667	34	715	31	2978	3743
2007	95667	28	1229	88	3205	4522
2006	95667	17	1671	115	1673	3459

3.1 Overall Goal and Vision Statement

Provide a safe, efficient, and convenient network of non-motorized facilities that establish alternative transportation as a viable option in the City.

3.2 Goals, Objectives, and Policies

The Placerville City Council adopted the Goals, Objectives, and Policies for this plan on November 25, 2003. The Goals, Objectives, and Policies from 2003 were utilized for the 2010 update of the plan. A copy of the resolution is included as Appendix A.

1. Non-Motorized Circulation

GOAL: Develop a bicycle and pedestrian system that enhances the safety and convenience of bicycling and walking to employment, residential neighborhoods, parks, education, commercial and other activity centers in the City of Placerville.

***Objective:** Increase bicycling and walking as a transportation mode to reduce congestion, improve air quality, and improve public health.*

POLICY 1a: Develop and adopt a Non-Motorized Transportation Plan that identifies existing conditions, deficiencies, and future needs. The plan should provide specific recommendations for facilities to be developed in existing, new, and redeveloping areas.

POLICY 1b: Develop the proposed non-motorized system and update the Non-Motorized Transportation Plan regularly (every two to five years, as needed).

POLICY 1c: Install directional signage to indicate connections to key activity center destinations.

POLICY 1d: Require all bikeways to conform to the most recent design standards adopted by Caltrans unless unique, unavoidable circumstances such as topography, historic nature of the City, physical, environmental or other circumstances create the need for a design exception.

2. Safety and Education

GOAL: Maximize pedestrian and bicycle safety.

***Objective:** Improve pedestrian and bicycle safety and increase safety and awareness programs.*

POLICY: 2a: Work with local law enforcement and EDCTC to encourage the development of a bicycle education program that is available to all school children in the City of Placerville.

POLICY 2b: Enhance the visibility and safety of all bicycle and pedestrian crossings in the City of Placerville.

POLICY 2c: Encourage the development of the most recently accepted forms of traffic calming in identified problem areas.

POLICY 2d: Encourage the development of a citywide map and bicycling safety publications.

POLICY 2e: Encourage the installation of appropriate signage such as share the road, pedestrian crossing, school crossing, and directional bicycle route signage.

3. Implementation and Maintenance

GOAL: Identify detailed and prioritized improvements in the City of Placerville Non-Motorized Transportation Plan.

Objective: *Implement the priority projects and maintain the system identified in the Non-Motorized Transportation Plan.*

POLICY 3a: Maintain a current list of the top five priority non-motorized improvements to be developed in the short to mid-term.

POLICY 3b: Encourage the use of existing natural or manmade corridors such as creeks, power line corridors, railroad corridors, abandoned ditches, and other corridors for future bike path alignments.

POLICY 3c: Review all new developments for consideration of bicycle and pedestrian needs and linkages, except where prohibited by topography or safety considerations.

POLICY 3d: Work with Caltrans to provide safe and effective bicycle facilities at freeway interchanges.

4. Land Use Development

GOAL: Integrate bicycle and pedestrian planning with other regional and community planning, including land use and transportation.

Objective: *Strongly consider the needs of the bicycle and pedestrian system identified in the City of Placerville Non-Motorized Transportation Plan when reviewing new development, redeveloping, and construction projects, and incorporate those needs into such projects whenever feasible.*

POLICY 4a: Examine the adopted land use element to determine areas of potential growth and development in the City. Consider possible impacts any new or re-developing projects may have on the non-motorized system, including the analysis of a need for through routes in subdivisions.

POLICY 4b: Develop policies for new developments which ensure that non-motorized user's needs are incorporated into new subdivisions or commercial areas; including providing access points to existing and proposed bicycle and pedestrian facilities, on-street facilities for bicycles and, whenever feasible, grade separations at roadway crossings where new streets will cross existing and proposed bikeways.

POLICY 4c: Where applicable, enforce the City's Street Frontage Improvement Ordinance to ensure connectivity in the City's pedestrian system.

5. Multi-Modal Integration

GOAL: Maximize multi-modal connections to the bicycle and pedestrian system.

Objective: *Develop a system that encourages use of multiple transportation modes.*

POLICY 5a: Work with the El Dorado County Transit Authority to install bike lockers where appropriate and to maintain and install bike racks on buses.

POLICY 5b: Ensure that the Citywide non-motorized system serves all multi-modal facilities in Placerville.

POLICY 5c: Encourage the installation of appropriately located bicycle parking and related facilities.

6. Pedestrian Mobility

GOAL: Identify potential improvements or deficiencies in the pedestrian network in the City of Placerville.

Objective: *Identify important connections, barriers, and necessary improvements in the City of Placerville's pedestrian network.*

POLICY 6a: Encourage the development of facilities that provide for both bicyclists and pedestrians.

POLICY 6b: Enforce existing requirements for property owners to properly maintain sidewalks on their property.

POLICY 6c: Encourage the development of a pedestrian master plan.

7. Funding

GOAL: Pursue all possible sources of funding for timely implementation of the Non-Motorized Transportation Plan.

Objective: *Construct the bicycle and pedestrian facilities identified in the City of Placerville Non-Motorized Transportation Plan and provide for the maintenance of both new and existing facilities.*

POLICY 7a: Identify current regional, state, and federal funding programs, along with specific funding requirements and deadlines.

POLICY 7b: Develop and maintain a current prioritized list of the top five (5) improvements including detailed cost estimates, and identify appropriate funding sources for each proposal.

POLICY 7c: Include non-motorized improvements in the City's Capital Improvement Program (CIP).

POLICY 7d: Encourage multi-jurisdictional funding applications.

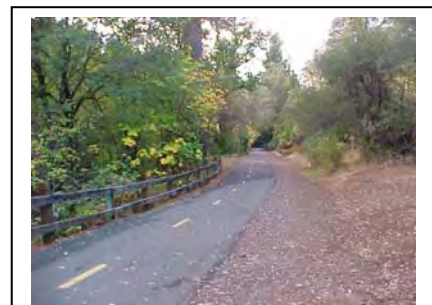
4.1 Non-Motorized Facilities in the City of Placerville

The City has been actively completing non-motorized transportation projects throughout the City, as well as working toward development of the El Dorado Trail bike path on the Michigan-California and Southern Pacific rail-trail corridors. The project manager and members of the bicycle advisory committee surveyed the existing bicycle and sidewalk conditions either on foot or by bicycle. The resultant existing conditions data assisted in the development of the project proposals included in Chapter 5.

4.2 Existing Bicycle Facilities

4.2.1 Class I Bike Path

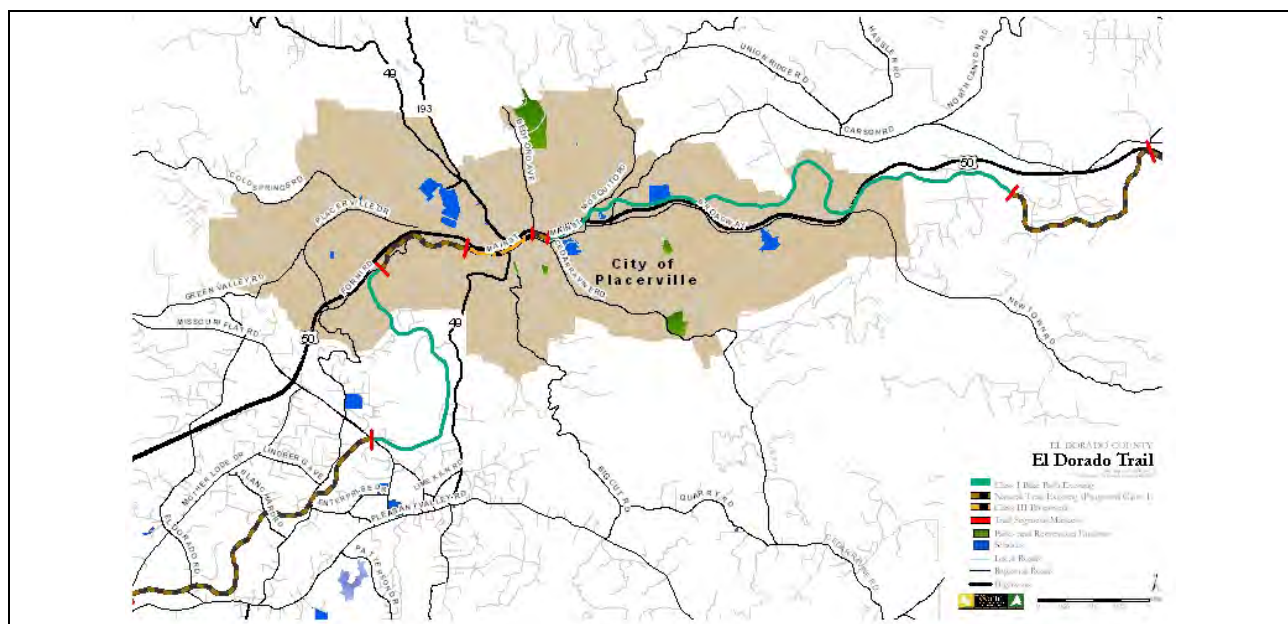
The prominent Class I Bike Path that traverses the City from Clay Street in downtown Placerville to the eastern City limit is known as the El Dorado Trail. The El Dorado Trail segment within the City is over two miles long. The trailhead at the Placerville Station Park and Ride Lot at Mosquito Road is a popular start/finish location for trail users destined eastward toward Camino. The City developed a majority of that section of trail in 1992. In 2000, El Dorado County extended the trail to Parkway Drive in Smith Flat and in 2007 it was extended further to Los Trampas Road in Camino. The El Dorado County Bicycle Transportation Plan includes plans to extend the El Dorado Trail from the western El Dorado County line east to Snows Road in Camino. The ultimate vision is for the trail to extend to Lake Tahoe.



The El Dorado Trail, Placerville

Two segments of the El Dorado Trail have been completed since the original adoption of this NMTP in 2005:

1. Mosquito Road to Clay Street - Completed in 2005
2. Forni Road to Placerville City Limit - Completed in 2009 (The complete section continues to Missouri Flat Road in El Dorado County)



Class II Bike Lanes

Class II Bike Lanes exist in three locations in the City of Placerville:

1. Main Street from Canal Street to US 50/Placerville Drive
2. Placerville Drive from US 50 to Ray Lawyer Drive
3. Ray Lawyer Drive from Forni Road to Placerville Drive

4.3 Bicycle Support Facilities

Bicycle support facilities include physical infrastructure designed to support, assist, or accommodate the use of bicycles. Types of support facilities include bike racks, bike lockers and shower facilities. Support facilities are important because potential bicycle commuters may be discouraged if they think their bicycle will be stolen or vandalized if they have to leave it unlocked or out of sight once they reach their destination. The availability of parking is a prerequisite for automobile use – the same holds true for bicycling.

In some cities and counties, installation of secure bicycle parking is required as part of the local transportation system management plan or zoning code. Goal 5 of this NMTP, Multi-Modal Integration, Policy C, states: *Encourage the installation of appropriately located bicycle parking and related facilities.*

An inventory of bike racks and locker facilities was conducted in the City for the purpose of this plan. The details of that inventory follow and are displayed on Maps 1 and 2 included in this NMTP.

4.3.1 Bike Racks

There are three existing bike racks within the Rite Aid/Safeway center at Placerville Drive and Fair Lane: Rite Aid and Safeway each have their own racks, as well as the Carl’s Jr. Restaurant. The bagel shop on Main Street and the Placerville Station Multi-Modal center on Mosquito Road also have bike racks. There are bike racks throughout the El Dorado County Government Center at each of the building entrances including the library.

4.3.2 Bike Lockers

El Dorado Transit maintains bike lockers at the El Dorado County Fairgrounds. The bike lockers are available to rent for \$5.00 per month with a refundable \$20.00 key deposit. The lockers are billed six months in advance; the first bill includes the key deposit and is \$50.00, and the cost is \$30.00 every six months after that.

TABLE 8		
Bike Lockers in the City of Placerville		
Location	Number of Lockers	Number in use June 2010
City of Placerville – El Dorado County Fairgrounds	6	0

4.3.3 Showers

There are a limited number of large businesses in the City; however, the recently reconstructed Fausel Office Building in downtown Placerville includes shower and locker facilities for employees.

4.4 Past Expenditures for Bikeway Facilities

Major bikeway projects completed in the City of Placerville are shown in Table 9.

TABLE 9		
Completed Bikeway Projects/Past Expenditures		
Location	Facility Type	Cost/Funding Source
Placerville Drive	Class II Bike Lanes	Component of roadway construction
Ray Lawyer Drive	Class II Bike Lanes	Component of roadway construction
El Dorado Trail	Class I Bikeway – Dimity Road to Jacquier Road	\$300,000/Transportation Enhancement Activities (1992)
El Dorado Trail	Class I Bikeway – Dimity Road to Mosquito Road	\$112,000/Proposition 116 (1997)
El Dorado Trail	Class I Bikeway – Mosquito Road to Clay Street	\$270,000/Transportation Enhancements (2007)
Lower Main Street	Class II Bike Lanes – Canal Street to US 50/Placerville Drive	Component of US 50 Operational Improvements Project
El Dorado Trail	Class I Bikeway – Forni Road in the City of Placerville – Missouri Flat Road in El Dorado County	\$2.3m Total Cost included \$1.1m Transportation Enhancements and \$400,000 Bicycle Transportation Account funds, plus local funds

4.5 Pedestrian Circulation

The City’s pedestrian and sidewalk system is extremely unique and has many physical constraints and challenges. For example, elevated, narrow, and historic sidewalks without standard curb and gutter configurations, narrow roadways and steep topography add to the challenges of improving the pedestrian system.

4.5.1 Existing Crosswalk Locations

Crosswalks exist in many locations throughout the City. Several of the crosswalks are either mid-block, or at uncontrolled intersection crossings. See Maps 3 and 4 for existing crosswalk locations.

4.5.2 Pedestrian Facility Existing Conditions

Due to the historic nature, topography, and physical constraints of the City, the pedestrian system is faced with many challenges. In some locations the sidewalks are elevated and lack safety railings. Many sidewalks (and roadways) are historic in nature and narrower than the current standards of our time. Narrow and elevated sidewalks add to the City’s unique, historic charm. In many cases, widening the existing sidewalk is not feasible due to space constraints.

Elevated sidewalks within the City of Placerville:



- Bee Street, near Canal Street
- Clay Street, from US 50 undercrossing to Lincoln Street
- Coloma Street, between US 50 overcrossing and Spring Street
- Bedford Ave, from Coleman Street half-way to Pleasant Street
- Spring Street, between US 50 and Coloma Street

4.5.3 Gaps in the Pedestrian System

Maps 1 and 2 on pages 12 and 13 of this chapter display existing sidewalks and gaps in the pedestrian system in the City of Placerville. The gaps are areas where there is no sidewalk on either side of the roadway. In some cases, closing the gaps would be a significant improvement to the pedestrian system as a whole.

4.5.4 Sidewalk Repair

The City of Placerville has a City Code and Ordinance with regard to sidewalks which include the following 5 sections: 1) Encroachments to Sidewalk Space; 2) Sidewalk Repairs Required; 3) Notice, Failure to Repair, Lien; 4) Service of Notice; and 5) Action for Recovery of Lien. Section 2 of the City Code places the responsibility for the repair of sidewalks on the adjacent property owner and reads as follows:

Excerpt from Placerville City Code:

SIDEWALK REPAIRS REQUIRED: *It shall be unlawful for any person owning or having charge or control of any building, lot or premises in the City fronting on any portion of an improved street or where a sidewalk is laid, to allow any portion of the sidewalk in front of the building, lot or premises to be out of repair, and the person must at all times keep the sidewalk in such condition that it will not endanger persons or property passing thereon, and will not interfere with public convenience in the use thereof.*

Some cities with ordinances similar to the City of Placerville’s have developed a no-interest loan program for property owners who need to maintain their sidewalks. The cities supplement the program by providing excavation and grading services so that concrete contractors need only to set forms, pour and finish the concrete. Excavation and grading services provided by the cities save property owners 15-20% of the sidewalk installation. Other cities have utilized a one time only 50/50 split for the cost of sidewalk repair.



In the City of Placerville, another alternative for sidewalk improvement would be to explore the development of a long-term City wide pedestrian improvement plan that could be funded by an impact fee.

Recommendation: Develop a sidewalk repair program and schedule.

The City streets listed below have sidewalks in need of some level of maintenance or repair:

- Pacific Street
- Bedford Avenue
- Broadway
- Clay Street
- Main Street
- Spring Street
- Canal Street
- Coloma Street
- Bee Street

4.6 Placerville Bicycle and Pedestrian Facilities Inventory

Included in Table 10 is an inventory of several roads within the City of Placerville that are considered to have a significant need or opportunity for non-motorized transportation facilities. The inventory includes details on existing shoulder widths, presence of sidewalks and curb cuts, and miscellaneous information related to the roadway segment. Both the project manager and the City NMTP advisory committee members collected the data.

The roads listed below have enough existing shoulder width for bike lanes and require only the addition of bike lane striping and signage:

- ❑ Spring Street, from Coloma Street to Pleasant Street
- ❑ Tunnel Street, from Spring Street to Robin Court
- ❑ Cedar Ravine, from Country Club Drive to Lions Park
- ❑ Mosquito Road, from Clay Street to Dimity Lane
- ❑ Marshall Way, from Cedar Ravine to Corker Street
- ❑ Mallard Lane, from Green Valley Road to City Limit

The following roads have enough shoulder to be considered for bike lanes if the traffic lane was reduced to 10 feet.

- ❑ Clay Street, from Coleman Street to Arizona Way
- ❑ Schnell School Road, from Broadway to Carson Road
- ❑ Pacific Street, from Cedar Ravine to Benham Street
- ❑ Main Street, from City limit to Spring Street
- ❑ Bee Street, from State Highway 49 to Canal Street

The following roads have enough shoulder in most areas, but would require some minor addition of asphalt to become bike lanes.

- ❑ Placerville Drive, from Ray Lawyer Drive to Fair Lane
- ❑ Forni Road, from Placerville Drive to Ray Lawyer Drive
- ❑ Combellack Road, from Middletown to State Highway 49

TABLE 10

CITY OF PLACERVILLE EXISTING CONDITIONS

STREET NAME	FROM-TO	SHOULDER WIDTH	SIDEWALKS	CURB CUTS	MISC/OTHER
Placerville Dr.	US 50 - Ray Lawyer	5 Foot shoulder, Class II Bike Lane	Sidewalk from Transit stop to Movie theater on North side, Sidewalk from Transit stop (Big 5) to Ray Lawyer on South side	Yes	Narrow Bridge at Hangtown Creek – needs restriping
Placerville Dr.	Ray Lawyer - Armory Dr.	No defined shoulder	Sidewalk on east side in front of Raley’s		
Placerville Dr.	Armory Drive- Fair Lane	No defined shoulder	No sidewalk	N/A	
Ray Lawyer Dr.	Placerville Dr. - Fair Lane	5 Foot shoulder, Class II Bike Lane, obstructed by parking in some areas	Sidewalk on south side. Sidewalk on north side to Placer Village Apts	Yes	Bike Lane needs lane stencils, signs, no parking

TABLE 10					
CITY OF PLACERVILLE EXISTING CONDITIONS (continued)					
STREET NAME	FROM-TO	SHOULDER WIDTH	SIDEWALKS	CURB CUTS	MISC/OTHER
Ray Lawyer Dr.	Fair Lane - Forni Road	5 Foot shoulder, Class II Bike Lane	Sidewalk on the west side	Yes	Needs bike lane signs
Forni Road	Placerville Dr. - Briw Ridge	4 foot shoulder to Lo-High Way	Sidewalk on south side	Yes	
Forni Road	Briw Ridge - Gold Nugget Way	2-4 foot shoulder	Sidewalk on south side in front of car dealership only	Yes	
Armory Drive	Placerville Dr. - Ray Lawyer	No shoulder	Sidewalk on north side near Shell station/Raley's	Yes	Park and Ride lot/major commuter transit stop
Fair Lane	Placerville Dr. - Ray Lawyer	Wide near government center, narrows toward Placerville Dr.	Sidewalks near government center	Yes	
Cold Springs Road	Placerville Dr. - Bud Ln	No shoulder	Sidewalk in front of DMV, north side	No	
Cold Springs Road	Bud Ln. - Woodbridge Ct.	Wide street, some narrow points	Two segments of unconnected sidewalk on north side	No	
Cold Springs Road	Woodbridge Ct. - City Limit	No shoulder	No sidewalks		Pierroz - Woodbridge North side informal walking path on shoulder
Pierroz Road	Cold Springs - Placerville Dr.	No shoulder	No sidewalks		
Middletown Road	Cold Springs - Canal Street	No shoulder	No sidewalks		Very narrow, near schools
Canal Street	Middletown - Hilltop Dr.	No shoulder	Sidewalk on west side to Hilltop Drive	Yes	Crosswalk at Hilltop
Canal Street	Hilltop Dr. - Moulton Dr.	No shoulder, narrow road	Sidewalk on East side to Moulton Drive	Yes	Crosswalk and curb cuts
Canal Street	Moulton Dr. - Bee Street	No shoulder, narrow road	Sidewalk on east side to Bee St., on south side from school extension to Bee St.	No curb cut at Lee Ct.	
Canal Street	Bee St. - US 50	No shoulder, narrow road	East side, entire length. West side segment missing.	Very low cut sidewalk	Both sides need maintenance in some areas
Canal St./US 50	Intersection	N/A	Crosswalk on east side	Yes	
Moulton Dr.	Entire Length	No shoulder	Sidewalk on north side	Yes	
Bee Street	Canal St. - Hwy 49	Wide street - potential for Class II Lanes	Sidewalk on north side	Yes	

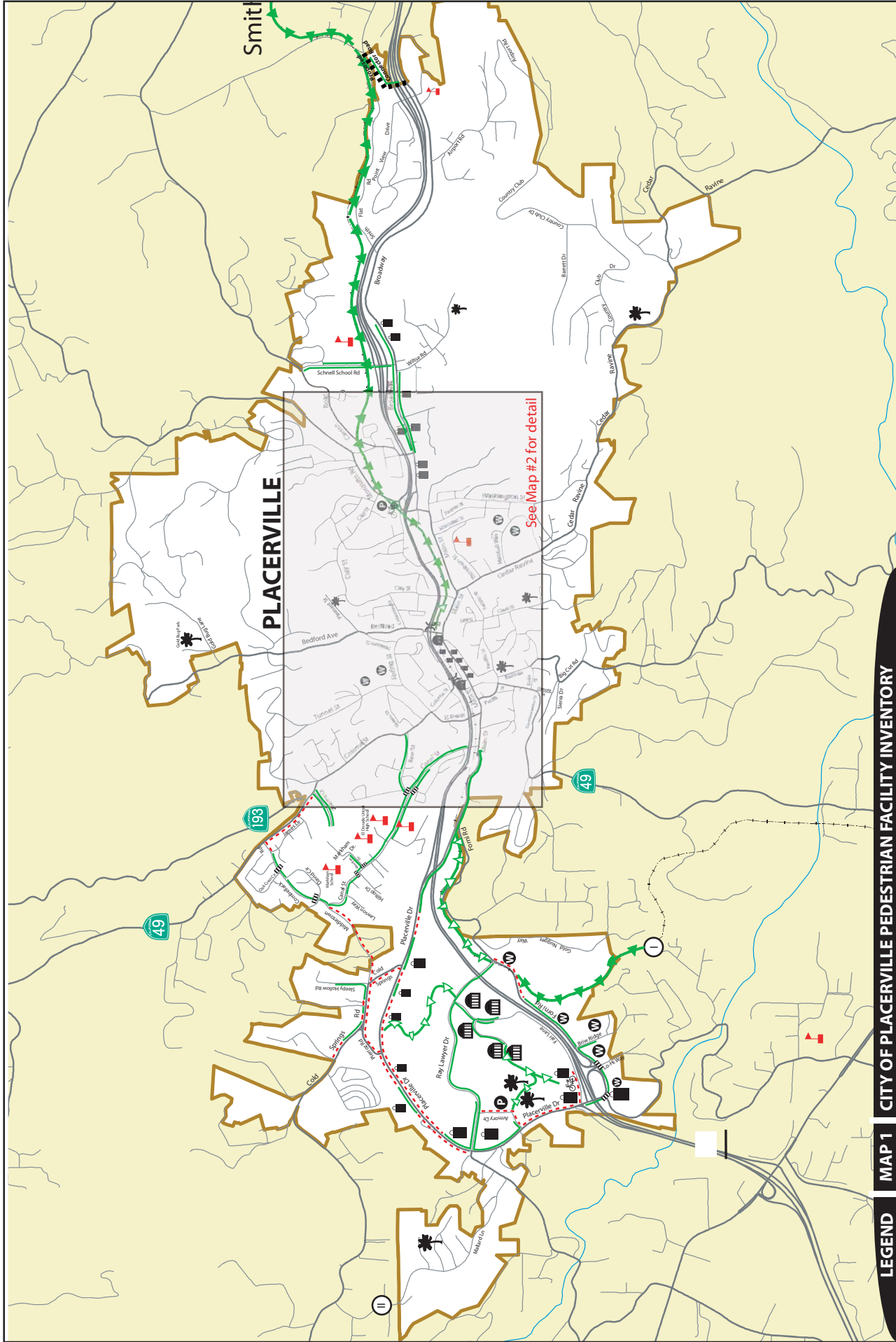
TABLE 10					
CITY OF PLACERVILLE EXISTING CONDITIONS (continued)					
STREET NAME	FROM-TO	SHOULDER WIDTH	SIDEWALKS	CURB CUTS	MISC/OTHER
Combella Rd.	Middletown – Hwy 49	Wide street - potential for Class II Lanes	Sidewalk on south side from David Cir. to James Dr.	No curb cuts at south side crosswalks	2 mid-block crossings – Bicycle Transportation Account project to be completed in 2010
Coloma Street/Hwy 49	Hwy 193 - Bee Street	No shoulder	East side elevated hiking trail/sidewalk. No sidewalk on west side	Sidewalk areas either have curb cuts or are at same grade as roadway	Intersections with roadways on east side need crosswalks
Coloma Street/Hwy 49	Bee Street - Spring Street	No shoulder	Sidewalk on both sides	Yes	Sidewalk needs repair on east side
Coloma Street	High Street/US 50 overcrossing - Spring Street	Narrow road, no shoulder	Sidewalk on both sides, elevated on the west side	Coloma/High Street intersection needs curb cuts on east side	Access to US 50 overcrossing at Quartz St. Elevated sidewalk on west side
Coloma Street	High Street/US 50 overcrossing - Spring Street	Narrow road, no shoulder	Sidewalk on both sides, elevated on the west side	Coloma/High Street intersection needs curb cuts on east side	Access to US 50 overcrossing at Quartz St. Elevated sidewalk on west side
Spring Street	US 50 - Coloma Street	No shoulder	Sidewalk on both sides		Elevated sidewalk on east side
Spring Street	Coloma Street - Tunnel Street	Wide Street - potential for Class II Lanes	Sidewalk on north and south side half way to Tunnel from Coloma	Coloma/Spring intersection has two of four curbs cut	South side needs clearing and weed removal
Spring Street	Tunnel Street - Pleasant Street	Wide Street - potential for Class II Lanes	Sidewalk on north side in front of El Dorado Professional Bldg, ends before Tunnel Street	No curb cuts	
Spring Street	Pleasant Street - Bedford	Street narrows, no shoulder	No sidewalk	Crosswalk at Union Street - no curb cuts	Crosswalk needs re-striping
Union Street	At Spring/Bedford	Intersection of US 50	Sidewalk on north side	No curb cuts at Spring or Bedford crosswalks	

TABLE 10					
CITY OF PLACERVILLE EXISTING CONDITIONS (continued)					
STREET NAME	FROM-TO	SHOULDER WIDTH	SIDEWALKS	CURB CUTS	MISC/OTHER
Tunnel Street	Robin Ct. - Spring Street	Wide street - potential for Class II Lanes	Sidewalk on West side	No curb cut on Robin Court side (no sidewalk either)	Apartments in the area
Bedford Ave.	Gold Bug Lane - Pleasant Street	No shoulder	Walking path on the East side	No	Path to Gold Bug Park
Bedford Ave. US 50 intersection	US 50 area	No striping for traffic shoulder	Sidewalk on north side	No	Access to US 50 ped overcrossing
Bedford Ave.	Pleasant St. - US 50	Narrow road, no shoulder	Sidewalk on both sides halfway. Both end between Coleman and Pleasant Streets	No curb cuts at crosswalk near overcrossing	Access to US 50 ped overcrossing
Coleman Rd.	Bedford Ave. - Clay Street	Narrow road, no shoulder	No sidewalk	N/A	
Clay Street	Main Street - Grand View	No shoulder	Sidewalk on west side to Grandview. East side sidewalk ends before Grandview	N/A	
Clay Street	Grand View - Coleman Street	Narrow road, no shoulder	No sidewalk	N/A	
Clay Street	Coleman Street - Arizona Way	Wide street - potential for Class II Lanes where parking restricted	Sidewalk on east side	Yes	Roadway needs traffic calming
Clay Street	Arizona Way - Mosquito Road	No shoulder, parking permitted in some areas	Sidewalk on west side	Yes	Needs crosswalks where sidewalk changes sides
Mosquito Rd.	Broadway St. - Clay Street	No shoulder	Sidewalk in front of Placerville Station	Yes	
Mosquito Rd.	Clay St. - Dimity Ln.	Wide roadway - potential for Class II Lanes	Sidewalk in front of EID bldg.	Yes	
Dimity Lane	Mosquito - Carson Road	No shoulder	No sidewalk	N/A	
Carson Road	Dimity Lane - Broadway	No shoulder	No sidewalk	N/A	
Carson Road	Dimity Lane - Schnell School Road	No shoulder	No sidewalk	N/A	
Schnell School Road	Broadway- Schnell School	Class II potential with 10' lanes	Sidewalk on west side through US 50 interchange, on east side after interchange	Yes	
Schnell School Road	Schnell School - Carson Road	Class II potential with 10' lanes	Sidewalk on both sides	Yes	
Main Street	Canal Street - Spring Street	No Shoulder	Sidewalk on north side	Yes	

TABLE 10					
CITY OF PLACERVILLE EXISTING CONDITIONS (continued)					
STREET NAME	FROM-TO	SHOULDER WIDTH	SIDEWALKS	CURB CUTS	MISC/OTHER
Main Street	Spring Street - Pacific St.	No shoulder	Sidewalk on both sides	Yes	
Main Street	Pacific Street - Sacramento St.	No shoulder	Sidewalk on both sides	Yes	
Main Street	Sacramento St. - Bedford Ave	Narrow with parking	Sidewalk on both sides	No curb cuts at City Hall crosswalk	
Main Street	Pacific Street - Sacramento St.	No shoulder	Sidewalk on both sides	Yes	
Main Street	Sacramento St. - Bedford Ave	Narrow with parking	Sidewalk on both sides	No curb cuts at City Hall crosswalk	
Main Street	Bedford Ave. - Clay Street	Narrow, parking in some areas	Sidewalk on both sides	Soda Factory crosswalk needs curb cuts - Clay Street crosswalk needs curb cuts (to be completed with roundabout project)	
Main Street	Clay Street - Cedar Ravine	No shoulder	Sidewalk on both sides	None at Cedar Ravine/Main (to be completed with roundabout project)	
Main Street	Clay Street - Mosquito Rd.	No shoulder			
Pacific Street	Main St - Benham St.	Wide street, on street parking in some areas	Sidewalk on both sides	Yes	
Pacific Street	Benham St. - Clark St.	Potential for Class II Lanes		At Benham and Pacific Streets	
Pacific Street	Clark St. - Cedar Ravine	Wide street - potential for Class II Lanes	Sidewalk on south side from Clark Street to Cedar Ravine	No curb cut on north side of Pacific at Cedar Ravine, No curb cut at Pacific and Clark	Needs maintenance - overgrown and in disrepair.
Broadway	Mosquito Rd. - Carson Rd.	Narrow road, no shoulder	Sidewalk on south side only from Mosquito to Carson Road	At Broadway and Main Streets	
Broadway	Carson Rd - Schnell School Road	No shoulder	Sidewalk on both sides, north side ends at Wiltse		

STREET NAME	FROM-TO	SHOULDER WIDTH	SIDEWALKS	CURB CUTS	MISC/OTHER
Broadway	Schnell School Road - Smith Flat Road	2-4 foot shoulder on south side only	Sidewalk on north side in front of businesses only		
Broadway	Smith Flat Rd. - Airport Road	No shoulder	No sidewalk	N/A	
Broadway	Airport Road - Point View Drive	No shoulder	No sidewalk	N/A	
Benham St.	Pacific Street - Parkview Ct.	Narrow with parking	Sidewalk on both sides	No curb cuts at Pacific Street	
Clark St.	Pacific St. - Rotary Park	No shoulder	Sidewalk from Pacific Street to Adams Way on East side	No curb cut at Adams Way	
Cedar Ravine	Main Street - Pacific St.	No shoulder	Sidewalk from Pacific to Main on West side	Needs curb cut at Pacific Street	
Cedar Ravine	Pacific Street - Thompson St.	No shoulder	Sidewalk from Pacific to Thompson on West Side	Crosswalk at Thompson (school route)	
Cedar Ravine	Thompson St. - Victor Ct.	No shoulder	Sidewalk to Victor Ct. on West side	Curb cut at crosswalk at Thompson, but not on the Cedar Ravine side	
Cedar Ravine	Victor Ct. - Marshall Way	No shoulder	Sidewalk from Victor Ct. to Marshall on East side	Crosswalk at Victor Ct. has curb cuts	
Cedar Ravine	Marshall Way - Country Club Drive	No shoulder	Small segment of sidewalk near Washington		
Cedar Ravine	Country Club Drive - Lions Park	2-4 foot shoulder	No sidewalk	N/A	
Thompson Street	Cedar Ravine - Sheridan Street	2-4 foot shoulder on South side to Sierra School	Sidewalk in front of Sierra School		
Sheridan Street	Thompson St. - Main St.	Shoulder on West side			
Marshall Way	Cedar Ravine - Corker Street	Sufficient shoulder for Class II Lanes to the Hospital	Sidewalk on the north side halfway to Fowler	Yes at Cedar Ravine	
Marshall Way	Fowler Way - Corker	Sufficient shoulder for Class II Lanes to the Hospital	Sidewalk on north side half way from Corker to Fowler	Yes at Corker	
Washington Street	Cedar Ravine - Spanish Ravine Road	No shoulder	No sidewalk	N/A	
Wiltse Road	Lumsdsen Park - Broadway	No shoulder	No sidewalk		

TABLE 10					
CITY OF PLACERVILLE EXISTING CONDITIONS (continued)					
STREET NAME	FROM-TO	SHOULDER WIDTH	SIDEWALKS	CURB CUTS	MISC/OTHER
Corker Street	Entire Length	No shoulder	No sidewalk		
Turner Street	Entire Length	Narrow - no shoulder	No sidewalk	N/A	
Country Club Dr.	Cedar Ravine - Sean Drive	Wide street with on street parking	Sidewalk on north side	Rolled curbs	
Country Club Dr.	Sean Drive - Barrett Drive	Wide street with on street parking	Sidewalk on north side to Barrett Drive	Rolled curbs	



LEGEND

- Local Road/Arterial
- School
- Shopping Center
- Employment Center
- Bicycle Parking
- Government Center
- Park & Ride Lot
- Park
- EXISTING SIDEWALK
- EXISTING CROSSWALK
- GAPS IN THE PEDESTRIAN SIDEWALK SYSTEM (no existing sidewalk on either side of roadway)
- Existing Class I Bike Path
- Proposed Class I Bike Path

MAP 1 CITY OF PLACERVILLE PEDESTRIAN FACILITY INVENTORY

0 0.125 0.25 0.5 Miles

This chapter describes the bicycle facilities proposed in the City of Placerville and descriptions of concepts for improving the pedestrian system. Also included is a discussion of the process used to develop the proposed improvements and a discussion of how the facilities interface with other transportation modes and activity centers.

The information presented in this chapter is the result of the planning efforts of the Bicycle Advisory Committee, the El Dorado County Transportation Commission staff and interested members of the public.

5.1 Proposed Bicycle System

The proposed bicycle system was developed with the intent of achieving the goals, objectives, and policies included in Chapter 3 of this plan. The proposed bikeways were selected specifically to improve connectivity between activity centers (*Goal 1, non-motorized circulation*), and to improve multi-modal integration (*Goal 5, multi-modal integration*). Maps 3 and 4 on pages 12 and 13 of this chapter lay out the proposed system of Class I, II, and III bikeways. Tables 14 – 16 on pages 9 through 11 of this chapter include detailed descriptions of the proposed bikeway improvements.

Some concepts for potential future bicycle paths and non-motorized connections were explored and discussed during this planning effort. These ideas could be considered in future updates of this plan and as new developments or projects come forward. As circumstances change within the city, some concepts may become more viable in the future. Below is a list of these concepts.

1. Utilizing El Dorado Irrigation District (EID) canals for non-motorized paths
2. Bicycle path along Hangtown Creek
3. Bicycle facility through the downtown corridor
4. Non-motorized connections between Washington Street and Barrett Drive
5. Improving general non-motorized connectivity between Country Club Drive and Broadway
6. Improving bicycle and pedestrian facilities on Broadway and Placerville Drive
7. Bike path connection between Clark Street and Big Cut or Pardie Way
8. Non-motorized connection between Skyline Drive and Excelsior Road

5.1.1 Class II Bike Lane Limitations within the City of Placerville

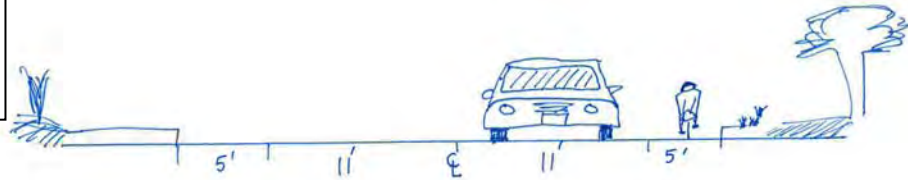
As a component of the 2010 Non Motorized Transportation Plan Update, staff conducted an analysis of the NMTP's proposed Class II Roadway segments. The analysis included roadway site visits and curb-to-curb roadway measurements. It was determined that a few of the roadway segments proposed in the 2005 NMTP were too narrow or have constraints that prohibit the ability to widen the roadway sufficient for accommodation of both Class II bike lanes and on-street parking. While bike lanes are a desired bikeway facility and an important component of the bikeway network, on-street parking is also recognized as an important asset to the residents of the City of Placerville. In order to strike a balance between these two interests, there are creative solutions that can be implemented in attempt to accommodate both interests. Fog line striping is one of those solutions, and it is described further in section 5.1.2.

Parking is prohibited in Class II Bike Lanes, therefore, roadway curb-to-curb widths, with 11-foot travel lanes and parking on both sides must be a minimum of 46 feet wide. Few roadways within the City of Placerville have an existing width greater than 40 feet. Table 11 shows roadway cross sections and widths necessary for Class II Bike Lanes without parking and with parking permitted on one-side only.

TABLE 11

Roadway Cross Section – Class II Bike Lanes without On-Street Parking

Minimum Width with 11-foot travel lanes is **32 feet**



Roadway Cross Section – Class II Bike Lanes with On-Street Parking on one side

Minimum Width with 11-foot travel lanes is **39 feet**



Table 12 lists the project segments that were changed from Proposed Class II to Proposed Class III in the 2010 NMTP due to roadway width or other prohibitive constraints.

TABLE 12

2010 NMTP Proposed Class II Bike Lane Changes			
Roadway	Segment	2005 NMTP Proposal	2010 NMTP Proposal
Pleasant Street	Bedford Ave. to Spring Street	Class II Bike Lanes	Class III Bike Route
Clay Street	Mosquito Road to Pennsylvania Ct.	Class II Bike Lanes	Class III Bike Route
Pacific Street	Benham Street to Clark Street	Class II Bike Lanes	Class III Bike Route

5.1.2 Fog Line Striping

It was also suggested that several roadways throughout the City of Placerville may be candidates for fog line striping. Fog line striping on roadways with existing on-street parking will help to constrain the vehicle travel way and provide a delineated shoulder for bicycle travel. If on-street parking is absent, the shoulder can be utilized for bicycle travel. When on-street parking is present, bicyclists share the travel way with motor vehicles.

The following City roadways are good candidates for fog line striping:

- Spring Street
- Pacific Street
- Bee Street
- Clay Street

In some residential areas of the City of Folsom, roadways with existing on-street parking are striped with fog lines, but do not have a centerline. The absence of a centerline is known to be an effective traffic calming measure that induces lower car speeds, increases driver awareness, and improves safety. The City of Placerville could consider implementation of such a treatment on the roadways listed above.

5.2 Major Activity Centers

The proposed bicycle transportation system will provide bicycle facilities to the major activity centers in the City and along some of the major arterials that connect the popular areas of the City. Activity centers include residential neighborhoods, schools, regional parks, shopping centers, employment centers, government centers, park and ride lots, transit centers and other recreational destinations. Maps 3 and 4 display the major activity centers in Placerville. Some of the major activity centers shown on the maps include:

- Downtown Placerville – Main Street
- Southeast Placerville – Broadway
- Placerville Drive Commercial Area
- Forni Road Commercial Area
- Schools on Canal Street
- City Parks/Benham Park and Aquatic Center
- El Dorado County Government Center

5.3 Multi-Modal Connections

The bicycle transportation system will provide connections to the multi-modal centers within the City as well as areas outside the City limits in El Dorado County. El Dorado Transit provides bicycle racks on all of their fixed route buses. The “Placerville Shuttle” is the bus route that primarily serves the City of Placerville. The El Dorado Transit Commuter Bus connection to downtown Sacramento is an extremely popular commute mode from Placerville, and commuters frequently use the bicycle in combination with the bus. El Dorado Transit buses are equipped with racks that hold up to three bikes. Two multi-modal centers exist in the City of Placerville, and both of them serve as commuter bus stops. The lots and their amenities are described in Table 13 below.



TABLE 13		
Existing Multi-Modal Centers	Location	Amenities
Placerville Station Multi-Modal Center	Mosquito and Clay Streets in the City of Placerville	Bike racks, restrooms, El Dorado Transit bus stop, park and ride
El Dorado County Fairgrounds Commuter Bus Stop, Placerville	Armory Way in the City of Placerville	Commuter bus stop and park and ride with bike lockers

The City of Placerville and El Dorado Transit are in the early stages of planning for a new multi modal facility, which could be located in the vicinity of Placerville Drive and Forni Road. Additionally, a transit stop/plaza is planned for Main Street near the historic Bell Tower as a component of the Downtown Placerville revitalization plan.

5.4 The El Dorado Trail

The El Dorado Trail concept is for a trail that spans the entire length of El Dorado County from the western County line to the Lake Tahoe Basin. The current alignment of the El Dorado Trail includes two railroad rights-of-way, the Michigan-California railroad right-of-way, and the Sacramento-Placerville Transportation Corridor (SPTC).



Developed segment of the El Dorado Trail in Placerville

The Michigan-California railroad right-of-way extends from Camino to Placerville. Currently, the right-of-way is developed with a segment of improved dirt trail and approximately 4.5 miles of Class I Bike Path. Approximately 2.5 miles of the existing Class I Bike Path is located within the City limits. The existing segments of El Dorado Trail Class I bike path located in the City are as follows (west to east):

- ❑ Clay Street to Mosquito Road
- ❑ Mosquito Road to Dimity Way
- ❑ Dimity Way to eastern City Limit

Proposed segments of El Dorado Trail Class I bike path through the City of Placerville are listed below (see maps 3 and 4):

- ❑ Clay Street to Bedford Avenue
- ❑ Forni Road/Lower Main Street to Ray Lawyer Drive

5.5 2005 Placerville Downtown Trail Feasibility Study

The 2005 version of the NMTP included a supplement titled the “Placerville Downtown Trail Feasibility Study.” The feasibility study provided detail on issues related to the Highway 50 Operational Improvements Project (US 50 Ops) and the concept of a trail alignment through the downtown core of the City. Prior to the development of the US 50 Ops project, there was interest from local cycling and trail advocates to develop a contiguous trail parallel to US 50 through the downtown core of the City of Placerville. The Placerville Downtown Trail Feasibility Study explored the possibility of such a trail, analyzing various alignments and determining costs.

Due to its low costs, minimal impacts, and ease of implementation, the overall preferred option for the Placerville Downtown Trail was determined to be the “On-Street Main Street Trail Alignment.” This alignment would provide trail users with a signed and stenciled route on Main Street through the historic downtown area between Bedford Avenue and Canal Street. It was also suggested that the City consider developing customized directional signage to guide trail users from the trail right-of-way at Bedford Avenue to the trail continuation westbound near Forni Road. It was also highly recommended that the City construct an off-street trail from Clay to Bedford, in order to provide an important connection to the recently reconstructed bicycle/pedestrian bridge at Bedford Ave.

In order to implement the recommendations proposed in the 2005 Placerville Downtown Trail Feasibility Study the following projects are proposed in this NMTP:

- ❑ Class I Bike Path Clay Street to Bedford Avenue
- ❑ Main Street Class III Shared Roadway Marking

5.5.1 Class III Shared Roadway Marking

Recently, “Shared Roadway Marking” stencils, an additional treatment for Class III facilities, have been introduced in California and nationally. The stencil can serve a number of purposes, such as making motorists aware of bicycles potentially in their lane, showing bicyclists the direction of travel, and, with proper placement, reminding bicyclists to bike further from parked cars to prevent “dooring” collisions. In 2004, the City of San Francisco tested two designs of the shared roadway marking stencil for use on Class III facilities with narrow lanes. Based on the results of the San Francisco study, the California Traffic Control Devices Committee (CTCDC) recommended in August 2004 that the “Chevron Bicycle Symbol” design of the Shared Roadway Marking be adopted by Caltrans as a standard traffic control device in California. It is now included in the 2010 California Manual of Uniform Traffic Devices, Part 9, as follows:

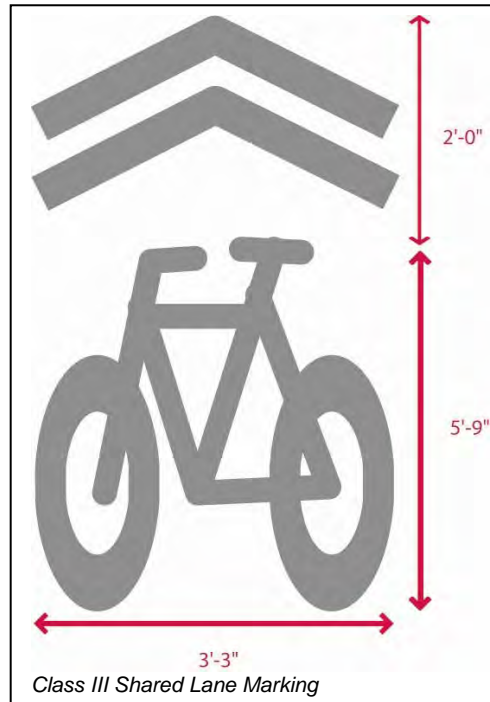
Section 9C.103(CA) Shared Roadway Bicycle Marking

Option:

The shared roadway bicycle marking shown in Figure 9C-104(CA) may be used to assist bicyclists with positioning on a shared roadway with on-street parallel parking and to alert road users of the location a bicyclist may occupy within the traveled way.

Standard:

The shared roadway bicycle marking shall only be used on a roadway (Class III Bikeway (Bike Route) or Shared Roadway (No Bikeway Designation) which has on-street parallel parking. If used, shared roadway bicycle markings shall be placed so that the centers of the markings are a minimum of 3.3 m (11 ft) from the curb face or edge of paved shoulder. On State highways, the shared roadway bicycle marking shall be used only in urban areas.



Option:

For rural areas, the SHARE THE ROAD (W16-1) plaque may be used in conjunction with the Bicycle Warning (W11- 1) sign (see Sections 2C.51 and 9B.18).

Support:

Information regarding classification of rural versus urban roadways can be found at the California Department of Transportation website: <http://www.dot.ca.gov/hq/tsip/hpms/Page1.php>.

Guidance:

If used, the shared roadway bicycle marking should be placed immediately after an intersection and spaced at intervals of 75 m (250 ft) thereafter. If used, the shared roadway bicycle marking should not be placed on roadways with a speed limit at or above 60 km/h (40 mph).

Option:

Where a shared roadway bicycle marking is used, the distance from the curb or edge of paved shoulder may be increased beyond 3.3 m (11 ft). The longitudinal spacing of the markings may be increased or reduced as needed for roadway and traffic conditions. Where used, bicycle guide or warning signs may supplement the shared roadway bicycle marking.

Support:

The shared roadway bicycle marking is intended to:

- Reduce the chance of bicyclists impacting open doors of parked vehicles on a shared roadway with on-street parallel parking.
- Alert road users within a narrow traveled way of the lateral location where bicyclists ride.
- Be used only on roadways without marked bicycle lanes or shoulders.

5.6 Pedestrian Element

Downtown Placerville is an attractive walking environment and provides pedestrians with an excellent opportunity to exercise and enjoy the attributes of the City. Pedestrian travel can be encouraged through basic design features. The Pedestrian Element of this plan provides concepts for the City to use in designing or improving streets and public areas to help extend and improve the walking environment beyond Main Street.



A midtown Sacramento landscaped pedestrian refuge with reflective crosswalk

5.6.1 Pedestrian Friendly Design Features

The following general design features encourage pedestrian travel. Not all of these features will be appropriate for every location.

- ❑ *Compact Development* – Locates a greater number of destinations within walking distance than linear-type development
- ❑ *Mixed Land Uses* – Makes it possible for people to walk between land uses i.e., from home to work, from home to the store, from work to restaurants, etc.
- ❑ *Good Transit Access* – Encourages a mode of travel that stimulates walking at either end of the trip
- ❑ *Lighted/Reflective Markings at Crosswalks* – adds visibility to nighttime walkers thereby increasing safety
- ❑ *Pedestrian Activated Flashing Lights* – Helps pedestrians cross streets with greater ease, convenience and perception of safety
- ❑ *Textured or Colored Crosswalks* – Draws more attention to pedestrians, increasing safety and enhancing the aesthetics of the walking area
- ❑ *Narrowed Streets* – Provides for easy crossing in busy pedestrian areas, makes walking more desirable, brings land uses closer to pedestrians and slows traffic
- ❑ *Sidewalks Adjacent to Businesses and Storefronts* – Makes access more convenient than those with parking separating sidewalks from entrances. This is safer for pedestrians as well. Sidewalks next to businesses attract window shoppers and make for pleasant walking environments
- ❑ *Zero Lot Line Zoning* – Allows buildings to abut one another, keeping the distance between businesses convenient for walkers
- ❑ *Adequately Wide Sidewalks and Street Lighting* – Comfortably accommodates pedestrians and increases safety, as well as the perception of safety.

- ❑ *Lower Speed Limits* – Makes for safe, quiet, more pleasant walking in high pedestrian areas
- ❑ *Intersections Designed for the Blind and People in Wheelchairs* – Wheelchair ramps, textured mats to alert the blind of intersections, and tactile devices (beepers) for the blind to cross accommodate the needs of disabled people and make it possible to travel on sidewalks, as well as increase their safety
- ❑ *Design Standards for Commercial Signage* – Enhances the aesthetics of public space

5.6.2 Pedestrian Activity Center Streetscape Features

Pedestrian-friendly activity areas have a number of features that add to the convenience and aesthetics of being on the sidewalk. Some of the amenities listed below are found in the Main Street area of Placerville.

- ❑ Trees and landscaping
- ❑ Benches or other street furniture
- ❑ Bus shelters
- ❑ Textured or colored sidewalk paving
- ❑ Attractive street lights
- ❑ Attractive trash and recycling receptacles
- ❑ Attractive news racks
- ❑ Coordinated street furniture
- ❑ Clocks
- ❑ Restrooms
- ❑ Public art
- ❑ Banners (where permitted) and flags
- ❑ Regulated food vendors
- ❑ Information kiosks
- ❑ Fountains
- ❑ City wide logo/signage programs
- ❑ Bicycle parking

5.6.3 Traffic Calming

In some areas, the City may want to encourage slower traffic speeds. A growing number of communities employ various techniques to slow traffic to create more pedestrian friendly streets. Traffic calming is often applied in retail “Main Street” environments, residential neighborhoods and around schools. Such techniques may be applied to retrofit existing streets, or designed into new streets. Whenever traffic calming is used, careful planning should take into account that slowing traffic may unintentionally divert it onto parallel streets. The following traffic calming devices are commonly used:

- ❑ Traffic Circles
- ❑ Fog line striping
- ❑ Corner and mid-block bulb-outs
- ❑ Chokers
- ❑ Speed humps
- ❑ Raised intersections/crosswalks
- ❑ Lighted crosswalks



- ❑ Median islands
- ❑ Narrower streets and lane widths
- ❑ Speed limit enforcement
- ❑ Street trees
- ❑ Surface treatments

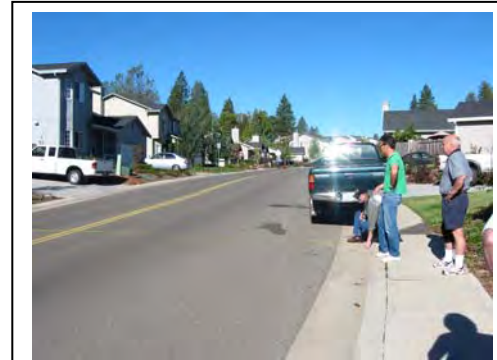
5.6.4 Recommendations for Pedestrian Friendly Development in the City of Placerville

1. Clay Street Traffic Calming

Local residents have identified Clay Street as a high-speed roadway in need of traffic calming. At the intersection of Clay and Coleman Streets, the City installed speed bumps in front of the stop sign as a form of traffic calming. In other areas of the roadway, wider vehicle travel lanes and a lack of on-street parking allow for increased car speeds in a relatively high-density residential area.

As recommended in this plan, Class II bike lanes with ten-foot vehicle travel lanes between Coleman Road and Arizona Way would be helpful. Additionally, a crosswalk near Arizona Way is could also be beneficial, as the sidewalk switches sides in this location.

In spring of 2004 Dan Burden, a nationally recognized expert in pedestrian facilities, took a walk through Clay Street and some of downtown Placerville. Mr. Burden recommended a traffic circle at the intersection of Clay and Grandview. He also recommended a center median-type island on the eastern downhill corner of Clay Street near Mosquito Road.



Assessing Clay Street with Dan Burden

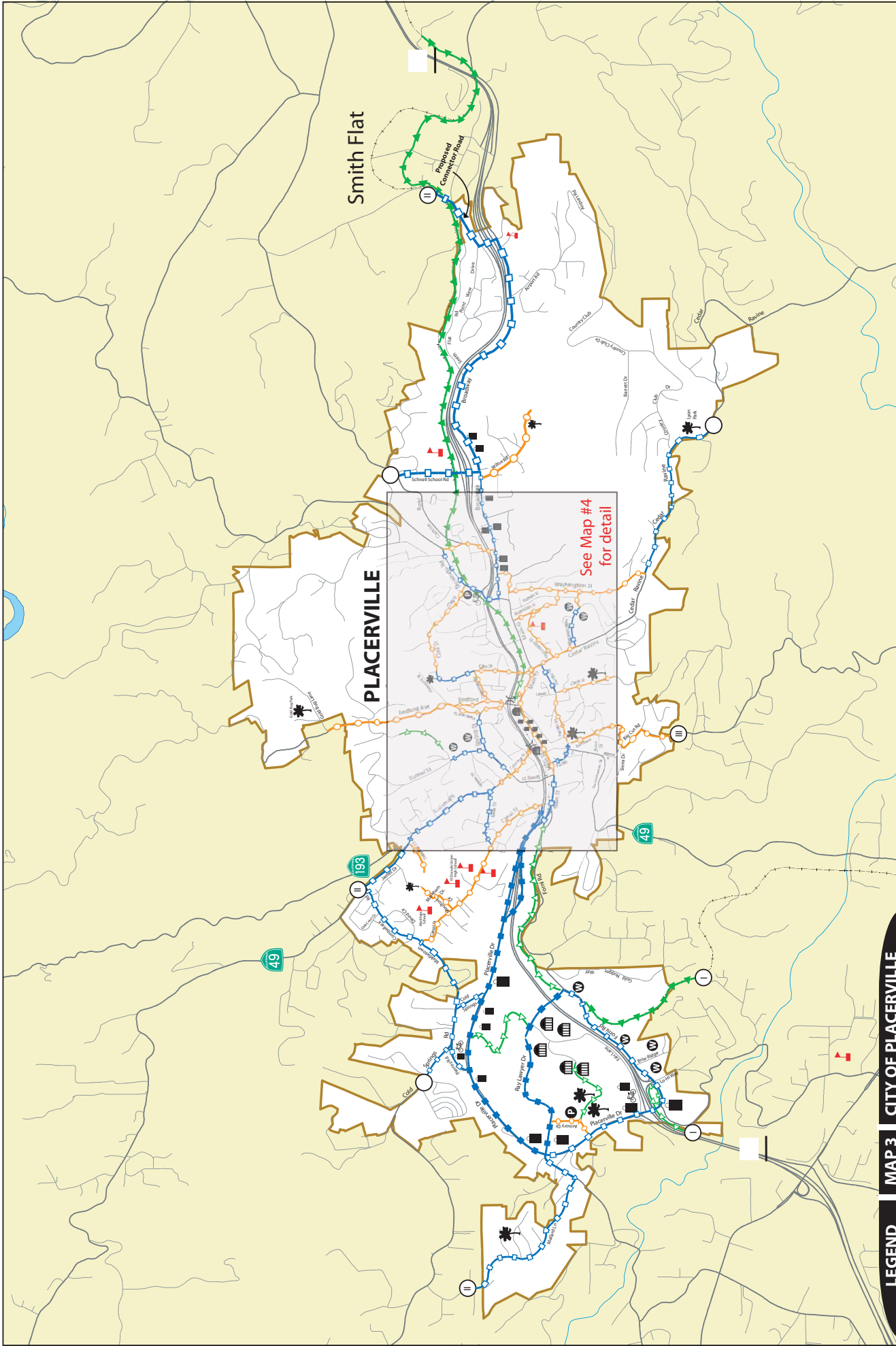
TABLE 14			
PROPOSED BIKEWAY FACILITIES - CLASS II BIKE LANES			
ROADWAY, ROUTE OR PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	NOTES
Mallard Lane	Green Valley Road to City limit	.5	
Green Valley Road	Placerville Drive to Mallard Lane	.20	
Placerville Drive	Green Valley Road to Forni Road/US 50	.5	
Placerville Drive	Bridge over Hangtown Creek	.10	Bike Lanes require additional width on bridge
Forni Road	Ray Lawyer Drive to US 50/Placerville Drive	.5	Small segment in the County
Cold Springs Road	City Limit to Placerville Drive	.5	
Pierroz Road	Cold Springs Road to Placerville Drive	.15	
Combella Road	Entire length	.25	BTA Project to be completed in 2011
State Route 49	City Limit to Green Street	1	
Spring Street	SR 49 to Pleasant Street	.35	May effect existing on-street parking
Middletown Road	Canal Street to Cold Springs Road	.25	Portion of this segment within the County
Bee Street	Entire length	.25	May effect existing on-street parking
Main Street	Spring Street to Canal Street	.10	May effect existing on-street parking
Pacific Street	Main Street to Sacramento Street and Cedar Ravine to Clark Street	.20	May effect existing on-street parking
Marshall Way	Cedar Ravine to Marshall Hospital	.25	
Clay Street	Coleman Street to Arizona Way	.20	
Mosquito Road	Dimity Lane to Broadway	.25	
Schnell School Road	Broadway to Carson Road	.25	
Broadway	Main Street to Schnell School Road	.5	
Broadway	Schnell School Road to Point View Drive	1	
Tunnel Street	Spring Street to Robin Court	.25	May effect existing on-street parking
Cedar Ravine	Washington Street to Lyon Park	1	
TOTAL CLASS II BIKE LANES PROPOSED		8.55 MILES	

TABLE 15			
PROPOSED BIKEWAY FACILITIES - CLASS III BIKE ROUTES			
ROADWAY, ROUTE OR PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	NOTES
Armory Drive	Entire length	.25	
Canal Street	Entire length	.75	
Bedford Ave	Pleasant Street to Gold Bug Park	.75	
Moulton Drive/Markham Drive	Entire length	.25	
Coloma Court	Entire length	.25	
SR 49 and Coloma Street	Green Street to US 50 Overcrossing	.20	
Benham Ave	Entire length	.25	
Big Cut Road	To City limit	.5	
Spring Street	US 50 to Pleasant Street	.10	
Main Street	Spring Street to Clay Street	.5	Includes Shared Roadway Marking
Cedar Ravine	Main Street to Marshall Way	.25	
Washington Street	Main Street to Cedar Ravine	.5	
Sherman Street/Thompson Street/Sheridan Street	Washington St. to Sierra School/Main Street	.35	
Spanish Ravine Road	Connection from Main St. to McDonald's parking lot	.10	Make the gate bicycle and pedestrian friendly
Clay Street	Arizona Way to Mosquito Road.	.5	
Carson Road	Broadway to Dimity Lane	.25	
Dimity Lane	Mosquito Road to Carson Road	.10	
Wiltse Road	Broadway to Lumsden Park	.5	
Clark Street	Pacific Street to Rotary Park	.5	
TOTAL CLASS III BIKE ROUTES PROPOSED		5.95 MILES	

Note regarding Class III Bike Routes: Whenever feasible, stripe fog lines to allow two or more feet of shoulder for bicyclists.

TABLE 16			
PROPOSED BIKEWAY FACILITIES - CLASS I BIKE PATHS			
ROADWAY, ROUTE OR PROJECT NAME	SEGMENT	SEGMENT DISTANCE (miles)	MISCELLANEOUS
El Dorado Trail	Clay Street to Bedford Ave.	.25	Fully Funded
El Dorado Trail	Main Street at Forni Road to Ray Lawyer Dr.	1	
Government Center Placerville Drive connector	Fair Lane to Armory Way	.5	As a component of future development
Government Center to Fairgrounds Connector	Fair Lane Court to El Dorado County Fairgrounds	.10	
Quartz Mountain Bike Path	Quartz Mountain Road to Robin Court/Tunnel Street	.25	
Weber Creek Bridge Overcrossing	Perks Court (El Dorado County) to Placerville Drive/Forni Road	.25	Fully Funded – Construction in 2010/11
TOTAL CLASS I BIKE PATHS PROPOSED		2.35 MILES	

TABLE 17	
PROPOSED BICYCLE FACILITIES – BIKE RACKS AND LOCKERS	
Bike Racks	Lower Broadway, near Taco Bell, Rite Aid
Bike Racks	Upper Broadway, near Grocery Outlet
Bike Racks	At Raley's Center on Placerville Drive
Bike Lockers	Placerville Station on Mosquito Road
Bike Lockers	Downtown Parking Garage
Bike Lockers	At any new Park and Ride Lot in the City of Placerville



LEGEND MAP 3 CITY OF PLACERVILLE

- Local Road/Arterial
- School
- Shopping Center
- Employment Center

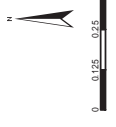
- Bicycle Parking
- Government Center
- Park & Ride Lot
- Park

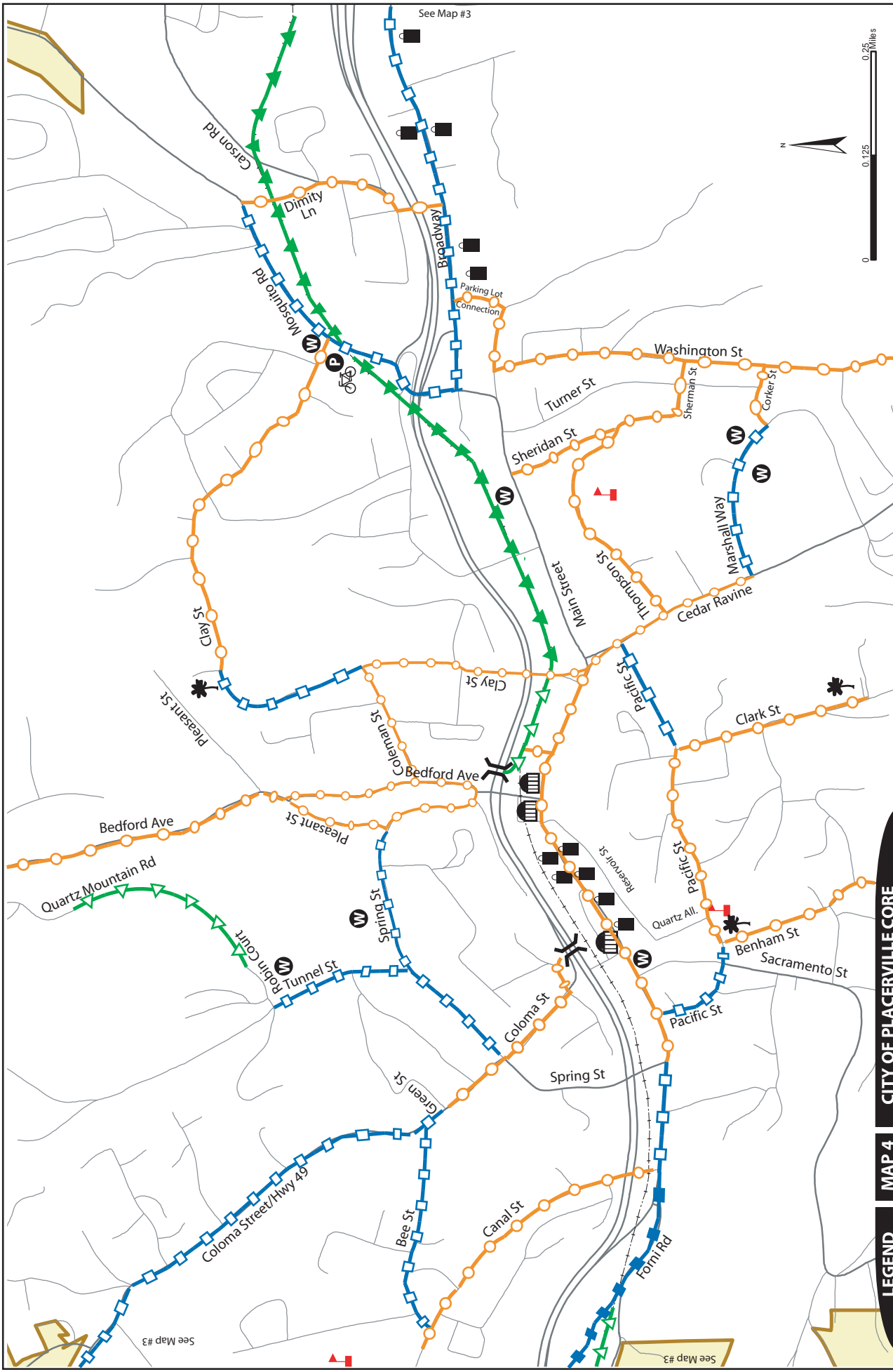
- CLASS I BIKE PATH
- Existing
- Proposed

- CLASS II BIKE LANES
- Existing
- Proposed

- CLASS III BIKE ROUTE
- Existing
- Proposed

- CONTINUES AS CLASS
- I
- II
- III
- No Bikeway





LEGEND **MAP 4** **CITY OF PLACERVILLE CORE**

Local Road/Arterial	Bicycle Parking	CLASS I BIKE PATH	CLASS II BIKE LANES	CLASS III BIKE ROUTE	CONTINUES AS CLASS
School	Government Center	Existing	Existing	Existing	I
Shopping Center	Park & Ride Lot	Proposed	Proposed	Proposed	II
Employment Center	Park				III
					No Bikeway

Bicycle Parking
 Government Center
 Park & Ride Lot
 Park
 Local Road/Arterial
 School
 Shopping Center
 Employment Center

CLASS I BIKE PATH Existing
 CLASS I BIKE PATH Proposed
 CLASS II BIKE LANES Existing
 CLASS II BIKE LANES Proposed
 CLASS III BIKE ROUTE Existing
 CLASS III BIKE ROUTE Proposed

CONTINUES AS CLASS I
 CONTINUES AS CLASS II
 CONTINUES AS CLASS III
 No Bikeway
 Bike/Ped Overcrossing

6.1 Bikeway Cost Estimates

Table 18 below provides conceptual cost estimates for the construction of bikeway facilities in the City of Placerville. The cost estimates are based on costs experienced in the development of past projects throughout El Dorado County and the City of Placerville, as well as costs experienced in other similar California communities. These cost estimates should only be used to develop generalized construction cost estimates and project prioritization. More detailed estimates should be developed after preliminary engineering.

TABLE 18	
City of Placerville Bikeway Cost Estimates	
Facility Type	Estimated Cost Per Mile
CLASS I BIKE PATH <ul style="list-style-type: none"> • Cost to grade and pave an 8-foot wide surface with 2-foot graded shoulders on each side. (Does not include amenities such as landscaping, lighting, irrigation, phones etc.) 	\$400,000
CLASS II BIKE LANES <ul style="list-style-type: none"> • Signing and striping only with minor shoulder improvement: Cost to install pavement striping, markings, and signs on both sides of an existing 4-foot roadside shoulder • Signing and striping plus major shoulder improvement: Cost to install 4-foot strips of pavement, pavement striping, markings and signs on both sides of a roadway 	 \$25,000 \$300,000
CLASS III BIKE ROUTE <ul style="list-style-type: none"> • Signing only • Signing plus moderate shoulder improvement: Cost to install 2-3 foot strips of pavement, a 6-inch fog line and signs on both sides of the roadway 	 \$3,000 \$150,000

6.2 Priority Projects

Priority bikeway projects were selected based on anticipated use, type of facility, connectivity, and potential improvements for safety. Priority projects are listed in Table 19.

PROJECT OR ROADWAY	SEGMENT	DISTANCE/COST ESTIMATE
El Dorado Trail Western Extension	Forni Road/ Main Street to Ray Lawyer Drive	1 mile / \$400,000
Broadway Bike Lanes	Main Street to Schnell School Road	.5 mile / \$300,000
Middletown Road	Canal Street to Cold Springs Road	.25 mile / \$300,000
Main Street Shared Roadway Marking and Bike Route Signage	Spring Street to Clay Street	.5 mile / \$7,500
Placerville Drive Bike Lanes	Green Valley Road to Forni Road/US 50	.5 mile / \$150,000
Mallard Lane/Green Valley Road Bike Lanes	City Limit to Green Valley Road/ Mallard Lane to Placerville Drive	.75 mile / \$150,000
Upper Broadway Bike Lanes	Schnell School Road to Point View Drive	1 mile / \$300,000

6.3 Bikeway System Funding Needs

Due to variations in costs of Class II Bike Lanes, the cost estimates are assumed at \$175,000 per mile. Some Class III Bike Routes proposed in this plan may require additional shoulder width, therefore costs for Class III are assumed at \$75,000.

Facility Type	Miles Proposed	Approximate Funding Need
Class I Bike Path	2.35	\$800,000
Class II Bike Lanes	8.55	\$1,400,000
Class III Bike Route	5.85	\$400,000

6.4 Maintenance of Bikeways

Maintenance of bikeways is an important element of an effective bicycle transportation system. Roadway debris, including gravel and glass, is typically 'swept' by passing cars onto the roadway shoulder or bike lane making them challenging for bicyclists. Without routine sweeping and maintenance, bicyclists are often forced to ride closer to the travel lane to avoid accidents and flat tires.

Under Article 3 of the Transportation Development Act (TDA), up to two percent of the Local Transportation Fund (LTF) allocation to cities and counties can be used for bicycle and pedestrian projects, and this funding source can be used to maintain bikeways. Unfortunately, there are few other regional, state, and federal grants available for maintenance. Even if a grant could be used to buy capital equipment like a sweeper, many cities and counties lack the funds to perform the service.

Class I segments of trail should be maintained using standard pick-up trucks on the pathway itself. Class I bike path maintenance includes cleaning, resurfacing and re-stripping the asphalt path, repairs to crossings, cleaning drainage systems, trash removal and landscaping. Underbrush and weed abatement should be performed once in the late spring and again in mid-summer.

Recommendation: Develop a bikeway maintenance reporting and response system, including a telephone number listed on available maps and other documents that assures that reported maintenance problems are responded to within 48 hours.

Recommendation: Ensure that bike lanes and shoulder areas of roadways are swept as part of routine street sweeping operations.

Maintenance of bike lanes and roadway shoulders during construction periods is often identified as a particular concern of bicyclists. Roadway shoulders are often cluttered with dirt and gravel, and right of way on the shoulders are frequently obstructed by pylons and vehicular warning signage associated with construction projects. Shoulders and bike lanes need to be both maintained as a through right-of-way and kept clean from debris. The following recommendation is provided for maintaining roadway shoulders and bike lanes during construction periods:

Recommendation: Ensure that all construction projects adjacent to a roadway maintain both a clean swept shoulder and a through right-of-way for bicycles.

Recommendation: Require all new construction projects to pay for street sweeping in the immediate vicinity as needed to keep streets and shoulders free of debris.

6.5 Funding Sources

Implementation of the proposed bikeway system will require funding from local, state and federal sources and coordination with other agencies and entities. In some cases, portions of the proposed system will be completed as part of future development, road widening and construction projects. For those portions that will rely on other funding mechanisms, the following discussion provides descriptions of the most common funding sources for bikeway projects.

6.5.1 Federal Sources

Federal transportation funds are distributed through the Federal Transportation Act for the 21st Century. The programs are distributed over a six-year period and are historically known as ISTEA, TEA-21 and SAFETEA-LU. Re-authorization of the next six-year Federal Transportation Bill is anticipated late in 2010. For the City of Placerville, applicable federal programs include the following:

- Regional Surface Transportation Program (RSTP)
- Congestion Mitigation and Air Quality (CMAQ)
- Transportation Enhancements
- Safe Routes to School

Federal funding is administered through the State and regional transportation planning agencies in this case, the El Dorado County Transportation Commission (EDCTC). Most of the funding programs are transportation oriented with an emphasis on reducing auto trips and providing a

multi-modal connection. Funding criteria includes completion and adoption of a Bicycle Transportation Plan, costs and benefits of the implemented system (in some cases quantification of reduced vehicle trips and reduction in air pollution), public support for the project, California Environmental Quality Act (CEQA) compliance, and commitment of local resources. In most cases, federal funding will provide matching grants of 80 to 90 percent.

Of the above listed programs, RSTP, TE and CMAQ are formula-based and received with each authorization of federal transportation funding. RSTP is distributed based on a road mileage formula, and CMAQ is distributed as a 'fair and equitable share' via Sacramento Area Council of Governments. The other sources listed above are competitive, grant programs for which projects are selected based on the criteria of the program.

Other federal funding sources include the following:

- National Recreational Trails Fund
- Land and Water Conservation Fund Program (administered locally by the California Department of Parks and Recreation, Local Assistance)
- Recreation and Public Purposes Act (Bureau of Land Management)
- Schools and Road Grants to States (United States Forest Service)

6.5.2 State Sources

The following sources provide funding that is applicable to bikeway facilities. Such facilities also benefit and are used by other non-motorized user groups.

Bicycle Transportation Account – The State Bicycle Transportation Account (BTA) is an annual program for bicycle projects. The BTA provides \$7.2 million annually to the state of California. Available as competitive-based grants to jurisdictions, the emphasis is on projects that benefit bicycling for commute purposes. The BTA provides State funding for projects that improve safety and convenience for bicycle commuters. Streets and Highways Code Section 893 describes the types of projects eligible for BTA funds. The Bicycle Facilities Unit in the Office of Local Programs administers the BTA program in cooperation with the office of Local Assistance in each Caltrans District. Cities and Counties are eligible to apply for BTA funds and may apply on behalf of an agency that is not a city or county for construction of a bicycle project that benefits commute bicycling.

To be eligible for BTA funds, cities and counties must have the following:

1. The governing body of a city or county must adopt the BTP by resolution or certify that it is current and complies with Streets and Highways Code Section 891.2.
2. The city or county must submit the BTP to the appropriate Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA) for review and approval for compliance with Streets and Highways Code Section 891.2 and the regional transportation plan (RTP).
3. Following regional approval, the city or county must submit the resolution adopting the BTP and the letter of approval from the MPO/RTPA to the Caltrans Bicycle Facilities Unit (BFU).
4. BTP adoption establishes eligibility for five consecutive BTA funding cycles. For example: BTPs adopted in 2008 and submitted December 1, 2008; with an application for 2009/2010 BTA funding would establish eligibility for state fiscal years 2009/2010, 2010/2011, 2011/2012, 2012/2013, and 2013/2014. The state fiscal year begins on July 1 and ends on June 30 of the following year.

BTA projects must be in compliance with the applicable provisions of the California Environmental Quality Act (CEQA) by the BTA application submittal date. The lead agency is responsible for preparing the required environmental documentation and submitting it with the application.

Section 893.6 of the Streets and Highways Code specifies that no agency may receive more than 25 percent of the total funds transferred into the BTA in a single fiscal year. Section 891.4(b) requires local agencies to fund at least ten percent of the total project cost. Applications should be submitted only for projects where the right-of-way will be clear prior to award of contract and where cooperative agreements with other groups such as railroads, utility districts, flood control districts, coastal commissions etc., will be completed prior to award of contract.

Applications must include a description of the project and an estimate of project costs including preliminary and construction engineering, right-of-way, and construction. The estimate should include only those items for which the local agency intends to claim reimbursement. A detailed estimate is not necessary, but the Bicycle Facilities Unit needs enough information to ensure that the proposed project is consistent with the program guidelines. *Under state law, BTA projects must conform to the minimum design standards for bikeways in Chapter 1000 of the Highway Design Manual.*

Local Transportation Fund (LTF) – Under Article 3 of the Transportation Development Act (TDA), up to two percent of the LTF allocation to cities and counties can be used for bicycle and pedestrian projects. Revenues to the LTF program are derived from ¼ cent of the statewide sales tax. These funds are distributed through the El Dorado County Transportation Commission (EDCTC) to the local jurisdictions. Between 2004 and 2011 EDCTC has apportioned between \$51,000 and \$75,000 annually in TDA LTF Article 3 funds.

In September of 2007, EDCTC adopted guidelines for the use of TDA LTF Article 3 set aside funding. EDCTC refers to the funding as *TDA Article 3 Pedestrian and Bicycle Funding* and the adopted Rules and Regulations for use of the funds are listed below, in priority order.

1. Projects shall be:
 - Included in an adopted Bicycle Transportation Plan, Non-Motorized Transportation Plan, Transit Plan, or Pedestrian Plan, as applicable
 - Endorsed by a Council or Board, as applicable
2. The primary use of this fund source shall be as matching funds for projects that are either grant funded or have a significant contribution by a local agency, i.e. Bicycle Transportation Account Funding, or other fund source.
3. The funding may be used to augment ongoing construction projects, i.e. a road rehabilitation or construction project that requires additional funding for bicycle, pedestrian facilities or signage.
4. The funding may be used to for minor bicycle and pedestrian projects as follows:
 - For installation of bicycle racks or lockers
 - For installation of bicycle and pedestrian signage for bicycle routes, school zones and park and ride lots
 - For crosswalk striping, pedestrian refuges, minor bicycle lane striping
 - For maintenance of existing bicycle or pedestrian facilities

5. The funding may be used to supplement moneys from other sources to fund bicycle safety education programs.

AB 2766 – Motor vehicle registration surcharge fees are available for bicycle and pedestrian projects that can improve air quality. The El Dorado County Air Pollution Control District allocates these funds for El Dorado County.

Environmental Enhancement and Mitigation Program (EEM) – Bicycle projects can qualify for EEM funds if they meet the program’s requirements. Any non-profit organization can sponsor projects, which are submitted to the State Resources Agency for evaluation in June/July of each year.

Flexible Congestion Relief Program (FCR) – Bicycle projects are eligible to compete for FCR funds. Projects must provide congestion relief and they must be included in an approved Regional Transportation Improvement Program (RTIP). Local agencies must submit projects for FCR funding to EDCTC.

6.5.3 Local Sources

A variety of local sources are available for funding bikeway facilities, however, their use is often dependent on political support.

New Construction – Future road widening and construction projects are one means of developing on-street and separated bikeways. To ensure that roadway construction projects provide these facilities when needed, roadway design standards should include minimum cross-sections that have sufficient pavement for on-street bikeways and the review process for new development should include input pertaining to consistency with the proposed bikeway system. Future development in the City of Placerville will contribute to the implementation of new bikeway facilities if discretionary development projects are conditioned and roadway project designs are specifically required to include bikeway facilities.

Traffic Impact Mitigation Fees – Another potential local source of funding is developer impact fees, which are typically tied to trip generation rates and traffic impacts produced by the proposed development. Road right-of-way amenities that are bicycle friendly can be constructed incidental to other road improvements which accommodate increased vehicle traffic. Additionally, a developer may reduce the number of trips (and hence impacts and cost) by paying for on and off-street bikeway improvements which will encourage residents to bicycle rather than drive.

Assessment Districts – Different types of assessment districts can be used to fund the construction and maintenance of bikeway facilities. Examples include Mello-Roos Community Facility Districts, Infrastructure Financing Districts (SB 308), Open Space Districts, or Lighting and Landscaping Districts. These types of districts have specific requirements relating to their establishment and use of funds.

Other Sources – Local sales taxes, developer or public agency land dedications, private donations, service clubs, and fund-raising events are other local options to generate funding for bikeway projects. Creation of these potential sources usually requires substantial local support.

6.6 Bikeway Design Standards

The most commonly used bikeway design standards are contained in the Caltrans Highway Design Manual, Chapter 1000 – Bikeway Planning and Design, dated September 1, 2006. The Caltrans

standards are based largely on standards developed by the American Association of State Highway and Transportation Officials (AASHTO). The Manual on Uniform Traffic Control Devices, Federal Highway Administration, 2009 Edition, Part 9, contains standards for bikeway signing.

Recommendation: *All bicycle facilities should conform to Caltrans Highway Design Manual Chapter 1000 and the Manual of Uniform Traffic Control Devices for Streets and Highways published by the Federal Highway Administration.*

All Class II Bike Lanes should conform to the design recommendations in Chapter 1000 of the Caltrans Highway Design Manual. Caltrans provides recommended intersection treatments in Chapter 1000 including bike lane turn pockets and signal loop detectors. The City's Public Works Department should develop a protocol for application of these recommendations, so that improvements can be funded and made part of regular improvement projects (see figures in Appendix D).

Recommendation: *Bike lane pockets (minimum four feet wide) between right-turn lanes and through lanes should be provided wherever available width allows, and right turn volumes exceed 150 motor vehicles per hour.*

The following is the description of the four classifications of bikeways as included in the Caltrans Highway Design Manual. The type of facility to select in meeting the bicycle need is dependent on many factors, but the following applications are the most common for each type.

(1) Shared Roadway (No Bikeway Designation). Most bicycle travel in the State now occurs on streets and highways without bikeway designations. This probably will be true in the future as well. In some instances, entire street systems may be fully adequate for safe and efficient bicycle travel and signing and pavement marking for bicycle use may be unnecessary. In other cases, prior to designation as a bikeway, routes may need improvements for bicycle travel.

Many rural highways are used by touring bicyclists for intercity and recreational travel. It might be inappropriate to designate the highways as bikeways because of the limited use and the lack of continuity with other bike routes. However, the development and maintenance of 1.2 m paved roadway shoulders with a standard 100 mm edge line can significantly improve the safety and convenience for bicyclists and motorists along such routes.

(2) Class I Bikeway (Bike Path). Generally, bike paths should be used to serve corridors not served by streets and highways or where wide right of way exists, permitting such facilities to be constructed away from the influence of parallel streets. Bike paths should offer opportunities not provided by the road system. They can either provide a recreational opportunity, or in some instances, can serve as direct high-speed commute routes if cross flow by motor vehicles and pedestrian conflicts can be minimized. The most common applications are along rivers, ocean fronts, canals, utility rights-of-way, abandoned railroad rights-of-way, within college campuses, or within and between parks. There may also be situations where such facilities can be provided as part of planned developments. Another common application of Class I facilities is to close gaps to bicycle travel caused by construction of freeways or because of the existence of natural barriers (rivers, mountains, etc.).

(3) Class II Bikeway (Bike Lane). Bike lanes are established along streets in corridors where there is significant bicycle demand, and where there are distinct needs that can be served by them. The purpose should be to improve conditions for bicyclists in the corridors. Bike lanes are intended to delineate the right of way assigned to bicyclists and motorists and to provide for more predictable movements by each. But a more important reason for constructing bike lanes is

to better accommodate bicyclists through corridors where insufficient room exists for safe bicycling on existing streets. This can be accomplished by reducing the number of lanes, reducing lane width, or prohibiting parking on given streets in order to delineate bike lanes. In addition, other things can be done on bike lane streets to improve the situation for bicyclists that might not be possible on all streets (e.g., improvements to the surface, augmented sweeping programs, special signal facilities, etc.). Generally, pavement markings alone will not measurably enhance bicycling.

If bicycle travel is to be controlled by delineation, special efforts should be made to assure that high levels of service are provided with these lanes.

In selecting appropriate streets for bike lanes, location criteria discussed in the next section should be considered.

(4) Class III Bikeway (Bike Route). Bike routes are shared facilities which serve either to:

- (a) Provide continuity to other bicycle facilities (usually Class II bikeways); or
- (b) Designate preferred routes through high demand corridors.

As with bike lanes, designation of bike routes should indicate to bicyclists that there are particular advantages to using these routes as compared with alternative routes. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner consistent with the needs of bicyclists. Normally, bike routes are shared with motor vehicles. The use of sidewalks as Class III bikeways is strongly discouraged.

It is emphasized that the designation of bikeways as Class I, II and III should not be construed as a hierarchy of bikeways; that one is better than the other. Each class of bikeway has its appropriate application.

In selecting the proper facility, an overriding concern is to assure that the proposed facility will not encourage or require bicyclists or motorists to operate in a manner that is inconsistent with the rules of the road.

An important consideration in selecting the type of facility is continuity. Alternating segments of Class I and Class II (or Class III) bikeways along a route are generally incompatible, as street crossings by bicyclists are required when the route changes character. Also, wrong-way bicycle travel will occur on the street beyond the ends of bike paths because of the inconvenience of having to cross the street.

Appendix D includes design diagrams from the *Caltrans Highway Design Manual, Chapter 1000, Bikeway Planning and Design* and the *Manual of Uniform Traffic Control Devices (MUTCD), Part 9, Traffic Controls for Bicycle Facilities*. Both of these documents are available online, the Highway Design Manual at <http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm> and the MUTCD at <http://mutcd.fhwa.dot.gov/>.

APPENDIX A:

2003 Resolution Approving Scope for City of Placerville Non-Motorized Transportation Plan, Resolution Adopting Non-Motorized Plan Goals, Objectives and Policies

**RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF PLACERVILLE APPROVING THE PROJECT SCOPE FOR
THE CITY'S NON-MOTORIZED TRANSPORTATION PLAN**

WHEREAS, the City has identified the need to establish a non-motorized transportation plan ("Plan"); and

WHEREAS, the El Dorado County Transportation Commission has offered the services of its staff in establishing the Plan; and

WHEREAS, an advisory committee has been formed to facilitate establishing the Plan; and

WHEREAS, said committee has established a Project Scope and requested that the Council approve that Scope.

NOW, THEREFORE, BE IT RESOLVED, that the City Council hereby approves the Project Scope to establish a Plan, which Scope is attached hereto and incorporated herein by reference.

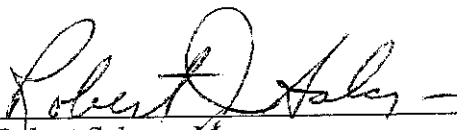
The foregoing Resolution was adopted at a regular meeting of the City Council of the City of Placerville held on September 23, 2003, by Councilmember Washburn, who moved its adoption. The motion was seconded by Councilmember Lishman. A poll vote was taken which stood as follows:

AYES: Colvin, Lishman, Rivas, Salazar, Washburn

NOES: None

ABSTAIN: None

ABSENT: None



Robert Salazar, Mayor

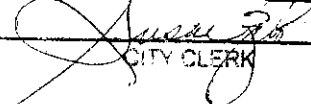
ATTEST:



Susan Zito, City Clerk

THE FOREGOING IS A FULL TRUE AND
CORRECT COPY OF THE ORIGINAL
RECORD IN THE OFFICE OF THE CITY
CLERK OF THE CITY OF PLACERVILLE
COUNTY OF EL DORADO, STATE OF
CALIFORNIA.

DATED THIS 26th DAY OF Sept 2003



CITY CLERK

RECEIVED SEP 29 2003

PROJECT SCOPE:

CITY OF PLACERVILLE NON-MOTORIZED TRANSPORTATION PLAN

- The Caltrans Streets and Highways Code outlines very specific requirements that must be included in a bicycle transportation plan. **See Caltrans Streets and Highways Code – California Bicycle Transportation Act, Sections 890-894.2 (the requirements of a planning document are listed in sections 891.2, a-k).
- The plan's primary emphasis should be on planning for the facilities used by the "Bicycle Commuter" (as defined in the Streets and Highways Code Section 890.3).
- The City has requested the plan be more than just a bicycle transportation plan so that it may be adopted as part of the City's General Plan, Transportation element.
- The plan will include an inventory of the existing sidewalks in the City of Placerville to the following extent: The sidewalk or pathway provides a significant transportation benefit for either pedestrian or bicycle travel and provides connectivity between activity centers; i.e. schools, commerce, parks or employment centers.

The project scope described above will allow the City of Placerville access to Bicycle Transportation Account (BTA) funds. The details of this funding source are listed below:

- \$7.2 Million Statewide until FY 06/07, at which time it may revert to \$5 Million
- Max applicant allocation (City or County) is 25% of the yearly allocation (\$7.2 Million at this time)
- 10% Local Match required

While the EDCTC and City of Placerville support and encourage the development of recreational trails, the primary goal of this effort is to plan for alternative commute modes. Trails that are purely recreational in nature (in that they provide no connection between activity centers or are exclusively for recreational use) should be the responsibility of a separate planning effort.

RESOLUTION NO. 7072

**RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF PLACERVILLE APPROVING THE GOALS AND OBJECTIVES
FOR THE CITY'S NON-MOTORIZED TRANSPORTATION PLAN**

WHEREAS, the City has determined that it is in the City's best interest to prepare and adopt a Non-Motorized Transportation Plan ("Plan"); and

WHEREAS, the El Dorado County Transportation Commission has offered to participate with the City in developing such a plan; and

WHEREAS, an Advisory Committee has been established to assist in the development of the Plan, and said Advisory Committee has proposed that the Plan include the attached Goals and Objectives; and

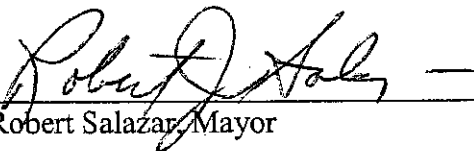
WHEREAS, the City Council believes that the Goals and Objectives as proposed by the Advisory Committee represent appropriate goals and objectives to be included in such a plan.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Placerville approves the attached Goals and Objectives for the City's Non-Motorized Transportation Plan.

The foregoing Resolution was introduced at a regular meeting of the City Council of the City of Placerville held on November 25, 2003, by Councilmember Rivas, who moved its adoption. The motion was seconded by Councilmember Washburn.

A poll vote was taken, which stood as follows:

AYES: Colvin, Lishman, Rivas, Salazar, Washburn
NOES: None
ABSENT: None
ABSTAIN: None



Robert Salazar, Mayor

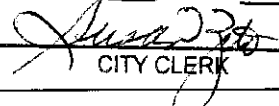
Attest:



Susan Zito, City Clerk

THE FOREGOING IS A FULL TRUE AND
CORRECT COPY OF THE ORIGINAL
RECORD IN THE OFFICE OF THE CITY
CLERK OF THE CITY OF PLACERVILLE
COUNTY OF EL DORADO, STATE OF
CALIFORNIA.

DATED THIS 4th DAY OF Dec 2003



CITY CLERK

APPENDIX B:

Bicycle Facility Design Diagrams

Figure 9B-2. Regulatory Signs for Bicycle Facilities

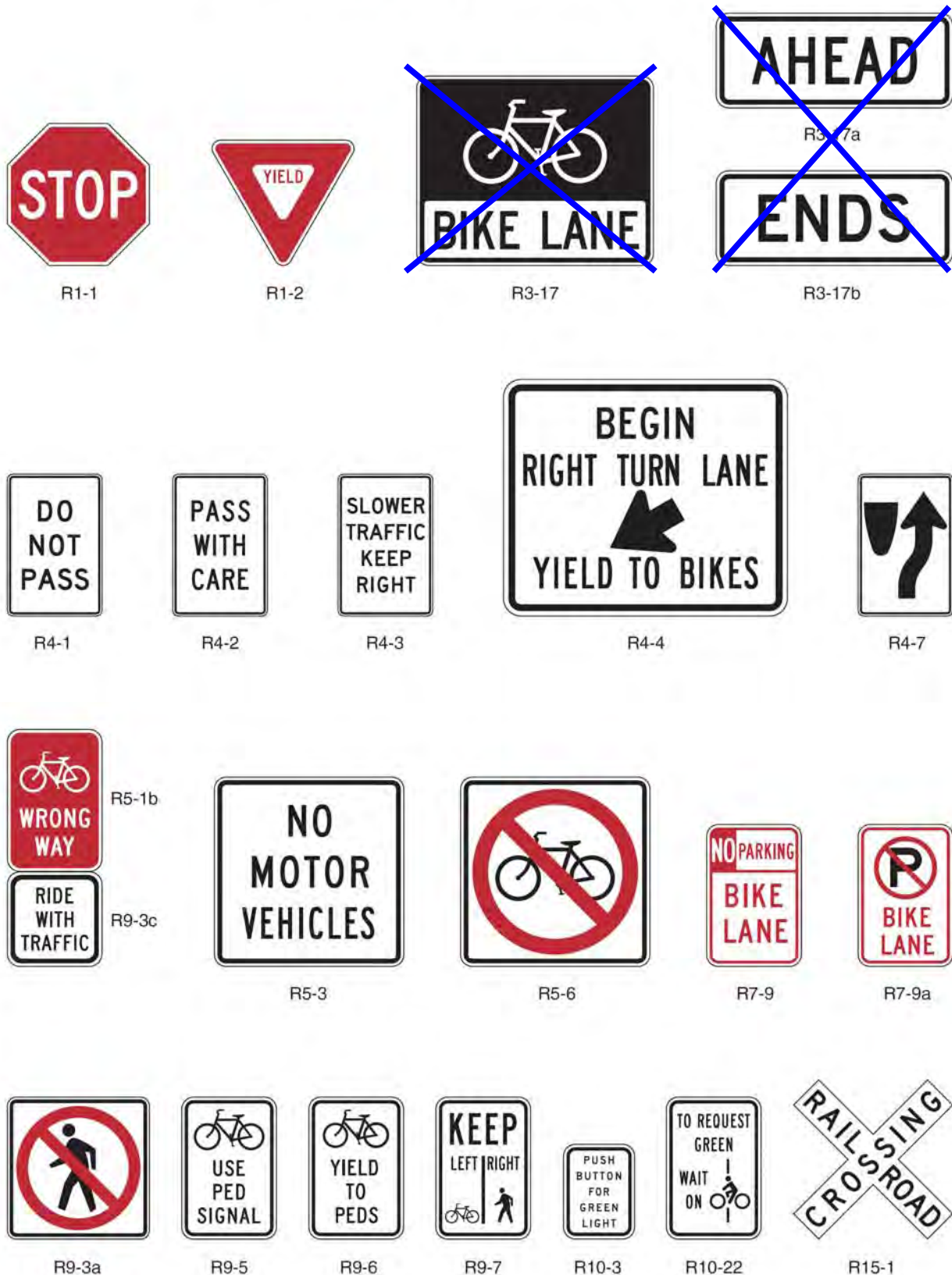


Figure 9B-2 (CA). California Regulatory Signs for Bicycle Facilities



R44A (CA)



R44B (CA)



R44C (CA)



R62C (CA)



R81 (CA)



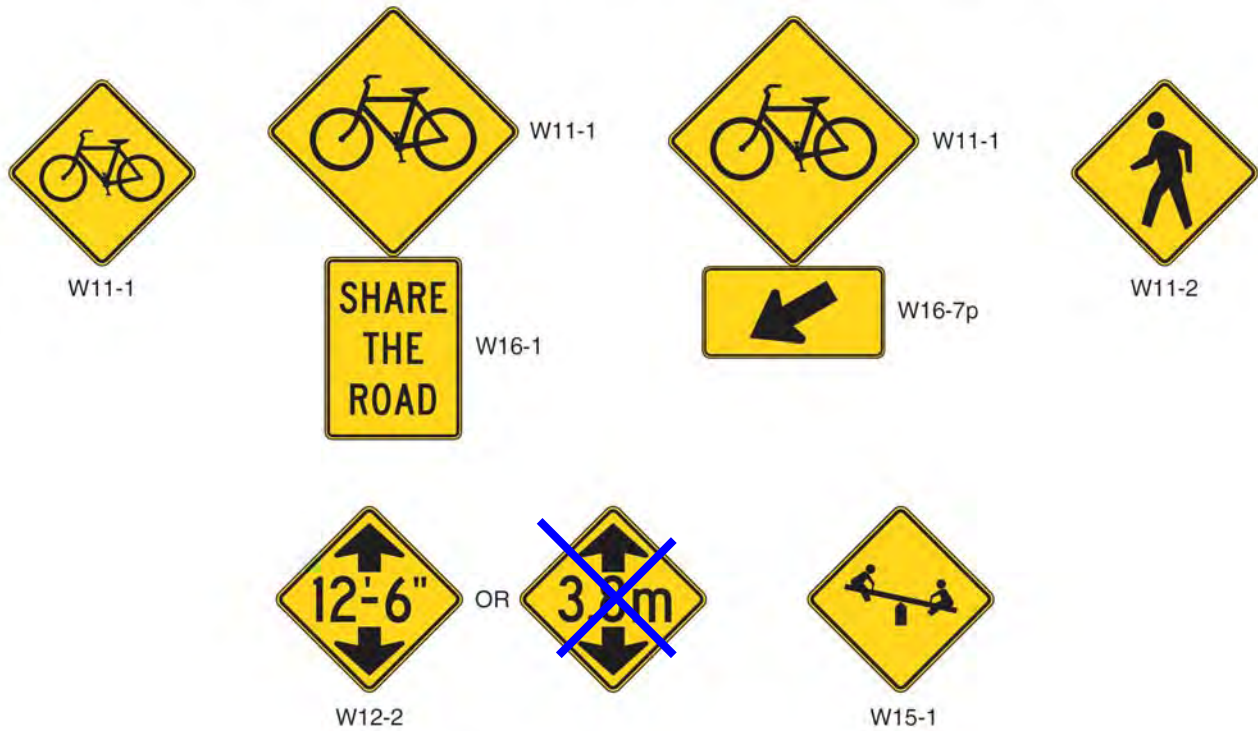
R81A (CA)



R81B (CA)

(This space left intentionally blank)

Figure 9B-3. Warning Signs for Bicycle Facilities (Sheet 2 of 2)



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Figure 9B-4. Guide Signs for Bicycle Facilities

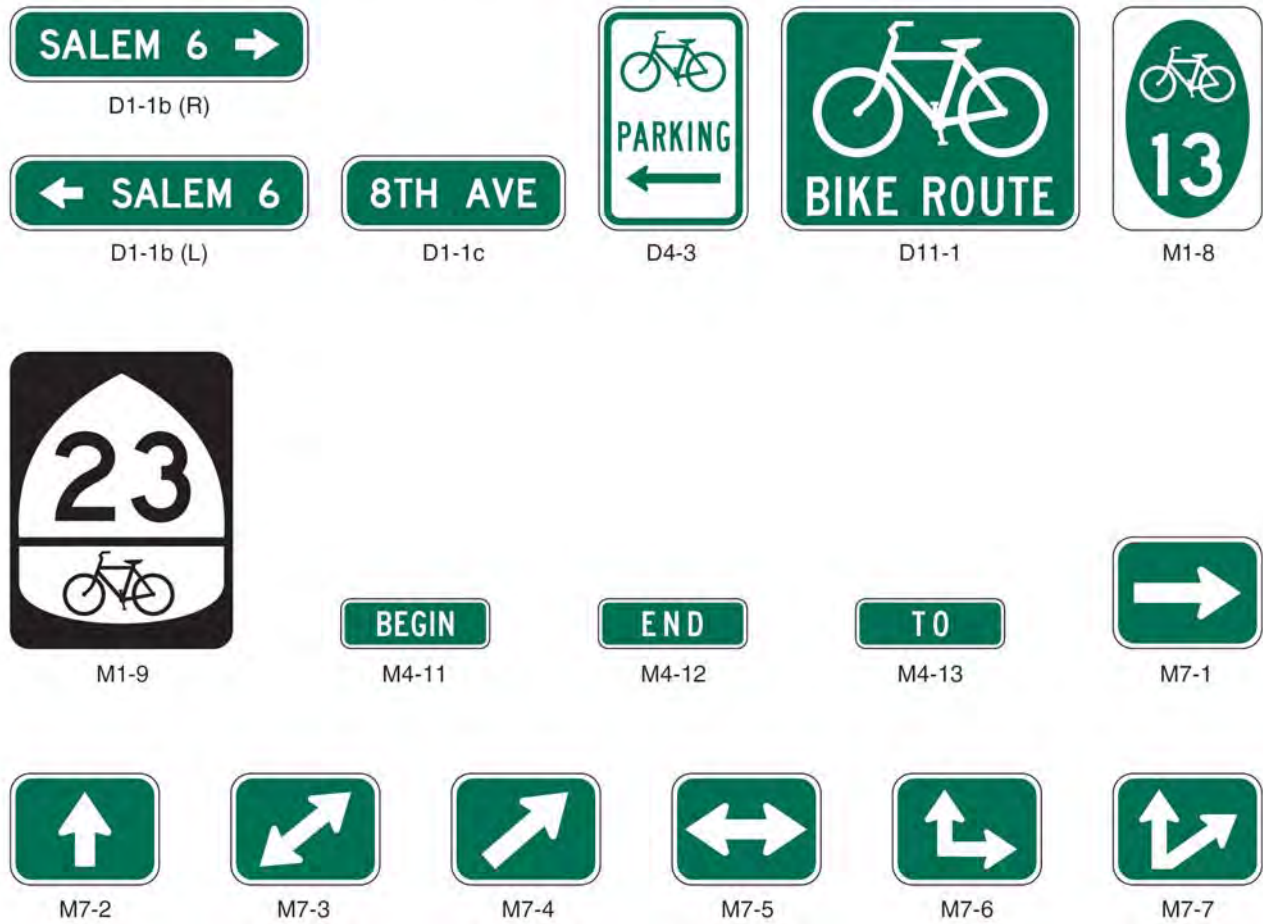


Figure 9B-4 (CA). California Guide Signs for Bicycle Facilities



Figure 9B-6. Example of Signing for an On-Roadway Bicycle Route

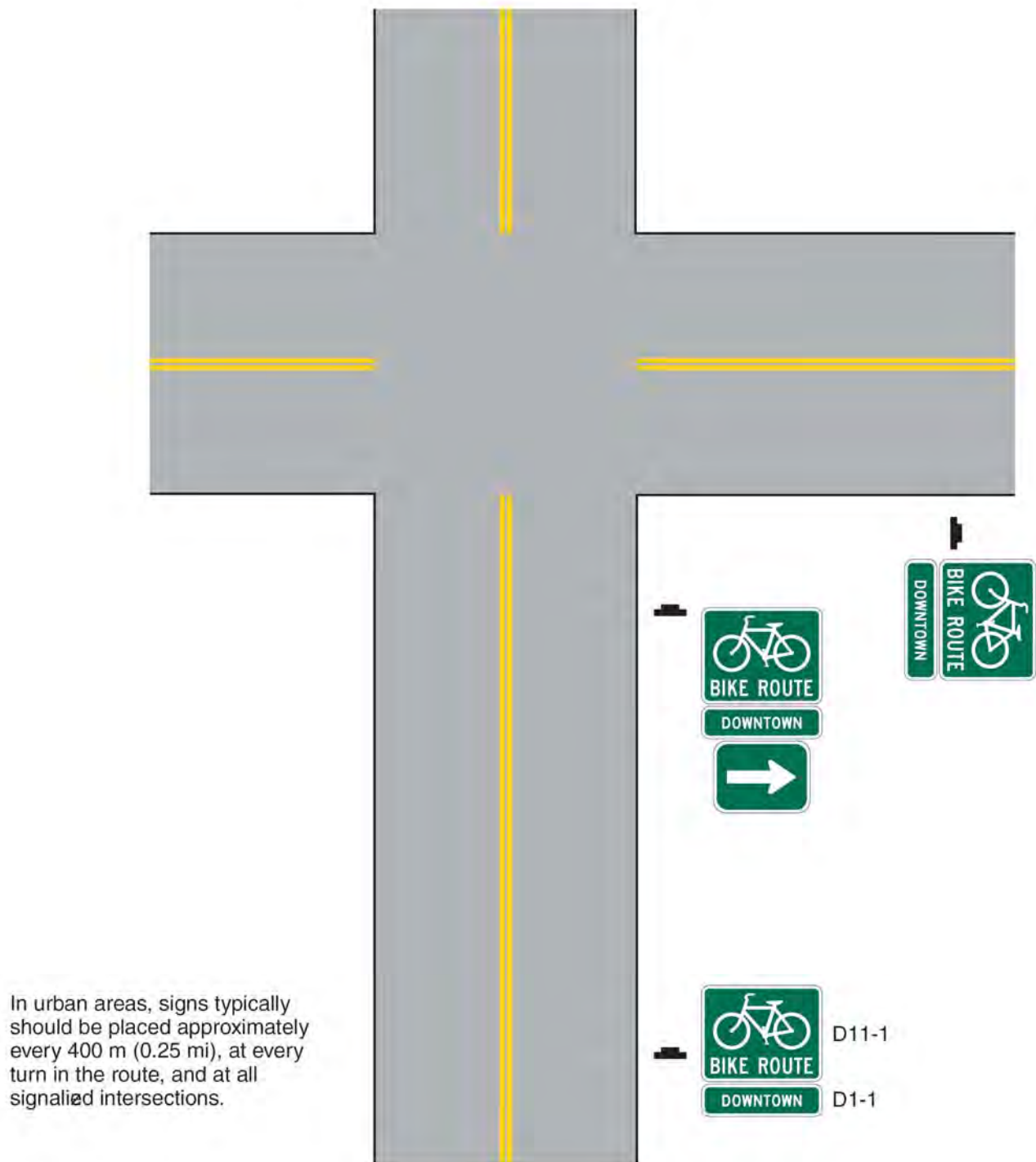


Figure 9B-7. Examples of Signing and Markings for Shared-Use Paths

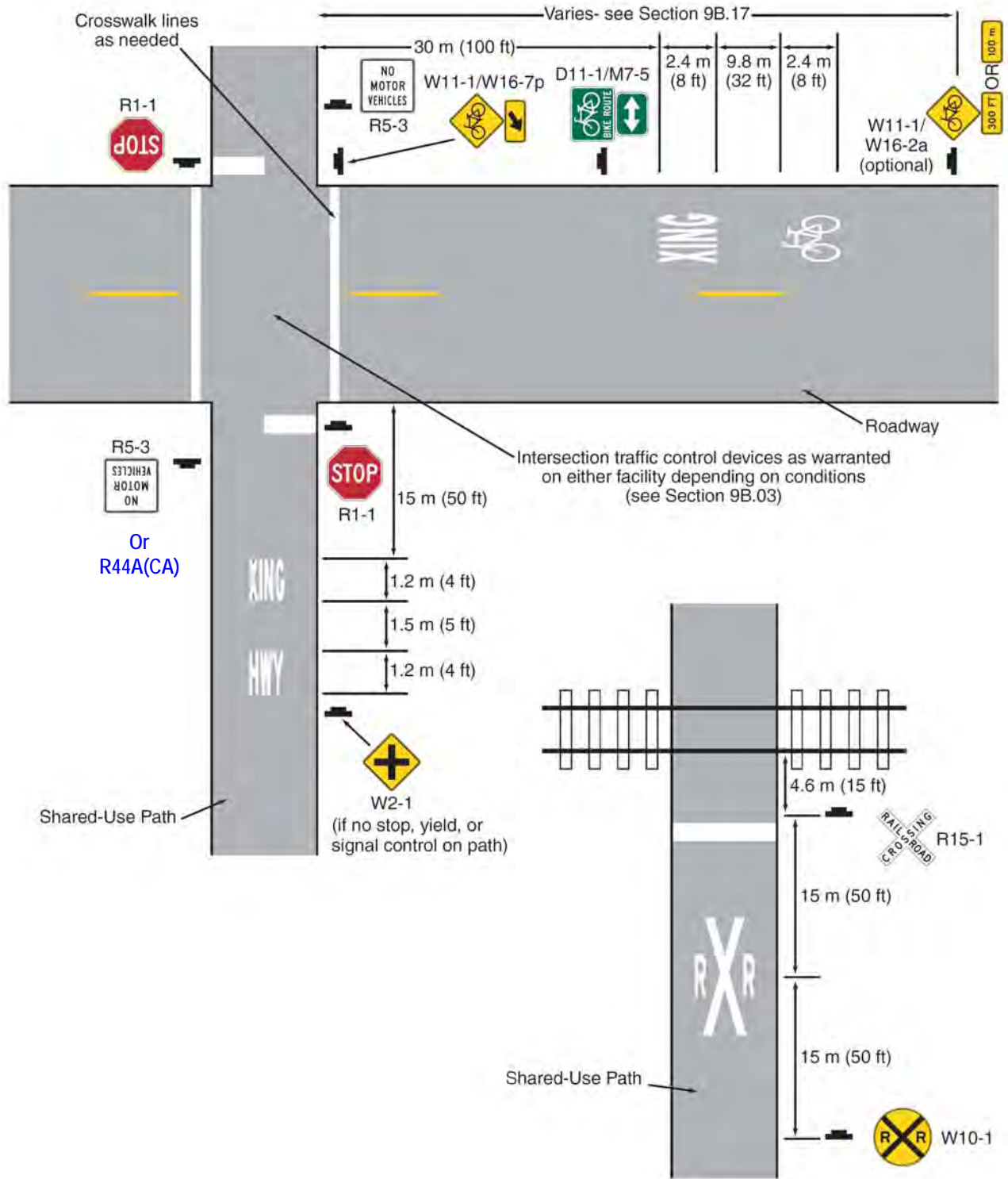


Figure 9C-1. Example of Intersection Pavement Markings—Designated Bicycle Lane with Left-Turn Area, Heavy Turn Volumes, Parking, One-Way Traffic, or Divided Highway

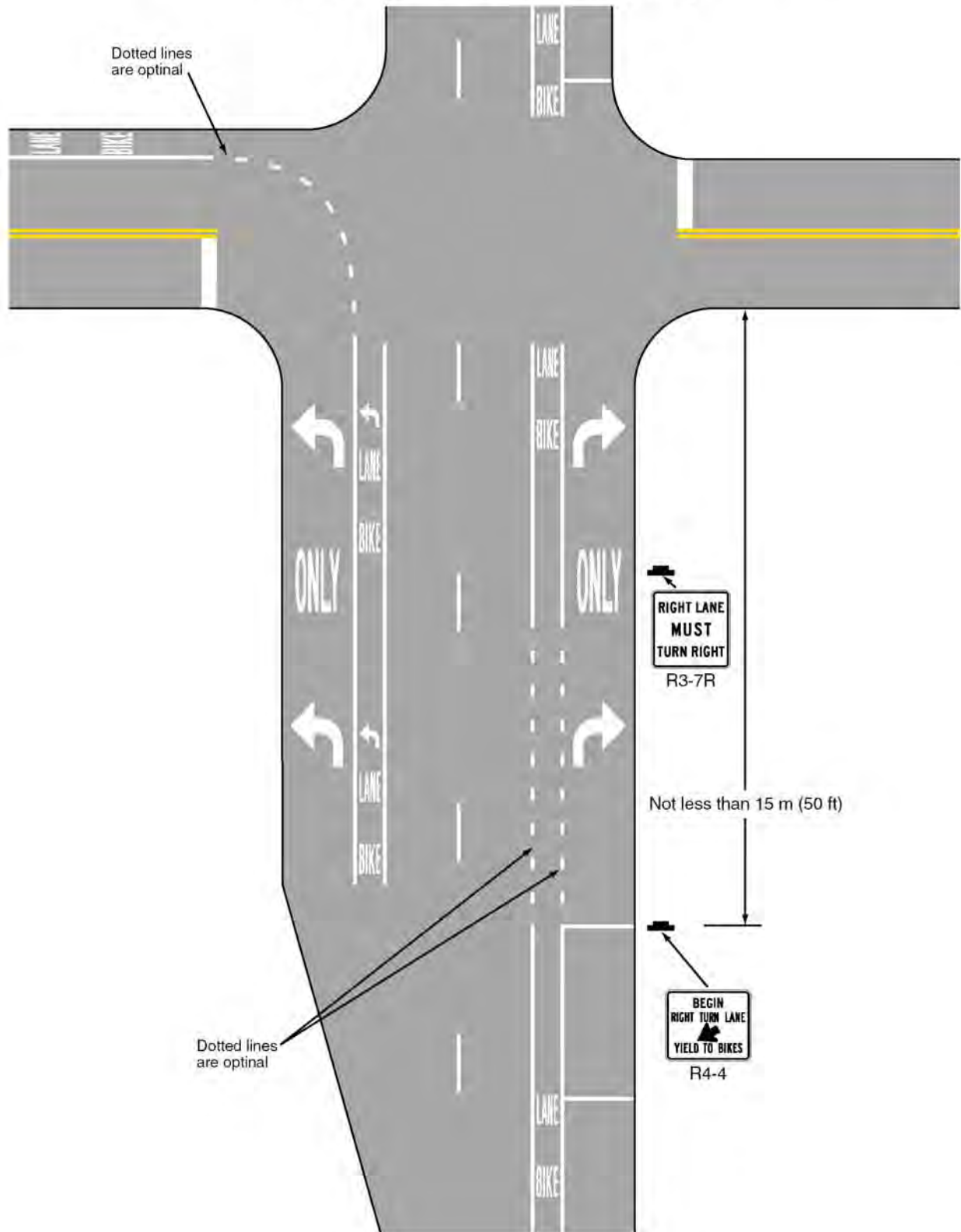


Figure 9C-3. Example of Bicycle Lane Treatment at a Right Turn Only Lane

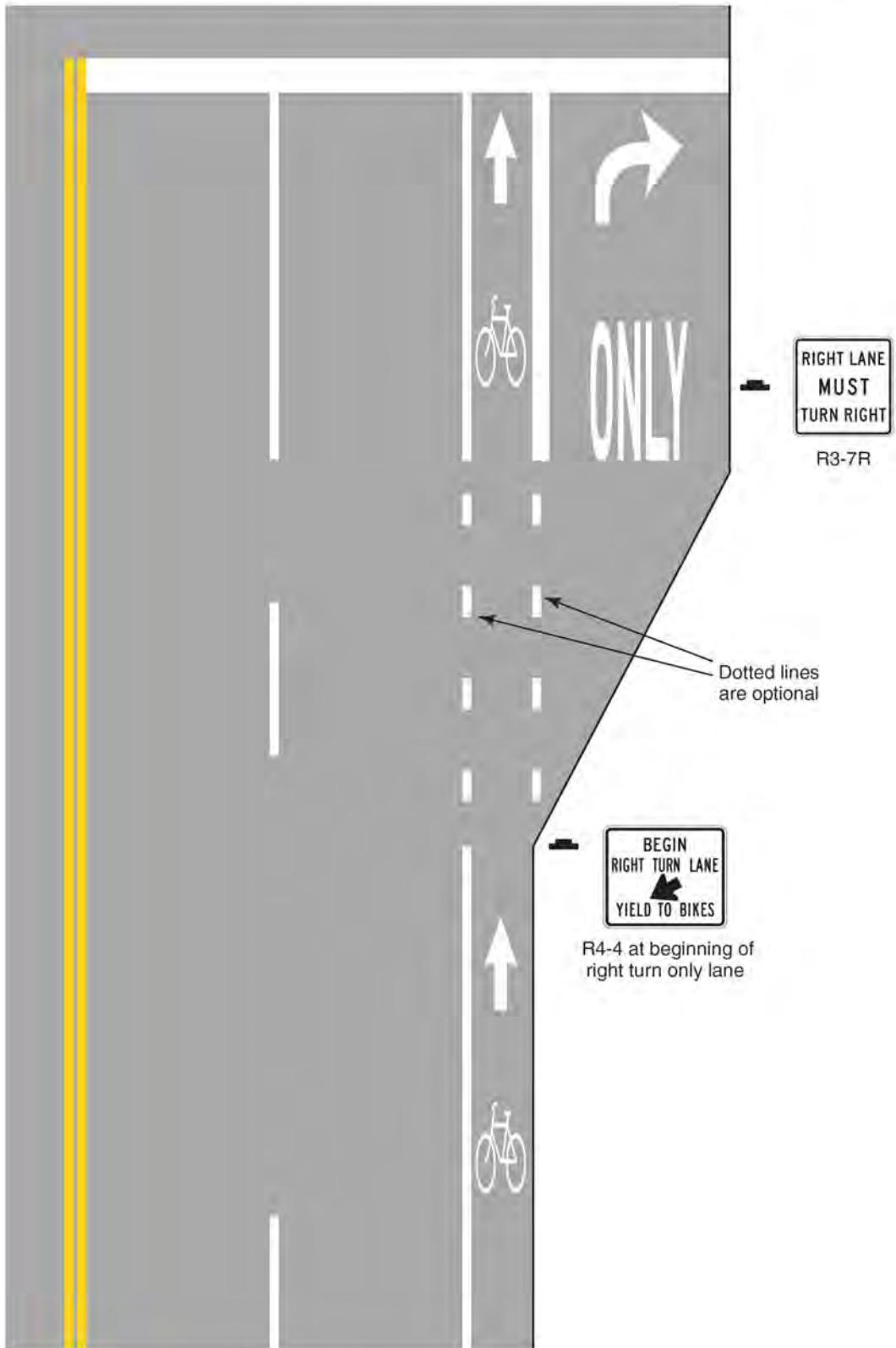
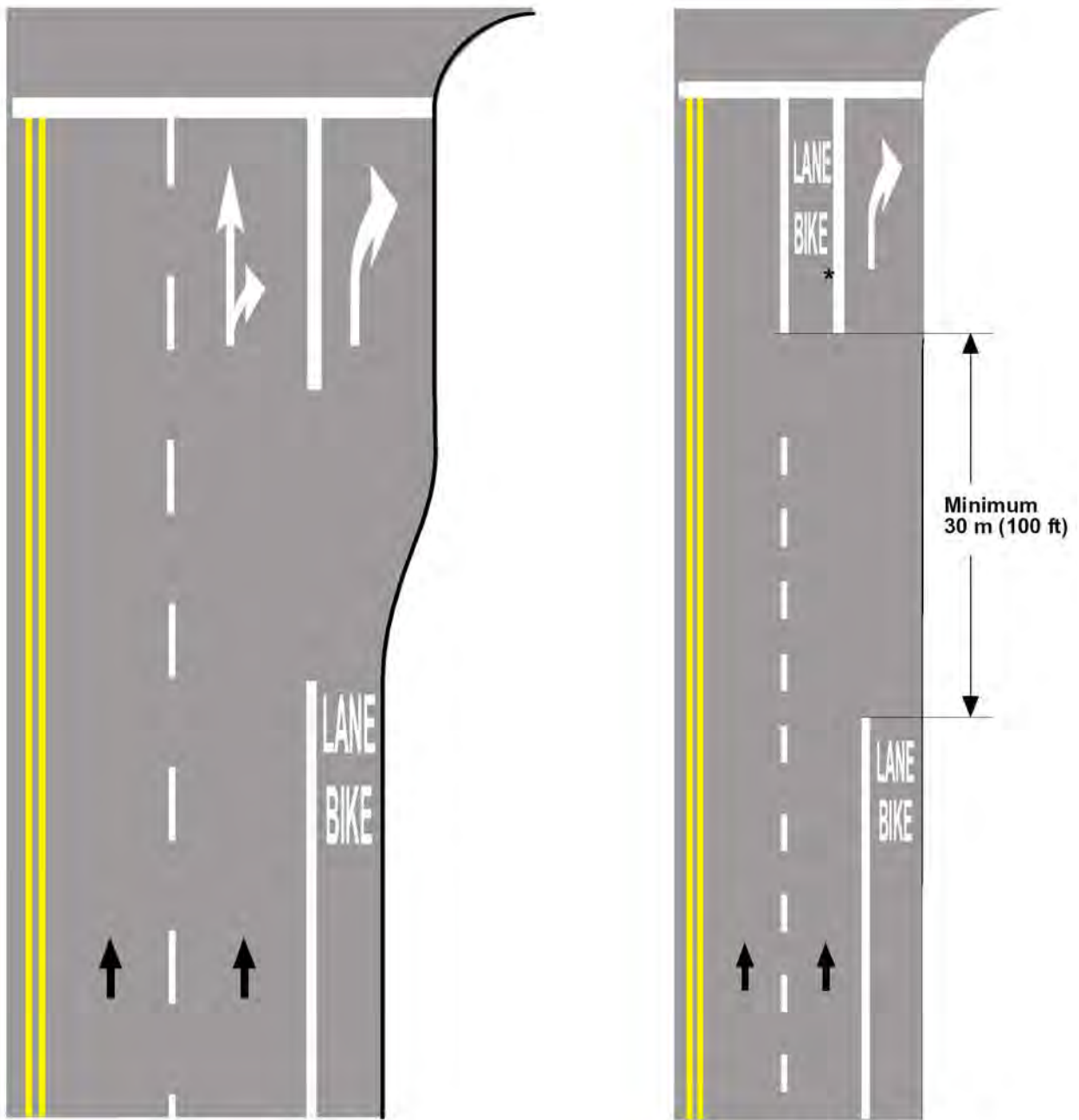


Figure 9C-3 (CA). Examples of Bicycle Lane Treatments at Right Turn Only Lanes



a - Optional Through-Right and Right-Turn-Only Lanes

b - Right Lane Becomes Right-Turn-Only Lane

* 1.2 m (4 ft) minimum width

LEGEND

➔ Direction of Travel NOT TO SCALE

Figure 9C-4. Example of Bicycle Lane Treatment at Parking Lane into a Right Turn Only Lane

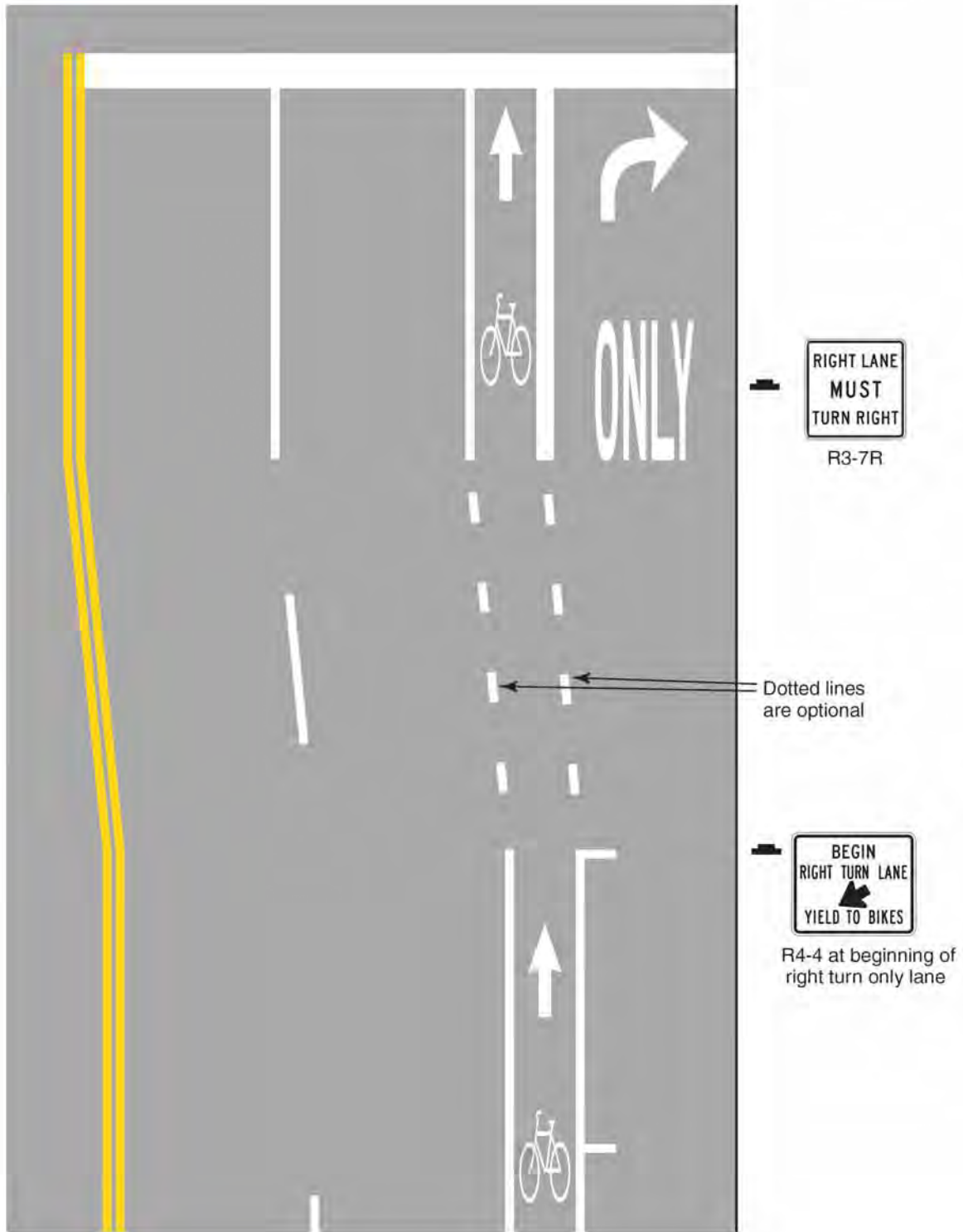


Figure 9C-5. Example of Pavement Markings for Bicycle Lanes on a Two-Way Street

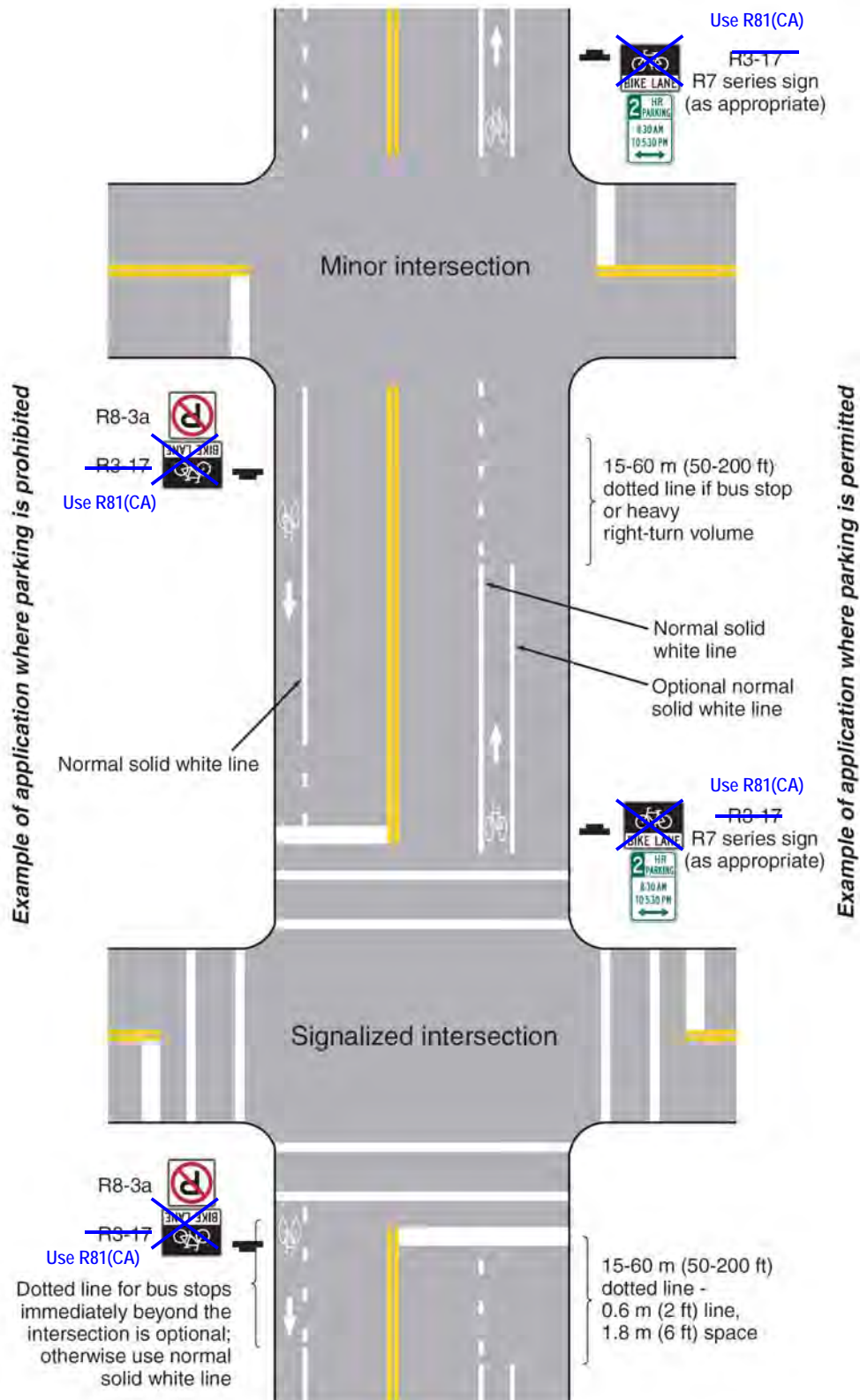
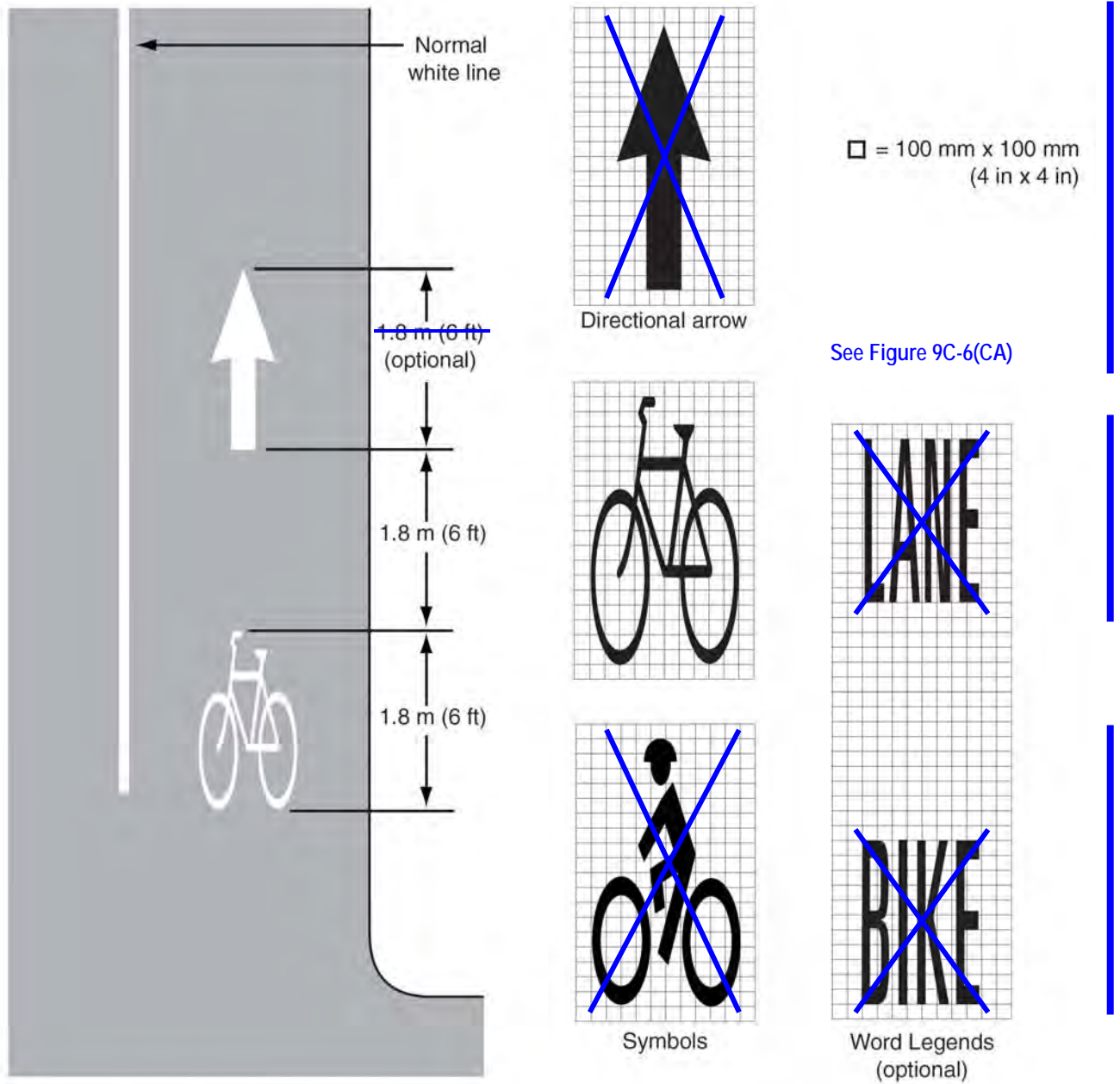
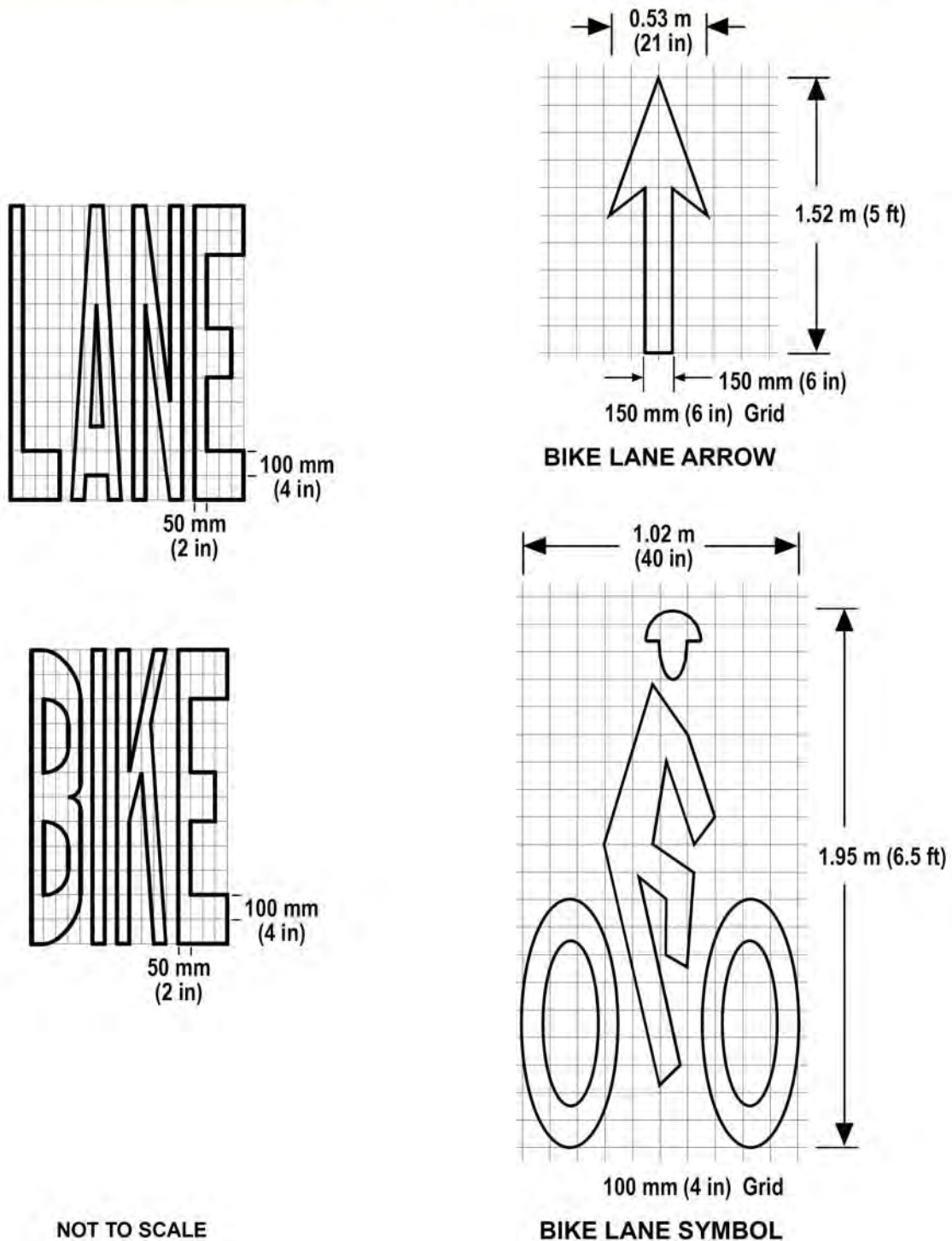


Figure 9C-6. Example of Optional Word and Symbol Pavement Markings for Bicycle Lanes



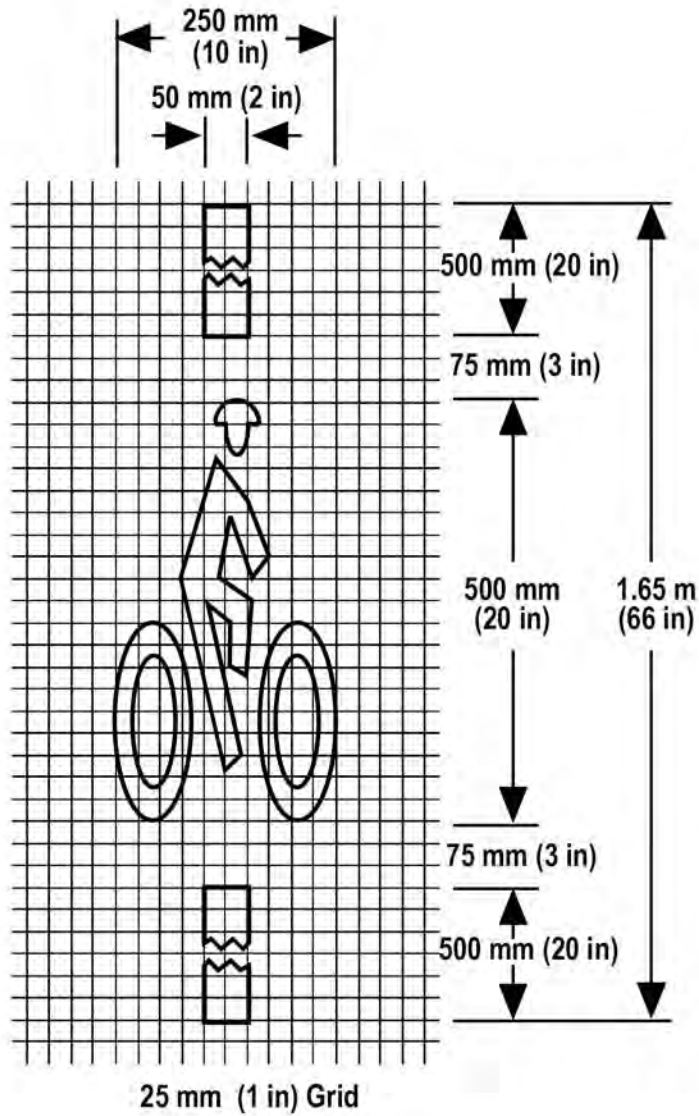
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Figure 9C-6 (CA). Example of Optional Word and Symbol Pavement Markings for Bicycle Lanes



NOTE: The design details for various arrows and symbols are also shown in the Standard Plans published by the Department of Transportation.

Figure 9C-7 (CA). Example of Bicycle Detector Pavement Marking



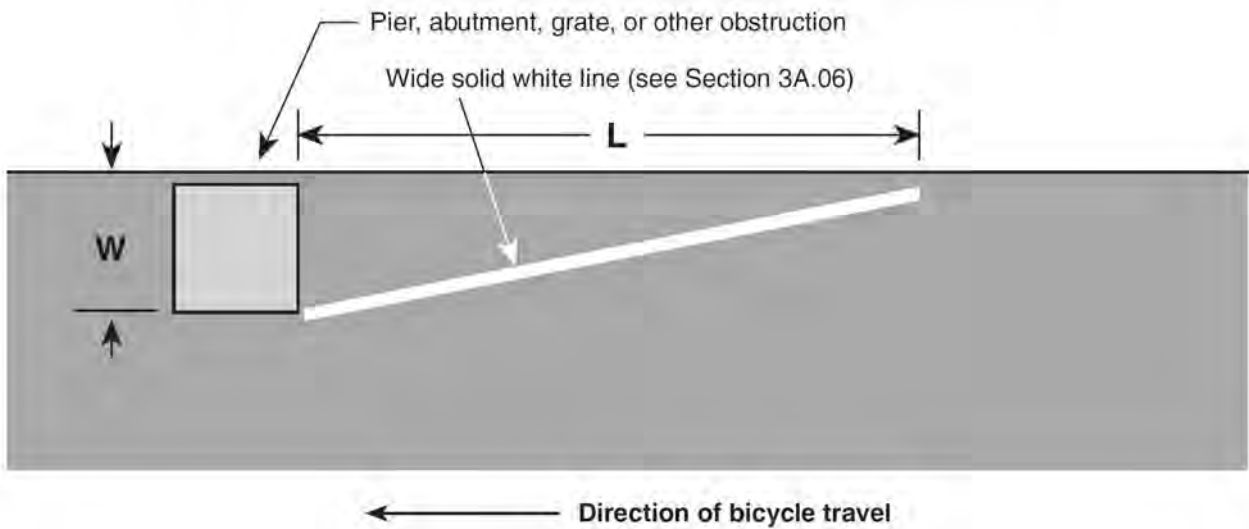
25 mm (1 in) Grid

**BICYCLE
DETECTOR SYMBOL**

NOT TO SCALE

NOTE: The design details for various arrows and symbols are also shown in the Standard Plans published by the Department of Transportation.

Figure 9C-8. Example of Obstruction Pavement Marking



For metric units:

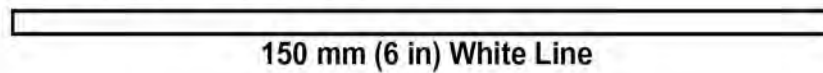
$L = 0.6 WS$, where S is bicycle approach speed in kilometers per hour

For English units:

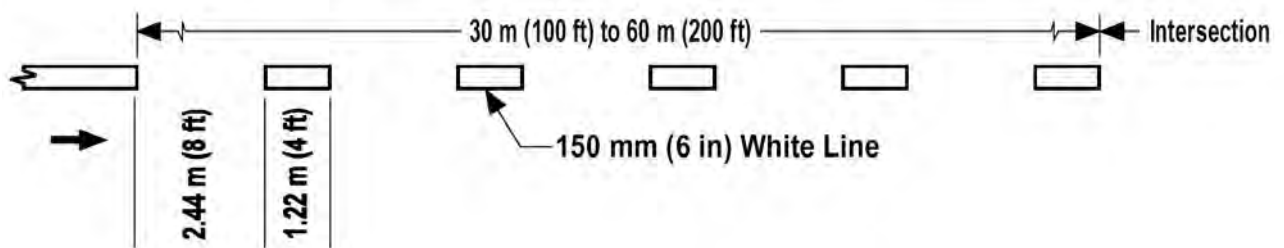
$L = WS$, where S is bicycle approach speed in miles per hour

Figure 9C-101 (CA). Marking Details for Bicycle Lanes

DETAIL 39 - Bike Lane Line



DETAIL 39A - Bike Lane Intersection Line



NOT TO SCALE

Figure 9C-102 (CA). Examples of Bicycle Lane Treatment Where Vehicle Parking is Prohibited/Permitted

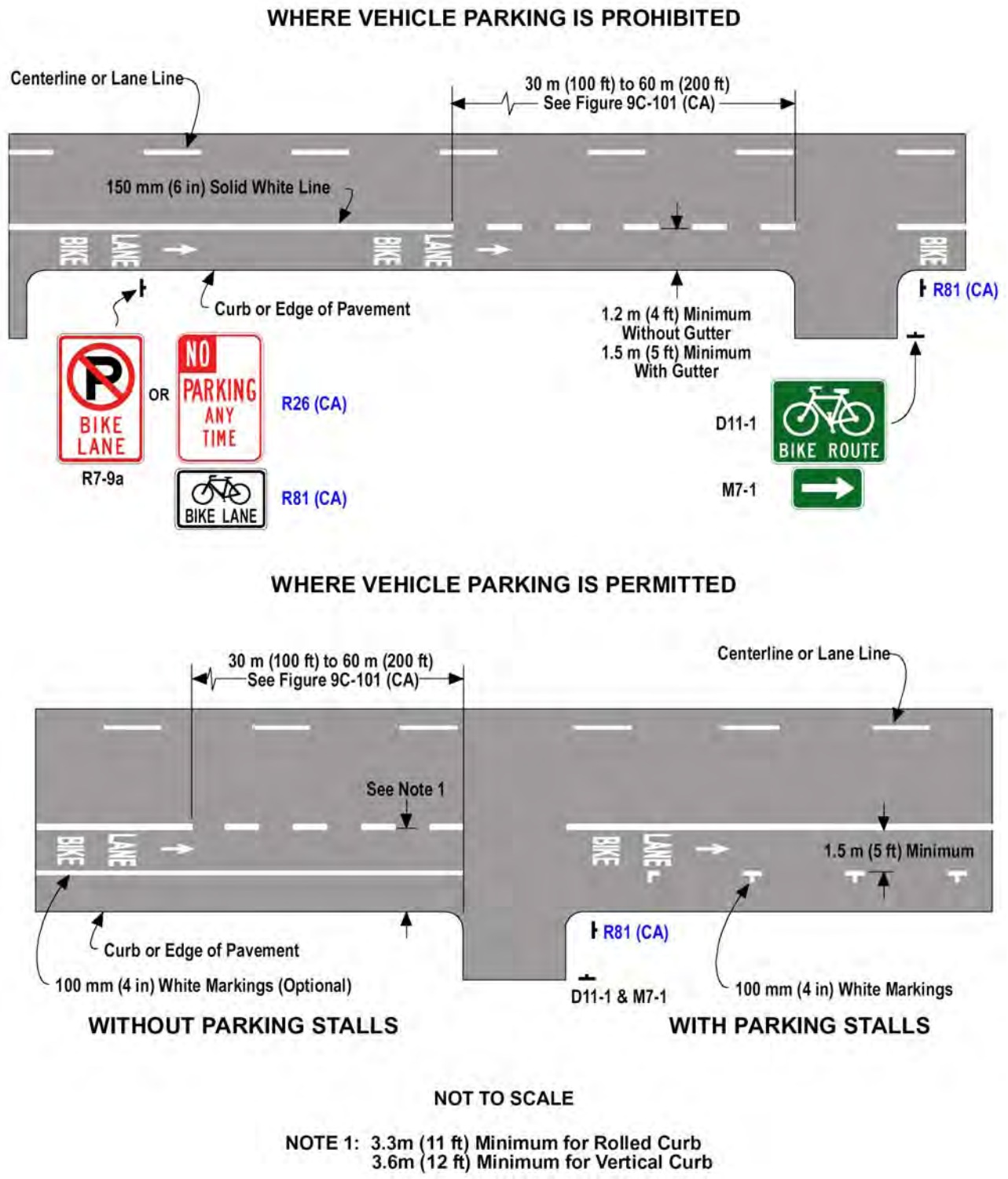


Figure 9C-103 (CA). Example of Bicycle Lane Treatment Through an Interchange

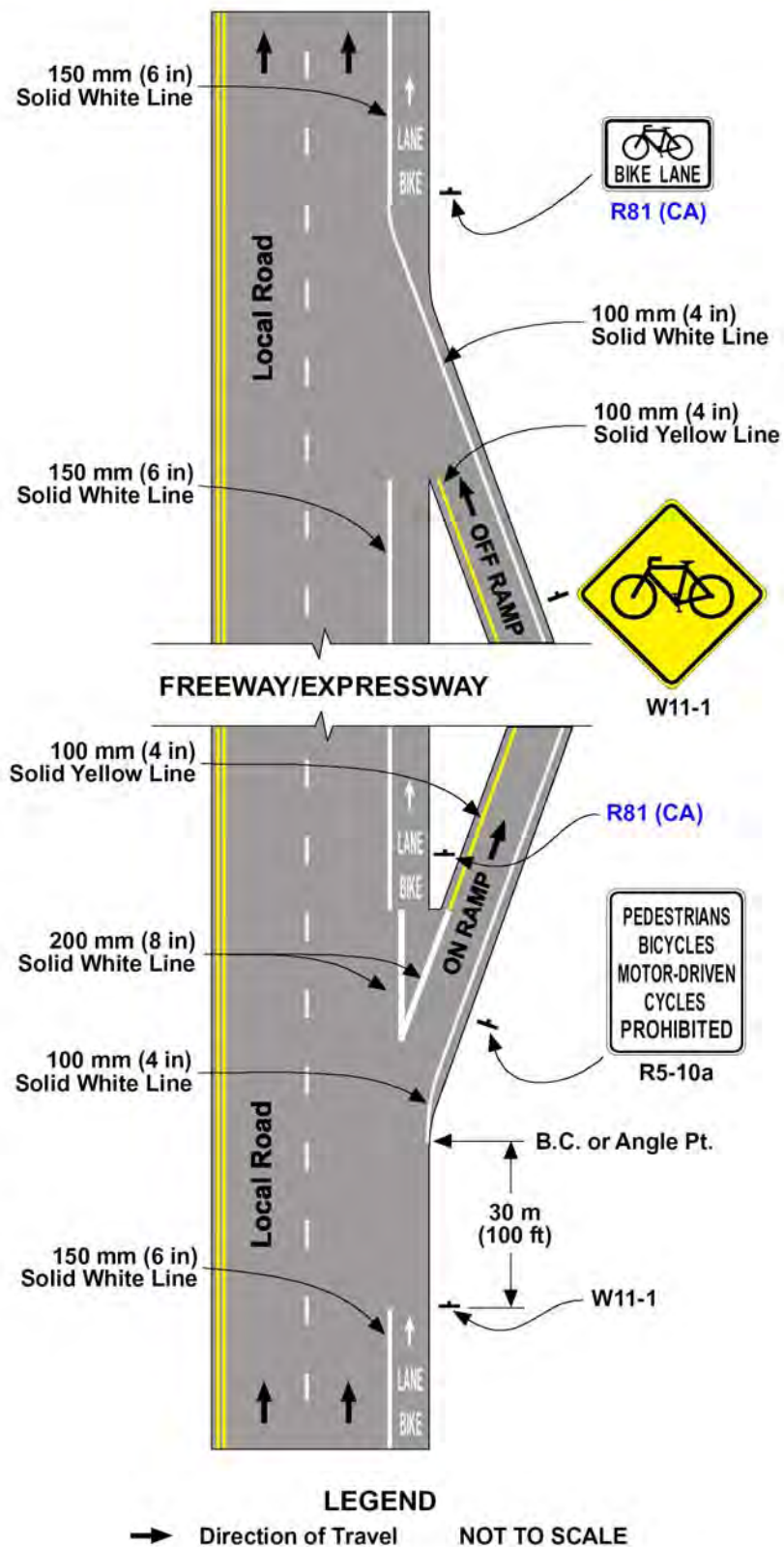


Figure 9C-104 (CA). Shared Roadway Bicycle Marking

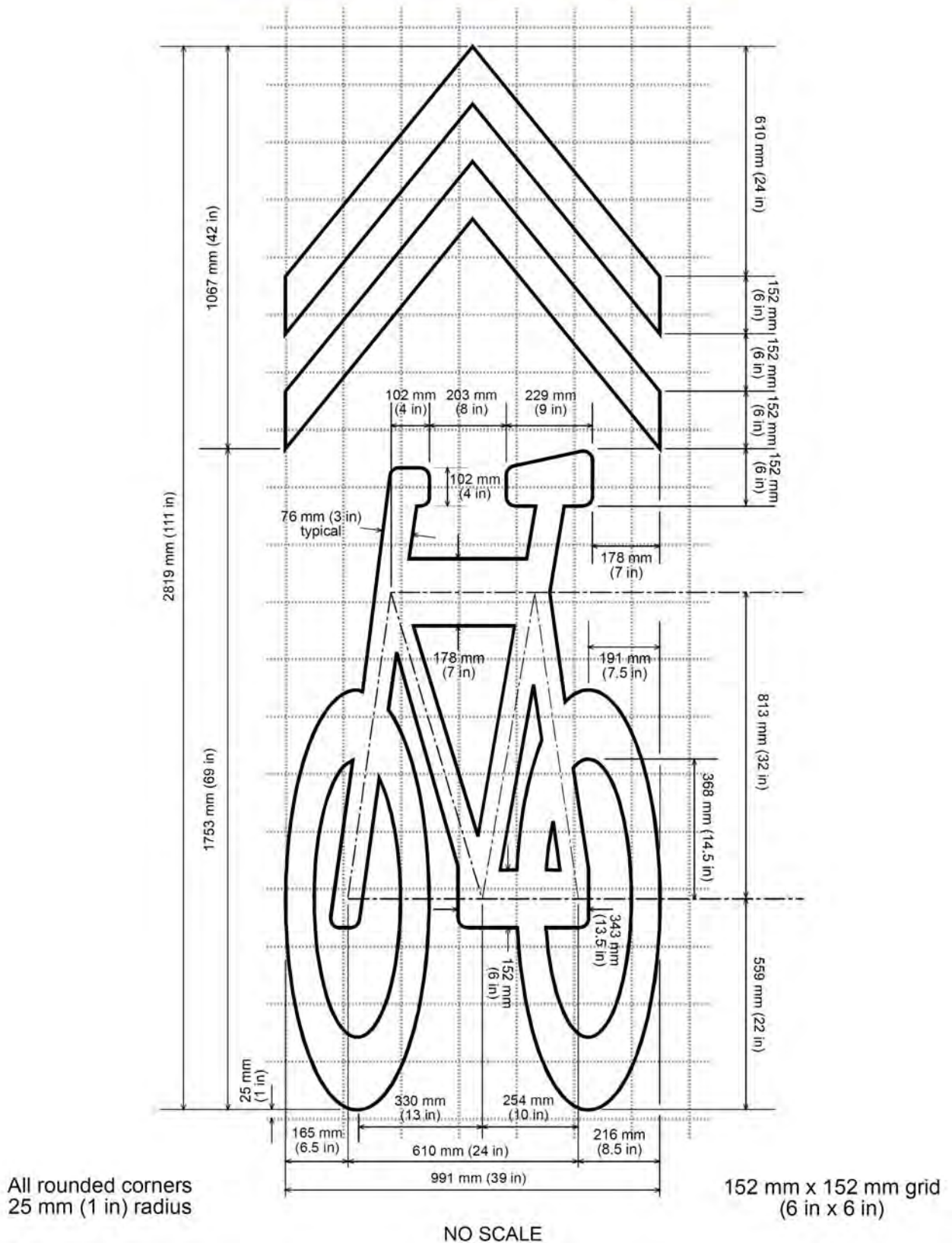
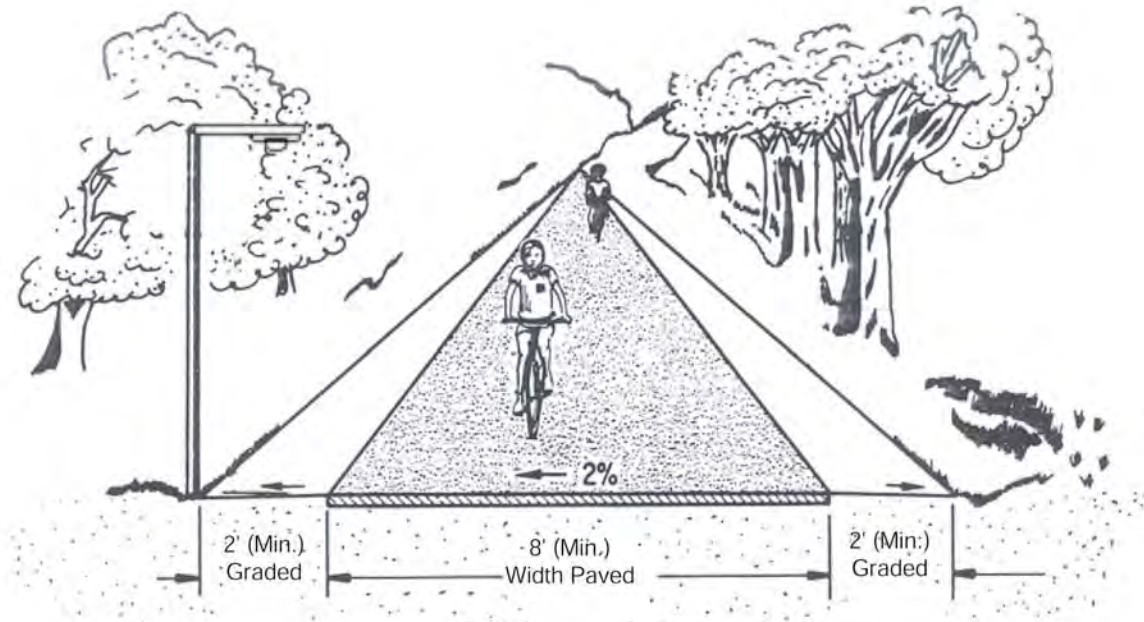


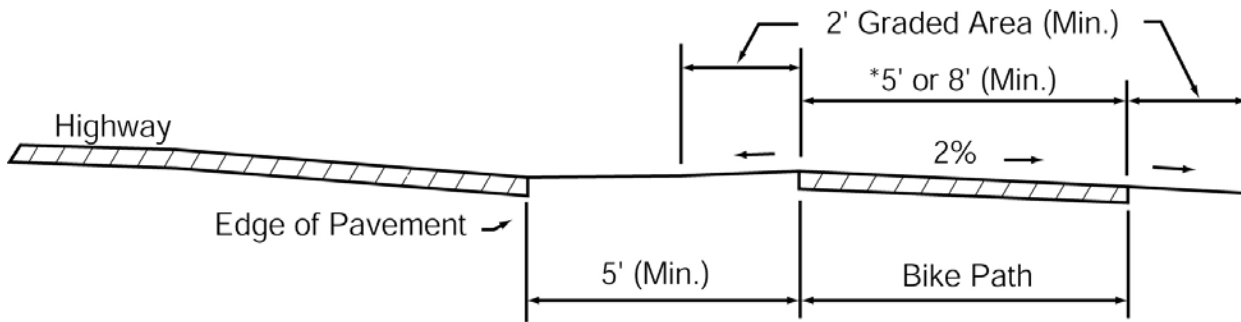
Figure 1003.1A

Two-Way Bike Path on Separate Right of Way



Note: For sign clearances, see MUTCD, Figure 9B-1.

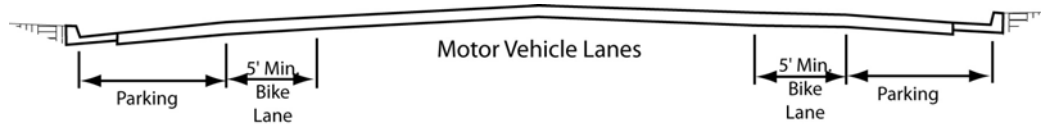
Figure 1003.1B
Typical Cross Section of Bike
Path Along Highway



NOTE: See Index 1003.1(5)

*One - Way: 5' Minimum Width
Two - Way: 8' Minimum Width

**Figure 1003.2A
Typical Bike Lane Cross Sections
(On 2-lane or Multilane Highways)**

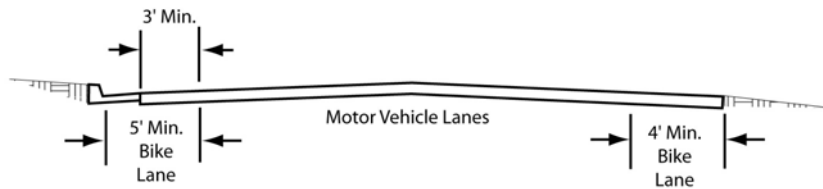


(1) MARKED PARKING



* 13' is recommended where there is substantial parking or turnover of parked cars is high (e.g. commercial areas).

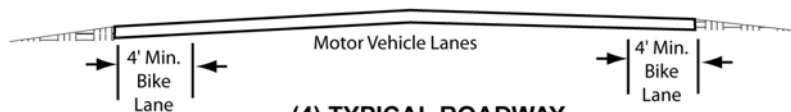
**(2) PARKING PERMITTED WITHOUT
MARKED PARKING OR STALL**



(With
Gutter)

(3) PARKING PROHIBITED

(Without
Gutter)



**(4) TYPICAL ROADWAY
IN OUTLYING AREAS
PARKING RESTRICTED**

Note: For pavement marking guidance, see the California MUTCD, Section 9C.04

Figure 1003.2B
Typical Bicycle/Auto Movements at
Intersections of Multilane Streets

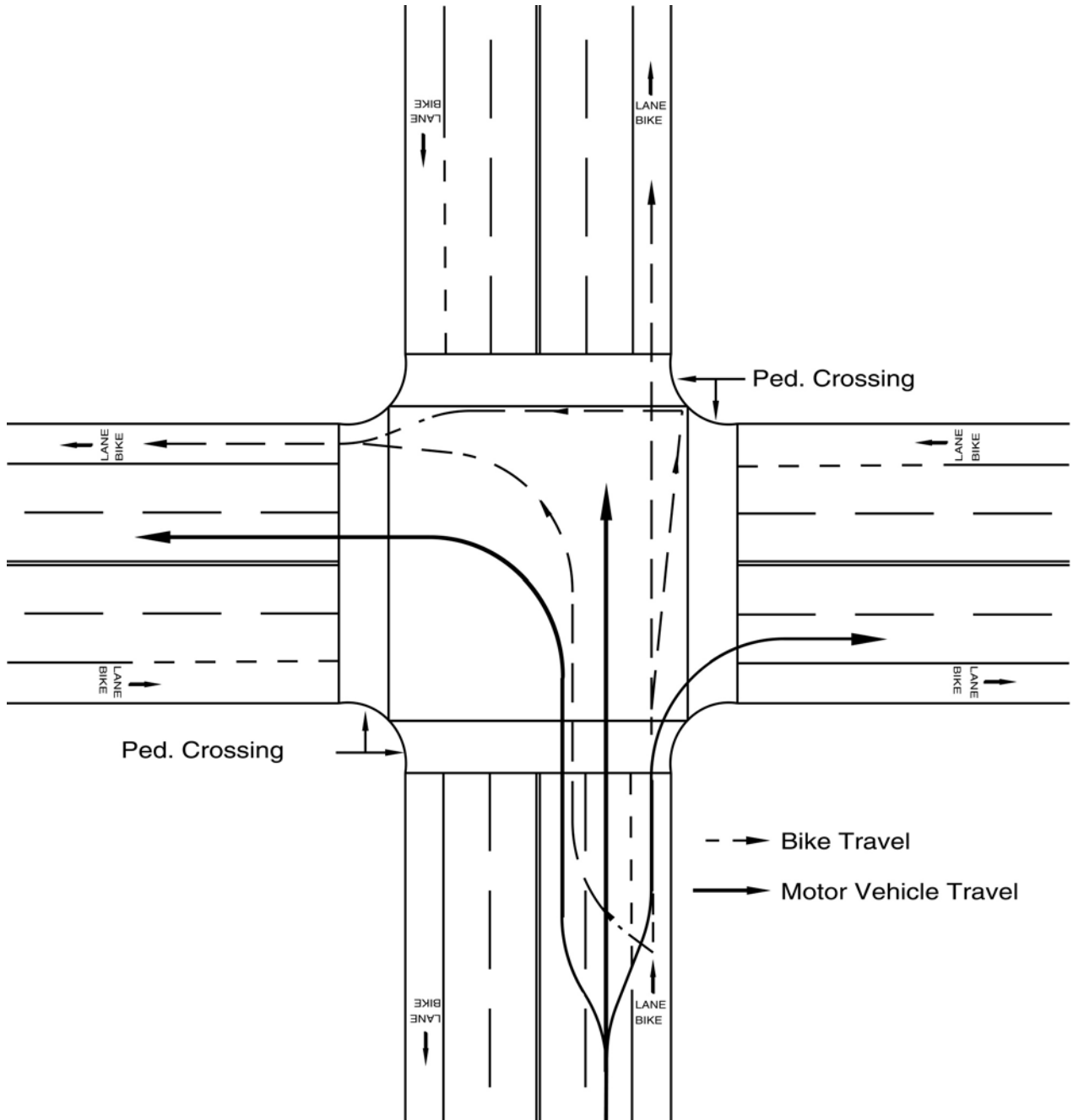
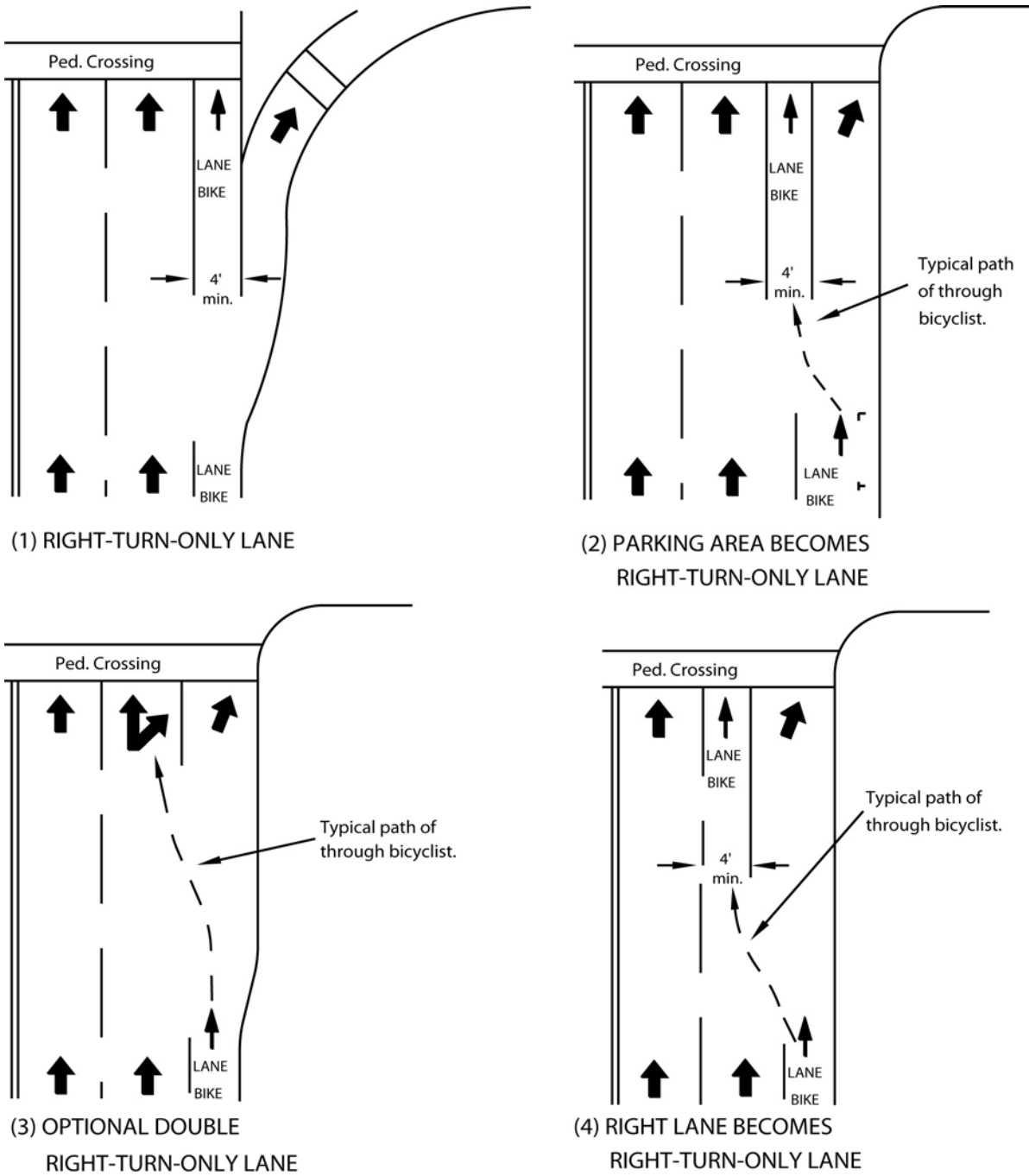
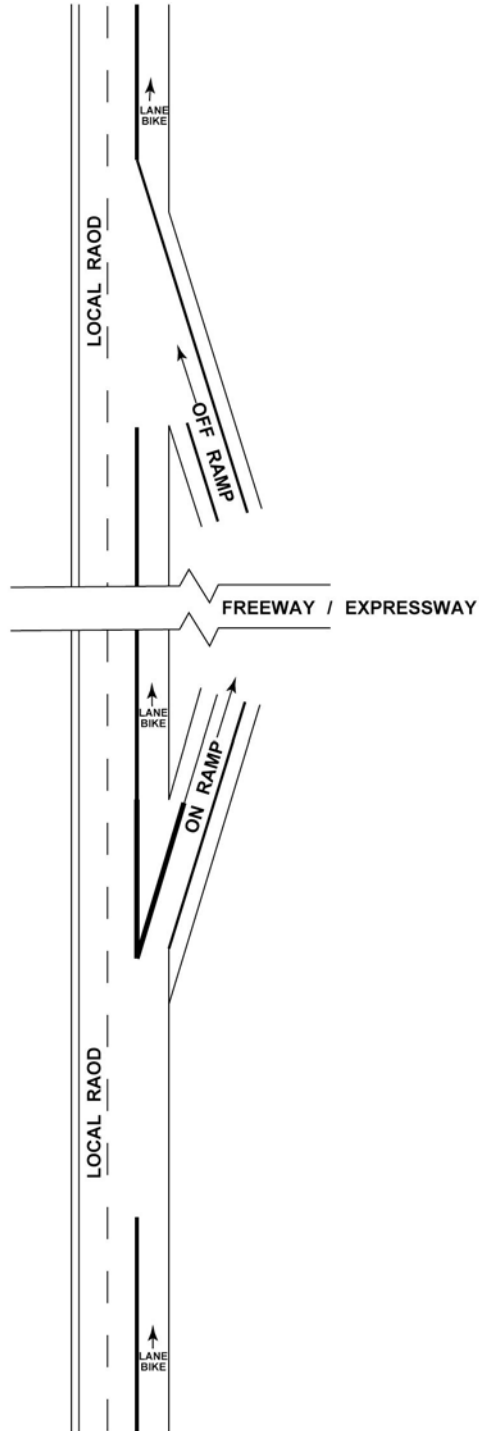


Figure 1003.2C
Bike Lanes Approaching Motorist
Right-turn-only Lane



Note: For bicycle lane markings, see the California MUTCD, Section 9C.04.

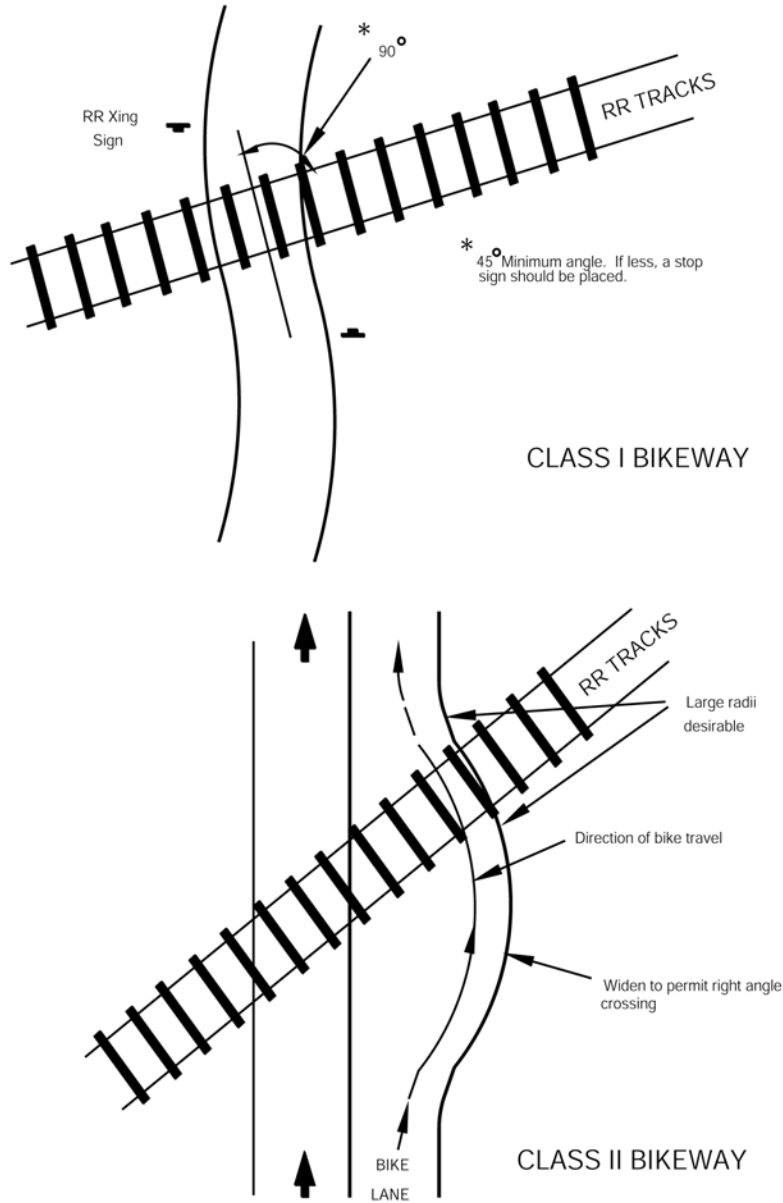
**Figure 1003.2D
Bike Lanes Through
Interchanges**



Notes:

- 1.) See Index 1003.2(4) for additional information.
- 2.) The shoulder width shall not be reduced through the interchange area. The minimum shoulder width shall match the approach roadway shoulder width, but not less than 4 feet or 5 feet if a gutter exists. If the shoulder width is not available, the designated bike lane shall end at the previous local road intersection.
- 3.) See Index 1003.3(4) for information on Bike Routes Through Interchanges.

**Figure 1003.6A
Railroad Crossings**



APPENDIX C:

California Streets and Highways Code

**STREETS AND HIGHWAYS CODE
CALIFORNIA BICYCLE TRANSPORTATION ACT
SECTION 890-894.2**

890. It is the intent of the Legislature, in enacting this article, to establish a bicycle transportation system. It is the further intent of the Legislature that this transportation system shall be designed and developed to achieve the functional commuting needs of the employee, student, business person, and shopper as the foremost consideration in route selection, to have the physical safety of the bicyclist and bicyclist's property as a major planning component, and to have the capacity to accommodate bicyclists of all ages and skills.

890.2. As used in this chapter, "bicycle" means a device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having either two or three wheels in a tandem or tricycle arrangement.

890.3. As used in this article, "bicycle commuter" means a person making a trip by bicycle primarily for transportation purposes, including, but not limited to, travel to work, school, shopping, or other destination that is a center of activity, and does not include a trip by bicycle primarily for physical exercise or recreation without such a destination.

890.4. As used in this article, "bikeway" means all facilities that provide primarily for bicycle travel. For purposes of this article, bikeways shall be categorized as follows:

(a) Class I bikeways, such as a "bike path," which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

(b) Class II bikeways, such as a "bike lane," which provide a restricted right-of-way designated for the exclusive or semiexclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Class III bikeways, such as an onstreet or offstreet "bike route," which provide a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

890.6. The department, in cooperation with county and city governments, shall establish minimum safety design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted. The criteria shall include, but not be limited to, the design speed of the facility, minimum widths and clearances, grade, radius of curvature, pavement surface, actuation of automatic

traffic control devices, drainage, and general safety. The criteria shall be updated biennially, or more often, as needed.

890.8. The department shall establish uniform specifications and symbols for signs, markers, and traffic control devices to designate bikeways, regulate traffic, improve safety and convenience for bicyclists, and alert pedestrians and motorists of the presence of bicyclists on bikeways and on roadways where bicycle travel is permitted.

891. All city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted shall utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to Sections 890.6 and 890.8.

891.2. A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.

(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.

(c) A map and description of existing and proposed bikeways.

(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.

(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.

(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

(h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.

(i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.

(j) A description of the projects proposed in the plan and a listing of their priorities for implementation.

(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

891.4. (a) A city or county that has prepared a bicycle transportation plan pursuant to Section 891.2 may submit the plan to the county transportation commission or transportation planning agency for approval. The city or county may submit an approved plan to the department in connection with an application for funds for bikeways and related facilities which will implement the plan. If the bicycle transportation plan is prepared, and the facilities are proposed to be constructed, by a local agency other than a city or county, the city or county may submit the plan for approval and apply for funds on behalf of that local agency.

(b) The department may grant funds applied for pursuant to subdivision (a) on a matching basis which provides for the applicant's furnishing of funding for 10 percent of the total cost of constructing the proposed bikeways and related facilities. The funds may be used, where feasible, to apply for and match federal grants or loans.

891.5. The Sacramento Area Council of Governments, pursuant to subdivision (d) of Section 2551, may purchase, operate, and maintain callboxes on class 1 bikeways.

891.8. The governing body of a city, county, or local agency may do all of the following:

(a) Establish bikeways.

(b) Acquire, by gift, purchase, or condemnation, land, real property, easements, or rights-of-way to establish bikeways.

(c) Establish bikeways pursuant to Section 21207 of the Vehicle Code.

892. (a) Rights-of-way established for other purposes by cities, counties, or local agencies shall not be abandoned unless the governing body determines that the rights-of-way or parts thereof are not useful as a nonmotorized transportation facility.

(b) No state highway right-of-way shall be abandoned until the department first consults with the local agencies having jurisdiction over the areas concerned to determine whether the right-of-way or part thereof could be developed as a nonmotorized transportation facility. If an affirmative determination is made, before abandoning the right-of-way, the department shall first make the property

available to local agencies for development as nonmotorized transportation facilities in accordance with Sections 104.15 and 887.6 of this code and Section 14012 of the Government Code.

892.2. (a) The Bicycle Transportation Account is continued in existence in the State Transportation Fund, and, notwithstanding Section 13340 of the Government Code, the money in the account is continuously appropriated to the department for expenditure for the purposes specified in Section 892.4. Unexpended moneys shall be retained in the account for use in subsequent fiscal years.

(b) Any reference in law or regulation to the Bicycle Lane Account is a reference to the Bicycle Transportation Account.

892.4. The department shall allocate and disburse moneys from the Bicycle Transportation Account according to the following priorities:

(a) To the department, the amounts necessary to administer this article, not to exceed 1 percent of the funds expended per year.

(b) To counties and cities, for bikeways and related facilities, planning, safety and education, in accordance with Section 891.4.

892.5. The Bikeway Account, created in the State Transportation Fund by Chapter 1235 of the Statutes of 1975, is continued in effect, and, notwithstanding Section 13340 of the Government Code, money in the account is hereby continuously appropriated to the department for expenditure for the purposes specified in this chapter. Unexpended money shall be retained in the account for use in subsequent fiscal years.

892.6. The Legislature finds and declares that the construction of bikeways pursuant to this article constitutes a highway purpose under Article XIX of the California Constitution and justifies the expenditure of highway funds therefor.

893. The department shall disburse the money from the Bicycle Transportation Account pursuant to Section 891.4 for projects that improve the safety and convenience of bicycle commuters, including, but not limited to, any of the following:

(a) New bikeways serving major transportation corridors.

(b) New bikeways removing travel barriers to potential bicycle commuters.

(c) Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings.

(d) Bicycle-carrying facilities on public transit vehicles.

(e) Installation of traffic control devices to improve the safety and efficiency of bicycle travel.

(f) Elimination of hazardous conditions on existing bikeways.

(g) Planning.

(h) Improvement and maintenance of bikeways.

In recommending projects to be funded, due consideration shall be given to the relative cost effectiveness of proposed projects.

893.2. The department shall not finance projects with the money in accounts continued in existence pursuant to this article which could be financed appropriately pursuant to Article 2 (commencing with Section 887), or fully financed with federal financial assistance.

893.4. If available funds are insufficient to finance completely any project whose eligibility is established pursuant to Section 893, the project shall retain its priority for allocations in subsequent fiscal years.

893.6. The department shall make a reasonable effort to disburse funds in general proportion to population. However, no applicant shall receive more than 25 percent of the total amounts transferred to the Bicycle Transportation Account in a single fiscal year.

894. The department may enter into an agreement with any city or county concerning the handling and accounting of the money disbursed pursuant to this article, including, but not limited to, procedures to permit prompt payment for the work accomplished.

894.2. The department, in cooperation with county and city governments, shall adopt the necessary guidelines for implementing this article.

APPENDIX D:

Caltrans Deputy Directive 64 and US DOT Policy Statement

Deputy Directive

<i>Number:</i>	DD-64-R1
<i>Refer to Director's Policy:</i>	DP-22 Context Sensitive Solutions DP-05 Multimodal Alternatives DP-06 Caltrans Partnerships DP-23-R1 Energy Efficiency, Conservation and Climate Change
<i>Effective Date:</i>	October 2008
<i>Supersedes:</i>	DD-64 (03-26-01)

TITLE Complete Streets - Integrating the Transportation System

POLICY

The California Department of Transportation (Department) provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance and operations. Developing a network of "complete streets" requires collaboration among all Department functional units and stakeholders to establish effective partnerships.

DEFINITIONS/BACKGROUND

Complete Street – A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility.

The intent of this directive is to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of “complete streets.”

State and federal laws require the Department and local agencies to promote and facilitate increased bicycling and walking. California Vehicle Code (CVC) (Sections 21200-21212), and Streets and Highways Code (Sections 890 – 894.2) identify the rights of bicyclists and pedestrians, and establish legislative intent that people of all ages using all types of mobility devices are able to travel on roads. Bicyclists, pedestrians, and nonmotorized traffic are permitted on all State facilities, unless prohibited (CVC, section 21960). Therefore, the Department and local agencies have the duty to provide for the safety and mobility needs of all who have legal access to the transportation system.

Department manuals and guidance outline statutory requirements, planning policy, and project delivery procedures to facilitate multimodal travel, which includes connectivity to public transit for bicyclists and pedestrians. In many instances, roads designed to Department standards provide basic access for bicycling and walking. This directive does not supersede existing laws. To ensure successful implementation of “complete streets,” manuals, guidance, and training will be updated and developed.

RESPONSIBILITIES

Chief Deputy Director:

- Establishes policy consistent with the Department’s objectives to develop a safe and efficient multimodal transportation system for all users.
- Ensures management staff is trained to provide for the needs of bicyclists, pedestrians, and transit users.

Deputy Directors, Planning and Modal Programs and Project Delivery:

- Include bicycle, pedestrian, and transit modes in statewide strategies for safety and mobility, and in system performance measures.
- Provide tools and establish processes to identify and address the needs of bicyclists, pedestrians, and transit users early and continuously throughout planning and project development activities.
- Ensure districts document decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.
- Ensure Department manuals, guidance, standards, and procedures reflect this directive, and identify and explain the Department’s objectives for multimodal travel.
- Ensure an Implementation Plan for this directive is developed.

Deputy Director, Maintenance and Operations:

- Provides tools and establishes processes that ensure regular maintenance and operations activities meet the safety and mobility needs of bicyclists, pedestrians, and transit users in construction and maintenance work zones, encroachment permit work, and system operations.
- Ensures Department manuals, guidance, standards, and procedures reflect this directive and identifies and explains the Department's objectives for multimodal travel.

District Directors:

- Promote partnerships with local, regional, and State agencies to plan and fund facilities for integrated multimodal travel and to meet the needs of all travelers.
- Identify bicycle and pedestrian coordinator(s) to serve as advisor(s) and external liaison(s) on issues that involve the district, local agencies, and stakeholders.
- Ensure bicycle, pedestrian, and transit needs are identified in district system planning products; addressed during project initiation; and that projects are designed, constructed, operated, and maintained using current standards.
- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Provide documentation to support decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.

Deputy District Directors, Planning, Design, Construction, Maintenance, and Operations:

- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Collaborate with local and regional partners to plan, develop, and maintain effective bicycle, pedestrian, and transit networks.
- Consult locally adopted bicycle, pedestrian, and transit plans to ensure that State highway system plans are compatible.
- Ensure projects are planned, designed, constructed, operated, and maintained consistent with project type and funding program to provide for the safety and mobility needs of all users with legal access to a transportation facility.
- Implement current design standards that meet the needs of bicyclists, pedestrians, and transit users in design, construction and maintenance work zones, encroachment permit work, and in system operations.
- Provide information to staff, local agencies, and stakeholders on available funding programs addressing bicycle, pedestrian, and transit travel needs.

Chiefs, Divisions of Aeronautics, Local Assistance, Mass Transportation, Rail, Transportation Planning, Transportation System Information, Research and Innovation, and Transportation Programming:

- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Support interdisciplinary participation within and between districts in the project development process to provide for the needs of all users.
- Encourage local agencies to include bicycle, pedestrian, and transit elements in regional and local planning documents, including general plans, transportation plans, and circulation elements.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Advocate, partner, and collaborate with stakeholders to address the needs of bicycle, pedestrian, and transit travelers in all program areas.
- Support the development of new technology to improve safety, mobility, and access for bicyclists, pedestrians, and transit users of all ages and abilities.
- Research, develop, and implement multimodal performance measures.
- Provide information to staff, local agencies, and stakeholders on available funding programs to address the needs of bicycle, pedestrian, and transit travelers.

Chiefs, Divisions of Traffic Operations, Maintenance, Environmental Analysis, Design, Construction, and Project Management:

- Provide guidance on project design, operation, and maintenance of work zones to safely accommodate bicyclists, pedestrians, and transit users.
- Ensure the transportation system and facilities are planned, constructed, operated, and maintained consistent with project type and funding program to maximize safety and mobility for all users with legal access.
- Promote and incorporate, on an ongoing basis, guidance, procedures, and product reviews that maximize bicycle, pedestrian, and transit safety and mobility.
- Support multidisciplinary district participation in the project development process to provide for the needs of all users.

Employees:

- Follow and recommend improvements to manuals, guidance, and procedures that maximize safety and mobility for all users in all transportation products and activities.
- Promote awareness of bicycle, pedestrian, and transit needs to develop an integrated, multimodal transportation system.
- Maximize bicycle, pedestrian, and transit safety and mobility through each project's life cycle.

APPLICABILITY

All departmental employees.

Randell H. Iwasaki

RANDELL H. IWASAKI
Chief Deputy Director

October 2, 2008

Date Signed



UNITED STATES DEPARTMENT OF TRANSPORTATION

United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

Signed on March 11, 2010 and announced March 15, 2010

Purpose

The United States Department of Transportation (DOT) is providing this Policy Statement to reflect the Department's support for the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Legislation and regulations exist that require inclusion of bicycle and pedestrian policies and projects into transportation plans and project development. Accordingly, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including linkages to transit. In addition, DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate. Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.

Policy Statement

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

Authority

This policy is based on various sections in the United States Code (U.S.C.) and the Code of Federal Regulations (CFR) in Title 23—Highways, Title 49—Transportation, and Title 42—The Public Health and Welfare. These sections, provided in the Appendix, describe how bicyclists and pedestrians of all abilities should be involved throughout the planning process, should not be adversely affected by other transportation projects, and should be able to track annual obligations and expenditures on nonmotorized transportation facilities.

Recommended Actions

The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks. Such actions should include:

- Considering walking and bicycling as equals with other transportation modes: The primary goal of a transportation system is to safely and efficiently move people and goods. Walking and bicycling are efficient transportation modes for most short trips and, where convenient intermodal systems exist, these nonmotorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design.
- Ensuring that there are transportation choices for people of all ages and abilities, especially children: Pedestrian and bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks. For example, children should have safe and convenient options for walking or bicycling to school and parks. People who cannot or prefer not to drive should have safe and efficient transportation choices.
- Going beyond minimum design standards: Transportation agencies are encouraged, when possible, to avoid designing walking and bicycling facilities to the minimum standards. For example, shared-use paths that have been designed to minimum width requirements will need retrofits as more people use them. It is more effective to plan for increased usage than to retrofit an

older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

- Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges: DOT encourages bicycle and pedestrian accommodation on bridge projects including facilities on limited-access bridges with connections to streets or paths.
- Collecting data on walking and biking trips: The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. Walking and bicycling trip data for many communities are lacking. This data gap can be overcome by establishing routine collection of nonmotorized trip information. Communities that routinely collect walking and bicycling data are able to track trends and prioritize investments to ensure the success of new facilities. These data are also valuable in linking walking and bicycling with transit.
- Setting mode share targets for walking and bicycling and tracking them over time: A byproduct of improved data collection is that communities can establish targets for increasing the percentage of trips made by walking and bicycling.
- Removing snow from sidewalks and shared-use paths: Current maintenance provisions require pedestrian facilities built with Federal funds to be maintained in the same manner as other roadway assets. State Agencies have generally established levels of service on various routes especially as related to snow and ice events.
- Improving nonmotorized facilities during maintenance projects: Many transportation agencies spend most of their transportation funding on maintenance rather than on constructing new facilities. Transportation agencies should find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance projects.

Conclusion

Increased commitment to and investment in bicycle facilities and walking networks can help meet goals for cleaner, healthier air; less congested roadways; and more livable, safe, cost-efficient communities. Walking and bicycling provide low-cost mobility options that place fewer demands on local roads and highways. DOT recognizes that safe and convenient walking and bicycling facilities may look different depending on the context — appropriate facilities in a rural community may be different from a dense, urban area. However, regardless of regional, climate, and population density differences, it is important that pedestrian and bicycle facilities be integrated into transportation systems. While DOT leads the effort to provide safe and convenient accommodations for pedestrians and bicyclists, success will ultimately depend on transportation agencies across the country embracing and implementing this policy.

Ray LaHood, United States Secretary of Transportation

APPENDIX

Key Statutes and Regulations Regarding Walking and Bicycling

Planning Requirements

The State and Metropolitan Planning Organization (MPO) planning regulations describe how walking and bicycling are to be accommodated throughout the planning process (e.g., see 23 CFR 450.200, 23 CFR 450.300, 23 U.S.C. 134(h), and 135(d)). Nonmotorists must be allowed to participate in the planning process and transportation agencies are required to integrate walking and bicycling facilities and programs in their transportation plans to ensure the operability of an intermodal transportation system. Key sections from the U.S.C. and CFR include, with italics added for emphasis:

- The scope of the metropolitan planning process "will address the following factors...(2) Increase the safety for motorized and *non-motorized users*; (3) Increase the security of the transportation system for motorized and *non-motorized users*; (4) Protect and enhance the environment, promote energy conservation, improve the quality of life..." 23 CFR 450.306(a). See 23 CFR 450.206 for similar State requirements.
- Metropolitan transportation plans "...shall, at a minimum, include...existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, *pedestrian walkways and bicycle facilities*, and intermodal connectors that should function as an integrated metropolitan transportation system..." 23 CFR 450.322(f). See 23 CFR 450.216(g) for similar State requirements.
- The plans and transportation improvement programs (TIPs) of all metropolitan areas "shall provide for the development and integrated management and operation of transportation systems and facilities (including *accessible pedestrian walkways and bicycle transportation facilities*)." 23 U.S.C. 134(c)(2) and 49 U.S.C. 5303(c)(2). 23 CFR 450.324(c) states that the TIP "shall include ...trails projects, pedestrian walkways; and bicycle facilities..."
- 23 CFR 450.316(a) states that "The MPOs shall develop and use a documented participation plan that defines a process for providing...representatives of users of *pedestrian walkways and bicycle transportation facilities*, and *representatives of the disabled*, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process." 23 CFR 450.210(a) contains similar language for States. See also 23 U.S.C. 134(i)(5), 135(f)(3), 49 U.S.C. 5303(i)(5), and 5304(f)(3) for additional information about participation by interested parties.

Prohibition of Route Severance

The Secretary has the authority to withhold approval for projects that would negatively impact pedestrians and bicyclists under certain circumstances. Key references in the CFR and U.S.C. include:

- "The Secretary shall not approve any project or take any regulatory action under this title that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route or such a route exists." 23 U.S.C. 109(m).

"In any case where a highway bridge deck being replaced or rehabilitated with Federal financial participation is located on a highway on which bicycles are permitted to operate at each end of such bridge, and the Secretary determines that the safe accommodation of bicycles can be provided at reasonable cost as part of such replacement or rehabilitation, then such bridge shall be so replaced or rehabilitated as to provide such safe accommodations." 23 U.S.C. 217(e). Although this statutory requirement only mentions bicycles, DOT encourages States and local governments to apply this same policy to pedestrian facilities as well.

- 23 CFR 652 provides "procedures relating to the provision of pedestrian and bicycle accommodations on Federal-aid projects, and Federal participation in the cost of these accommodations and projects."

Project Documentation

- "In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in *pedestrian walkways and bicycle transportation facilities*) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year." 23 CFR 332(a).

Accessibility for All Pedestrians

- Public rights-of-way and facilities are required to be accessible to persons with disabilities through the following statutes: Section 504 of the Rehabilitation Act of 1973 (Section 504) (29 U.S.C. §794) and Title II of the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. §§ 12131-12164).
- The DOT Section 504 regulation requires the Federal Highway Administration (FHWA) to monitor the compliance of the self-evaluation and transition plans of Federal-aid recipients (49 CFR §27.11). The FHWA Division offices review pedestrian access compliance with the ADA and Section 504 as part of their routine oversight activities as defined in their stewardship plans.
- FHWA posted its [Clarification of FHWA's Oversight Role in Accessibility](#) to explain how to accommodate accessibility in policy, planning, and projects.

APPENDIX E:

**Placerville City Council
Resolution No. 7845
October 12, 2010**

RESOLUTION NO. 7845

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLACERVILLE
APPROVING THE 2010 UPDATE TO THE NON-MOTORIZED
TRANSPORTATION PLAN**

WHEREAS, the City adopted the first edition of the Non-Motorized Transportation Plan (NMTP) in 2005 to provide a blueprint for development of non-motorized improvements throughout the City; and,

WHEREAS, in accordance with Caltrans guidelines, the El Dorado County Transportation Commission (EDCTC) has conducted a five-year update of the NMTP on behalf of the City of Placerville; and,

WHEREAS, the adoption of the NMTP allows the City to be eligible to annually apply for State Bicycle Transportation Account funding through Caltrans; and,

WHEREAS, the EDCTC ratified membership of a Bicycle Advisory Committee to facilitate the update of the plan; and,

WHEREAS; the EDCTC made the document available for public comments via their web page for over 30 days; and,

WHEREAS; the NMTP was presented by EDCTC staff to the City Planning Commission on August 17, 2010, and the Commission recommended the Draft 2010 NMTP for approval by the City Council.

NOW THEREFORE, BE IT AND IT IS HEREBY RESOLVED, that the City Council of the City of Placerville does hereby:

1. Approve the 2010 Update to the Non-Motorized Transportation Plan, a copy of which is attached hereto.

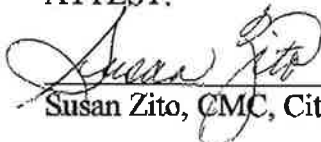
The foregoing Resolution was introduced at a regular meeting of the City Council of the City of Placerville held on October 12, 2010 by Councilmember Hagen who moved its adoption. The motion was seconded by Councilmember Borelli. A vote was taken, which stood as follows:

AYES:	Acuna, Borelli, Hagen, Machado
NOES:	None
ABSENT:	Rivas
ABSTAIN:	None



Vice-Mayor Dave Machado

ATTEST:


Susan Zito, CMC, City Clerk

APPENDIX F:

**El Dorado County Transportation Commission Resolution
10/11.08, November 4, 2010**



2828 Easy Street Suite 1 | Placerville CA 95667 | tel: 530.642.5260 | fax: 530.642.5266 | www.edctc.org

Councilmembers Representing City of Placerville

Patty Borelli, Vice Chair
Mark Acuna
Carl Hagen
Kathryn Mathews, Executive Director

Supervisors Representing El Dorado County

John Knight, Chair
Ray Nutting
Jack Sweeney

RESOLUTION 10/11.08

RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION APPROVING THE 2010 CITY OF PLACERVILLE NON-MOTORIZED TRANSPORTATION PLAN

WHEREAS, the El Dorado County Transportation Commission is the responsible agency for transportation planning for the Western Slope of El Dorado County and is responsible for the planning, allocating and/or programming of funds; and

WHEREAS, the California Government Code §29532.1(g) identifies EDCTC as the designated regional transportation planning agency for El Dorado County, exclusive of the Lake Tahoe Basin; and

WHEREAS, El Dorado County Transportation Commission prepared the 2010 update to the City of Placerville Non-Motorized Transportation Plan for the City of Placerville; and

WHEREAS, the 2010 City of Placerville Non-Motorized Transportation Plan was approved by the Placerville City Council on October 12, 2010; and

WHEREAS, the City of Placerville Non-Motorized Transportation Plan was developed to establish a non-motorized transportation system designed to achieve the functional needs of the employee, student, business person and shopper as the foremost consideration in route selection; and

WHEREAS, the City of Placerville Non-Motorized Transportation Plan was developed to plan a system of bikeways for the 'bicycle commuter' in order to increase transportation related bicycle trips from home to work, home to school, neighborhoods to business districts, and between activity center areas; and

WHEREAS, the City of Placerville Non-Motorized Transportation Plan includes an inventory of the existing sidewalks in the City to the extent which the sidewalk or pathway provides a significant benefit for pedestrian or bicycle travel; and

WHEREAS, the City of Placerville Non-Motorized Transportation Plan complies with the Department of Transportation Streets and Highways Code Section 891.2 (a) through (k); and

WHEREAS, the City of Placerville Non-Motorized Transportation Plan is consistent with the El Dorado County Transportation Commission Draft 2010-2030 Regional Transportation Plan.

NOW THEREFORE, BE IT RESOLVED, that the El Dorado County Transportation Commission approves the 2010 City of Placerville Non-Motorized Transportation Plan.

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/
/

PASSED AND APPROVED by the El Dorado County Transportation Commission governing body at the regular meeting held on November 4, 2010 by the following vote:

Vote pending

Attest:

John R. Knight, Chairperson

Joni G. Rice, Secretary to the Commission

EXHIBIT 10-I NOTICE TO PROPOSERS DBE INFORMATION

The Agency has established a DBE goal for this Contract of _____%

OR

The Agency has not established a goal for this Contract. However, proposers are encouraged to obtain DBE participation for this contract.

1. TERMS AS USED IN THIS DOCUMENT

- The term “Disadvantaged Business Enterprise” or “DBE” means a for-profit small business concern owned and controlled by a socially and economically disadvantaged person(s) as defined in Title 49, Code of Federal Regulations (CFR), Part 26.5.
- The term “Agreement” also means “Contract.”
- Agency also means the local entity entering into this contract with the Contractor or Consultant.
- The term “Small Business” or “SB” is as defined in 49 CFR 26.65.

2. AUTHORITY AND RESPONSIBILITY

- A. DBEs and other small businesses are strongly encouraged to participate in the performance of Contracts financed in whole or in part with federal funds (See 49 CFR 26, “Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs”). The Consultant must ensure that DBEs and other small businesses have the opportunity to participate in the performance of the work that is the subject of this solicitation and should take all necessary and reasonable steps for this assurance. The proposer must not discriminate on the basis of race, color, national origin, or sex in the award and performance of subcontracts.
- B. Proposers are encouraged to use services offered by financial institutions owned and controlled by DBEs.

3. SUBMISSION OF DBE INFORMATION

If there is a DBE goal on the contract, Exhibit 10-O1 *Consultant Proposal DBE Commitment* must be included in the Request for Proposal. In order for a proposer to be considered responsible and responsive, the proposer must make good faith efforts to meet the goal established for the contract. If the goal is not met, the proposer must document adequate good faith efforts. All DBE participation will be counted towards the contract goal; therefore, all DBE participation shall be collected and reported.

Exhibit 10-O2 *Consultant Contract DBE Information* must be included with the Request for Proposal. Even if no DBE participation will be reported, the successful proposer must execute and return the form.

4. DBE PARTICIPATION GENERAL INFORMATION

It is the proposer’s responsibility to be fully informed regarding the requirements of 49 CFR, Part 26, and the Department’s DBE program developed pursuant to the regulations. Particular attention is directed to the following:

- A. A DBE must be a small business firm defined pursuant to 13 CFR 121 and be certified through the California Unified Certification Program (CUCP).

- B. A certified DBE may participate as a prime consultant, subconsultant, joint venture partner, as a vendor of material or supplies, or as a trucking company.
- C. A DBE proposer not proposing as a joint venture with a non-DBE, will be required to document one or a combination of the following:
 - 1. The proposer is a DBE and will meet the goal by performing work with its own forces.
 - 2. The proposer will meet the goal through work performed by DBE subconsultants, suppliers or trucking companies.
 - 3. The proposer, prior to proposing, made adequate good faith efforts to meet the goal.
- D. A DBE joint venture partner must be responsible for specific contract items of work or clearly defined portions thereof. Responsibility means actually performing, managing, and supervising the work with its own forces. The DBE joint venture partner must share in the capital contribution, control, management, risks and profits of the joint venture commensurate with its ownership interest.
- E. A DBE must perform a commercially useful function pursuant to 49 CFR 26.55, that is, a DBE firm must be responsible for the execution of a distinct element of the work and must carry out its responsibility by actually performing, managing and supervising the work.
- F. The proposer shall list only one subconsultant for each portion of work as defined in their proposal and all DBE subconsultants should be listed in the bid/cost proposal list of subconsultants.
- G. A prime consultant who is a certified DBE is eligible to claim all of the work in the Contract toward the DBE participation except that portion of the work to be performed by non-DBE subconsultants.

5. RESOURCES

- A. The CUCP database includes the certified DBEs from all certifying agencies participating in the CUCP. If you believe a firm is certified that cannot be located on the database, please contact the Caltrans Office of Certification toll free number 1-866-810-6346 for assistance.
- B. Access the CUCP database from the Department of Transportation, Office of Business and Economic Opportunity Web site at: <http://www.dot.ca.gov/hq/bep/>.
 - 1. Click on the link in the left menu titled *Disadvantaged Business Enterprise*;
 - 2. Click on Search for a DBE Firm link;
 - 3. Click on *Access to the DBE Query Form* located on the first line in the center of the page.

Searches can be performed by one or more criteria. Follow instructions on the screen.

6. MATERIALS OR SUPPLIES PURCHASED FROM DBES COUNT TOWARDS THE DBE GOAL UNDER THE FOLLOWING CONDITIONS:

- A. If the materials or supplies are obtained from a DBE manufacturer, count 100 percent of the cost of the materials or supplies. A DBE manufacturer is a firm that operates or maintains a factory, or establishment that produces on the premises the materials, supplies, articles, or equipment required under the Contract and of the general character described by the specifications.
- B. If the materials or supplies purchased from a DBE regular dealer, count 60 percent of the cost of the materials or supplies. A DBE regular dealer is a firm that owns, operates or maintains a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the Contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business. To be a DBE regular dealer, the firm must be an established, regular business that engages, as its principal business and under its own name, in the

purchase and sale or lease of the products in question. A person may be a DBE regular dealer in such bulk items as petroleum products, steel, cement, gravel, stone or asphalt without owning, operating or maintaining a place of business provided in this section.

- C. If the person both owns and operates distribution equipment for the products, any supplementing of regular dealers' own distribution equipment shall be, by a long-term lease agreement and not an ad hoc or Agreement-by-Agreement basis. Packagers, brokers, manufacturers' representatives, or other persons who arrange or expedite transactions are not DBE regular dealers within the meaning of this section.
- D. Materials or supplies purchased from a DBE, which is neither a manufacturer nor a regular dealer, will be limited to the entire amount of fees or commissions charged for assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials or supplies required on the job site, provided the fees are reasonable and not excessive as compared with fees charged for similar services.

INSTRUCTIONS - CONSULTANT PROPOSAL DBE COMMITMENT**Consultant Section**

The Consultant shall:

1. **Local Agency Name** – Enter the name of the local or regional agency that is funding the contract.
2. **Project Location** - Enter the project location as it appears on the project advertisement.
3. **Project Description** - Enter the project description as it appears on the project advertisement (Bridge Rehab, Seismic Rehab, Overlay, Widening, etc.).
4. **Consultant Name** - Enter the consultant's firm name.
5. **Contract DBE Goal %** - Enter the contract DBE goal percentage, as it was reported on the Exhibit 10-I *Notice to Proposers DBE Information* form. See LAPM Chapter 10.
6. **Description of Services to be Provided** - Enter item of work description of services to be provided. Indicate all work to be performed by DBEs including work performed by the prime consultant's own forces, if the prime is a DBE. If 100% of the item is not to be performed or furnished by the DBE, describe the exact portion to be performed or furnished by the DBE. See LAPM Chapter 9 to determine how to count the participation of DBE firms.
7. **DBE Firm Contact Information** - Enter the name and telephone number of all DBE subcontracted consultants. Also, enter the prime consultant's name and telephone number, if the prime is a DBE.
8. **DBE Cert. Number** - Enter the DBEs Certification Identification Number. All DBEs must be certified on the date bids are opened. (DBE subcontracted consultants should notify the prime consultant in writing with the date of the decertification if their status should change during the course of the contract.)
9. **DBE %** - Percent participation of work to be performed or service provided by a DBE. Include the prime consultant if the prime is a DBE. See LAPM Chapter 9 for how to count full/partial participation.
10. **Total % Claimed** – Enter the total DBE participation claimed. If the Total % Claimed is less than item "6. Contract DBE Goal", an adequately documented Good Faith Effort (GFE) is required (see Exhibit 15-H *DBE Information - Good Faith Efforts* of the LAPM).
11. **Preparer's Signature** – The person completing this section of the form for the consultant's firm must sign their name.
12. **Preparer's Name (Print)** – Clearly enter the name of the person signing this section of the form for the consultant.
13. **Preparer's Title** - Enter the position/title of the person signing this section of the form for the consultant.
14. **Date** - Enter the date this section of the form is signed by the preparer.
15. **(Area Code) Tel. No.** - Enter the area code and telephone number of the person signing this section of the form for the consultant.

Local Agency Section:

The Local Agency representative shall:

16. **Local Agency Contract Number** - Enter the Local Agency Contract Number.
17. **Federal-Aid Project Number** - Enter the Federal-Aid Project Number.
18. **Contract Execution Date** - Enter date the contract was executed and Notice to Proceed issued. See LAPM Chapter 10, page 23.
19. **Local Agency Representative Name (Print)** - Clearly enter the name of the person completing this section.
20. **Local Agency Representative Signature** - The person completing this section of the form for the Local Agency must sign their name to certify that the information in this and the Consultant Section of this form is complete and accurate.
21. **Date** - Enter the date the Local Agency Representative signs the form.
22. **Local Agency Representative Title** - Enter the position/title of the person signing this section of the form.
23. **(Area Code) Tel. No.** - Enter the area code and telephone number of the Local Agency representative signing this section of the form.

ATTACHMENT H

EXHIBIT 10-Q DISCLOSURE OF LOBBYING ACTIVITIES

COMPLETE THIS FORM TO DISCLOSE LOBBYING ACTIVITIES PURSUANT TO 31 U.S.C. 1352

<p>1. Type of Federal Action:</p> <p><input type="checkbox"/> a. contract <input type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance</p>	<p>2. Status of Federal Action:</p> <p><input type="checkbox"/> a. bid/offer/application <input type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award</p>	<p>3. Report Type:</p> <p><input type="checkbox"/> a. initial <input type="checkbox"/> b. material change</p> <p>For Material Change Only: year ____ quarter ____ date of last report _____</p>
<p>4. Name and Address of Reporting Entity</p> <p><input type="checkbox"/> Prime <input type="checkbox"/> Subawardee Tier _____, if known</p> <p>Congressional District, if known _____</p>	<p>5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:</p> <p>Congressional District, if known _____</p>	
<p>6. Federal Department/Agency:</p>	<p>7. Federal Program Name/Description:</p> <p>CFDA Number, if applicable _____</p>	
<p>8. Federal Action Number, if known:</p>	<p>9. Award Amount, if known:</p>	
<p>10. Name and Address of Lobby Entity (If individual, last name, first name, MI)</p> <p>(attach Continuation Sheet(s) if necessary)</p>	<p>11. Individuals Performing Services (including address if different from No. 10a) (last name, first name, MI)</p>	
<p>12. Amount of Payment (check all that apply)</p> <p>\$ _____ <input type="checkbox"/> actual <input type="checkbox"/> planned</p>	<p>14. Type of Payment (check all that apply)</p> <p><input type="checkbox"/> a. retainer <input type="checkbox"/> b. one-time fee <input type="checkbox"/> c. commission <input type="checkbox"/> d. contingent fee <input type="checkbox"/> e. deferred <input type="checkbox"/> f. other, specify _____</p>	
<p>13. Form of Payment (check all that apply):</p> <p><input type="checkbox"/> a. cash <input type="checkbox"/> b. in-kind; specify: nature _____ Value _____</p>		
<p>15. Brief Description of Services Performed or to be performed and Date(s) of Service, including officer(s), employee(s), or member(s) contacted, for Payment Indicated in Item 11:</p> <p>(attach Continuation Sheet(s) if necessary)</p>		
<p>16. Continuation Sheet(s) attached: Yes <input type="checkbox"/> No <input type="checkbox"/></p>		
<p>17. Information requested through this form is authorized by Title 31 U.S.C. Section 1352. This disclosure of lobbying reliance was placed by the tier above when his transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to Congress semiannually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.</p>		
		<p>Signature: _____ Print Name: _____ Title: _____ Telephone No.: _____ Date: _____</p>
		<p>Authorized for Local Reproduction Standard Form - LLL</p>

Standard Form LLL Rev. 04-28-06

ATTACHMENT H**INSTRUCTIONS FOR COMPLETING EXHIBIT 10-Q DISCLOSURE OF LOBBYING ACTIVITIES**

This disclosure form shall be completed by the reporting entity, whether subawardee or prime federal recipient at the initiation or receipt of covered federal action or a material change to previous filing pursuant to title 31 U.S.C. Section 1352. The filing of a form is required for such payment or agreement to make payment to lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress an officer or employee of Congress or an employee of a Member of Congress in connection with a covered federal action. Attach a continuation sheet for additional information if the space on the form is inadequate. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered federal action for which lobbying activity is or has been secured to influence, the outcome of a covered federal action.
2. Identify the status of the covered federal action.
3. Identify the appropriate classification of this report. If this is a follow-up report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last, previously submitted report by this reporting entity for this covered federal action.
4. Enter the full name, address, city, state, and zip code of the reporting entity. Include Congressional District if known. Check the appropriate classification of the reporting entity that designates if it is or expects to be a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the first tier. Subawards include but are not limited to: subcontracts, subgrants, and contract awards under grants.
5. If the organization filing the report in Item 4 checks "Subawardee" then enter the full name, address, city, state, and zip code of the prime federal recipient. Include Congressional District, if known.
6. Enter the name of the federal agency making the award or loan commitment. Include at least one organization level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the federal program name or description for the covered federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans and loan commitments.
8. Enter the most appropriate federal identifying number available for the federal action identification in item 1 (e.g., Request for Proposal (RFP) number, Invitation for Bid (IFB) number, grant announcement number, the contract grant. or loan award number, the application/proposal control number assigned by the federal agency). Include prefixes, e.g., "RFP-DE-90-001."
9. For a covered federal action where there has been an award or loan commitment by the Federal agency, enter the federal amount of the award/loan commitments for the prime entity identified in item 4 or 5.
10. Enter the full name, address, city, state, and zip code of the lobbying entity engaged by the reporting entity identified in Item 4 to influence the covered federal action.
11. Enter the full names of the individual(s) performing services and include full address if different from 10 (a). Enter Last Name, First Name and Middle Initial (MI).
12. Enter the amount of compensation paid or reasonably expected to be paid by the reporting entity (Item 4) to the lobbying entity (Item 10). Indicate whether the payment has been made (actual) or will be made (planned). Check all boxes that apply. If this is a material change report, enter the cumulative amount of payment made or planned to be made.
13. Check all boxes that apply. If payment is made through an in-kind contribution, specify the nature and value of the in-kind payment.
14. Check all boxes that apply. If other, specify nature.
15. Provide a specific and detailed description of the services that the lobbyist has performed or will be expected to perform and the date(s) of any services rendered. Include all preparatory and related activity not just time spent in actual contact with federal officials. Identify the federal officer(s) or employee(s) contacted or the officer(s) employee(s) or Member(s) of Congress that were contacted.
16. Check whether or not a continuation sheet(s) is attached.
17. The certifying official shall sign and date the form, and print his/her name title and telephone number.

Public reporting burden for this collection of information is estimated to average 30-minutes per response, including time for reviewing instruction, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, D.C. 20503. SF-LLL-Instructions Rev. 06-04