

# **STBGP PROJECT**

## **MAIN STREET, CEDAR RAVINE, CLAY STREET INTERSECTION**



### **Project Description**

This project will realign Cedar Ravine, Clay, and Main Streets to intersect at a four-way intersection. The project is currently anticipated to be completed as a signalized or stop-controlled intersection. It is anticipated that the project will be constructed in conjunction with the Clay Street Highway Bridge Program project.



### **Current Project Status**

CMAQ and HBP funds for the PA&ED and PS&E Phases were authorized by Caltrans headquarters in August 2006. Quincy Engineering was selected as the consultant and the project was kicked off in July 2007. A public meeting was held in October 2007 and four alternatives were presented to reconfigure the intersection to a roundabout. The project was presented to the City Council on January 27, 2009 and the Council gave direction to City staff to proceed with the project while identifying options to mitigate the parking loss. The City has since identified locations for parking mitigation. In June 2010, EDCTC programmed an additional \$400,000 in CMAQ funding for construction of the project. The Initial Study/Mitigated Negative Declaration certified by the City of Placerville on February 8, 2011, was challenged in a court of law. At the conclusion of the hearing held on September 2, 2011, the Superior Court of the State of California concluded that the City of Placerville must prepare an Environmental Impact Report to continue the project and the City has entered into a contract with a consultant to complete an Environmental Impact Report for the project. On July 8, 2014 the City of Placerville passed Resolution No. 8230 which eliminates a roundabout as an alternative for the Cedar Ravine/Main Street/Clay Street intersection without a vote of the public. Following that action by the City of Placerville, on November 6, 2014 the EDCTC Board de-obligated \$1,397,978 in CMAQ funding from the project. At the January 27, 2015 Placerville City Council meeting the City Council gave staff direction to proceed with the design of a four-way, stop-controlled intersection at Main Street/Cedar Ravine/Clay Street and replacement of the Clay Street Bridge. On December 8, 2015 the Placerville City Council awarded a consulting contract to Drake Haglan and Associated for an Amount Not to Exceed \$749,450 for NEPA compliance and Bid Document Preparation. On January 6, 2016 the City of Placerville held a public meeting to discuss four-way intersection and bridge design options. A second public meeting was held on March 2, 2016 to review intersection and bridge designs. The HBP program requires projects to complete one phase and move into the next within ten years or risk losing the funds. To retain HBP funding the project needed to progress out of the Environmental Phase and into Right-of-Way prior to August 2016 or submit an extension request. Completion of the environmental phase was delayed beyond August 2016 due to the need for additional evaluation of a new location for the Druid Monument. The City applied for and was granted a three-year time extension for the HBP funds.

### **Upcoming Activities**

- Complete environmental documentation - Draft Document anticipated for release in March 2017
- Complete final design and prepare bid documents - Summer 2017

<b>PROJECT FUNDING DETAIL</b>					
<b>Project Phase</b>	<b>Fund Source</b>				<b>Project Cost</b>
	<b>HBP</b>	<b>CMAQ</b>	<b>STBGP</b>	<b>Local</b>	
PA&ED	\$93,484	\$209,712	\$14,680	\$12,112	\$329,988
PS&E	\$279,255	\$206,901	\$99,222	\$36,180	\$621,558
ROW	\$174,087	\$0	\$57,750	\$29,163	\$261,000
Construction	\$1,680,200		\$198,349	\$0	\$1,878,549
Construction Management	\$252,030		\$29,752	\$0	\$281,782
<b>Grand Total</b>	<b>\$2,479,056</b>	<b>\$416,613</b>	<b>\$399,753</b>	<b>\$77,455</b>	<b>\$3,372,877</b>