ATTACHMENT B

DRAFT DEER

Draft Design Engineering Evaluation Report (DEER)

For Project Approval

In Tuolumne County, on State Route 49 (West Stockton Street)

Between PM 17.10

And PM 17.90

I have reviewed the right of way information contained in this report and the right of way data sheet attached hereto, completed by Monument Right of Way, and find the data to be complete as to form and process:

C Scott Guidi for: Cristin Hallissy

CRISTIN HALLISSY, Deputy District Director,
Environmental and Right of Way, Caltrans District 10

APPROVAL RECOMMENDED:

SRIDHAR KIDAMBI, Caltrans Project Manager

APPROVED:

GRACE MAGSAYO, District 10 Director

10/09/2026

Date

This design engineering evaluation report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

10/1/2026

REGISTERED CIVIL ENGINEER *DATE*



Table of Contents

1. INTRODUCTION 1
Project Description: 1

2. BACKGROUND 2
Project History: 2
Existing Facility: 2

3. PURPOSE AND NEED 3
Purpose: 3
Need: 3
Solutions: 3

4. RIGHT OF WAY 3

5. TRAFFIC, MAINTENANCE AND OPERATIONS IMPACTS 4
Traffic: 4
Maintenance and Operations: 5

6. PROPOSED SCOPE OF WORK 5
Potential Project Phases: 6

7. STRUCTURE INFORMATION 6

8. OTHER CONDIERATIONS AS APPROPRIATE 7
Permits: 7
Cooperative Agreements: 7
Other Agreements: 7
Transporation Management Plan: 7
Stage Construction: 8
Accomodation of Oversized Loads: 8
Graffitti Control: 8
Complete Streets: 8
Climate Change Considerations: 9
Broadband and Advanced Technologies: 9
Coordination with Caltrans SHOPP Project: 9

9. PROJECT PERSONNEL 10

10. ATTACHMENTS 10

1. INTRODUCTION

Project Description:
The proposed project will construct approximately 1.5 miles of Class I, separated shared-use path within the State Route 49 (SR 49) corridor in the City of Sonora. See Attachment A for the Vicinity Map. The project will provide a continuous, ADA-compliant bicycle and pedestrian facility connecting key activity centers and tying into the future 14-mile Gold Rush Shared-Use Path system identified by the Tuolumne County Transportation Council. An additional segment of the Gold Rush Shared Use Path will extend along Woods Creek Drive through Woods Creek Rotary Park toward Sonora High School on locally controlled property outside of State right of way, creating a continuous, off-highway connection that links the highway corridor path to nearby neighborhoods, schools, parks, and the existing Dragoon Gulch/Woods Creek trail system.

A Storm Water Data Report has been prepared for the proposed improvements within Caltrans right-of-way (See Attachment D).

An Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with Caltrans environmental procedures, and the State and federal environmental regulations. The IS/MND is the appropriate document for the proposed project. The IS/MND is provided as a separate attachment.

Project Limits	*10-TUO-49* PM 17.10 to PM 17.95
Current Project Cost Estimate (Construction and Right of Way)	$10,850,000
Type of Facility	Class I Multi-use path parallel to 2-lane conventional highway.
Anticipated Environmental Determination or Document	CEQA (IS/MND) NEPA (CE)
Legal Description	*In Tuolumne County in Sonora from 0.2 Mile North of City Limits to 0.1 Mile West of South Washington Street Intersection.*
Estimated Plans, Specifications, & Estimate Date	12/31/2027
Right of Way Secured	12/1/2027
Estimated Ready to List Date (Permit Issue)	1/3/2028
Estimated Award Date	3/1/2028
Estimated Construction Completion Date	5/25/2029

2. BACKGROUND

Project History:

The Gold Rush Shared Use Path is part of a multi-agency effort to create more than 14 miles of separated Class I bicycle and pedestrian facilities connecting Jamestown, Sonora, Columbia, and the Chicken Ranch Rancheria Tribal Lands. The SR 49/108 corridor has been identified in regional plans and the Caltrans SR 108/SR 49 Multimodal Congested Corridor Plan as the backbone of travel in Tuolumne County, linking disadvantaged communities, seniors, and students with health care, employment, education, parks, and other essential services. Existing conditions in the corridor have favored users with access to private vehicles, prompting local and regional agencies to prioritize active transportation and safety improvements along Stockton Street/SR 49 and adjacent routes.

In October 2022, the Gold Rush Multi-Use Path Phase I within the City of Sonora received Active Transportation Program funding to support preliminary engineering, environmental review, design, and construction of approximately 1.5 miles of Class I shared-use path. Phase I was prioritized because it serves the densest concentration of residents and visitors and overlaps with the portion of the SR 49 corridor that has the highest incidence of collisions involving people walking and biking. The project is being advanced as a partnership among the Tuolumne County Transportation Council (TCTC), the City of Sonora, Tuolumne County, the Chicken Ranch Rancheria of Me-Wuk Indians, and other community partners as an early phase of the larger Gold Rush Shared Use Path system.

During the early stage of the development of the project, TCTC coordinated with Caltrans to determine the appropriate level of documentation for Caltrans approval. The DEER approval process was confirmed during coordination meetings with Caltrans using the Design Engineering Evaluation Report Application Checklist. Based on the checklist, TCTC made a formal request to initiate and develop the Gold Rush Muti-Use Path Phase I project through the DEER process.

Existing Facility:

The SR 49/108 corridor through Sonora functions as the primary north–south arterial, carrying regional through-traffic, local traffic, and a relatively high percentage of trucks through the historic downtown and adjacent neighborhoods. The existing roadway typically provides motor vehicle lanes and intermittent sidewalks, but lacks any dedicated bicycle facilities, resulting in people walking and biking using narrow shoulders or entering travel lanes for portions of their trips. Where sidewalks do exist, many segments are either non-ADA-compliant, pavement is distressed, or large gaps between paved sidewalk are present. Pedestrian crossings at key locations such as the Stockton Street/Washington Street intersection and near the Mother Lode

Fairgrounds are signalized or marked but are constrained by non-compliant curb ramps, limited refuge, and high traffic volumes.

Safety data underscores the deficiencies of the existing facility. According to the Caltrans SR 108/SR 49 Multimodal Congested Corridor Plan and TIMS data summarized by the Tuolumne County Transportation Council, more than 12 percent of crashes along SR 49 within the proposed project route involve a bicyclist or pedestrian. There have been 35 cyclist and pedestrian related crashes in the project area over the 10-year study period (2010 to 2021), and an average increase in pedestrian crashes of about 23 percent per year. Pedestrian counts near the Mother Lode Fairgrounds recorded over 10,000 pedestrians in a single day, indicating very high non-motorized demand despite the lack of safe, comfortable facilities. Within and adjacent to the project corridor, existing informal paths and trails along Woods Creek Drive and at Woods Creek Rotary Park serve local users but do not currently provide a continuous, ADA-compliant, off-highway alternative that connects neighborhoods, schools, parks, and downtown Sonora to the SR 49 corridor.

3. PURPOSE AND NEED

Purpose:
The purpose of the project is to enhance non-motorized circulation within the community and encourage the use of alternative modes of transportation. This project will serve as the first step in improving a multi-modal network for the community, linking individuals with community resources.

Need:
The City of Sonora lacks continuous pedestrian and bicycle facilities along the State Route 49 corridor. The Project is needed to provide dedicated bicycle and pedestrian infrastructure and to enhance accessibility for non-motorized users.

The Tuolumne County Transportation Council Regional Transportation Plan has identified the Gold Rush Multi-Use Path as a priority project that will implement multi-modal transportation planning goals throughout the County. This project will implement the first phase of this regional trail plan and is needed to advance local and regional transportation planning goals.

4. RIGHT OF WAY

The project will require relocation of utilities owned by AT&T and the Tuolumne Utility District (TUD). A relocation of one manhole for each utility purveyor is expected. The estimate costs incurred by AT&T for relocation of their facility is $20,000. The estimated costs incurred by the Project for the relocation of a TUD sewer manhole is $15,000.

The City of Sonora is solely responsible for all ROW acquisitions associated with this project. The project requires a combination of partial fee acquisitions, permanent easements, and temporary construction easements (TCEs).

Partial Fee Acquisitions
A total of three (3) commercially zoned parcels along SR 49 (W. Stockton Street, south of Woods Creek Drive) will require partial acquisitions to construct and operate the shared-use path.

Permanent Easement Acquisitions
Permanent easements for the proposed shared-use path are required from:

- Five (5) commercially zoned parcels, and
- One (1) residentially zoned parcel

These are located east of N. Forest Road between SR 49 and Snell Street.

Temporary Construction Easements (TCE's)
TCEs will be required from:

- Three (3) parcels that require partial acquisitions along SR 49, and
- One (1) additional commercially zoned parcel within the same area.

In total, the project anticipates three (3) fee acquisitions, six (6) permanent easements, and four (4) temporary construction easements, with an estimated capital cost of $951,268.

The Project will not impact any railroad facilities or railroad right-of-way.

A Right-of-Way Data Sheet is provided in Attachment F.

5. TRAFFIC, MAINTENANCE AND OPERATIONS IMPACTS

Traffic:
SR 49/Stockton Street through Sonora serves as a primary north–south arterial, carrying regional through-traffic, local traffic, and a notable share of trucks between downtown Sonora, East Sonora, and surrounding communities. According to Caltrans Traffic Volumes, the existing average daily traffic (ADT) within the project limits (PM 17.10 to 17.95) is approximately 17,600 vehicles per day, with a peak hour volume of approximately 1,850 vehicles per hour.

The corridor experiences recurring congestion and operational constraints related to high traffic volumes, multiple closely spaced driveways, and complex intersections. Existing conditions summaries for the SR 49/108 corridor indicate that more than 12 percent of crashes within the proposed

project route involve pedestrians or bicyclists. Pedestrian counts near the Mother Lode Fairgrounds have documented over 10,000 pedestrians in a single day, highlighting substantial non-motorized demand.

Over the life of the project, regional growth, ongoing tourism, and continued development along the corridor are expected to sustain or increase traffic volumes on SR 49, reinforcing the importance of safely accommodating people walking and biking without degrading highway operations. By shifting many short, local trips to a parallel, separated path and organizing crossings at enhanced locations, the project is anticipated to reduce mid-block conflicts and erratic maneuvers associated with pedestrians and bicyclists sharing the travel lanes and shoulders.

Maintenance and Operations:
The proposed separated shared-use path is not expected to reduce motor vehicle capacity or worsen level of service on the SR 49 mainline. Motor vehicle lane configurations and signal control at key intersections will remain largely unchanged. By providing a parallel, off-street facility, the project will remove many pedestrians and bicyclists from the shoulders and travel lanes, thereby reducing friction, unexpected stopping or swerving, and turning conflicts at driveways and intersections. Concentrating non-motorized crossings at enhanced, marked locations with improved curb ramps and, where warranted, beacons or other treatments is expected to improve visibility and reduce collision risk without requiring additional signal phases that would significantly impact vehicular capacity.

Long-term maintenance responsibilities for the path include associated lighting, landscaping, drainage, signing, and striping. The maintenance responsibility is anticipated to be assumed by local agencies outside of Caltrans, so the project should not create substantial new maintenance obligations for the State highway mainline. If landscaping is installed with the project, the City of Sonora will update the existing Maintenance Agreement with Caltrans to include these features.

6. PROPOSED SCOPE OF WORK

The proposed project will construct approximately 1.5 miles of Class I, paved shared-use path and associated pedestrian improvements within and adjacent to the SR 49/Stockton Street corridor in the City of Sonora, as well as an off-highway segment along Woods Creek on City owned or City acquired property. Along SR 49, the project will provide a separated multi-use path, close sidewalk gaps, reconstruct non-compliant curb ramps, install enhanced crosswalks and rapid flashing beacons at key locations, add pedestrian lighting, and implement related signing, striping, drainage, and minor curb, gutter, and pavement work required to integrate the path with the existing roadway. In locations where right of way and terrain constraints exist along SR 49, Caltrans Standard Plan retaining walls will be used. See

Attachment C for the Preliminary Plans and Attachment E for the Engineer's Estimate.

The Woods Creek segment will extend the shared-use path from the SR 49 corridor through Woods Creek Rotary Park toward Sonora High School, creating a continuous off-highway connection that links neighborhoods, schools, parks, and downtown Sonora to the state highway corridor. There are three non-standard design features anticipated with the project. A Design Standard Risk Matrix has been prepared below to identify the non-standard features with the project. A Design Standard Decision Document (DSDD) will be prepared during the PS&E Phase of the project to document the non-standard features.

Design Standard Risk Matrix				
Design Element	Applicable Standard	Proposed Design	Risk Description	Risk Rating
Side Slope	304.1	Side slopes over 4:1.	Caltrans may not approve 2:1 side slope. A conforming side slope would require additional retaining walls or right-of-way acquisitions.	Moderate
Bikeway Separation	1003.1(7)	7' shoulder separation not met between roadway and multi-use path.	Caltrans may require the 7' shoulder separation. Providing this separation would require additional retaining walls or right-of-way acquisitions.	Moderate
Bikeway Shoulder	1003.1(1)(b)	Shoulders not included along the multi-use path.	Caltrans may not approve the project without shoulders providing the shoulders would require additional retaining walls or right-of-way acquisitions.	Moderate

Potential Project Phases

The project may be separated into construction phases depending on funding availability. The priority construction phases have been identified as follows:

- Construction Phase 1 – Woods Creek Drive / Dragoon Gulch
- Construction Phase 2 – Woods Creek Drive to Transit Center
- Construction Phase 3 – Woods Creek Drive to Southerly Limit

7. STRUCTURE INFORMATION

No bridges will be constructed, modified, or removed within Caltrans right of

way as part of the proposed project. The existing highway bridges and culverts along SR 49/Stockton Street will remain in place and will continue to function as they do under existing conditions. A new pedestrian bridge is proposed over Woods Creek on the off-highway Woods Creek trail segment located entirely on locally controlled property outside of State right of way, providing a fully separated crossing for people walking and biking and improving connectivity between the SR 49 corridor, Woods Creek Rotary Park, and nearby schools and neighborhoods.

8. OTHER CONSIDERATIONS AS APPROPRIATE

Permits:
See the table below for a list of the jurisdictional agencies, permit/approvals, and the status of each permit or when they must be obtained:

Agency	Permit/Approval	Status
United States Army Corps of Engineers	Clean Water Act Section 404	To be obtained prior to construction.
Regional Water Quality Control Board	Clean Water Act Section 401	To be obtained prior to construction.
California Department of Fish and Wildlife	Lake and Streambed Alteration Agreement	To be obtained prior to construction.
California Department of Transportation	Statewide National Pollutant Discharge Elimination System Permit (Order 2022-0033-DWQ) Compliance	To be obtained prior to construction.
State Water Resources Control Board	Construction General Permit (Order 2022-0057-DWQ) Compliance	To be obtained prior to construction.

Cooperative Agreements:
Cooperative agreement 10-0581 was approved on 06/18/2024 between Caltrans and the City of Sonora for Quality Control/ Quality Assurance of preliminary engineering work.

Other Agreements:
No other agreements are anticipated with the Project.

Transportation Management Plan:
The project will require a Transportation Management Plan tailored to work along SR 49/Stockton Street and the Woods Creek segment, consistent with Caltrans TMP guidance. The TMP will define temporary traffic control, staging, and work hours to maintain at least one lane in each direction on SR 49 where feasible, avoid full closures, and use short, well-signed local detours

only when necessary. It will preserve access to adjacent homes, businesses, the Mother Lode Fairgrounds, parks, and downtown, and will be coordinated with transit providers, schools, and emergency services to maintain bus service, school bus routes, and emergency response access throughout construction. There are no HOV lanes or park-and-ride lots in the immediate project area, so no direct impacts to those facilities are anticipated. Given the high level of pedestrian and bicycle activity, especially near the Fairgrounds, the TMP will include ADA-compliant temporary pedestrian routes, clear wayfinding, and signed bicycle detours or shared-use accommodations through the construction area to maintain safe non-motorized access while work is underway.

Stage Construction:
The project may be constructed in multiple stages to maintain access, minimize traffic disruption on SR 49, and efficiently coordinate work along the Woods Creek segment. An initial construction phase could focus on off-highway work along Woods Creek, including the pedestrian bridge and trail, which can largely proceed without affecting highway traffic while still delivering early connectivity benefits. A second phase would then construct the SR 49/Stockton Street shared-use path and associated curb ramps, crossings, lighting, and drainage in a series of linear stages, allowing work to progress block by block while maintaining driveway access and at least one open lane in each direction. If needed, a final phase would complete tie-ins, signing/striping, and punch-list items under shorter-duration lane or shoulder closures, limiting cumulative disruption to residents, businesses, transit, and special events at the Mother Lode Fairgrounds.

Accommodation of Oversized Loads:
SR 49 is an important regional route, and oversize/overweight loads will continue to use the corridor during and after construction. The project does not change the number or width of through lanes, so long-term capacity for oversize loads will be maintained; temporary traffic control will be designed to preserve adequate width and vertical clearance or provide coordinated escorts during construction when lane shifts or work areas could otherwise constrain oversize vehicles.

Graffiti Control:
The project in located in Tuolumne County which is not identified as a graffiti-prone area.

Complete Streets:
The Gold Rush Shared Use Path is explicitly framed as a “non-motorized highway” and a backbone facility for active transportation in Tuolumne County, directly implementing State and regional complete streets and safety goals along SR 49. By adding a high-quality, Class I facility for people walking and biking, improving crossings, and enhancing access to transit, schools,

parks, and downtown, the project helps rebalance the corridor to better serve all modes while preserving motor vehicle function. The project also lays the foundation for future connector paths and local complete streets improvements identified in subsequent Gold Rush Path phases and corridor studies.

Within the project limits, the shared-use path will provide connection to a recently constructed transit center, reinforcing the corridor's multimodal role by providing safe, convenient non-motorized access to transit services. To further improve safety and accessibility for non-motorized users, existing free right-turn movements and slip lanes within the project area will be eliminated, shortening crossing distances and reducing the number of vehicle conflict points throughout the corridor.

Climate Change Considerations:
The project supports Tuolumne County's Vehicle Miles Traveled reduction efforts by providing a safe, attractive alternative to short auto trips along SR 49, thereby helping to reduce greenhouse gas and criteria pollutant emissions. By improving access for disadvantaged communities to services, jobs, schools, and recreation without requiring a car, the path is expected to promote more active lifestyles and deliver public health co-benefits. The corridor's proximity to Woods Creek also highlights the importance of resilient drainage and bank protection details for the path and bridge, which will be addressed in project design and stormwater documentation.

Broadband and Advanced Technologies:
No specific broadband installations are currently identified as part of the Gold Rush Path Phase I scope, coordination with Caltrans and local partners during design could facilitate future deployment of fiber or smart-corridor technologies.

Coordination with Caltrans SHOPP Project:
The project will require coordination with the Tuolumne SR 49 Pavement Anchor Project (TUO-49-PM12.8/18.8) EA 10-1P090; Project ID 1022000068. Coordination of project improvements and construction timing will result in minimized inconvenience to the travelling public and will be the most efficient use of public transportation funding.

The Tuolumne SR 49 Pavement Anchor Project is studying potential improvements to the 'Sonora Main Drain' within state right of way limits. Further coordination is required during the PS&E phase to coordinate the drainage improvements with the proposed Gold Rush Path Phase 1 Project.

9. PROJECT PERSONNEL

Name, Title	Email Address	Phone #
Sridhar Kidambi, Caltrans Project Manager	sridhar.kidambi@dot.ca.gov	(209) 986-1223
Tyler Summerset, Community Development Director	tsummersett@sonoraca.org	(209) 532-3511
Derek Kirkland, Principal Planner	dkirkland@woodrodgers.com	(775) 828-7742
James Pangburn, Principal Engineer	jpangburn@woodrodgers.com	(916) 400-0675

10. ATTACHMENTS (68 Pages)

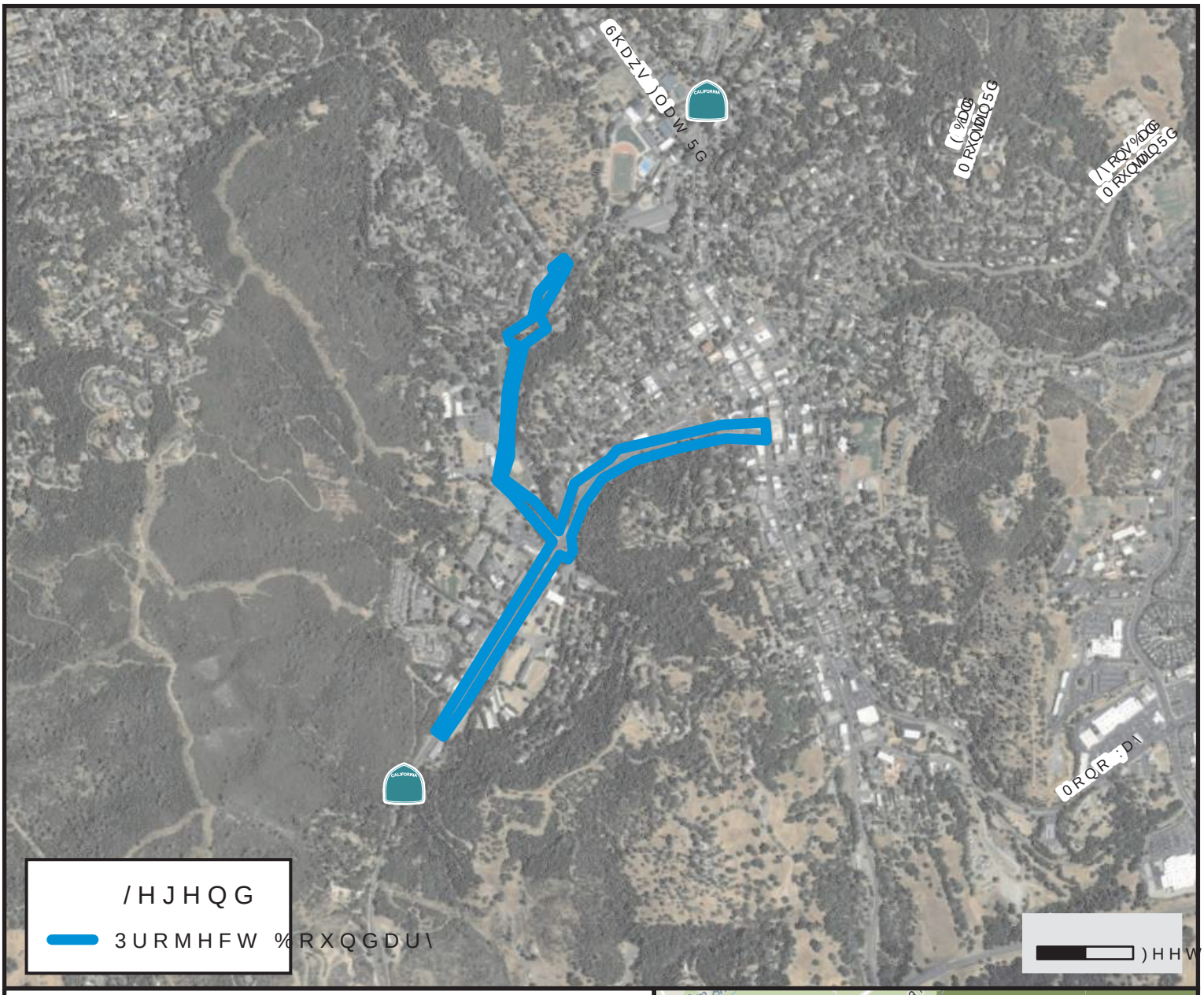
A. Location map (1)
B. Preliminary Plans (21)
C. Pedestrian Bridge General Plan (1)
D. Engineer's Estimate (10)
E. Storm Water Data Report (22)
F. Right of Way Data Sheet (6)
G. Active Transportation Maps and Summary Data (7)

Initial Study / Mitigated Negative Declaration Attached Separately

Attachment A

Location Map

WOOD RODGERS



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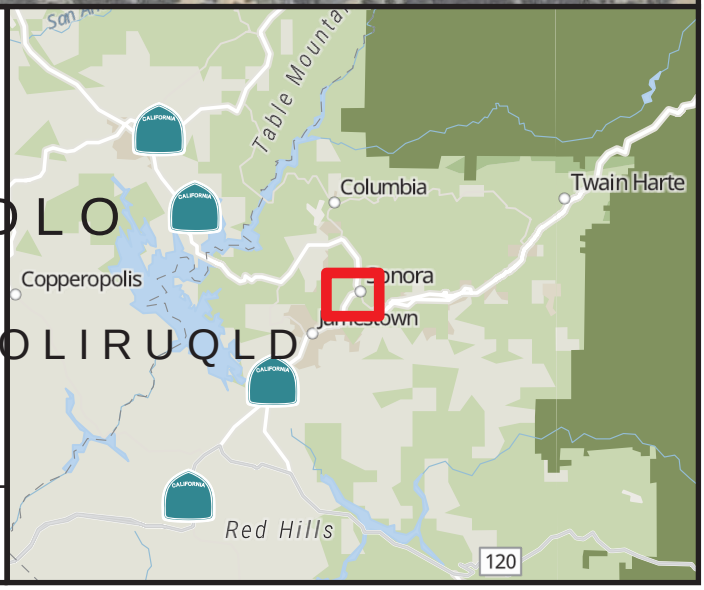

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Attachment B

Preliminary Plans

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	1	21

CITY OF SONORA

PROJECT PLANS FOR

GOLD RUSH PATH PHASE 1

IN TUOLUMNE COUNTY IN SONORA FROM 0.2 MILE NORTH OF CITY LIMITS TO 0.1 MILE WEST OF S. WASHINGTON STREET INTERSECTION

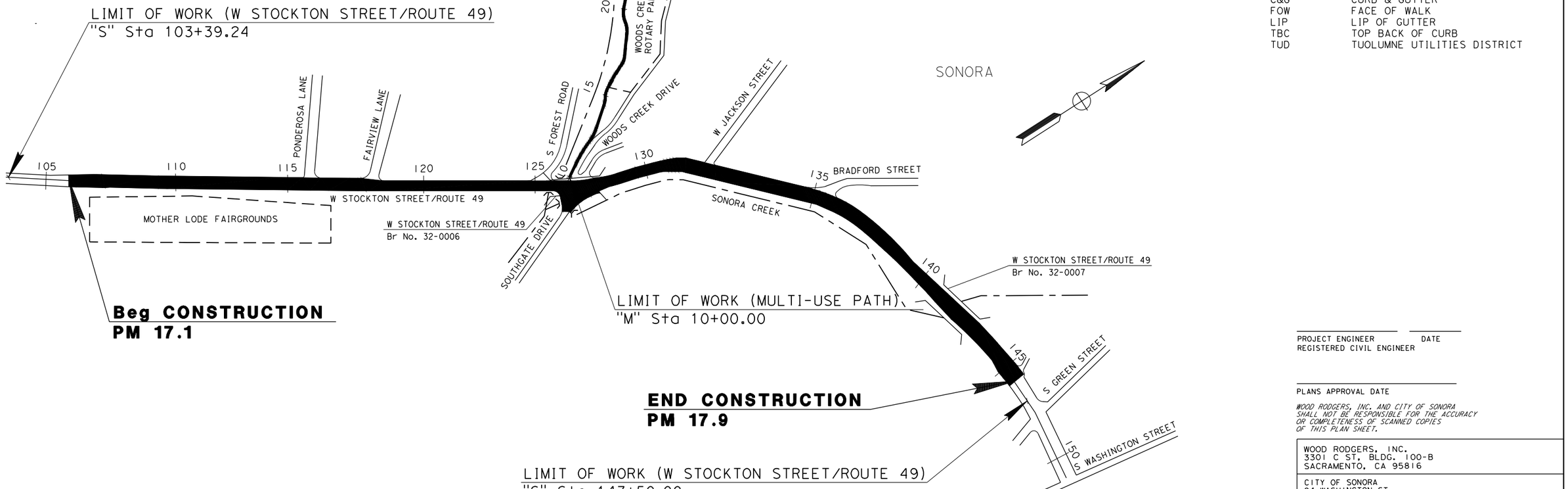
TO BE SUPPLEMENTED BY STATE STANDARD PLANS DATED 2024

INDEX OF SHEETS

SHEET No.	TITLE
1	TITLE AND LOCATION MAP
2-4	TYPICAL CROSS SECTIONS
5-13	LAYOUTS
14-16	PROFILES
17-21	PAVEMENT DELINEATION PLANS



LOCATION MAP



ABBREVIATIONS

BOW	BACK OF WALK
C&G	CURB & GUTTER
FOW	FACE OF WALK
LIP	LIP OF GUTTER
TBC	TOP BACK OF CURB
TUD	TUOLUMNE UTILITIES DISTRICT

PRELIMINARY

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

WOOD RODGERS, INC. AND CITY OF SONORA SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370

CONTRACT No.	10-1S350
PROJECT ID	1023000229

LAST REVISION 00-00-00 DATE PLOTTED => TIME PLOTTED =>

APPROVED AS TO IMPACT ON STATE FACILITIES AND CONFORMANCE WITH APPLICABLE STATE STANDARDS AND PRACTICES AND THAT TECHNICAL OVERSIGHT WAS PERFORMED.

CONSULTANT DESIGN ENGINEER | CALTRANS DESIGN OVERSIGHT APPROVAL | REGISTRATION No. | LICENSE Exp DATE | DATE SIGNED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	2	21

30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370

TYPICAL PAVEMENT STRUCTURE SECTION

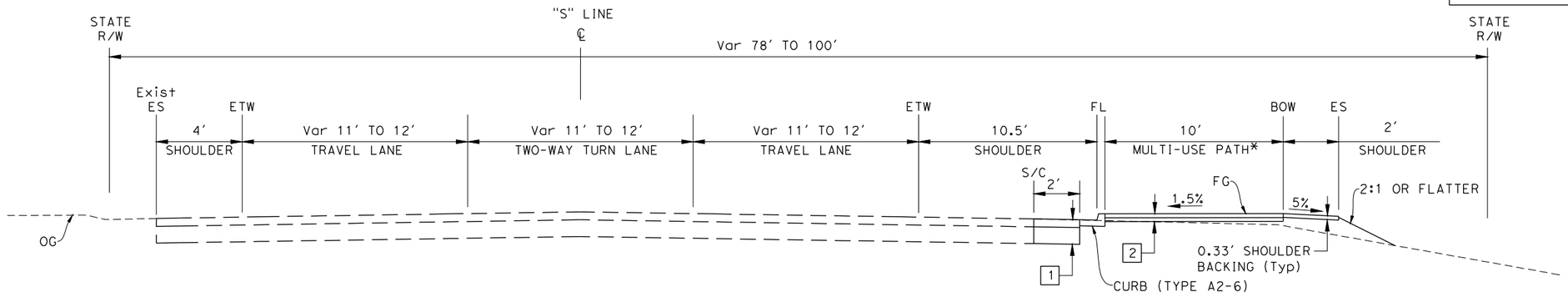
1 — XX / XX
2 — XX / XX
3 — XX / XX
4 — XX / XX
5 — XX / XX

ROUTE 49 DESIGN DESIGNATION

ADT (2026)	XX	D	XX
ADT (2046)	XX	T	XX
ESAL	XX	V	40 mph
		TI_{20}	XX

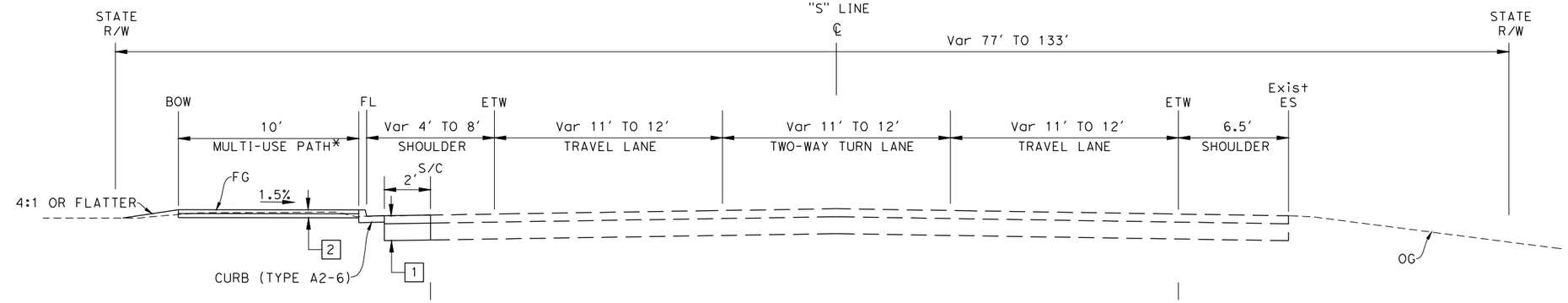
PAVEMENT CLIMATE REGION

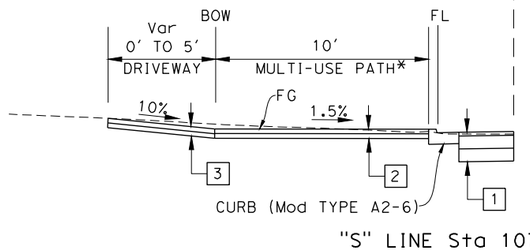
INLAND VALLEY



W STOCKTON STREET/ROUTE 49

"S" LINE Sta 104+48 TO Sta 106+31



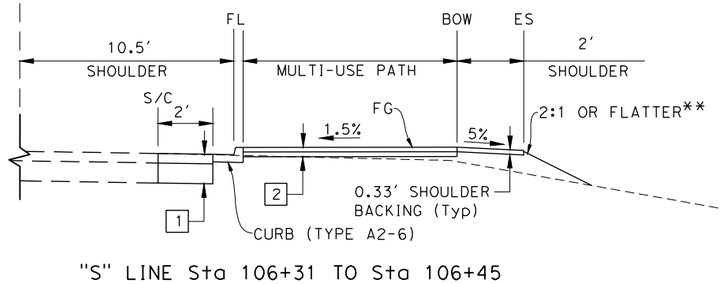


"S" LINE Sta 108+95 TO Sta 109+35
"S" LINE Sta 110+15 TO Sta 110+45
"S" LINE Sta 111+10 TO Sta 111+45
"S" LINE Sta 112+61 TO Sta 112+91
"S" LINE Sta 130+06 TO Sta 130+39

"S" LINE Sta 107+10 TO Sta 107+40
"S" LINE Sta 109+56 TO Sta 109+86
"S" LINE Sta 110+70 TO Sta 110+90
"S" LINE Sta 112+12 TO Sta 112+42
"S" LINE Sta 121+28 TO Sta 121+88
"S" LINE Sta 145+87 TO Sta 146+06

W STOCKTON STREET/ROUTE 49

"S" LINE Sta 106+31 TO Sta 122+87
"S" LINE Sta 129+90 TO Sta 130+48
"S" LINE Sta 145+38 TO Sta 146+33



"S" LINE Sta 106+31 TO Sta 106+45

*NON-STANDARD SHOULDER SEPARATION. TO BE ADDRESSED IN PS&E PROJECT PHASE

**NON-STANDARD SIDE-SLOPE. TO BE ADDRESSED IN PS&E PROJECT PHASE

TYPICAL CROSS SECTIONS

NO SCALE

X-1

CITY OF SONORA- PUBLIC WORKS DEPARTMENT

LAST REVISION 00-00-00 | DATE PLOTTED => 10/1/2026 | TIME PLOTTED => 1:55 PM

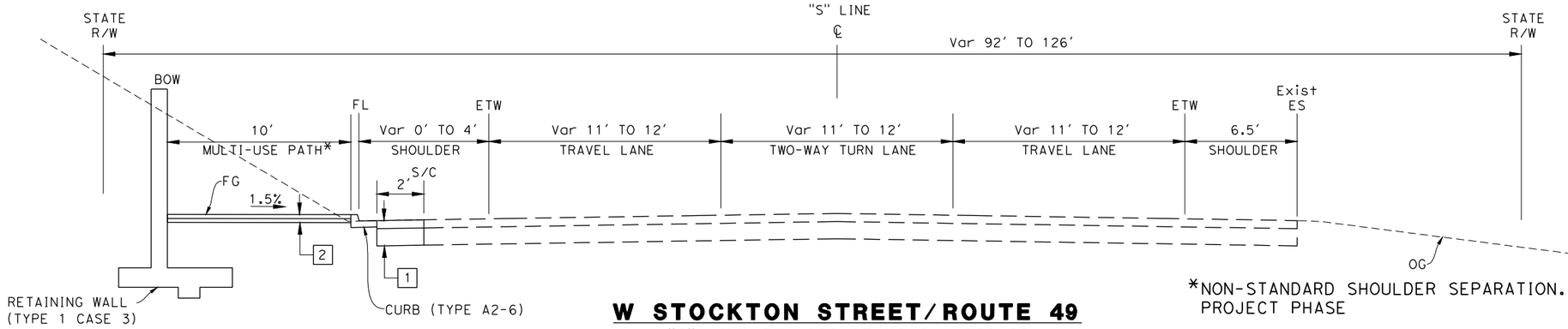
BORDER LAST REVISED 7/2/2010 | USERNAME =>Marisol Contreras | DGN FILE => 8341028ca001.dwg | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	3	21

30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

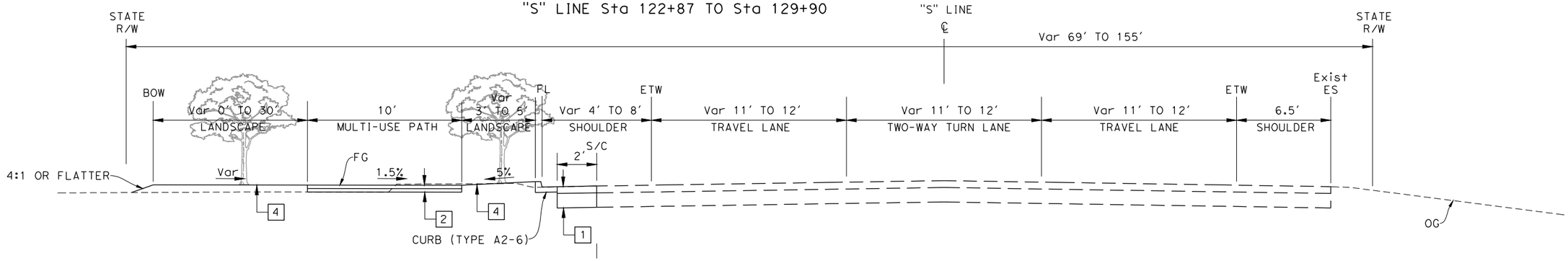
CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370



*NON-STANDARD SHOULDER SEPARATION. TO BE ADDRESSED IN PS&E PROJECT PHASE

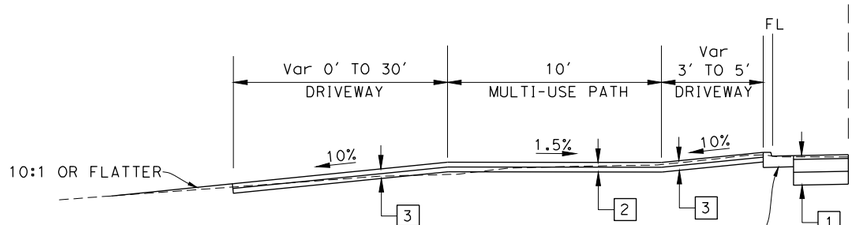
W STOCKTON STREET/ROUTE 49

"S" LINE Sta 122+87 TO Sta 129+90



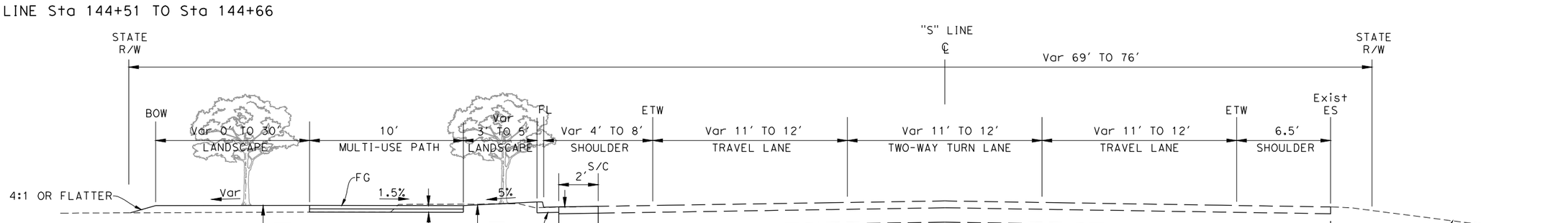
W STOCKTON STREET/ROUTE 49

"S" LINE Sta 130+48 TO Sta 144+03



"S" LINE Sta 132+14 TO Sta 132+43
"S" LINE Sta 133+44 TO Sta 133+73
"S" LINE Sta 138+62 TO Sta 138+92
"S" LINE Sta 144+51 TO Sta 144+66

"S" LINE Sta 132+91 TO Sta 133+20
"S" LINE Sta 136+66 TO Sta 136+86
"S" LINE Sta 140+08 TO Sta 140+37



W STOCKTON STREET/ROUTE 49

"S" LINE Sta 144+03 TO Sta 145+38

TYPICAL CROSS SECTIONS

NO SCALE

X-2

CITY OF SONORA- PUBLIC WORKS DEPARTMENT

30% PLANS
NOT FOR CONSTRUCTION

LAST REVISION: DATE PLOTTED => 10/1/2026
00-00-00 TIME PLOTTED => 1:55 PM

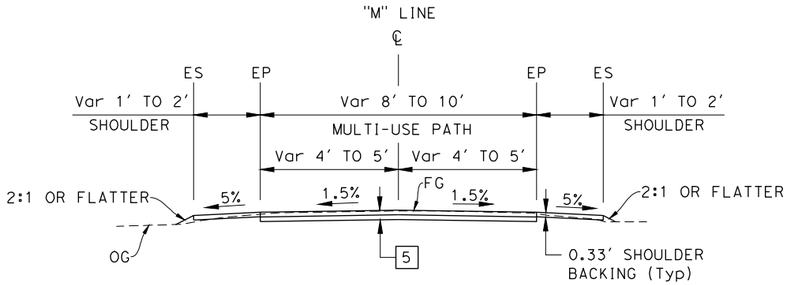
BORDER LAST REVISED 7/2/2010 | USERNAME => Marisol Contreras
DGN FILE => 8341028ca002.dwg | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	4	21

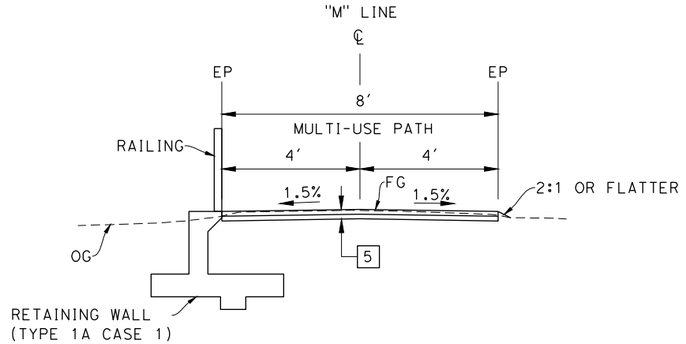
30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

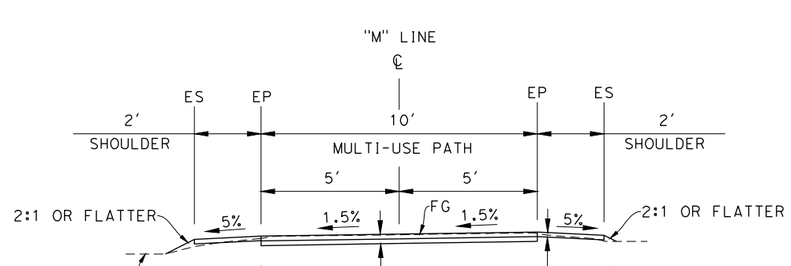
CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370



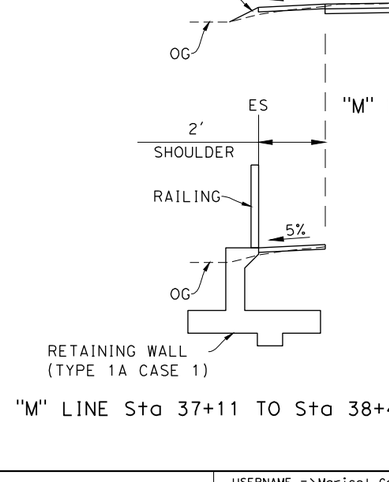
"M" LINE Sta 13+36 TO Sta 18+83
"M" LINE Sta 19+02 TO Sta 32+50



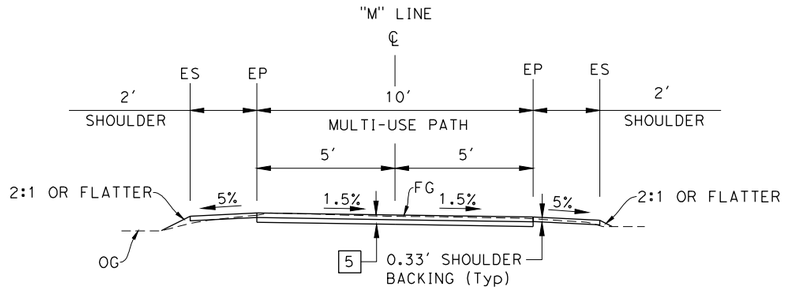
"M" LINE Sta 18+83 TO Sta 19+02



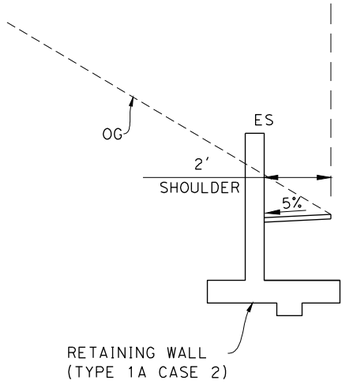
"M" LINE Sta 32+50 TO Sta 33+58



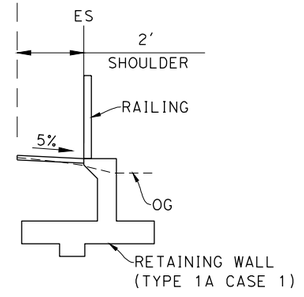
"M" LINE Sta 37+11 TO Sta 38+46



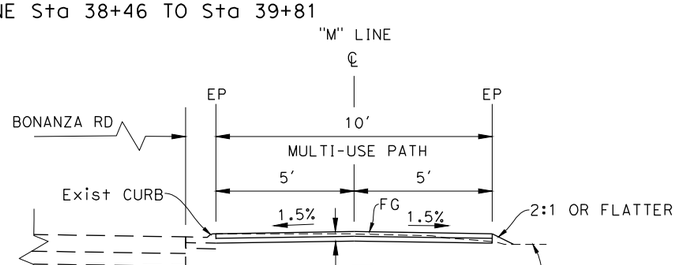
"M" LINE Sta 34+25 TO Sta 37+11



"M" LINE Sta 33+58 TO Sta 34+25
"M" LINE Sta 38+46 TO Sta 39+81



"M" LINE Sta 38+46 TO Sta 39+81



"M" LINE Sta 39+81 TO Sta 45+37

MULTI-USE PATH

TYPICAL CROSS SECTIONS

NO SCALE

X-3

CITY OF SONORA- PUBLIC WORKS DEPARTMENT

LAST REVISION | DATE PLOTTED => 10/1/2026
00-00-00 | TIME PLOTTED => 1:55 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	5	21

30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

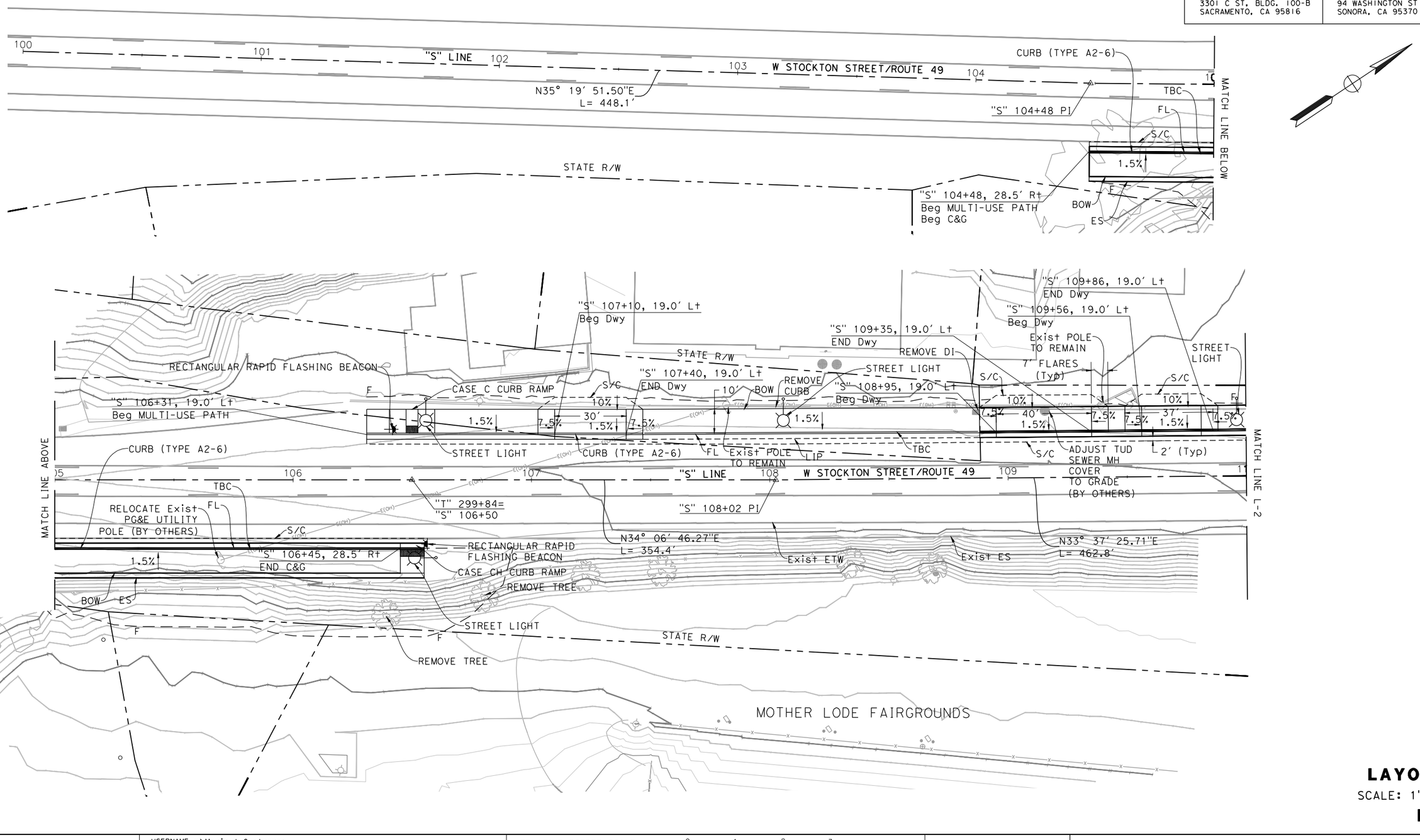
CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370

NOTE:
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- No. TRAFFIC STRIPE DETAIL NUMBER
- LL 12" LIMIT LINE

CENTERLINE DATA				
#	DELTA	RADIUS	LENGTH	TANGENT
1	180°00'00"	25.00'	78.54'	Infinity'



CITY OF SONORA- PUBLIC WORKS DEPARTMENT

LAYOUT
SCALE: 1"=20'
L-1

LAST REVISION 00-00-00 | DATE PLOTTED => 10/1/2026 | TIME PLOTTED => 1:56 PM

BORDER LAST REVISED 7/2/2010 | USERNAME =>Marisol Contreras | DGN FILE => 8341028ea001.dwg | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

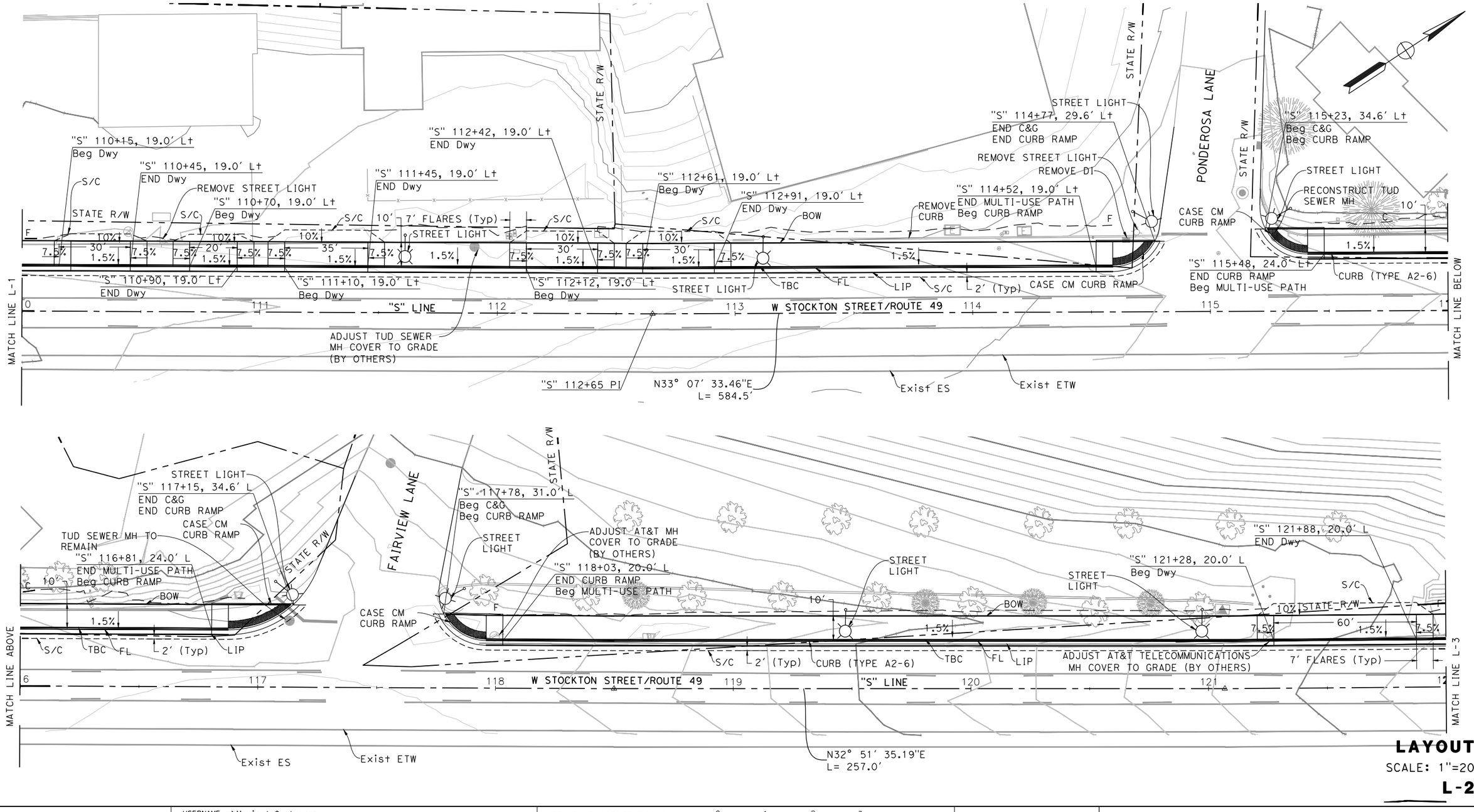
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	6	21

30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370

NOTE:
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



LAYOUT
SCALE: 1"=20'
L-2

CITY OF SONORA- PUBLIC WORKS DEPARTMENT

LAST REVISION 00-00-00
DATE PLOTTED => 10/1/2026
TIME PLOTTED => 1:57 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => Marisol Contreras | DGN FILE => 8341028ea002.dwg | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

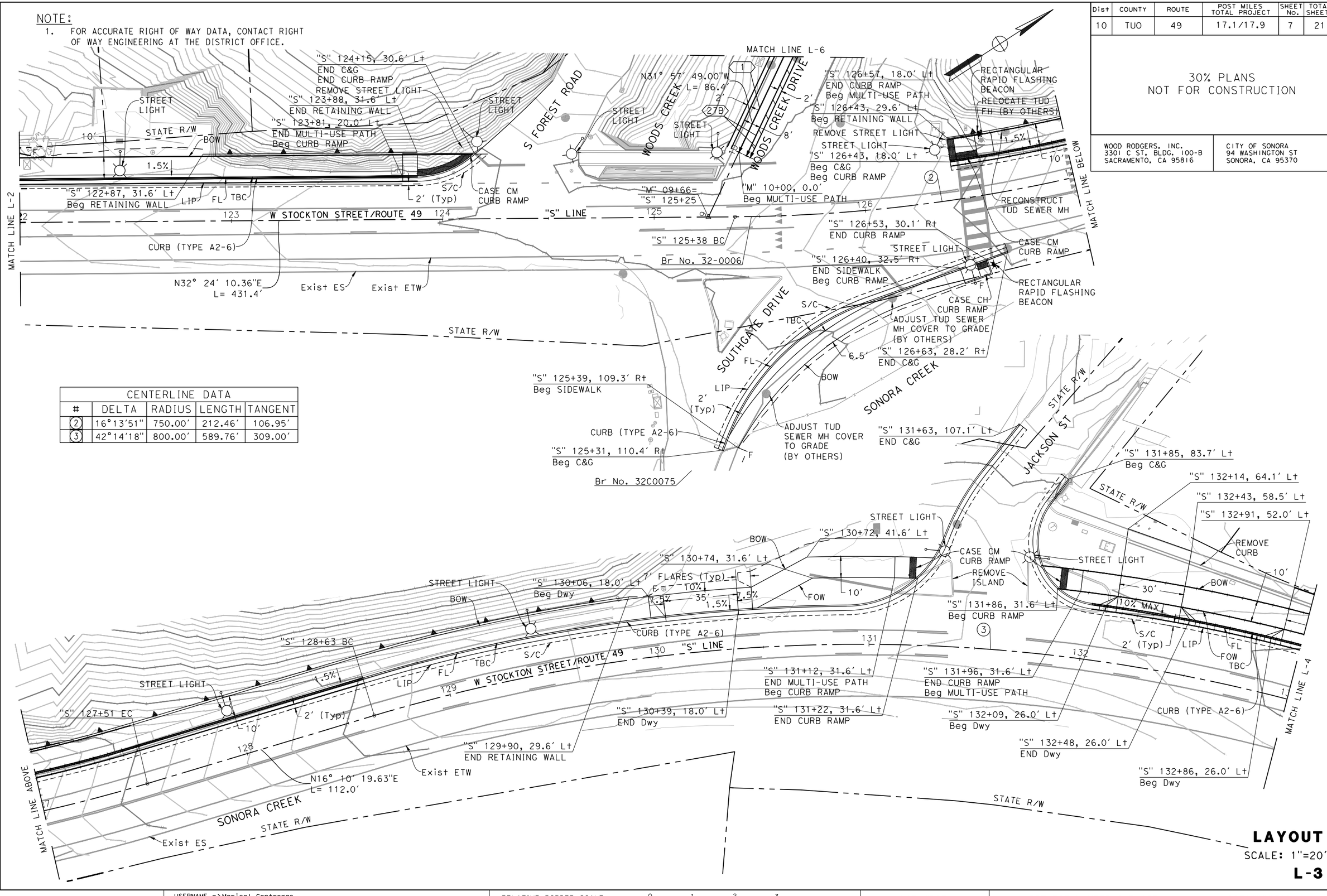
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	7	21

30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370

CENTERLINE DATA				
#	DELTA	RADIUS	LENGTH	TANGENT
2	16°13'51"	750.00'	212.46'	106.95'
3	42°14'18"	800.00'	589.76'	309.00'



LAYOUT
SCALE: 1"=20'
L-3

CITY OF SONORA- PUBLIC WORKS DEPARTMENT

LAST REVISION 00-00-00
DATE PLOTTED => 10/1/2026
TIME PLOTTED => 1:57 PM

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

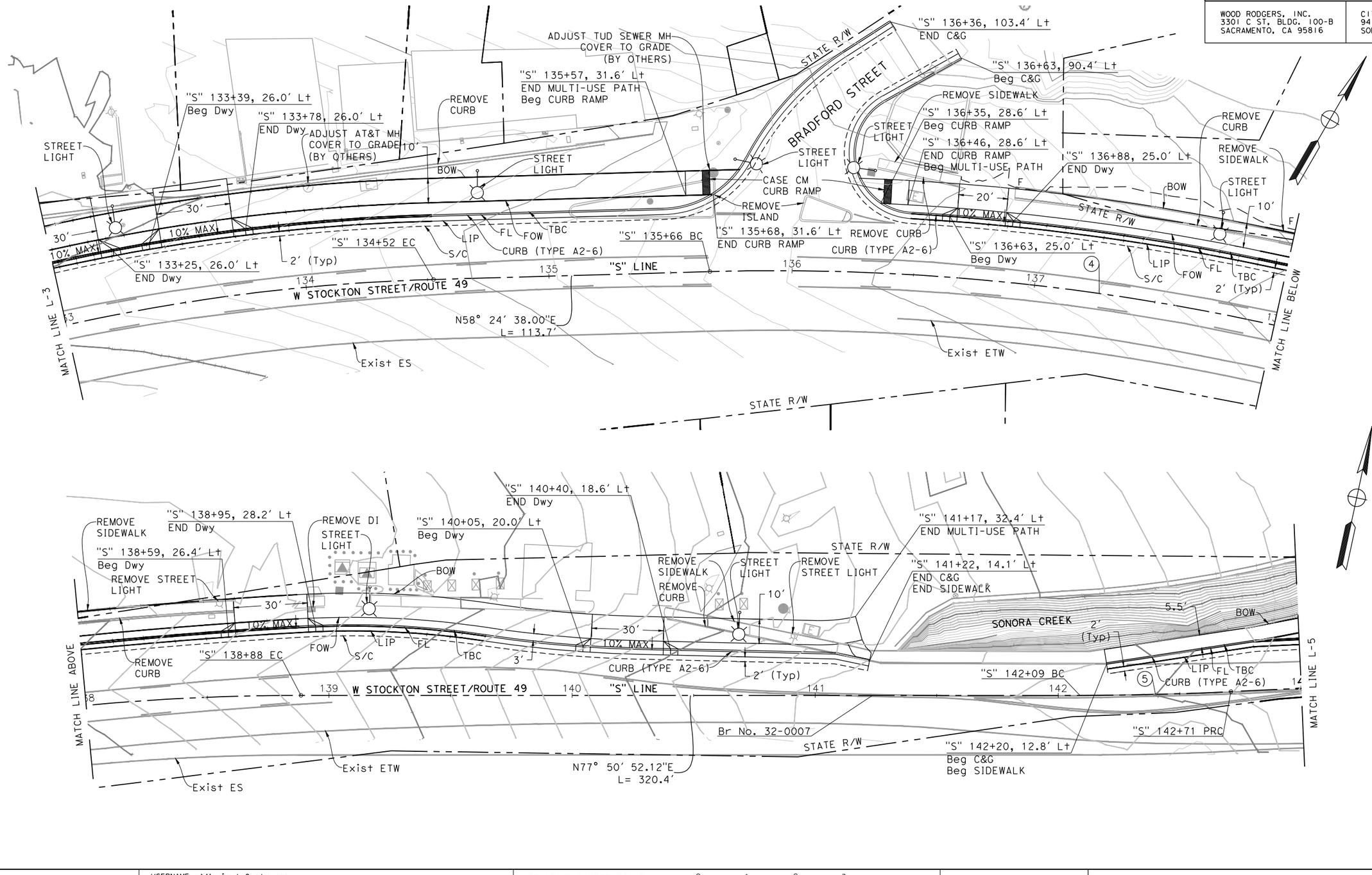
CENTERLINE DATA				
#	DELTA	RADIUS	LENGTH	TANGENT
(4)	19°26'14"	950.00'	322.28'	162.70'
(5)	2°50'51"	1250.00'	62.12'	31.07'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	8	21

30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370



LAYOUT

SCALE: 1"=20'

L-4

CITY OF SONORA- PUBLIC WORKS DEPARTMENT

LAST REVISION 00-00-00 DATE PLOTTED => 10/1/2026 TIME PLOTTED => 1:58 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => Marisol Contreras | DGN FILE => 8341028eq004.dwg | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

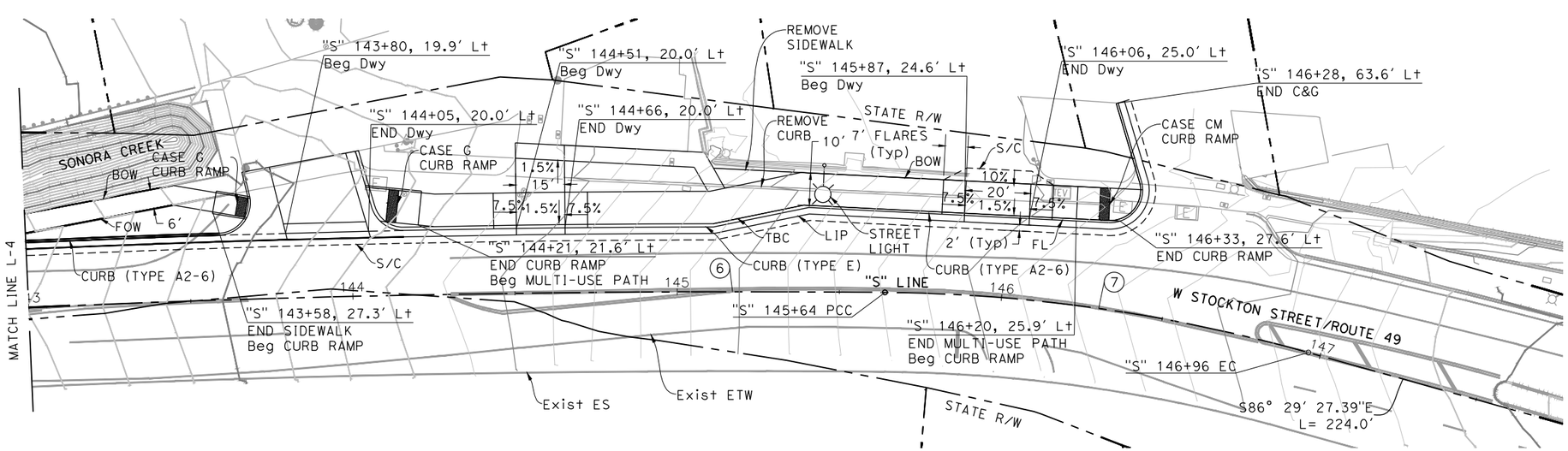
CENTERLINE DATA				
#	DELTA	RADIUS	LENGTH	TANGENT
6	3°21'28"	5000.00'	293.02'	146.55'
7	15°09'04"	500.00'	132.22'	66.50'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	9	21

30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370



LAYOUT
SCALE: 1"=20'
L-5

LAST REVISION 00-00-00
DATE PLOTTED => 10/1/2026
TIME PLOTTED => 1:59 PM

CITY OF SONORA- PUBLIC WORKS DEPARTMENT

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

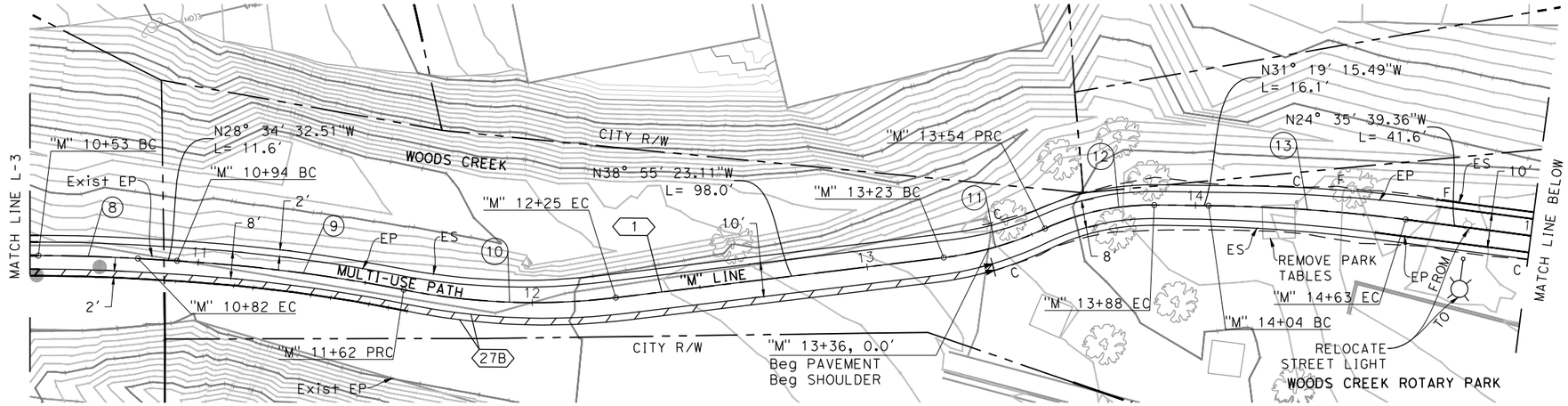
CENTERLINE DATA				
#	DELTA	RADIUS	LENGTH	TANGENT
8	3°23'16"	500.00'	29.57'	14.79'
9	7°46'40"	500.00'	67.87'	33.99'
10	18°07'30"	200.00'	63.27'	31.90'
11	17°58'23"	100.00'	31.37'	15.81'
12	25°34'30"	75.00'	33.48'	17.02'
13	6°43'36"	500.00'	58.70'	29.38'
14	27°03'17"	75.00'	35.41'	18.04'
15	27°39'59"	100.00'	48.29'	24.62'
16	32°51'02"	100.00'	57.34'	29.48'
17	11°32'27"	75.00'	15.11'	7.58'
18	23°29'46"	75.00'	30.76'	15.60'

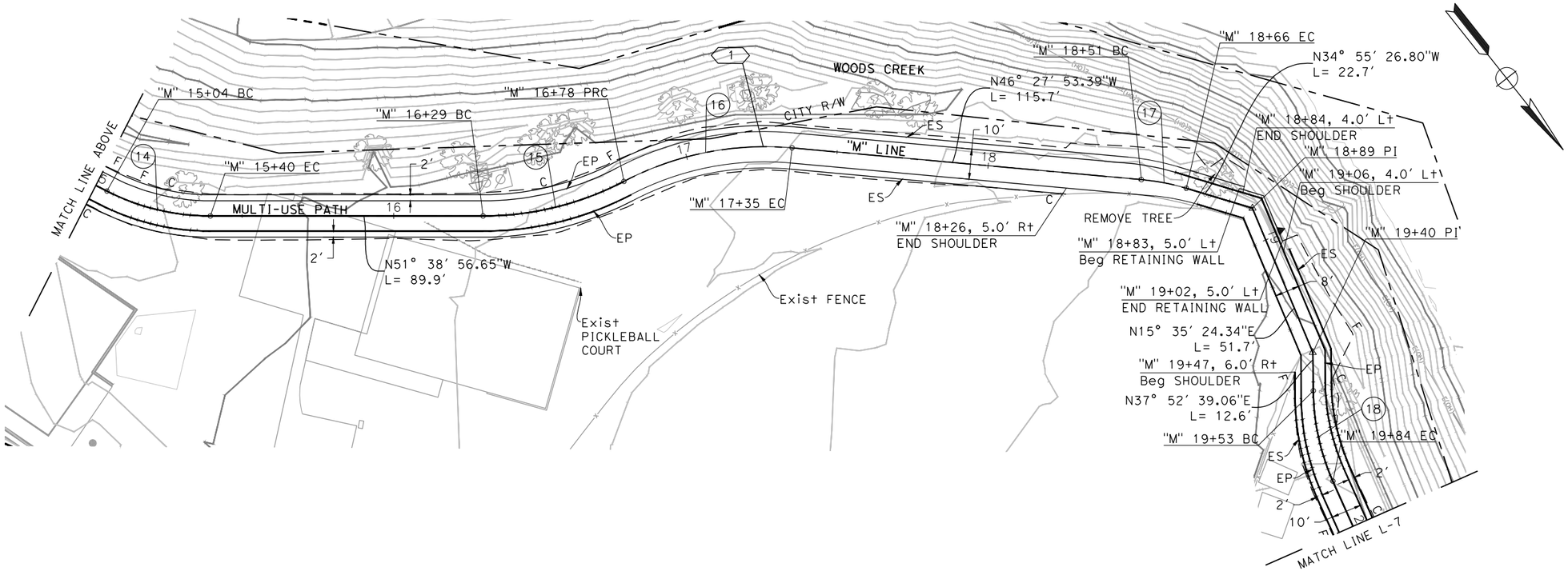
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	10	21

30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370





LAYOUT

SCALE: 1"=20'

L-6

CITY OF SONORA- PUBLIC WORKS DEPARTMENT

LAST REVISION 00-00-00 | DATE PLOTTED => 10/1/2026 | TIME PLOTTED => 2:00 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	11	21

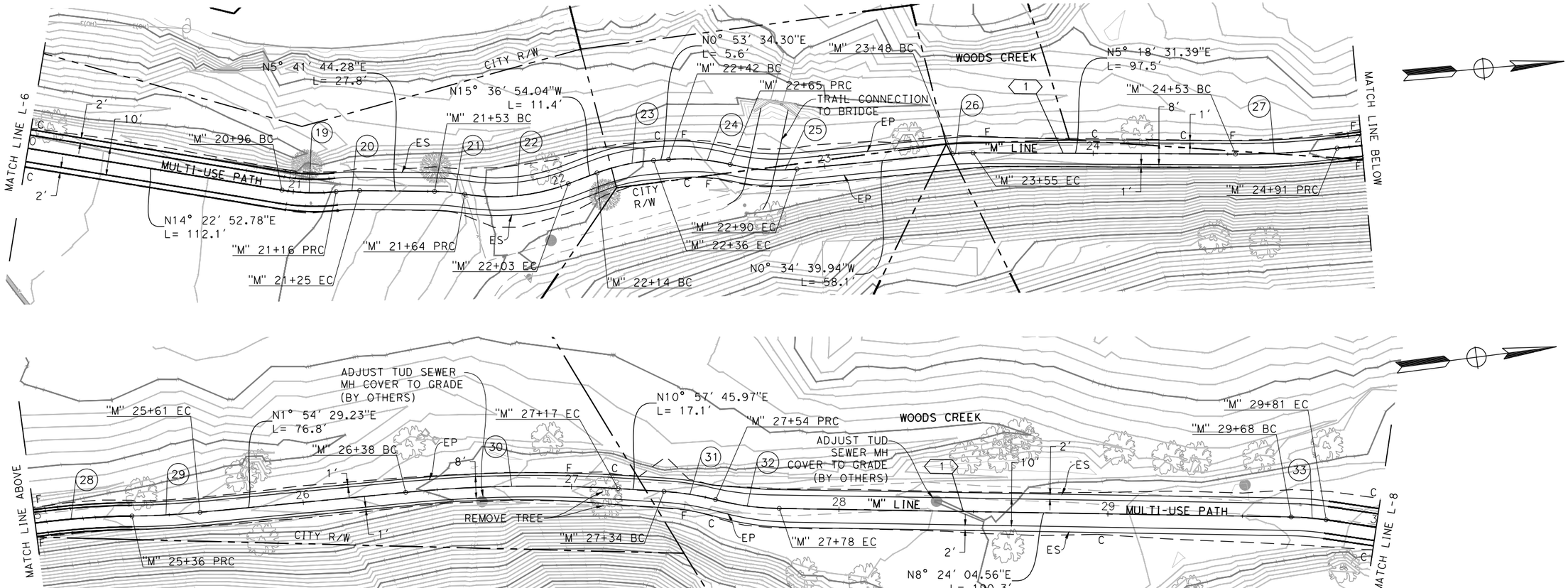
30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370

NOTE:
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CENTERLINE DATA				
#	DELTA	RADIUS	LENGTH	TANGENT
19	15°23'52"	75.00'	20.16'	10.14'
20	6°42'44"	75.00'	8.79'	4.40'
21	8°36'10"	75.00'	11.26'	5.64'
22	29°54'49"	75.00'	39.16'	20.04'
23	16°30'28"	75.00'	21.61'	10.88'
24	17°36'54"	75.00'	23.06'	11.62'
25	19°05'08"	75.00'	24.98'	12.61'
26	5°53'11"	75.00'	7.71'	3.86'
27	7°13'50"	300.00'	37.86'	18.95'
28	8°39'55"	300.00'	45.37'	22.73'
29	4°50'07"	300.00'	25.32'	12.67'
30	9°03'17"	500.00'	79.02'	39.59'
31	11°09'26"	100.00'	19.47'	9.77'
32	13°43'07"	100.00'	23.94'	12.03'
33	7°27'55"	100.00'	13.03'	6.52'



LAYOUT
SCALE: 1"=20'
L-7

CITY OF SONORA- PUBLIC WORKS DEPARTMENT

LAST REVISION 00-00-00 | DATE PLOTTED => 10/1/2026 | TIME PLOTTED => 2:01 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => Marisol Contreras | DGN FILE => 8341028ea007.dwg | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

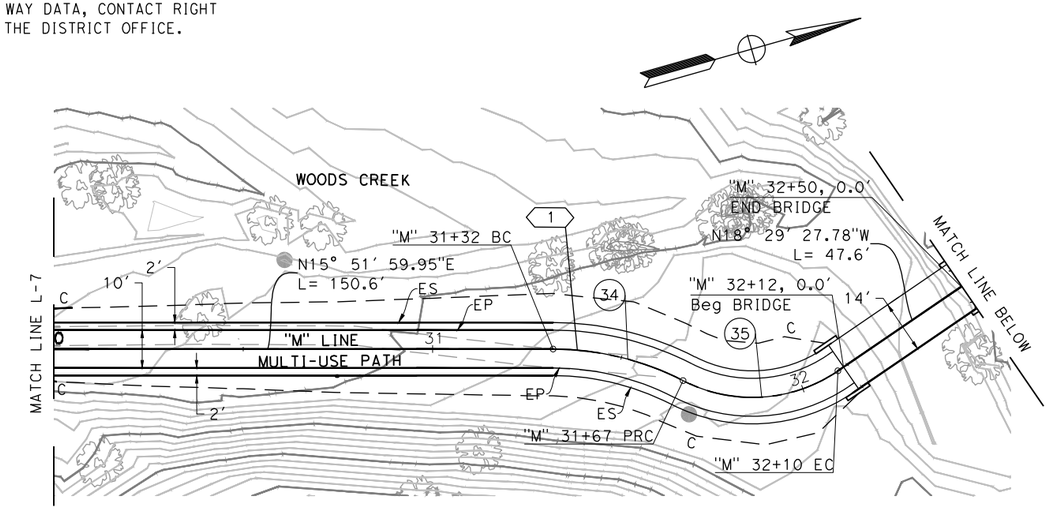
CENTERLINE DATA				
#	DELTA	RADIUS	LENGTH	TANGENT
34	27°13'28"	75.00'	35.64'	18.16'
35	61°34'55"	40.00'	42.99'	23.84'
36	87°16'26"	20.00'	30.46'	19.07'
37	180°00'00"	14.99'	47.10'	Infinity'
38	21°35'07"	50.00'	18.84'	9.53'
39	23°23'44"	50.00'	20.42'	10.35'
40	22°44'37"	50.00'	19.85'	10.06'
41	15°54'32"	50.00'	13.88'	6.99'
42	180°00'00"	10.00'	31.42'	Infinity'
43	10°51'14"	50.00'	9.47'	4.75'
44	40°42'20"	50.00'	35.52'	18.55'
45	159°37'15"	10.00'	27.86'	55.64'
46	10°04'27"	100.00'	17.58'	8.81'
47	6°04'45"	100.00'	10.61'	5.31'
48	134°10'50"	10.00'	23.42'	23.66'

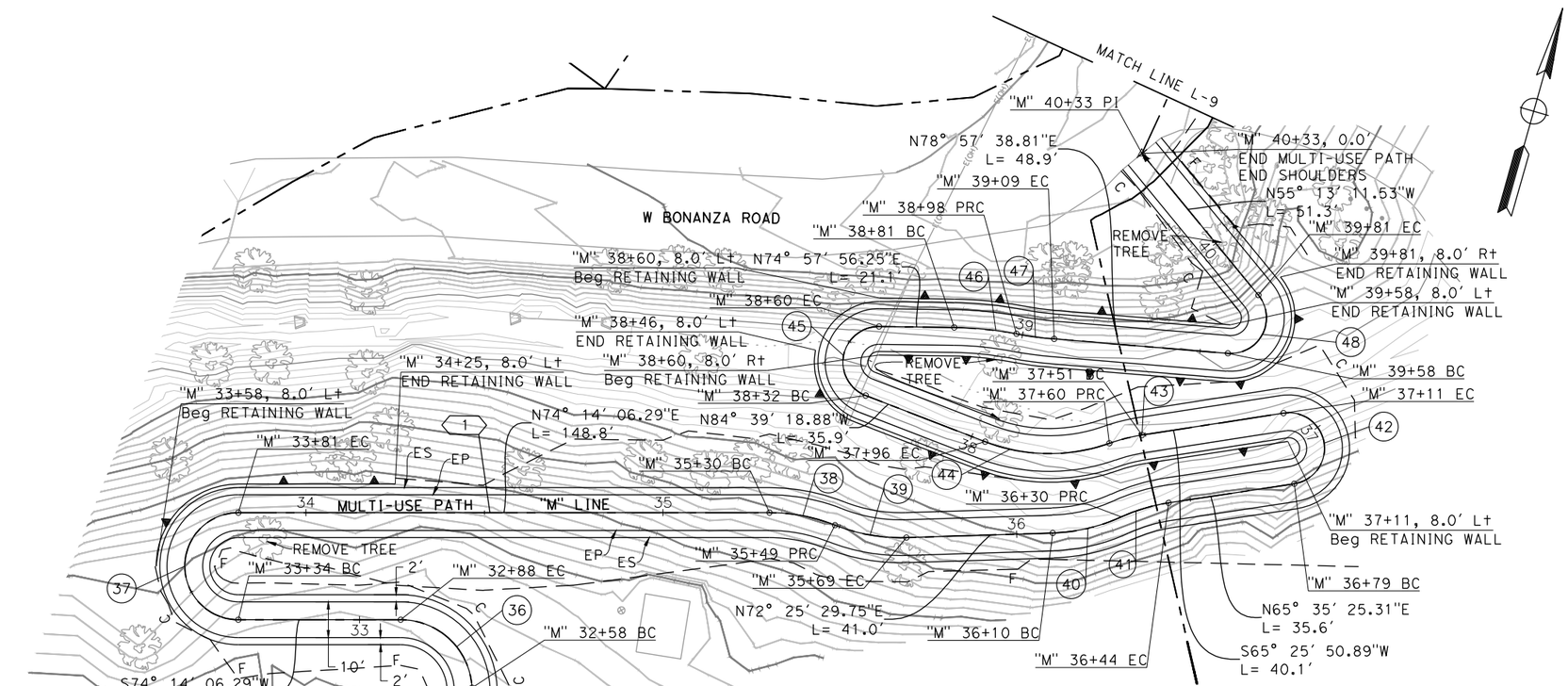
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	12	21

30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370





LAYOUT

SCALE: 1"=20'

L-8

CITY OF SONORA- PUBLIC WORKS DEPARTMENT

LAST REVISION | DATE PLOTTED => 10/1/2026
00-00-00 | TIME PLOTTED => 2:01 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => Marisol Contreras | DGN FILE => 8341028ea008.dwg | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

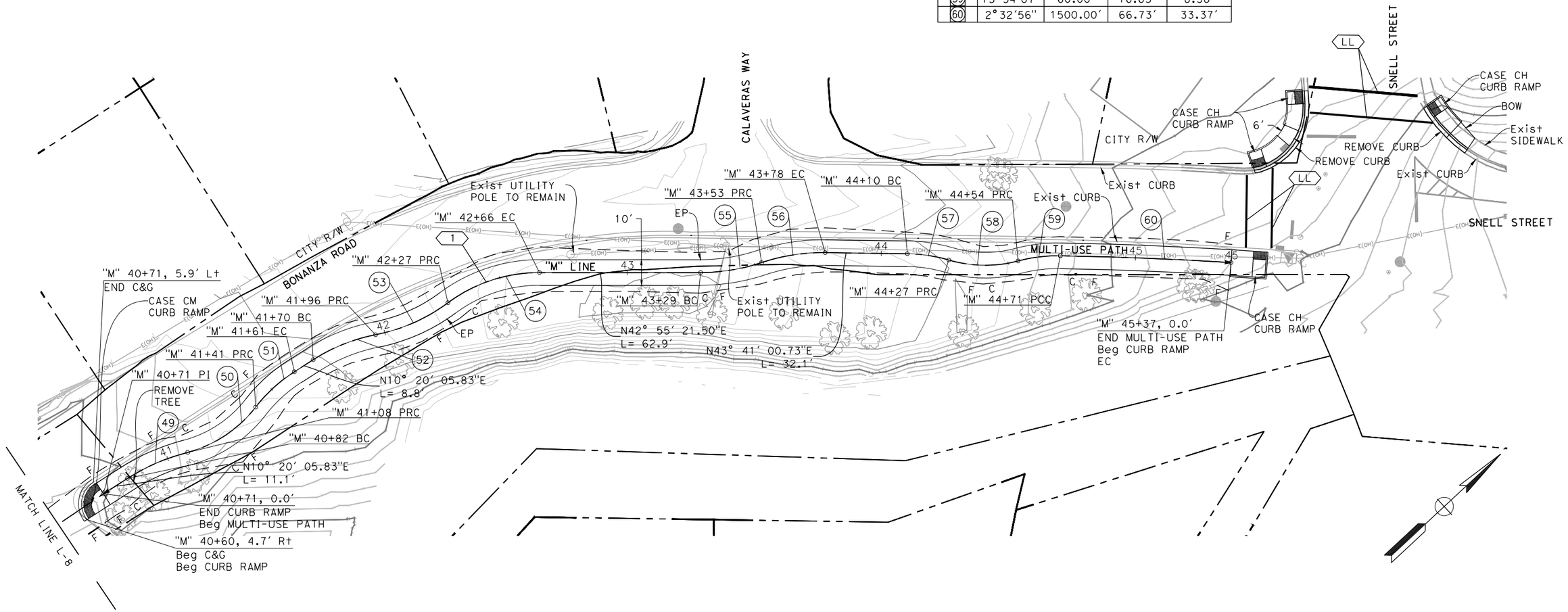
CENTERLINE DATA				
#	DELTA	RADIUS	LENGTH	TANGENT
49	17°30'33"	80.00'	24.45'	12.32'
50	37°09'29"	50.00'	32.43'	16.81'
51	19°38'56"	60.00'	20.58'	10.39'
52	21°32'40"	70.00'	26.32'	13.32'
53	25°30'57"	70.00'	31.17'	15.85'
54	36°33'33"	60.00'	38.28'	19.82'
55	18°30'54"	75.00'	24.24'	12.22'
56	19°16'33"	75.00'	25.23'	12.74'
57	15°41'34"	60.00'	16.43'	8.27'
58	31°21'46"	50.00'	27.37'	14.04'
59	15°54'07"	60.00'	16.65'	8.38'
60	2°32'56"	1500.00'	66.73'	33.37'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	13	21

30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370



LAYOUT
SCALE: 1"=20'
L-9

CITY OF SONORA- PUBLIC WORKS DEPARTMENT

LAST REVISION 00-00-00 | DATE PLOTTED => 10/1/2026 | TIME PLOTTED => 2:02 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => Marisol Contreras | DGN FILE => 8341028ea009.dwg | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

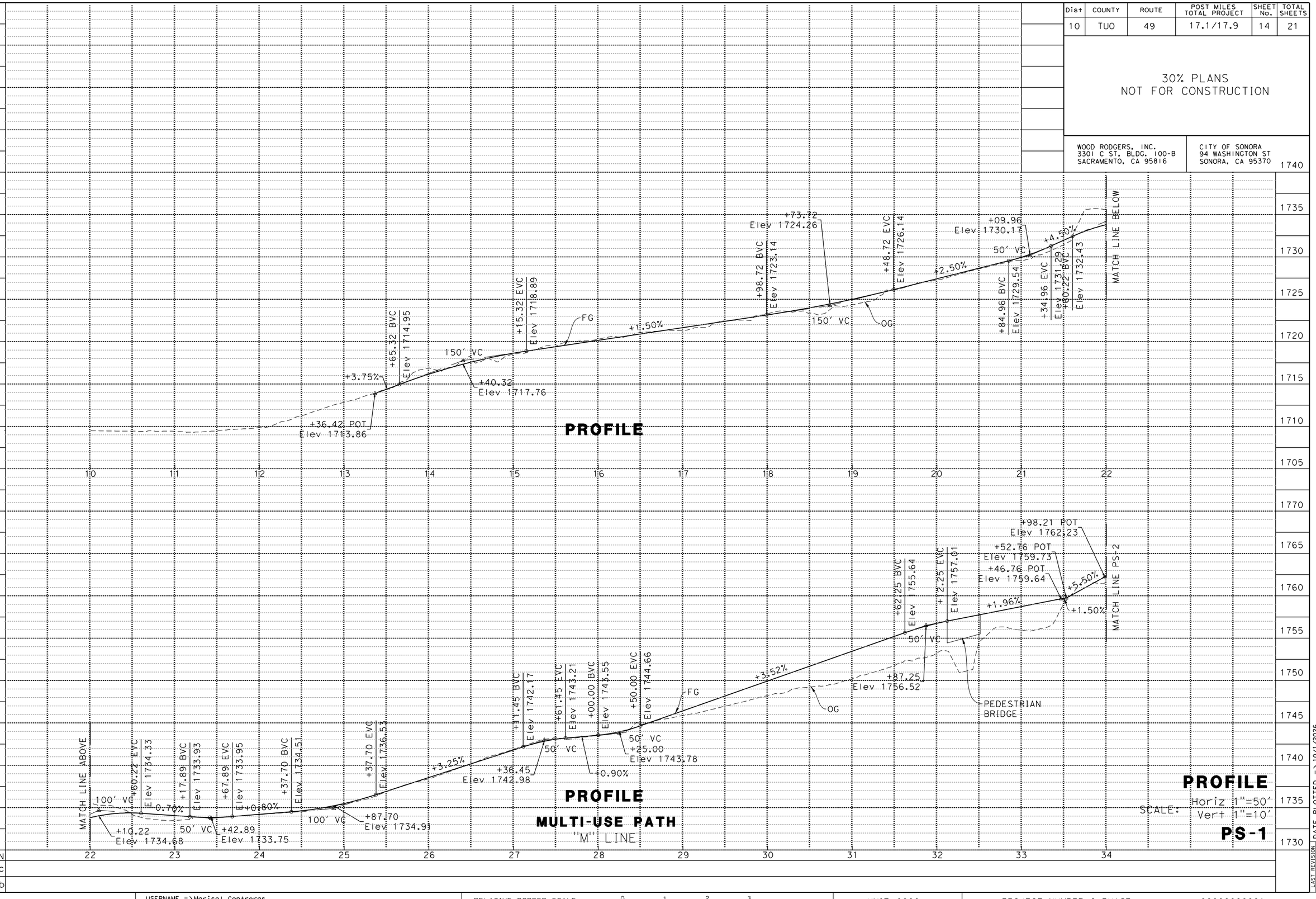
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	14	21

30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370

30% PLANS
NOT FOR CONSTRUCTION



CITY OF SONORA- PUBLIC WORKS DEPARTMENT

LAST REVISION: DATE PLOTTED => 10/1/2026
00-00-00 TIME PLOTTED => 2:03 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => Marisol Contreras | DGN FILE => 8341028fb001.dwg | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

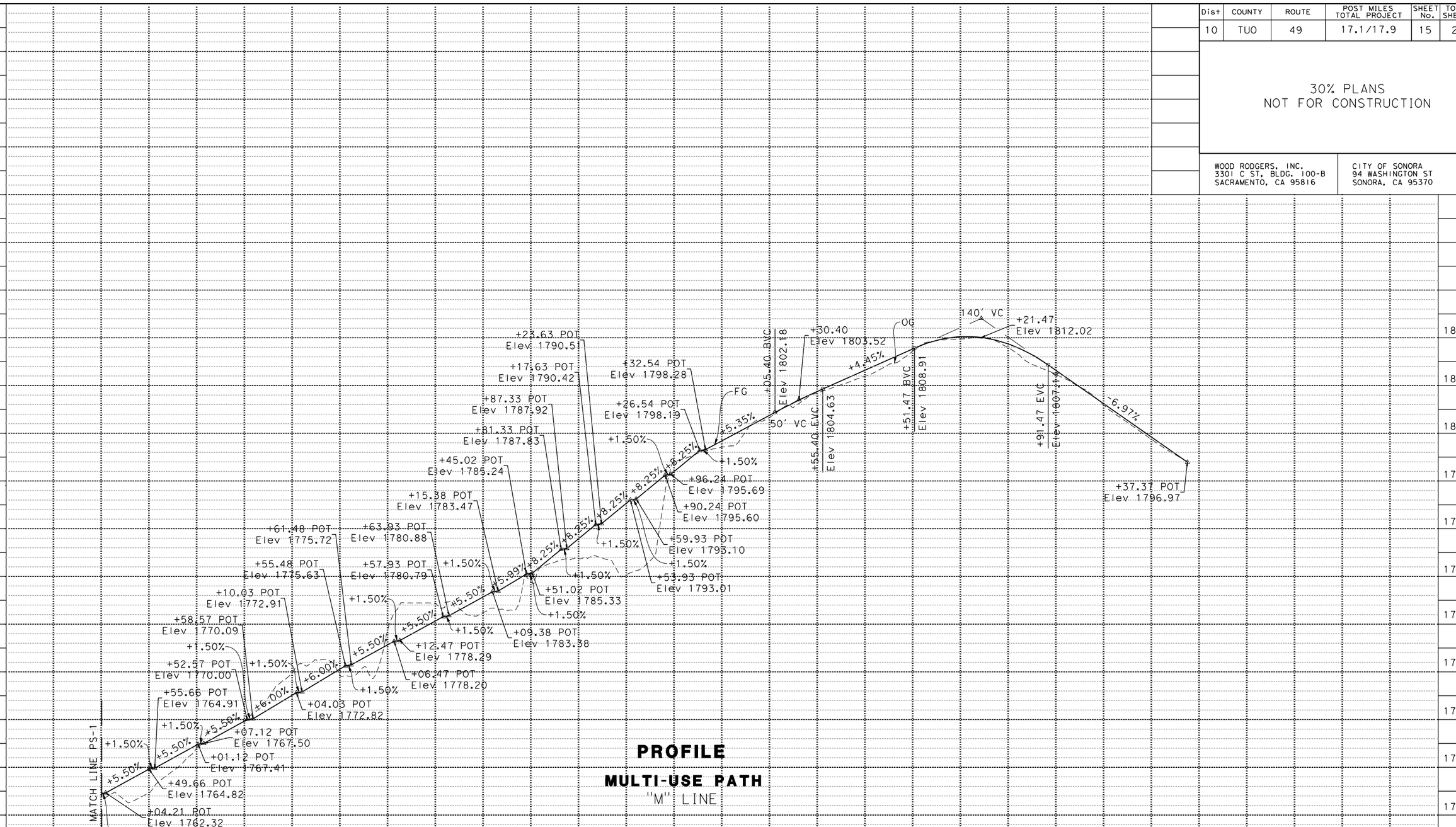
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	15	21

30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370

30% PLANS
NOT FOR CONSTRUCTION



PROFILE

MULTI-USE PATH

"M" LINE

PROFILE

SCALE: Horiz 1"=50'
Vert 1"=10'

PS-2

CITY OF SONORA- PUBLIC WORKS DEPARTMENT

STATION

CY Exc

Emb

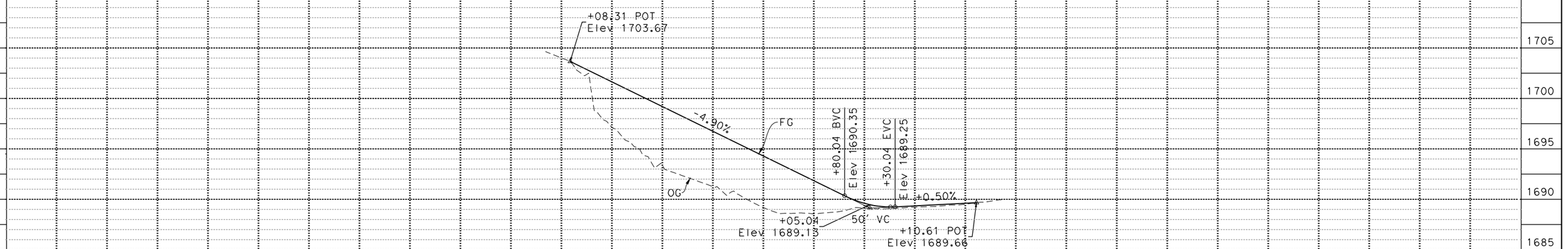
LAST REVISION 00-00-00
DATE PLOTTED => 10/1/2026
TIME PLOTTED => 2:03 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	16	21

30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370



PROFILE

MULTI-USE PATH

"T" LINE

30% PLANS
NOT FOR CONSTRUCTION

CITY OF SONORA- PUBLIC WORKS DEPARTMENT

STATION

CY Exc

Emb

PROFILE

SCALE: Horiz 1"=50'
Vert 1"=10'

PS-3

LAST REVISION 00-00-00
DATE PLOTTED => 10/1/2026
TIME PLOTTED => 2:03 PM

Xref D:\Jobs\8630 YubaCounty\003 PlumasLakeIC\Civil\Dwg\XR-STAMP-SR-PLC.dwg
USERNAME => Jose Contreras
DGN FILE => 8341028fb003.dwg
BORDER LAST REVISED 7/1/2019

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 00000000001

NOTE:

1. REMOVE ALL CONFLICTING TRAFFIC STRIPES, PAVEMENT MARKINGS AND PAVEMENT MARKERS.
2. ALL CROSSWALKS SHALL HAVE A 10' INSIDE WIDTH UNLESS OTHERWISE NOTED.
3. DIMENSIONS ALONG CURB AND GUTTER ARE GIVEN TO THE FACE OF CURB.
4. EXACT LOCATION OF PAVEMENT MARKINGS WILL BE DETERMINED BY THE ENGINEER.
5. ALL PAVEMENT MARKINGS ARE THERMOPLASTIC PAVEMENT MARKINGS, UNLESS OTHERWISE NOTED.

LEGEND

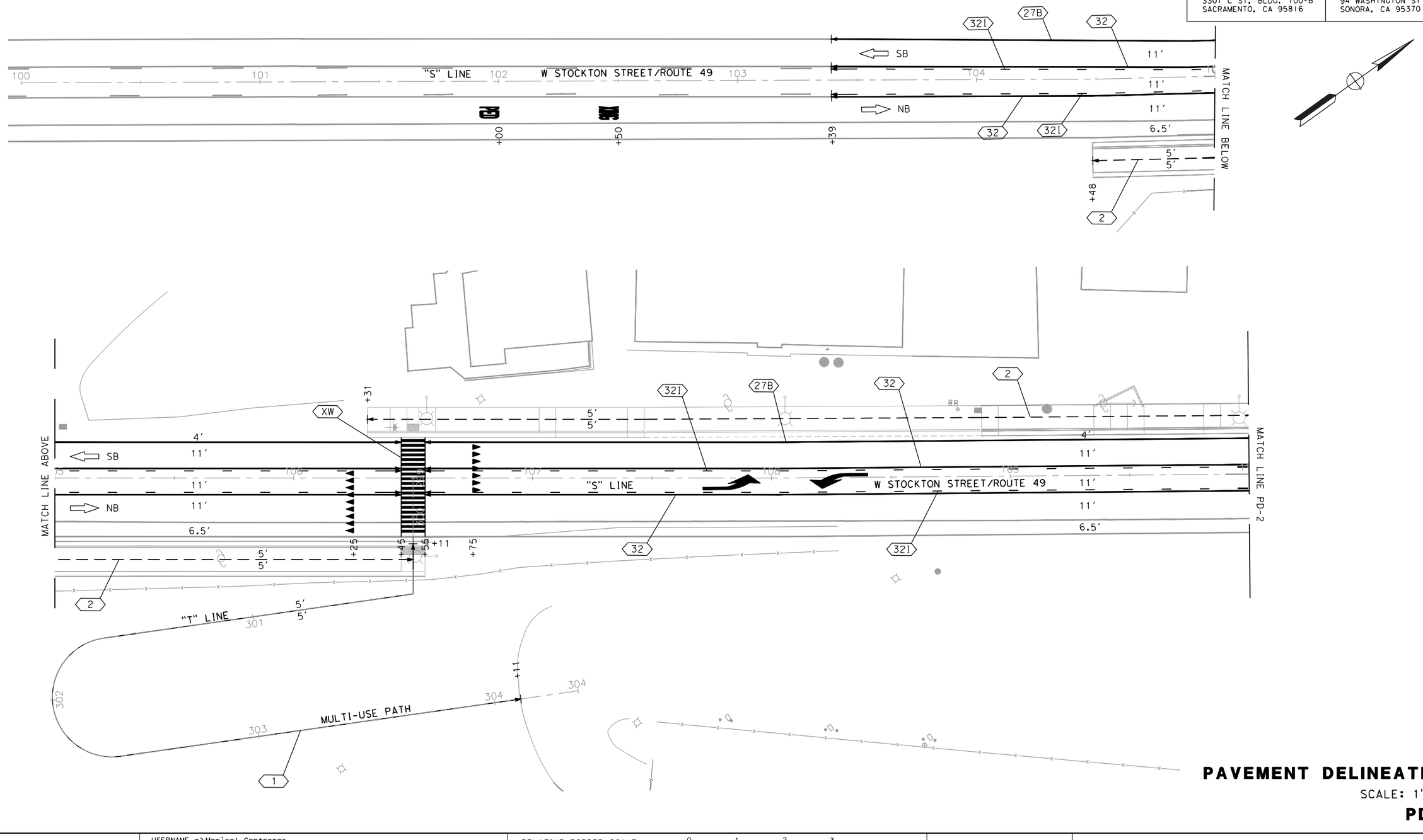
- BEGIN/END OF TRAFFIC STRIPE DETAIL
- CHANGE OF TRAFFIC STRIPE DETAIL
- (No.) TRAFFIC STRIPE DETAIL NUMBER
- (XW) CROSSWALK
- (LL) 12" LIMIT LINE
- TYPE III ARROW PAVEMENT MARKING
- YIELD LINE
- XING / PED PEDESTRIAN CROSSING PAVEMENT MARKING WORDS
- STOP STOP PAVEMENT MARKING WORD
- DIRECTIONAL ARROW
- GREEN COLORED PAVEMENT MARKINGS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	17	21

30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370



PAVEMENT DELINEATION

SCALE: 1"=20'

PD-1

CITY OF SONORA- PUBLIC WORKS DEPARTMENT

LAST REVISION 00-00-00 | DATE PLOTTED => 10/1/2026 | TIME PLOTTED => 2:04 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => Marisol Contreras | DGN FILE => 8341028na001.dwg | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

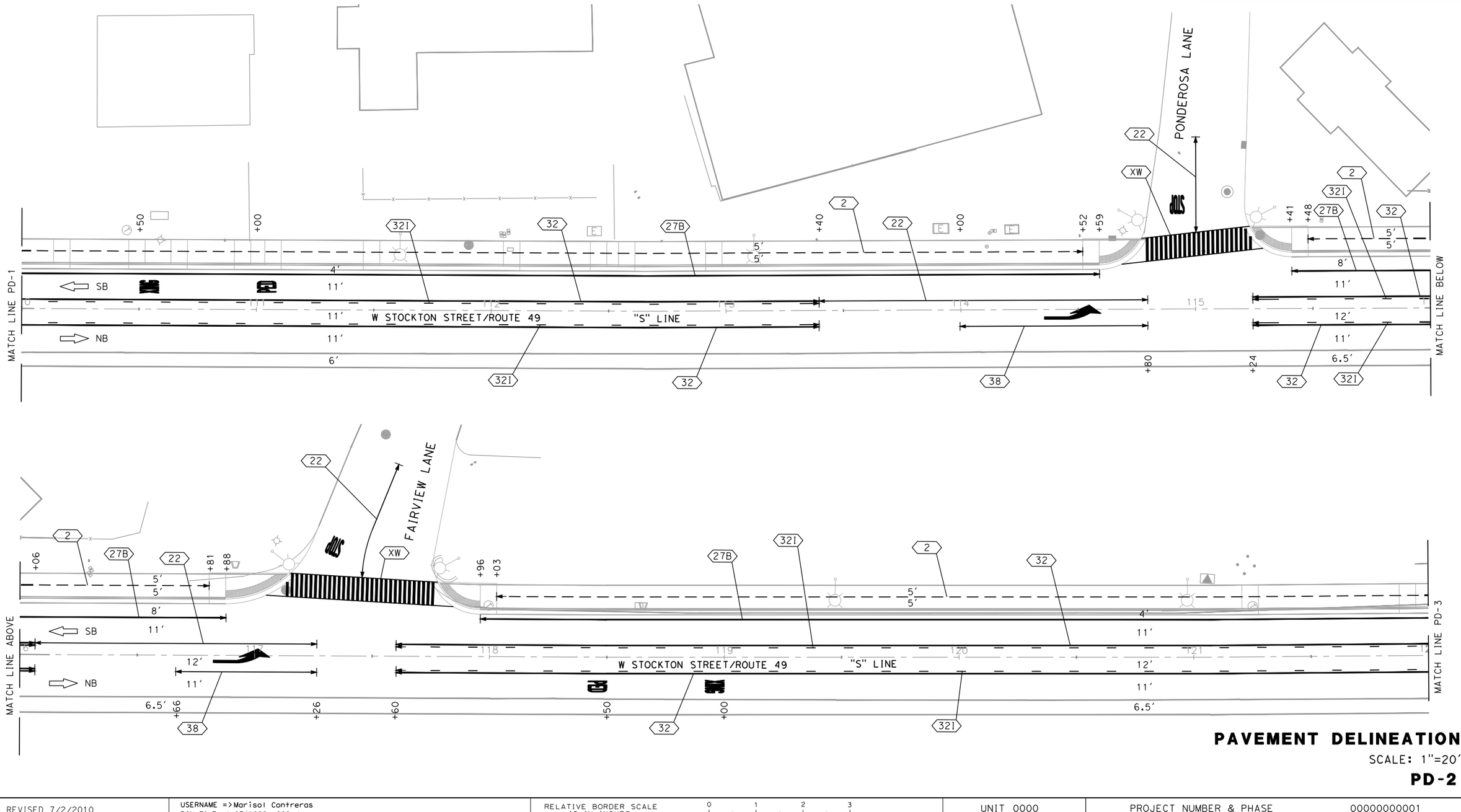
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	18	21

30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370

NOTE:
1. FOR NOTES AND LEGEND, SEE PD-1.



PAVEMENT DELINEATION

SCALE: 1"=20'

PD-2

CITY OF SONORA- PUBLIC WORKS DEPARTMENT

LAST REVISION 00-00-00 | DATE PLOTTED => 10/1/2026 | TIME PLOTTED => 2:05 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => Marisol Contreras | DGN FILE => 8341028na002.dwg | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

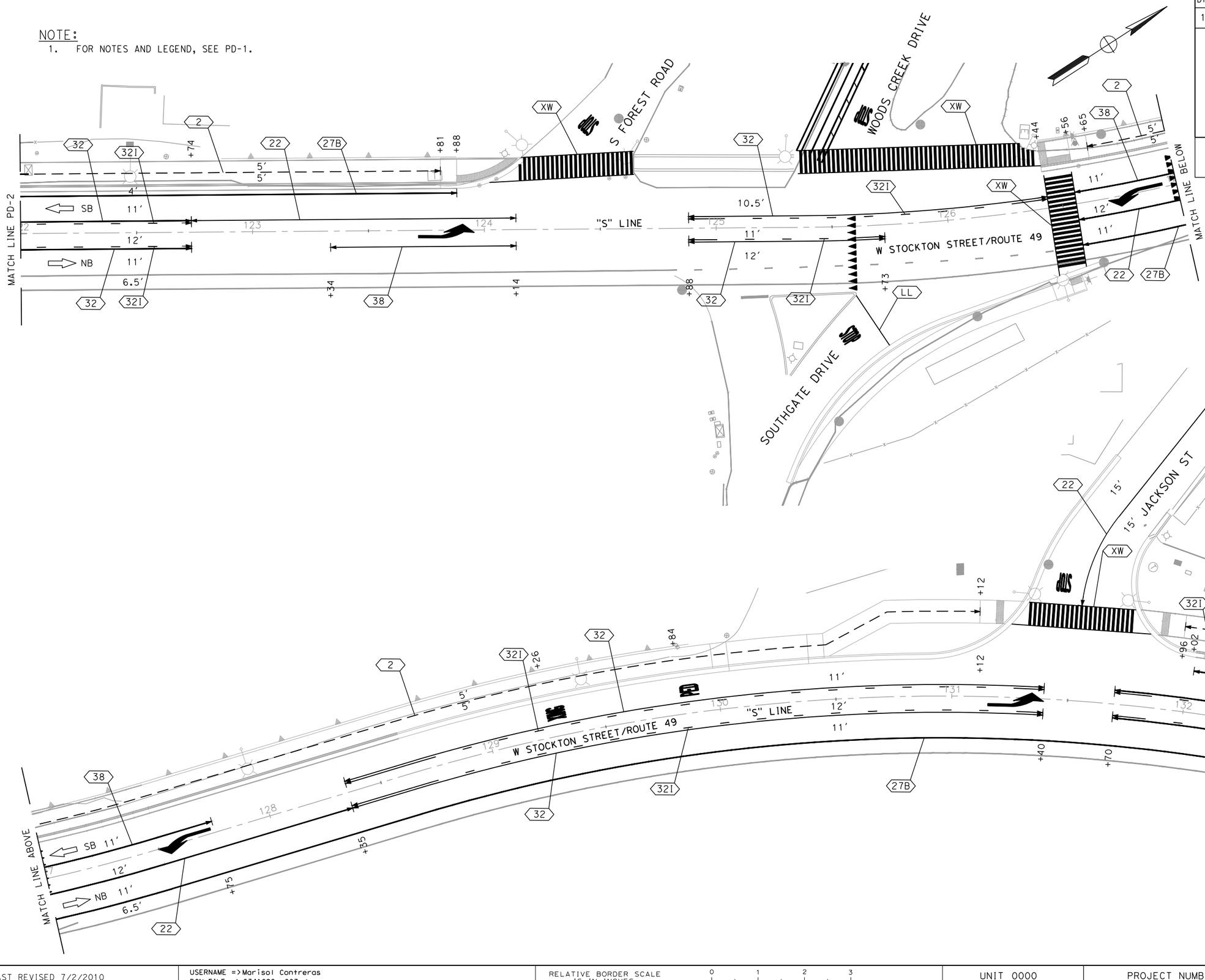
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	19	21

30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370

NOTE:
1. FOR NOTES AND LEGEND, SEE PD-1.



PAVEMENT DELINEATION

SCALE: 1"=20'

PD-3

CITY OF SONORA- PUBLIC WORKS DEPARTMENT

LAST REVISION 00-00-00 DATE PLOTTED => 10/1/2026 TIME PLOTTED => 2:05 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => Marisol Contreras | DGN FILE => 8341028na003.dwg | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

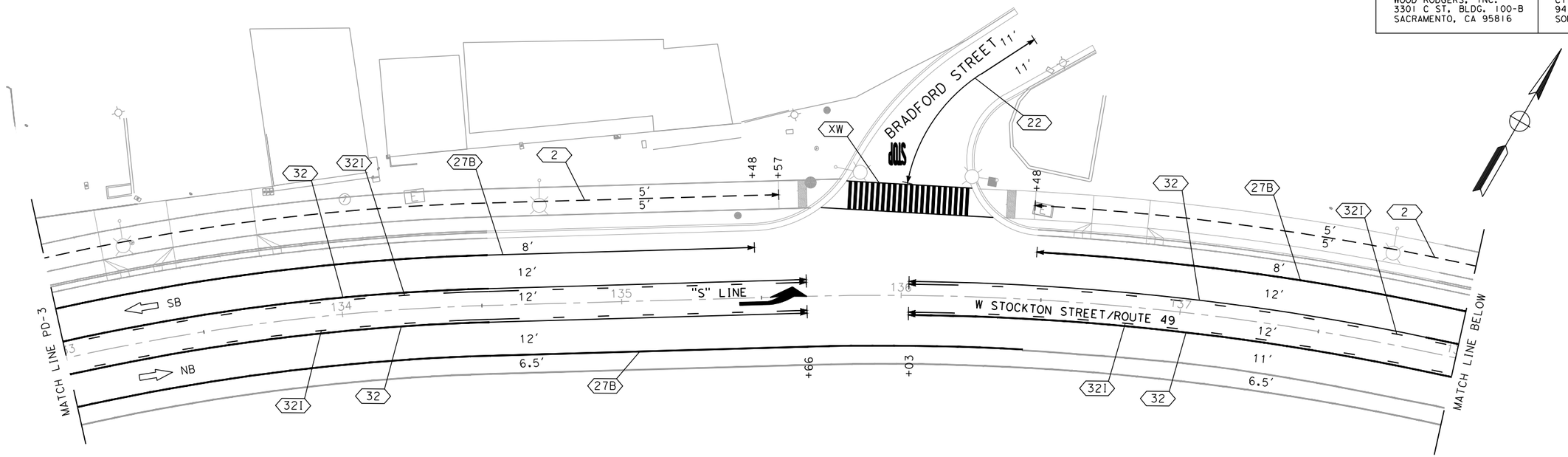
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	20	21

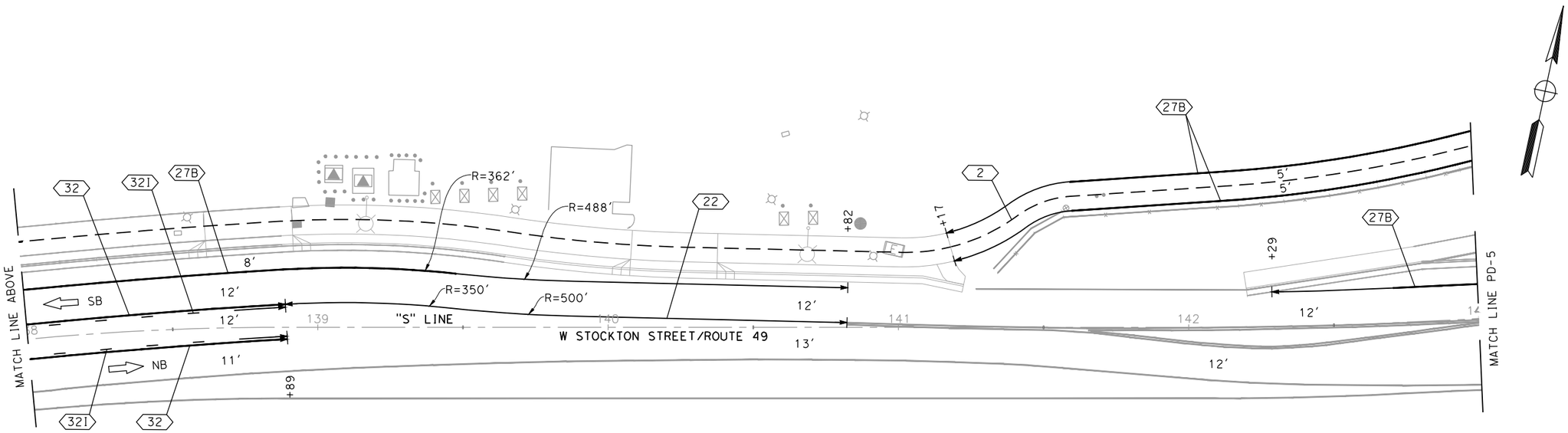
30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370

NOTE:
1. FOR NOTES AND LEGEND, SEE PD-1.





PAVEMENT DELINEATION

SCALE: 1"=20′

PD-4

CITY OF SONORA- PUBLIC WORKS DEPARTMENT

LAST REVISION: 00-00-00 | DATE PLOTTED => 10/1/2026 | TIME PLOTTED => 2:06 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => Marisol Contreras | DGN FILE => 8341028na004.dwg | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

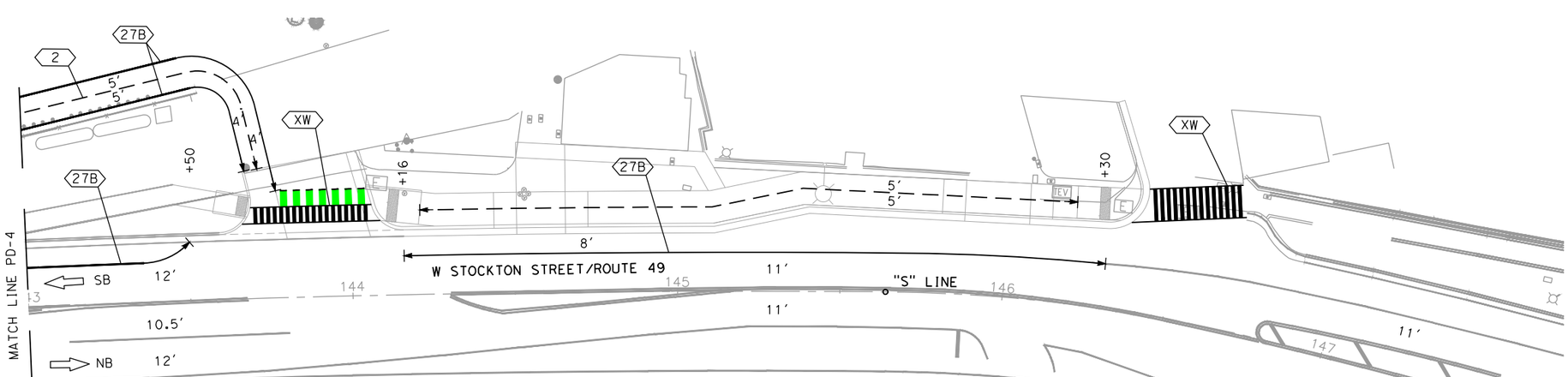
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/17.9	21	21

30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370

NOTE:
1. FOR NOTES AND LEGEND, SEE PD-1.



30% PLANS
NOT FOR CONSTRUCTION

CITY OF SONORA- PUBLIC WORKS DEPARTMENT

PAVEMENT DELINEATION

SCALE: 1"=20'

PD-5

LAST REVISION DATE PLOTTED => 10/1/2026
00-00-00 TIME PLOTTED => 2:07 PM

BORDER LAST REVISED 7/2/2010 | USERNAME =>Marisol Contreras | DGN FILE => 8341028na005.dwg | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

Attachment C

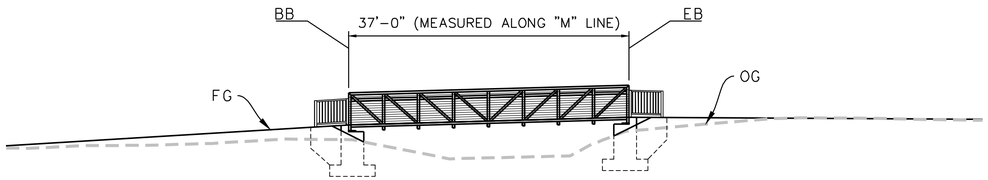
Pedestrian Bridge General plan

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO				

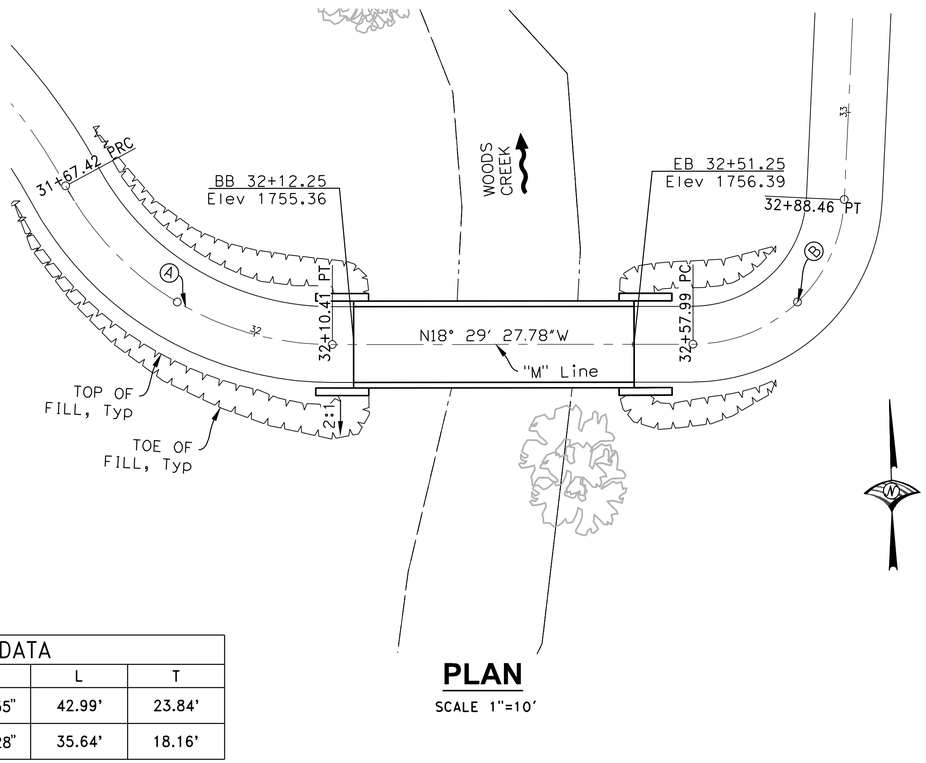
30% PLANS
NOT FOR CONSTRUCTION

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370

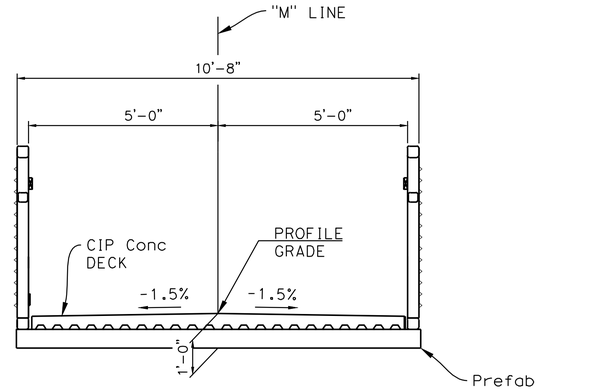


ELEVATION
SCALE 1"=10'



PLAN
SCALE 1"=10'

CURVE DATA				
NO.	R	Δ	L	T
(A)	40.00'	61°34'55"	42.99'	23.84'
(B)	75.00'	27°13'28"	35.64'	18.16'



TYPICAL SECTION
SCALE 1/2"=1'

LEGEND:
INDICATES FLOW DIRECTION

ESTIMATE

Date of Estimate	= 4/13/2026
Bridge Removal	= 0
Structure Depth	= 1'-0"
Length	= 37'-0"
Width	= 10'-8"
Area	= 495 Sq Ft
Cost/Sq Ft Including 10% Mobilization & 25% Contingency	= $120,717
Total Cost	= $448,000

GENERAL PLAN
SCALE: AS SHOWN
ALTERNATIVE 1

CITY OF SONORA- PUBLIC WORKS DEPARTMENT

LAST REVISION | DATE PLOTTED => 12/9/2025
00-00-00 | TIME PLOTTED => 10:06 AM

Attachment D

Engineer's Estimate

PROJECT

PLANNING COST ESTIMATE ©

EA: 10-1S350

EFIS:

District-County-Route: 10-TUO-49

PM: 17.1 to 17.9

Type of Estimate : Design Engineering Evaluation Report (PA&ED)

Program Code :

Project Limits : SR-49 from post mile 17.10 to 17.95

Project Description: Gold Rush Multi-Use Path Phase 1 project includes constructing 1.5 miles of paved multi-use path in Sonora, part of the larger 14 mile path connecting from Columbia to Jamestown.

Scope : Construct Class 1 bike trail along SR-49 and enhance mulit-modal transportation along the corridor. Construct a 1.5 mile pedestrian pathway for the new Gold Rush Trail.

Alternative : Preferred Alternative

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	$ 8,225,400	$ 8,555,000
TOTAL STRUCTURES COST	$ 448,001	$ 463,000
SUBTOTAL CONSTRUCTION COST	$ 8,674,000	$ 9,018,000
TOTAL RIGHT OF WAY COST	$ 986,268	$ 1,025,719
TOTAL CAPITAL OUTLAY COSTS	$ 9,661,000	$ 10,044,000
PA/ED SUPPORT	$ -	$ -
PS&E SUPPORT	$ 520,000	$ 530,400
RIGHT OF WAY SUPPORT	$ 507,000	$ 527,280
CONSTRUCTION SUPPORT	$ 160,000	$ 169,600
TOTAL SUPPORT COST	$ 1,187,000	$ 1,228,000
TOTAL PROJECT COST	$ 10,850,000	$ 11,300,000 *

Programmed Amount $ 6,418,000

	Month	/	Year
Date of Estimate (Month/Year)	3	/	2026
Estimated Construction Start (Month/Year)	5	/	2028
Number of Working Days =	240		
Estimated Mid-Point of Construction (Month/Year)	10	/	2028
Estimated Construction End (Month/Year)	5	/	2029
Number of Plant Establishment Days	240		

Estimated Project Schedule

DEER Concurrence (PA&ED)	10/15/2026
PS&E	12/31/2027
RTL	1/15/2028
Begin Construction	5/15/2028

Reviewed by District O.E. or Cost Estimate Certifier <<DRAFT>>

Office Engineer / Cost Estimate Certifier **Date** **Phone**

Approved by Project Manager <<DRAFT>>

Project Manager **Date** **Phone**

I. ROADWAY ITEMS SUMMARY

Section		Cost
1	Earthwork	$ 859,300
2	Pavement Structural Section	$ 1,609,700
3	Drainage	$ 595,500
4	Specialty Items	$ 1,258,800
5	Environmental	$ 369,800
6	Traffic Items	$ 1,185,400
7	Detours	$ -
8	Minor Items	$ 352,800
9	Roadway Mobilization	$ 623,200
10	Supplemental Work	$ -
11	State Furnished	$ -
12	Time-Related Overhead	$ -
13	Total Roadway Contingency	$ 1,370,900
	TOTAL ROADWAY ITEMS	**$ 8,225,400**

Estimate Prepared By : <<Draft>>

Name and Title | Date | Phone

Estimate Reviewed By : <<Draft>>

Name and Title | Date | Phone

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

$ -

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price ($)			Cost
190101	Roadway Excavation	CY	12,180	x	60.00	=	$	730,800
152320	Lead Compliance Plan	LS	1	x	3,000.00	=	$	3,000
190185	Shoulder Backing	TON	310	x	50.00	=	$	15,500
194001	Ditch Excavation	CY		x		=	$	-
19801X	Imported Borrow	CY/TON		x		=	$	-
192037	Structure Excavation (Retaining Wall)	CY		x		=	$	-
193013	Structure Backfill (Retaining Wall)	CY		x		=	$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x		=	$	-
170103	Clearing & Grubbing	LS	1	x	100,000.00	=	$	100,000
170101	Develop Water Supply	LS	1	x	10,000.00	=	$	10,000
19801X	Imported Borrow	CY/TON		x		=	$	-
210130	Duff	ACRE		x		=	$	-
XXXXXX	Some Item	Unit		x		=	$	-

TOTAL EARTHWORK SECTION ITEMS $ 859,300

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)			Cost
401050	Jointed Plain Concrete Pavement	CY		x		=	$	-
400050	Continuously Reinforced Concrete Pavement	CY		x		=	$	-
404092	Seal Pavement Joint	LF		x		=	$	-
404093	Seal Isolation Joint	LF		x		=	$	-
413117	Seal Concrete Pavement Joint (Silicone)	LF		x		=	$	-
413118	Seal Pavement Joint (Asphalt Rubber)	LF		x		=	$	-
280010	Rapid Strength Concrete Base	CY		x		=	$	-
410095	Dowel Bar (Drill and Bond)	EA		x		=	$	-
390132	Hot Mix Asphalt (Type A)	TON	1,300	x	200.00	=	$	260,000
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON		x		=	$	-
39300X	Geosynthetic Pavement Interlayer (Type X)	SQYD		x		=	$	-
26020X	Class 2 Aggregate Base	CY	2,190	x	80.00	=	$	175,200
290201	Asphalt Treated Permeable Base	CY		x		=	$	-
250401	Class 4 Aggregate Subbase	CY		x		=	$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		=	$	-
397005	Tack Coat	TON		x		=	$	-
377501	Slurry Seal	TON	210,365	x	0.75	=	$	157,774
3750XX	Screenings (Type XX)	TON		x		=	$	-
374492	Asphaltic Emulsion (Polymer Modified)	TON		x		=	$	-
370001	Sand Cover (Seal)	TON		x		=	$	-
731504	Minor Concrete (CURB AND GUTTER)	CY	250	x	900.00	=	$	225,000
731516	Minor Concrete (DRIVEWAY)	CY	120	x	1,500.00	=	$	180,000
731521	Minor Concrete (SIDEWALK)	CY	350	x	950.00	=	$	332,500
731521A	Minor Concrete (MULTI-USE PATH)	CY	60	x	1,200.00	=	$	72,000
39407X	Place Hot Mix Asphalt Dike (Type X)	LF		x		=	$	-
150771	Remove Asphalt Concrete Dike	LF		x		=	$	-
420201	Grind Existing Concrete Pavement			x		=	$	-
150860	Remove Base and Surfacing	CY		x		=	$	-
390095	Replace Asphalt Concrete Surfacing	CY		x		=	$	-
731780	Remove Concrete Sidewalk (SQYD)		430	x	50.00	=	$	21,500
731840	Remove Concrete (CURB AND GUTTER)	LF	2,340	x	30.00	=	$	70,200
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD		x		=	$	-
153103	Cold Plane Asphalt Concrete Pavement	SQYD		x		=	$	-
39405X	Shoulder Rumble Strip (HMA, X-In Indentations)	STA		x		=	$	-
413113	Repair Spalled Joints, Polyester Grout	SQYD		x		=	$	-
420102	Groove Existing Concrete Pavement	SQYD		x		=	$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x		=	$	-
731623A	Curb Ramp	EA	21	x	5,500	=	$	115,500

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS $ 1,609,700

$ -

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
710132	Remove Culvert	EA/LF		x		=	$	-
150820	Modify Inlet	EA		x		=	$	-
155232	Sand Backfill	CY		x		=	$	-
15020X	Abandon Culvert	EA/LF		x		=	$	-
510094	Structural Concrete, Drainage Inlet	CY		x		=	$	-
152430	Adjust Inlet	EA		x		=	$	-
710150	Remove inlet	EA	3	x	1,000.00	=	$	3,000
510501	Minor Concrete	CY		x		=	$	-
510502	Minor Concrete (Minor Structure)	CY		x		=	$	-
5105XX	Minor Concrete (Type XX)	CY		x		=	$	-
620XXX	XX" Alternative Pipe Culvert (Type X)	LF		x		=	$	-
6411XX	18" Plastic Pipe	LF		x		=	$	-
650010	12" Reinforced Concrete Pipe	LF	1,100	x	425.00	=	$	467,500
650018	24" Reinforced Concrete Pipe	LF		x		=	$	-
6650XX	XX" Corrugated Steel Pipe (0.XXX" Thick)	LF		x		=	$	-
68XXXX	XX" Plastic Pipe (Edge Drain)	LF		x		=	$	-
69011X	XX" Corrugated Steel Pipe Downdrain (0.XXX" Th	LF		x		=	$	-
70321X	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF		x		=	$	-
70XXXX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF		x		=	$	-
7050XX	XX" Steel Flared End Section	EA		x		=	$	-
703233	Grated Line Drain	LF		x		=	$	-
72XXXX	Rock Slope Protection (Type and Method)	CY/TON		x		=	$	-
72901X	Rock Slope Protection Fabric (Class X)	SQYD		x		=	$	-
721420	Concrete (Ditch Lining)	CY		x		=	$	-
721430	Concrete (Channel Lining)	CY		x		=	$	-
750001	Miscellaneous Iron and Steel	LB		x		=	$	-
750030A	Drain Inlet	EA	25	x	5,000.00	=	$	125,000

TOTAL DRAINAGE ITEMS $ 595,500

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost
080050	Progress Schedule (Critical Path Method)	LS		x		=	$	-
582001	Sound Wall (Masonry Block)	SQFT		x		=	$	-
510530	Minor Concrete (Wall)	CY		x		=	$	-
15325X	Remove Sound Wall	LF/LS		x		=	$	-
070030	Lead Compliance Plan	LS		x		=	$	-
141120	Treated Wood Waste	LB		x		=	$	-
153221	Remove Concrete Barrier	LF		x		=	$	-
150662	Remove Metal Beam Guard Railing	LF		x		=	$	-
150668	Remove Flared End Section	EA		x		=	$	-
730070	Detectable Warning Surface	SQFT	495	x	50.00	=	$	24,750
8000XX	Chain Link Fence (Type XX)	LF		x		=	$	-
80XXXX	XX" Chain Link Gate (Type CL-6)	EA		x		=	$	-
832001	Metal Beam Guard Railing	LF		x		=	$	-
839301	Single Thrie Beam Barrier			x		=	$	-
839310	Double Thrie Beam Barrier	LF		x		=	$	-
839521	Cable Railing	LF		x		=	$	-
8395XX	Terminal System (Type CAT)			x		=	$	-
839585	Alternative Flared Terminal System	EA		x		=	$	-
839584	Alternative In-line Terminal System	EA		x		=	$	-
4906XX	CIDH Concrete Piling (Insert Diameter)	LF		x		=	$	-
839XXX	Crash Cushion (Sand Filled)	EA		x		=	$	-
839642	Concrete Barrier (Type 60 MGC)	LF		x		=	$	-
839640	Concrete Barrier (Type 60 MG)	LF		x		=	$	-
839644	Concrete Barrier (Type 60 MGF)	LF		x		=	$	-
839641	Concrete Barrier (Type 60 MGA)	LF		x		=	$	-
520103	Bar Reinforced Steel (Retaining Wall)	LB		x		=	$	-
510060	Structural Concrete, Retaining Wall	CY		x		=	$	-
513553	Retaining Wall (Masonry Wall)	SQFT	3,085	x	400.00	=	$	1,234,000
511035	Architectural Treatment	SQFT		x		=	$	-
598001	Anti-Graffiti Coating	SQFT		x		=	$	-
203070	Rock Stain	SQFT		x		=	$	-
5136XX	Reinforced Concrete Crib Wall (Type X)	SQFT		x		=	$	-
83954X	Transition Railing (Type X)	EA		x		=	$	-
597601	Prepare and Stain Concrete	SQFT		x		=	$	-
839561	Rail Tensioning Assembly	EA		x		=	$	-
83958X	End Anchor Assembly (Type X)	EA		x		=	$	-
31490	Modular Glare Screen	LF		x		=	$	-

TOTAL SPECIALTY ITEMS $ 1,258,800

$ -

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost		
	Biological Mitigation	LS		x		=	$	-		
130670	Temporary Reinforced Silt Fence	LF		x		=	$	-		
141000	Temporary Fence (Type ESA)	LF	1,500	x	40.00	=	$	60,000		
								Subtotal Environmental Mitigation	*$*	*60,000*

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost		
20XXXX	Highway Planting	LS	1	x	200,000.00	=	$	200,000		
20XXXX	Irrigation System	LS		x		=	$	-		
204099	Plant Establishment Work	LS		x		=	$	-		
204101	Extend Plant Establishment Work	LS		x		=	$	-		
20XXXX	Follow-up Landscape Project	LS		x		=	$	-		
150685	Remove Irrigation Facility	LS		x		=	$	-		
20XXXX	Maintain Existing (Irrigation or Planted Areas)	LS		x		=	$	-		
206400	Check and Test Existing Irrigation Facilities	LS		x		=	$	-		
21011X	Imported Topsoil (X)	CY/TON		x		=	$	-		
20XXXX	Rock Blanket, Rock Mulch, DG, Gravel Mulch	LS		x		=	$	-		
200122	Weed Germination	SQYD		x		=	$	-		
208304	Water Meter	EA		x		=	$	-		
2087XX	XX" Conduit (Use for Irrigation x-overs)	LF		x		=	$	-		
	Remove Tree	EA	10	x	1,000.00	=	$	10,000		
20890X	Extend X" Conduit (Use for Extension of Irrigation	LF		x		=	$	-		
								Subtotal Landscape and Irrigation	*$*	*210,000*

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price ($)			Cost		
210010	Move In/Move Out (Erosion Control)	EA		x		=	$	-		
210350	Fiber Rolls	LF	3,500	x	7.00	=	$	24,500		
210360	Compost Sock	LF		x		=	$	-		
2102XX	Rolled Erosion Control Product (X)	SQFT		x		=	$	-		
21025X	Bonded Fiber Matrix	LS	1	x	20,000.00	=	$	20,000		
210300	Hydromulch	SQFT		x		=	$	-		
210420	Straw	SQFT		x		=	$	-		
210430	Hydroseed	SQFT		x		=	$	-		
210600	Compost	SQFT		x		=	$	-		
210630	Incorporate Materials	SQFT		x		=	$	-		
								Subtotal Erosion Control	*$*	*44,500*

5D - NPDES

Item code		Unit	Quantity		Unit Price ($)			Cost		
130300	Prepare SWPPP	LS		x		=	$	-		
130200	Prepare WPCP	LS	1	x	10,000.00	=	$	10,000		
130100	Job Site Management	LS		x		=	$	-		
130330	Storm Water Annual Report	EA		x		=	$	-		
130310	Rain Event Action Plan (REAP)	EA		x		=	$	-		
130320	Storm Water Sampling and Analysis Day	EA		x		=	$	-		
130520	Temporary Hydraulic Mulch	SQYD		x		=	$	-		
130550	Temporary Hydroseed	SQYD		x		=	$	-		
130505	Move-In/Move-Out (Temporary Erosion Control)			x		=	$	-		
130640	Temporary Fiber Roll	LF	3,210	x	6.00	=	$	19,260		
130900	Temporary Concrete Washout	LS	1	x	10,000.00	=	$	10,000		
130710	Temporary Construction Entrance		2	x	5,000.00	=	$	10,000		
130610	Temporary Check Dam	LF		x		=	$	-		
130620	Temporary Drainage Inlet Protection	EA	25	x	240.00	=	$	6,000		
130730	Street Sweeping	LS		x		=	$	-		
								Subtotal NPDES	*$*	*55,260*
								TOTAL ENVIRONMENTAL	**$**	**369,800**

Supplemental Work for NPDES

066595	Water Pollution Control Maintenance Sharing*	LS		x		=	$	-		
066596	Additional Water Pollution Control**	LS		x		=	$	-		
066597	Storm Water Sampling and Analysis***	LS		x		=	$	-		
XXXXXX	Some Item	LS		x		=	$	-		
								Subtotal Supplemental Work for NDPS	*$*	*-*

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

$ -

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price ($)			Cost
860460	Lighting and Sign Illumination	LS		x		=	$	-
870200	Lighting System	LS	1	x	600,000.00	=	$	600,000
860990	Closed Circuit Television System	LS		x		=	$	-
872134	Modify Ramp Metering System	EA		x		=	$	-
86070X	Interconnection Conduit and Cable	LF/LS		x		=	$	-
560218	Furnish Sign Structure (Truss)	LB		x		=	$	-
560219	Install Sign Structure (Truss)	LB		x		=	$	-
560203	Furnish Sign Structure (Bridge)	LB		x		=	$	-
560224	Install Sign Structure (Bridge)	LB		x		=	$	-
498040	XX" CIDHC Pile (Sign Foundation)	LF		x		=	$	-
86080X	Inductive Loop Detectors	EA/LS		x		=	$	-
8609XX	Traffic Monitoring Station (Type X)	LS		x		=	$	-
15075X	Remove Sign Structure	EA/LS		x		=	$	-
151581	Reconstruct Sign Structure	EA		x		=	$	-
152641	Modify Sign Structure	EA		x		=	$	-
860090	Maintain Existing Traffic Management System Elements During Construction	LS		x		=	$	-
870700A	Rectangular Rapid Flashing Beacon	EA	4	x	40,000.00	=	$	160,000
871900	Fiber Optic Conduit System	LS		x		=	$	-
872141A	Remove Street Light	EA	7	x	4,000.00	=	$	28,000
032435	Relocate Changeable Message Sign System (CMS)	LS		x		=	$	-

Subtotal Traffic Electrical $ *788,000*

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)			Cost
566011	Roadside Sign - One Post	LS	1	x	10,000.00	=	$	10,000
566012	Roadside Sign - Two Post	EA		x		=	$	-
5602XX	Furnish Sign	SQFT		x		=	$	-
568016	Install Sign Panel on Existing Frame	SQFT		x		=	$	-
150711	Remove Painted Traffic Stripe	LF	10,820	x	1.00	=	$	10,820
141101	Remove Yellow Painted Traffic Stripe (Hazardous Waste)	LF		x		=	$	-
150712	Remove Painted Pavement Marking	SQFT	1,000	x	5.00	=	$	5,000
150742	Remove Roadside Sign	LS	1	x	5,000.00	=	$	5,000
152320	Reset Roadside Sign	EA		x		=	$	-
152390	Relocate Roadside Sign	EA		x		=	$	-
82010X	Delineator (Class X)	EA		x		=	$	-
840621	6" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility) (Broken 17-7)	LF	7,385	x	2.80	=	$	20,678
840623	6" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility) (Broken 36-12)	LF	10,770	x	2.80	=	$	30,156
846007	6" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)	LF	18,394	x	3.00	=	$	55,182
846008	6" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility) (Broken 8-4)	LF	15	x	2.80	=	$	42
846009	8" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)	LF	340	x	3.10	=	$	1,054
846012	Thermoplastic Crosswalk and Pavement Marking (Enhanced Wet Night Visibility)	SQFT	2,220	x	6.00	=	$	13,320
846051	12" Rumble Strip (Asphalt Concrete Pavement)	STA		x		=	$	-
847148	Methyl Methacrylate Pavement Marking	SQFT	70	x	30.00	=	$	2,100
120090	Construction Area Signs	LS	1	x	20,000.00	=	$	20,000
84XXXX	Permanent Pavement Delineation			x		=	$	-

Subtotal Traffic Signing and Striping $ *173,352*

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)			Cost
12865X	Portable Changeable Message Signs	EA/LS	2	x	$ 12,000	=	$	24,000

Subtotal Traffic Management Plan $ *24,000*

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price ($)			Cost
120199	Traffic Plastic Drum	EA		x		=	$	-
12016X	Channelizer (Type X)	EA		x		=	$	-
120120	Type III Barricade	EA		x		=	$	-
129100	Temporary Crash Cushion Module	EA		x		=	$	-
120100	Traffic Control System	LS	1	x	200,000.00	=	$	200,000
129110	Temporary Crash Cushion	EA		x		=	$	-
129000	Temporary Railing (Type K)	LF		x		=	$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		=	$	-
82010X	Delineator (Class X)	EA		x		=	$	-
XXXXXX	Some Item	Unit		x		=	$	-

Subtotal Stage Construction and Traffic Handling $ *200,000*

TOTAL TRAFFIC ITEMS $ **1,185,400**

$ -

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price ($)		Cost
190101	Roadway Excavation	CY		x		=	$ -
19801X	Imported Borrow	CY/TON		x		=	$ -
390132	Hot Mix Asphalt (Type A)	TON		x		=	$ -
26020X	Class 2 Aggregate Base	TON/CY		x		=	$ -
250401	Class 4 Aggregate Subbase	CY		x		=	$ -
130620	Temporary Drainage Inlet Protection	EA		x		=	$ -
129000	Temporary Railing (Type K)	LF		x		=	$ -
128601	Temporary Signal System	LS		x		=	$ -
120149	Temporary Pavement Marking (Paint)	SQFT		x		=	$ -
80010X	Temporary Fence (Type X)	LF		x		=	$ -
XXXXXX	Some Item	LS		x		=	$ -

* Includes constructing, maintaining, and removal

TOTAL DETOURS **$ -**

SUBTOTAL SECTIONS 1 through 7 $ 5,878,500

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items							
	ADA Items			2.0%		$	117,570
8B - Bike Path Items							
	Bike Path Items			2.0%		$	117,570
8C - Other Minor Items							
	Other Minor Items			2.0%		$	117,570
	Total of Section 1-7	$	5,878,500	x 6.0%	=	$	352,710

TOTAL MINOR ITEMS **$ 352,800**

SECTIONS 9: ROADWAY MOBILIZATION

Item code							
999990	Total Section 1-8	$	6,231,300	x 10%	=	$	623,130

TOTAL ROADWAY MOBILIZATION **$ 623,200**

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price ($)		Cost
066670	Payment Adjustments For Price Index Fluctuations	LS		x		=	$ -
066094	Value Analysis	LS		x		=	$ -
066070	Maintain Traffic	LS		x		=	$ -
066919	Dispute Resolution Board	LS		x		=	$ -
066921	Dispute Resolution Advisor			x		=	$ -
066015	Federal Trainee Program	LS		x		=	$ -
066610	Partnering	LS		x		=	$ -
066204	Remove Rock and Debris			x		=	$ -
066222	Locate Existing Crossover	LS		x		=	$ -
XXXXXX	Some Item	Unit		x		=	$ -
	*Cost of **NPDES** Supplemental Work specified in Section 5D*					=	$ -
	Total Section 1-8	$	6,231,300	0%		=	$ -

TOTAL SUPPLEMENTAL WORK **$ -**

$ -

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
066105	Resident Engineers Office	LS		x		=	$0
066063	Traffic Management Plan - Public Information	LS		x		=	$0
066901	Water Expenses	LS		x		=	$0
8609XX	Traffic Monitoring Station (X)	LS		x		=	$0
066841	Traffic Controller Assembly	LS		x		=	$0
066840	Traffic Signal Controller Assembly	LS		x		=	$0
066062	COZEEP Contract	LS		x		=	$0
066838	Reflective Numbers and Edge Sealer	LS		x		=	$0
066065	Tow Truck Service Patrol	LS		x		=	$0
066916	Annual Construction General Permit Fee	LS		x		=	$0
XXXXXX	Some Item	Unit		x		=	$0
	Total Section 1-8	$	6,231,300		0%	=	$ -

TOTAL STATE FURNISHED **$0**

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization $6,646,116 (used to calculate TRO)

Total Construction Cost (excluding TRO and Contingency) $7,302,501 (used to check if project is greater than $5 million excluding contingency)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **0%**

Item code		Unit	Quantity		Unit Price ($)		Cost
090100	Time-Related Overhead	WD	240	X	$0	=	$0

TOTAL TIME-RELATED OVERHEAD **$0**

SECTION 13: ROADWAY CONTINGENCY

Total Section 1-12	$	6,854,500	x	**20%**	=	$1,370,900

TOTAL CONTINGENCY* **$1,370,900**

$ -

II. STRUCTURE ITEMS

	Bridge 1		Bridge 2		
DATE OF ESTIMATE	03/13/26		00/00/00		00/00/00
Bridge Name	GRT Pedestrian Bridge		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	Precast Strucutre		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	10.7 LF		0 LF		0 LF
Total Bridge Length (Feet)	37 LF		0 LF		0 LF
Total Area (Square Feet)	495 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	1 LF		0 LF		0 LF
Footing Type (pile or spread)	Pile		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$670		$150		$0
COST OF EACH	**$331,853**		**$0**		**$0**

	Building 1				
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Building Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$300		$0		$0
COST OF EACH	**$0**		**$0**		**$0**

TOTAL COST OF BRIDGES		**$331,853**
TOTAL COST OF BUILDINGS		**$0**
STRUCTURES MOBILIZATION	10%	**$33,185**
STRUCTURES CONTINGENCY*	25%	**$82,963**
TOTAL COST OF STRUCTURES		**$448,001**

Estimate Prepared By: <<Draft>>

XXXXXXXXXXXXXXXX ------ Division of Structures

Date

0

III. RIGHT OF WAY

Prices are from the Right of Way Data Sheet. Escalations are included in the current year pricing.

A)	A1)	Acquisition, including Excess Land Purchases, Damages & Goodwill, Fees	$	951,268
	A2)	SB-1210	$	35,000
B)		Acquisition of Offsite Mitigation	$	0
C)	C1)	Utility Relocation (State Share)	$	0
	C2)	Potholing (Design Phase)	$	0
D)		Railroad Acquisition	$	0
E)		Clearance / Demolition	$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	$	0
G)		Title and Escrow	$	0
H)		Environmental Review	$	0
I)		Condemnation Settlements 0%	$	0
J)		Design Appreciation Factor 0%	$	0
K)		Utility Relocation (Construction Cost)	$	0

L)	**TOTAL RIGHT OF WAY ESTIMATE**	**$986,268**
M)	**TOTAL R/W ESTIMATE: Escalated**	**$1,025,719**
N)	**RIGHT OF WAY SUPPORT**	**$507,000**

Support Cost Estimate Prepared By: <<See ROW Data Sheet>> — Project Coordinator[1] — Phone

Utility Estimate Prepared By: _____ — Utility Coordinator[2] — Phone

R/W Acquisition Estimate Prepared By: _____ — Right of Way Estimator[3] — Phone

Note: Items G & H applied to items A + B

[1] When estimate has Support Costs only [2] When estimate has Utility Relocation [3] When R/W Acquisition is required

DO NOT PRINT THIS SHEET AS PART OF COST ESTIMATE ATTACHMENT TO PROJECT INITIATION OR APPROVAL DOCUMENTS.

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IV. SUPPORT COST ESTIMATE SUMMARY

Run a Support Cost Estimate Summary report (D11 Project Management Support onramp) for component data.

		Unescalated-Risk Loaded					Escalated (4.0% per year for ETC)				
Total by FY		PA&ED	PS&E	RW	CON	Total $	PA&ED	PS&E	RW	CON	Total $
<2020	Expended										
	ETC										
2021	Expended										
	ETC										
2022	Expended										
	ETC										
2023	Expended										
	ETC										
2024	Expended										
	ETC										
2025	Expended	$233,000									
	ETC					$233,000					
2026	Expended										
	ETC		$520,000			$520,000		$530,400			$530,400
2027	Expended			$507,000	$80,000				$527,280	$84,800	
	ETC					$587,000					$612,080
2028	Expended				$80,000					$84,800	
	ETC					$80,000					$84,800
2029	Expended										
	ETC										
2030	Expended										
	ETC										
2031	Expended										
	ETC										
2032	Expended										
	ETC										
2033	Expended										
	ETC										
>2034	Expended										
	ETC										
EAC (Expended + ETC)		$233,000	$520,000	$507,000	$160,000	$1,420,000	$0	$530,400	$527,280	$169,600	$1,227,280
Risk Amount from Risk Register						Escalated Risk Amount	$0	$0	$0	$0	$0
Support Escalation Rate		4.0%	4.0%	4.0%	4.0%						
Duration to mid-point component		0.00	0.50	1.00	1.50						
Total including Risk Amount		$233,000	$520,000	$507,000	$160,000	Total Esc. Support Cos	$0	$530,400	$527,280	$169,600	$1,227,280
Approved Budget (PRSM)											
Difference (Budget - EAC)		-$233,000	-$520,000	-$507,000	-$160,000	-$1,420,000	$0	-$530,400	-$527,280	-$169,600	-$1,227,280
Support Ratio (EAC / Cap Cost)		2.4%	5.4%	5.2%	1.7%	14.7%	0.0%	5.5%	5.5%	1.8%	12.7%

Note: If you have al

Total Capital Cost:	$9,661,000
Total Capital Outlay Support Cost:	$1,227,280
Overall Percent Support Cost:	12.70%

PRSM workplan hours/costs verified against approved MWA:

Office Chief - Date

Approved by:

Project Control - Date

Attachment E

Storm Water Data Report

Dist-County-Route: 10-TUO-49
Post Mile Limits: 17.10 – 17.95
Type of Work: Roadway Improvements
Project ID (EA): 10-1S3500

Phase: ☐ PID ☒ PA/ED ☐ PS&E

Applicable Caltrans Post Construction Treatment Requirement: 2012 ☐ 2022 ☒
Regional Water Quality Control Board(s): Central Valley – Region 5S (Sacramento)
Total Disturbed Soil Area: 1.94 acres PCTA: 0.41 acres
Alternative Compliance (acres): ATA 2 (50% Rule)? Yes ☐ No ☒
Estimated Const. Start Date: 5/1/2027 Estimated Const. Completion Date: 7/31/2028
Risk Level: RL 1 ☐ RL 2 ☐ RL 3 ☒ WPCP ☐ Other: _____
Is (M)WELO applicable? Yes ☐ No ☒
Is the Project within a TMDL watershed? Yes ☐ No ☒
Does the project require trash treatment? Yes ☐ No ☒
Notification of ADL reuse (if yes, provide date): Yes ☐ Date: _____ No ☒

This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the date upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E only.

Cody L. Milligan — *07-13-2026*
Cody L. Milligan, Registered Project Engineer — Date

I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

07-13-2026
James Pagburn, Project Manager — *Date*

Joel Coria — 7/13/2026
Joel Coria, District Maintenance Stormwater Coordinator — *Date*

Richard J. Boyer (for) — 07/13/26
Gus Escutia, Designated Landscape Architect Representative — *Date*

Tameem Samimi — for — 7/13/2026
Sriram Iyer, District/Regional Design SW Coordinator or Designee — *Date*

[Stamp Required at PS&E only]

1. Project Description

- The proposed project will construct approximately 1.5 miles of Class I, separated shared-use path within the State Route (SR) 49 corridor in the City of Sonora, providing a continuous, ADA-compliant bicycle and pedestrian facility connecting key activity centers and tying into the future 14-mile Gold Rush Shared-Use Path system. The project is located between PM 18.0 and PM 17.95 of SR 49 starting approximately 0.2 miles south of Poderosa Dr and ending at SR 49 (S Washington Street). The project would also modify SR 49 (W Stockton Road) to construct a Class I separated shared-use path, relocate overhead lighting, minor reconfigurations of storm drain, and sanitary sewer facilities to accommodate the trail improvements, and provide opportunities for future landscaping. The project is intended to form the first constructed segment of a planned 14-mile Gold Rush Shared Use Path "non-motorized" pathway through Tuolumne County, improving active transportation continuity and offering a low-emission travel option for residents and visitors.
- The total Project Area inside Caltrans right of way is approximately 8.2 acres. The existing and proposed edge-of-pavement (EP) lines were used to create polygons that represented the disturbed soil areas and impervious areas for the project. The total Disturbed Soil Area (DSA) for the project is 1.94 acres. Staging areas were not included in the calculation of the DSA within Caltrans right of way.
- The proposed work within Caltrans right-of-way that will contribute to the NNI, RIS, EIA, and Post Construction Treatment Area consists of a paved multi-use "non-motorized" pathway, curb and gutter, paved driveways, overlay roadway shoulders, sidewalks, and retaining walls.

Table 1 – Project DSA and New Impervious Surfaces (acres)

Location	DSA	Impervious	Impervious	NNI	RIS	EIA	NIS	ATA #1	ATA #2	PCTA
Inside Caltrans Right of Way	0.54	7.72	7.90	0.18	0.23	0.00	0.41	0.00	0.00	0.41
Outside Caltrans Right of Way	1.40	3.82	4.84	1.02	0.02	0.00	1.04	0.00	0.00	1.04
Total	1.94	11.54	12.74	1.20	0.25	0.00	1.45	0.00	0.00	1.45

Per Section 4.3 Step 7 of the PPDG, July 2023, Post Construction Treatment Area (PCTA) is required for New Impervious Surface (NIS) that equals or exceeds 10,000 sf or more or 5,000 sf on non-highway projects.

PCTA = NIS + ATA #1 + ATA #2

NIS = NNI + RIS- EIA

Excluded Impervious Area (EIA)= Sidewalks, Pedestrian Ramps, Separate Bike Lanes, and areas over paved areas (any area of a bridge that goes over a road needs to be excluded)

ATA = Additional Treated Area

PCTA= Post Construction Treatment Area

- No existing treatment BMPs (TBMPs) will be removed/altered, therefore ATA#1 = 0.
- NNI is less than 50% of post project impervious area, therefore ATA#2 = 0.

- The project is subject to the treatment threshold requirements of the 2022 Caltrans MS4 Permit. Since the project's New Impervious Surface (NIS) is greater than 10,000 square feet, this project is required to implement treatment BMPs.

2. Site Data and Stormwater Quality Design Issues

- The Central Valley Regional Water Quality Control Board (RWQCB), Region 5, has Jurisdiction within the project limits.
- The project falls within the Tuolumne River Hydrologic Unit, the Big Oak Flat Hydrologic Area, and the Sonora Hydrologic Sub-Area, number 536.31.
- The nearest receiving water body is Woods Creek at SR49 PM 17.5; which is a 303(d) listed water body for Indicator Bacteria. No TMDLs have been established for the receiving water body of this project.
- The portion of the project within the Caltrans right of way is located within a MS4 Phase II NPDES Permit Boundary; the remainder of the project located outside of any MS4 Phase I or II NPDES Permit Boundary.
- Review of the Web Soil Survey indicates that the project is in an area of primarily hydrologic soils groups C and D. The predominant soil groups within the project limits are Millvilla - Luckymine complex, Wallyhill - Nedsgulch - Arpatutu complex. These types of soil vary from slow to very slow infiltration rates.
- The general climate of the project area is a Mediterranean climate characterized by hot, dry summers and wet winters. January is usually the wettest month with July being the driest and hottest month. The wet season starts in mid-October and ends in mid-April when the Yuba County area experiences most of its annual rainfall. In the summer months, temperatures can reach above 100 degrees Fahrenheit. The average annual rainfall for the project is 30.86 inches based on the Caltrans Water Quality Planning Tool.
- The Project limits are depicted on Flood Insurance Rate Map (FIRM) panel number 06109C850C for Tuolumne County, California and Incorporated Areas dated 05/16/2009 This FIRM panel indicates that portions of proposed Project improvements are located in areas designated by the Federal Emergency Management Agency (FEMA) as Special Flood Hazard Areas Zone A. FEMA uses Zone A to characterize areas subject to inundation by the 1-percent annual chance flood (100-year flood) where no Base Flood Elevations (BFEs) have been determined.
- Permanent right of way certification acquisition is required for the project. The land acquired will be on the east side of the project. Temporary construction easements will be required as well.
- The project proposes to disturb existing slopes only when necessary and minimizes cut and fill areas to reduce slope lengths. Where possible cut and fill slopes have been designed flat enough to allow re-vegetation and to limit erosion rates.
- According to the 2025-2026 Stormwater Management Program District 10 Work Plan, there are no municipal or domestic water supply reservoirs or groundwater recharge facilities within project limits.
- There are no RWQCB or local agencies special requirements/concerns, including TMDLs or effluent limits within the project limits.
- The project is located in a low trash rating area that is considered a Significant Trash Generating Area (STGA) therefore, no trash BMPs are anticipated for this project.
- A 401 and 404 Certification is required for the project.
- According to the Caltrans IMMS Reporting System and Stormwater GIS Library, there are no existing treatment BMPs within the project limits.

3. Construction Site BMPs to be used on Project

- The Contractor is responsible for securing locations for staging and storage area that are approved by City of Sonora. Temporary Construction Site BMPs will be deployed under an engineer approved Storm Water Pollution Prevention Plan (SWPPP) that will be prepared by the contractor and approved by City of Sonora. Street sweeping, temporary construction entrance/exit, move in/move out (temporary erosion control), temporary fiber roll, temporary silt fence, temporary gravel bag berm, temporary drainage inlet protection, portable temporary concrete washout, temporary hydraulic mulch, and temporary erosion control blanket have been identified as potential bid line items.
- This project will be constructed under two construction seasons.
- Dewatering operations for the project are anticipated.
- Temporary creek or clear water diversion is anticipated as part of the project.
- The project is estimated to have a total construction cost of $10,700,000 based on the Project Report Cost Estimate. Temporary construction BMPs have been estimated at 1.75% of total construction cost based on Percent of Total Project Cost (Option 1) of the PPDG's Appendix F. Therefore, the estimated total cost for temporary construction BMPs for this project is $160,500.
- The project has been identified as Risk Level 3 using the GIS Map Method, of the 2022 Construction General Permit (CGP). The R Factor is 65.13, the LS Factor value is 4.36, and the K Factor is 0.32. The resulting Watershed Erosion Estimate is 90.87 tons/acre, which is High Sediment Risk. The Receiving Water Risk is High since the project does indirectly discharge into water bodies with designated beneficial use within the project limits.
- Completion of the attached Construction Site BMP Consideration Form documents Construction Division concurrence in accordance with current North Region Directives.

4. Maintenance BMPs

- The project is partially located within the City of Sonora, which is a Phase II Small MS4 Permit Area, and pedestrians and bicycles are permitted within project limits. Therefore, drainage inlet stenciling is required for this project.
- Other types of maintenance BMPs, including maintenance vehicle pullouts, will be considered during the design phase and coordinated with the Caltrans Maintenance Area Manager.

5. Other Water Quality Requirements and Agreements

- At this time, there are no negotiated agreements or understandings with the Central Valley Regional Water Quality Control Board.

6. Permanent BMPs

Rapid Stability Assessment

- The project will create more than 10,000 square feet of net new impervious area; therefore, this project requires a Rapid Stability Assessment (RSA) in accordance with the requirements of the 2022 CT MS4 Permit. An assessment for whether an RSA needs to be prepared will be made during the PS&E phase.

BMP Strategy

- The project proposes to increase the amount of impervious area within the project limits, which will have some effects on downstream flows. Increased flow velocity and volumes will be quantified and mitigated during PS&E phase of the project. The Drainage Report will evaluate options to reduce runoff to preconditions and maintain existing drainage patterns with cross culverts at or near SR 49, revise spread widths to not encroach onto the traveled way for drainage inlets and curbs, and sizing the appropriate rock slope protection around the outlet of drainage systems. The project will preserve existing vegetation, slopes, and related surroundings to the maximum extent practicable in accordance with any environmental permits/agreements.
- Slope disturbance will occur within the project. New slopes will be constructed at 4:1 or flatter where feasible. Existing vegetation will be preserved to the maximum extent practical and in accordance with any environmental permits/agreements. New slopes and disturbed soil areas (DSA) will be stabilized and vegetated in accordance with plans reviewed and concurred with by the Landscape Architect. Paved surfaces will be minimized wherever feasible.

Treatment BMP Strategy

- The project is required to consider Treatment BMPs in accordance with the attached Evaluation Documentation Form. No Caltrans Targeted Design Constituents (TDC) have been identified. The current treatment BMP strategy is to treat 100% of the WQV/WQF by maximizing site perviousness.
- The project is not within a Caltrans TMDL area; therefore, the project is not eligible for Compliance Unit Credits. Treatment of the required area will be mandatory and subject to approval by the CVRWQCB. If the required 0.41 area of the PCTA cannot be treated onsite, then it will have to be mitigated offsite, subject to approval of the RWQCB, at a potential cost of $69,700 for the project ($170,000 per acre), excluding right of way if needed, in accordance with the estimating procedures of Appendix F of the 2023 PPDG.
- The current requirements for treatment BMPs in order of priority are:
    - Infiltrate, harvest, and reuse
    - Treat using existing BMPs (with an emphasis on low impact green BMPs)
    - Treat excess Runoff using LID based flow through BMPs
    - Offsite mitigation
- Biofiltration strips, biofiltration swales, design pollution prevention infiltration areas will be considered as treatment BMPs during the PS&E phase.

Required Attachments

- Vicinity Map
- Evaluation Documentation Form (EDF)
- Risk Level Determination Documentation
- SWDR Attachment for SMARTS Input
- Construction Site BMP Consideration Form

VICINITY MAP

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	TUO	49	17.1/18	1	21

CITY OF SONORA

PROJECT PLANS FOR

GOLD RUSH PATH PHASE 1

IN TUOLUMNE COUNTY

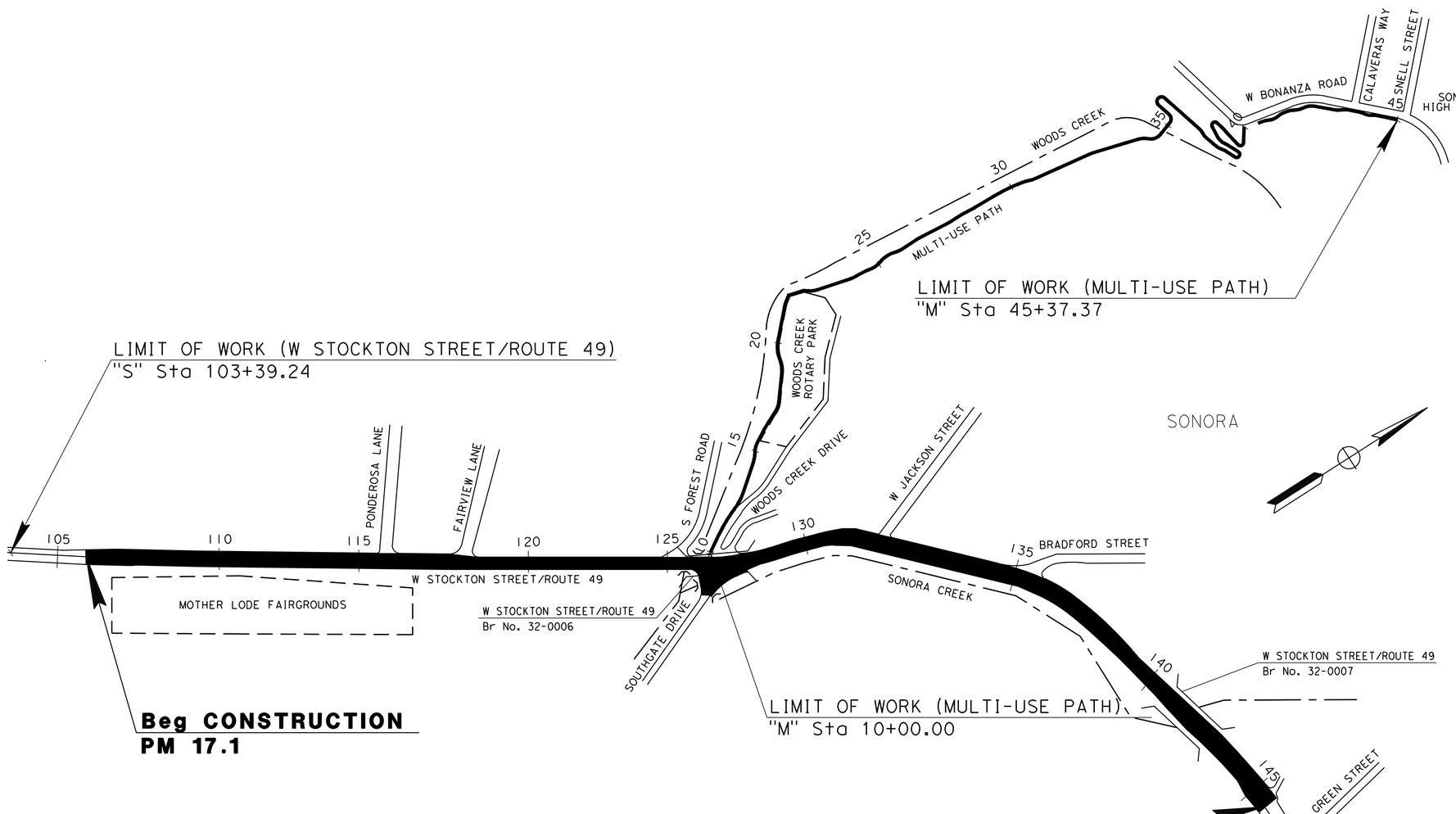
TO BE SUPPLEMENTED BY STATE STANDARD PLANS DATED 2024

INDEX OF SHEETS

SHEET No.	TITLE
1	TITLE AND LOCATION MAP
2-4	TYPICAL CROSS SECTIONS
5-13	LAYOUTS
14-16	PROFILES
17-21	PAVEMENT DELINEATION PLANS



LOCATION MAP



ABBREVIATIONS

BOW	BACK OF WALK
C&G	CURB & GUTTER
FOW	FACE OF WALK
LIP	LIP OF GUTTER
TBC	TOP BACK OF CURB
TUD	TUOLUMNE UTILITIES DISTRICT

PROJECT ENGINEER _____ DATE
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

WOOD RODGERS, INC. AND CITY OF SONORA SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

WOOD RODGERS, INC.
3301 C ST, BLDG. 100-B
SACRAMENTO, CA 95816

CITY OF SONORA
94 WASHINGTON ST
SONORA, CA 95370

CONTRACT No.	10-1S350
PROJECT ID	1023000229

LAST REVISION 00-00-00 DATE PLOTTED => TIME PLOTTED =>

PRELIMINARY

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

APPROVED AS TO IMPACT ON STATE FACILITIES AND CONFORMANCE WITH APPLICABLE STATE STANDARDS AND PRACTICES AND THAT TECHNICAL OVERSIGHT WAS PERFORMED.

CONSULTANT DESIGN ENGINEER | REGISTRATION No. | LICENSE Exp DATE | DATE SIGNED

CALTRANS DESIGN OVERSIGHT APPROVAL

EVALUATION DOCUMENTATION FORM (EDF)

Evaluation Documentation Form

No.	Criteria	Yes ✓	No ✓	Supplemental Information for Evaluation
1.	Begin Project evaluation regarding requirement for implementation of Treatment BMPs	✓		Continue to 2.
2.	Is the scope of the Project to install Treatment BMPs (e.g., Alternative Compliance or TMDL requirement)?		✓	If **Yes**, go to 8. If **No**, continue to 3.
3.	Is there a direct or indirect discharge to surface waters?	✓		If **Yes**, continue to 4. If **No**, go to 9.
4.	As defined in the WQAR or ED, does the project: a. discharge to Areas of Special Biological Significance (ASBS), or b. discharge to a TMDL watershed where Caltrans is named stakeholder, or c. have other pollution control requirements for surface waters within the project limits (e.g. STGA)?		✓	If **Yes to any**, contact the District/Regional Design Stormwater Coordinator or District/Regional NPDES Coordinator to discuss the Department's obligations, go to 8 or 5. _____*(Dist./Reg. Coordinator initials)* If **No** to all, continue to 5.
			✓	
			✓	
5.	Are any existing Treatment BMPs partially or completely removed? (ATA Condition 1, Section 4.3.1)		✓	If **Yes**, go to 8 **AND** continue to 6. If **No**, continue to 6.
6.	Is this a Routine Maintenance Project?		✓	If **Yes**, go to 9. If **No**, continue to 7.
7.	Does the project result in an increase of 10,000 ft^2 or more of new impervious surface (NIS)?	✓		If **Yes**, go to 8. If **No**, go to 9.
8.	Project is required to implement Treatment BMPs.	Complete Checklist T-1, Part 1.		
9.				

RISK LEVEL DETERMINATION DOCUMENTATION

Version 10/17/13 CT 5/19/2020

Risk Determination Worksheet

Step 1 Determine Sediment Risk via one of the options listed:
1. GIS Map Method - EPA Rainfall Erosivity Calculator & GIS map
2. Individual Method - EPA Rainfall Erosivity Calculator & Individual Data

Step 2 Determine Receiving Water Risk via one of the options listed:
1. GIS map of Sediment Sensitive Watersheds provided
2. Site Specific Analysis (support documentation required)

Step 3 Determine Combined Risk Level

CDOT Project Information

EA:	**10-1S350**				
	10-TUO-49, PM 17.1 - 18.0				
	Roadway Improvements		**Required at PSE only**		
Lat		**37.979679**	**DSA (ac)**	8.15	
Long		**-120.389488**	**Total Project Area (ac)**	8.2	Total site size (acres); for project area use Caltrans R/W x post mile limits (begin-end) on plan sheets.
	Mid point @ PM 17.5		**Total Pre Impervious (ac)**	7.72	
			Total Post Impervious. (ac)	7.90	
Const Start		**5/1/2027**			
CCA Date		**7/31/2028**			

Project Combined Risk **Level 3**

10-1S350/10-TUO-49, PM 17.10 - 17.95/Roadway Improvements

Sediment Risk Factor Worksheet	Entry

A) R Factor

Analyses of data indicated that when factors other than rainfall are held constant, soil loss is directly proportional to a rainfall factor composed of total storm kinetic energy (E) times the maximum 30-min intensity (I30) (Wischmeier and Smith, 1958). The numerical value of R is the average annual sum of EI30 for storm events during a rainfall record of at least 22 years. "Isoerodent" maps were developed based on R values calculated for more than 1000 locations in the Western U.S. Refer to the link below to determine the R factor for the project site.

https://lew.epa.gov/

R Factor Value	65.13

B) K Factor (weighted average, by area, for all site soils)

The soil-erodibility factor K represents: (1) susceptibility of soil or surface material to erosion, (2) transportability of the sediment, and (3) the amount and rate of runoff given a particular rainfall input, as measured under a standard condition. Fine-textured soils that are high in clay have low K values (about 0.05 to 0.15) because the particles are resistant to detachment. Coarse-textured soils, such as sandy soils, also have low K values (about 0.05 to 0.2) because of high infiltration resulting in low runoff even though these particles are easily detached. Medium-textured soils, such as a silt loam, have moderate K values (about 0.25 to 0.45) because they are moderately susceptible to particle detachment and they produce runoff at moderate rates. Soils having a high silt content are especially susceptible to erosion and have high K values, which can exceed 0.45 and can be as large as 0.65. Silt-size particles are easily detached and tend to crust, producing high rates and large volumes of runoff. Use Site-specific data must be submitted.

http://svctenvims.dot.ca.gov/wqpt/wqpt.aspx

K Factor Value	0.32

C) LS Factor (weighted average, by area, for all slopes)

The effect of topography on erosion is accounted for by the LS factor, which combines the effects of a hillslope-length factor, L, and a hillslope-gradient factor, S. Generally speaking, as hillslope length and/or hillslope gradient increase, soil loss increases. As hillslope length increases, total soil loss and soil loss per unit area increase due to the progressive accumulation of runoff in the downslope direction. As the hillslope gradient increases, the velocity and erosivity of runoff increases. Use the LS table located in separate tab of this spreadsheet to determine LS factors. Estimate the weighted LS for the site prior to construction.

http://svctenvims.dot.ca.gov/wqpt/wqpt.aspx

LS Factor Value	4.36
Watershed Erosion Estimate (=RxKxLS) in tons/acre	90.87
Site Sediment Risk Factor Low Sediment Risk: < 15 tons/acre Medium Sediment Risk: >=15 and <75 tons/acre High Sediment Risk: >= 75 tons/acre	**High**

See Screenshots in BACKUP worksheet for value documentation

10-1S350/10-TUO-49, PM 17.10 - 17.95/Roadway Improvements

Receiving Water (RW) Risk Factor Worksheet	**Entry**	**Score**
A. Watershed Characteristics	**yes/no**	
A.1. Does the disturbed area discharge (either directly or indirectly) to a **303(d)-listed waterbody impaired by sediment** (For help with impaired waterbodies please visit the link below) or has a **USEPA approved TMDL implementation plan for sediment**?: http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml **OR** SPAWN & COLD & MIGRATORY? (For help please review the appropriate Regional Board Basin Plan) http://www.waterboards.ca.gov/waterboards_map.shtml	**yes**	**High**

Region 1 Basin Plan

Region 2 Basin Plan

Region 3 Basin Plan

Region 4 Basin Plan

Region 5 Basin Plan

Region 6 Basin Plan

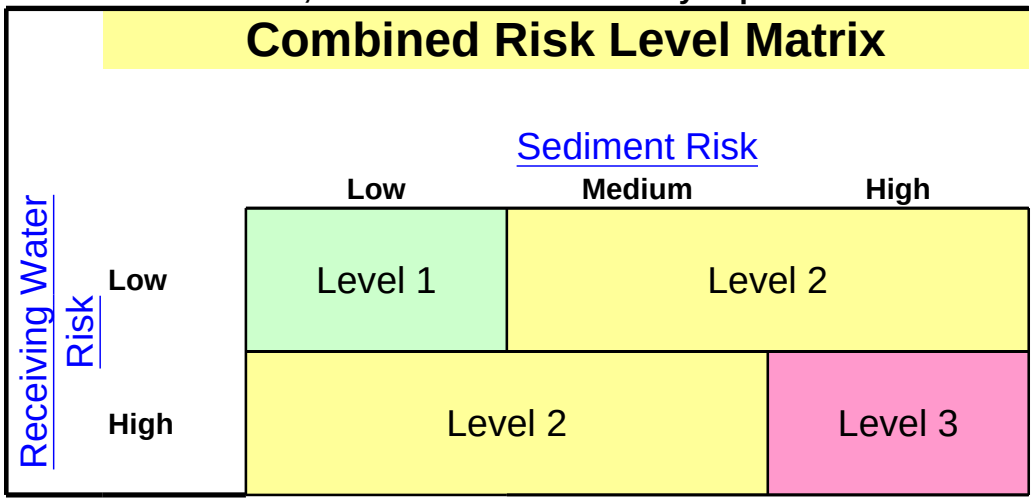
Region 7 Basin Plan

Region 8 Basin Plan

Region 9 Basin Plan

10-1S350/10-TUO-49, PM 17.10 - 17.95/Roadway Improvements

Combined Risk Level Matrix



Project Sediment Risk: **High**

Project RW Risk: **High**

Project Combined Risk: **Level 3**

R-K-LS Factor Calculations and Back-up Figures

R Factor Calculations

Facility Information

Start Date: 05/01/2027	**Latitude:** 37.9800
End Date: 12/31/2027	**Longitude:** -120.3890

Calculation Results

Rainfall erosivity factor (R Factor) = 26.61

A rainfall erosivity factor of 5.0 or greater has been calculated for your site's period of construction.

You do NOT qualify for a waiver from NPDES permitting requirements and must seek Construction General Permit (CGP) coverage. If you are located in an area where EPA is th
the NPDES eReporting Tool (NeT).Otherwise, you must

Facility Information

Start Date: 01/01/2028	**Latitude:** 37.9800
End Date: 07/31/2028	**Longitude:** -120.3890

Calculation Results

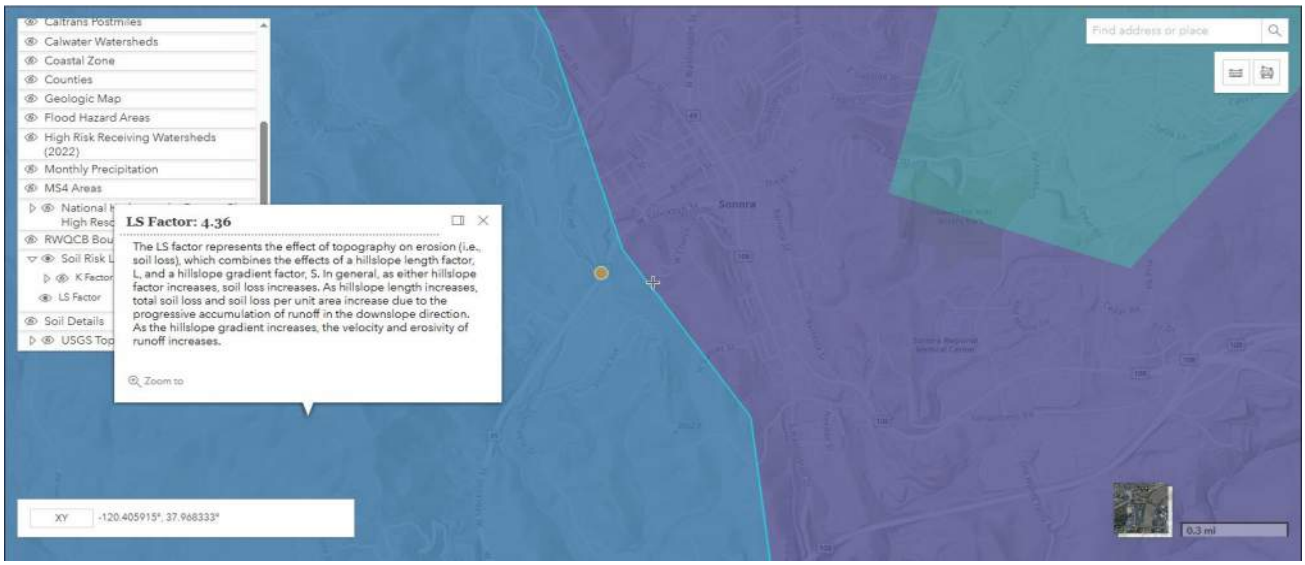
Rainfall erosivity factor (R Factor) = 38.52

A rainfall erosivity factor of 5.0 or greater has been calculated for your site's period of construction.

You do NOT qualify for a waiver from NPDES permitting requirements and must seek Construction General Permit (CGP) coverage. If you are located in an area where EPA is the permitting authority (pdf), you must submit a Notice of Intent (NOI) through the NPDES eReporting Tool (NeT).Otherwise, you must seek coverage under your state's CGP.

K-LS Factor Resources





SWDR ATTACHMENT FOR SMARTS INPUT

SWDR Attachment for SMARTS Input

Design Information For Construction
The following information is based on the PS&E design plans and specifications. If contract amendments or change orders are made after the design is complete, then the information should be updated by construction, as appropriate.
Project ID (EA): __10-1S3500____

Enter the following data into the CGP SMARTS Notice of Intent-Site Information page.

1. **Total site size** (acres); for project area use Caltrans RW x post mile limits (begin-end) on plan sheets.

   Total site size _8.2_____ acres

2. Enter **latitude and longitude** in decimal degrees to 5 significant figures. Use a location from the center of the project. This information can be obtained from Survey information, GPS units, Google earth, CT Earth, or other mapping software.

Latitude: ____37.979679_____
Longitude: __-120.389488_____

3. **Total Area to be Disturbed** (total Disturbed Soil Area (DSA)): This information is already calculated and can be taken from SWDR Section 1. Describe in acres.

   DSA ___8.15_____ acres

4. **Imperviousness before Construction (percentage)** - This is calculated as the total impervious area of the project area divided by the total project area (see total site size), multiplied by 100. The impervious area is all paved areas or hard surfaces within the project limits.

   Impervious area before construction % __94.1_____

5. **Percent of total disturbed (percentage)**; This should be calculated by dividing the total disturbed soil area by the total project area and multiply by 100.

   Percent of Total Disturbed Area % __99.4___

6. **Imperviousness after Construction (percentage)**, This should be calculated by adding all impervious area paved and hard surfaces based on the final design within project limits from above and dividing by the total project area from above multiply by 100.

   Impervious area after construction % _96.3____

7. **Mile Post Marker**, enter the approximate post mile at the center of the project or take the average of the “begin” and “end” post mile markers from the title sheet.

   Mile post Marker___15.3_____

8. **Is the construction site part of a larger common plan of development**? Yes or No; in most cases mark No for Caltrans projects, as this is intended for developers (in accordance with the EPA

definitions referenced by the CGP in 40 CFR title 22). This clarification is based on direction from the SWRCB, see Appendix G for the definition of common plan of development. Coordinate with the District/Regional Design Stormwater Coordinator to determine if there is a special case project where the common plan of development applies.

Yes	No
	X

9. **Name of development**. Mark "Not Applicable (N/A)" in most cases.

   Name of plan or development: N/A

10. **Estimated Construction Commencement Date**, mm/dd/yyyy. The PE provides the estimated construction start date from the cover of the SWDR. The actual construction start date should be used to input into SMARTS. After the contract is awarded, the RE will use an updated start date (if different) when entering in SMARTS. The RE needs to be aware of the original date provided by Design, as this date was used to calculate the design information including the Risk Level Determination. If the actual start date is different, construction should coordinate with the PE to determine if the Risk Level has changed.

    Estimated Construction Commencement Date, 05/01/2027.

11. **Estimated Complete Grading Date/Complete Project Date**; The PE provides the estimated construction completion date from the cover of the SWDR to be used for both of these inputs. After the contract is awarded, the RE will use an updated completion date (if different) when entering in SMARTS. The Risk Level Determination uses the estimated date that final stabilization is achieved to calculate the risk. The date of final stabilization may extend into the plant establishment phase. The RE needs to be aware of the original completion date provided by Design and whether it coincides with final stabilization, as this date was used to calculate the design information including the Risk Level Determination. If the completion date is different, construction should coordinate with the PE to determine if the Risk Level has changed.

    Estimated Complete Grading Date/Complete Project: 07/31/2028. Use the same date for both inputs, unless instructed otherwise.

12. Does the Stormwater from the construction site discharge directly or indirectly into waters of the United States (enter storm drain system owner for indirect).

    Indirect discharge _Yes __ - If yes, list name(s) of receiving water(s) __Woods Creek_____
    Storm drain system _N/A__ -Enter owner's name: _____
    Direct discharge _N/A__ - If yes, list name(s) of receiving water(s) _____

13. **Risk Level**; the combined project risk level is calculated using the sediment risk factor and the water body risk factor to give one overall project risk level. Use the Caltrans risk level determination guidance, (see the Stormwater design web page: https://dot.ca.gov/programs/design/hydraulics-stormwater). Attach all risk calculations.

    R factor value __65.13____
    K factor value___0.32____
    LS factor value___4.36___

Receiving water risk comes from the state water resources control board mapping of water bodies for 303-d listing or TMDLs for sediment or water body with the beneficial use of cold and spawn and migratory. The input will either be high= yes and low=no;
Receiving water risk __Yes____, (yes or no)
The dates used for determining the project risk level and other design elements of the project required for CGP compliance are dependent on having the same sediment risk factor. This is a critical element for compliance, as modifying the estimated construction dates may cause the sediment risk factor to change and ultimately modify the overall project risk factor. This could impact the projects CGP compliance requirements and the assumptions used for the design documents and engineers estimate.

14. **Post Construction**: The PE provides project information related to Municipal Separate Storm Sewer System (MS4) areas.

    Is the project located within a permitted Phase I or Phase II MS4 area? This will usually be answered Yes for all projects.

Yes	No
X	

    Provide the TMT Tab Spreadsheet that can be uploaded to SMARTS. Contact the District/Regional NPDES Coordinator with any questions.

15. Provide electronic copy of plan sheets in .pdf format that can be loaded to SMARTS, burn a CD for the RE to use for the project. The Title sheet can be used as the site map.
16. Methodology for obtaining the CGP NOT decided by the PDT, see SWDR Section 6 text for methodology text and computational proof as appropriate, circle one. See SWRCB bulletin for details:
    http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/bulletin_2013_1.pdf

    70% final cover method: Attach photo documentation _____
    RUSLE2: Attach computational proof and photo documentation _____
    Other custom method if coordinated with local RWQCB, attach photo documentation or other proof as necessary.

CONSTRUCTION SITE BMP CONSIDERATION FORM

DATE: 06/19/2026
Project ID / EA: 10-1S3500

Project Evaluation Process for the Consideration of Construction Site BMPs

No.	Criteria	Yes ✓	No ✓	Supplemental Information
1.	Will construction of the project result in areas of disturbed soil as defined by the Project Planning and Design Guide (PPDG)?	✓		If Yes, Construction Site BMPs for Soil Stabilization (SS) will be required. Review CS-1, Part 1. Continue to 2. If No, Continue to 3.
2.	Is there a potential for disturbed soil areas within the project to discharge to storm drain inlets, drainage ditches, areas outside the RW, etc.?	✓		If Yes, Construction Site BMPs for Sediment Control (SC) will be required. Review CS-1, Part 2. Continue to 3.
3.	Is there a potential for sediment or construction related materials and wastes to be tracked offsite and deposited on private or public paved roads by construction vehicles and equipment?	✓		If Yes, Construction Site BMPs for Tracking Control (TC) will be required. Review CS-1, Part 3. Continue to 4.
4.	Is there a potential for wind to transport soil and dust offsite during the period of construction?	✓		If Yes, Construction Site BMPs for Wind Erosion Control (WE) will be required. Review CS-1, Part 4. Continue to 5.
5.	Is dewatering anticipated or will construction activities occur within or adjacent to a live channel or stream?	✓		If Yes, Construction Site BMPs for Non-Stormwater Management (NS) will be required. Review CS-1, Part 5. Continue to 6.
6.	Will construction include saw-cutting, grinding, drilling, concrete or mortar mixing, hydro-demolition, blasting, sandblasting, painting, paving, or other activities that produce residues?	✓		If Yes, Construction Site BMPs for Non-Stormwater Management (NS) will be required. Review CS-1, Parts 5 & 6. Continue to 7.
7.	Are stockpiles of soil, construction related materials, and/or wastes anticipated?	✓		If Yes, Construction Site BMPs for Waste Management and Materials Pollution Control (WM) will be required. Review CS-1, Part 6. Continue to 8.
8.	Is there a potential for construction related materials and wastes to have direct contact with stormwater; be dispersed by wind; be dumped and/or spilled into storm drain systems?	✓		If Yes, Construction Site BMPs for Waste Management and Materials Pollution Control (WM) will be required. Review CS-1, Part 6.

Attachment F

Right-of-Way Data Sheet

To: Stephen Woodfill, District Division Chief
Division of Right of Way and Land Surveys

Date: 3/12/2026

Co. TUO Rte. 49

Attention: Song Her, District Branch Chief
R/W Local Programs

Expense Authorization 10-1S350

Subject: **RIGHT OF WAY DATA SHEET - LOCAL PUBLIC AGENCIES**

Project Description:

The proposed project will construct approximately 1.5 miles of Class I, separated shared use path within the State Route 49 corridor in the City of Sonora. The project will provide a continuous, ADA compliant bicycle and pedestrian facility connecting key activity centers and tying into the future 14-mile Gold Rush Shared Use Path system identified by the Tuolumne County Transportation Council. An additional segment of the Gold Rush Shared Use Path will extend along Woods Creek through Woods Creek Rotary Park toward Sonora High School on locally controlled property outside of State right of way, creating a continuous, off highway connection that links the highway corridor path to nearby neighborhoods, schools, parks, and the existing Dragoon Gulch/Woods Creek trail system.

Right of way necessary for the subject project will be the responsibility of The City of Sonora.

The information in this data sheet was developed by Wood Rogers and Monument.

I. ***Right of Way Engineering***

Will Right of Way Engineering be required for this project?

- No ____
- Yes X (Submit a copy of the *Right of Way Engineering Surveys and Mapping Services checklist for Locally Funded Projects*. This checklist includes, but is not limited to, the following items.)

  - Hard copy (base map) X
  - Appraisal map X
  - Acquisition Documents X
  - Property Transfer Documents X
  - R/W Record Map X
  - Record of Survey X

II. ***Engineering Surveys***

1. Is any surveying or photogrammetric mapping required?

   No ____ Yes X (Complete the following.)

2. Datum Requirements

   Yes X Project will adhere to the following criteria:
   - Horizontal - datum policy is NAD 83, CA-HPGN, EPOCH 1991.35 and English system of units and measures.
   - Vertical - datum policy is NAVD 88.
   - Units - metric is not required.

   No ____ Provide an explanation on additional page.

3. Will land survey monument perpetuation be scoped into the project, if required?

Yes __X__

No _____ Provide explanation on additional page.

III. ***Parcel Information (Land and Improvements)***

Are there any property rights required within the proposed project limits?

No _____ Yes __X__ (Complete the following.)

	Part Take*	Full Take	Estimate $
A. Number of Vacant Land Parcels			$
B. Number of Single Family Residential Units			$
C. Number of Multifamily Residential Units			$
D. Number of Commercial/Industrial Parcels	3**		$ 105,388
E. Number of Farm/Agricultural Parcels			$
F. Permanent and/or Temporary Easements	7		$ 845,879
G. Other Parcels (define in "Remarks" section)			$
Totals	10		$ 951,268

Partial fee acquisition for the construction and operation of the shared use path will be required from three (3) commercially zoned parcels along State Route 49 (W. Stockton St.) south of Woods Creek Dr. Temporary construction easements will also be required from these three (3) parcels. Within this same corridor, a temporary construction easement would be required from one (1) additional commercially zoned parcel.

Permanent easements for the shared use path are required from five (5) commercially zoned parcels and one (1) residentially zoned parcel east of N. Forest Rd. between State Route 49 and Snell St.

* Part take counts represent the number larger parcels affected, some of which are comprised of multiple assessor parcels.
**Parcels with partial acquisitions may also include temporary construction easements.

IV. ***Dedications***

Are there any property rights which have been acquired, or anticipate will be acquired, through the "dedication" process for the Project?

No __X__ Yes _____ (Complete the following.)

Number of dedicated parcels _____

Have the dedication parcel(s) been accepted by the municipality involved? N/A

V. ***Excess Lands / Relinquishments***

Are there Caltrans property rights which may become excess lands or potential relinquishment areas?

No __X__ Yes _____ (Provide an explanation on additional page.)

VI. ***Relocation Information***

Are relocation displacements anticipated?

No __X__ Yes _____ (Complete the following.)

A. Number of Single Family Residential Units _____
Estimated RAP Payments $ _____

B. Number of Multifamily Residential Units _____
Estimated RAP Payments $ _____

C. Number of Business/Nonprofit _____
Estimated RAP Payments $ _____

D. Number of Farms _____
Estimated RAP Payments $ _____

E. Other (define in the "Remarks" section) _____
Estimated RAP Payments $ _____

Totals N/A $ _____

VII. ***Utility Relocation Information***

Do you anticipate any utility facilities or utility rights of way to be affected?

No _____ Yes __X__ (Complete the following.)

		Estimated Relocation Expense		
Facility	Owner	State Obligation	Local Obligation	Utility Owner Obligation
A. Telecom Manhole	AT&T	$	$	$20,000
B. Sewer Manhole	Tuolumne Utilities District	$	$15,000	$
C.		$	$	$
D.		$	$	$
E.		$	$	$
F.		$	$	$
Totals			$15,000	$20,000
Number of facilities			1	1

While liability for utility relocations has not yet been confirmed, anticipated costs for adjustment of an AT&T manhole is expected to be born by AT&T. Cost for modification to a Tuolumne Utilities District facility are expected to born by the project. Liability will be confirmed once utility coordination is advanced.

VIII. ***Rail Information***

Are railroad facilities or railroad rights of way affected?

No __X__ Yes ____ (Complete the following.)

Describe railroad facilities or railroad rights of way affected.

Owner's Name	Transverse Crossing	Longitudinal Encroachment
A.		
B.		

Discuss types of agreements and rights required from the railroads. Are grade crossings that require services contracts, or grade separations that require construction and maintenance agreements involved?

IX. ***Clearance Information***

Are there improvements that require clearance?

No __No__ Yes _____ (Complete the following.)

A. Number of Structures to be Demolished _____

Estimated Cost of Demolition $ _____

X. ***Hazardous Materials/Waste***

Are there any site(s) and/or improvements(s) in the Project Limits that are known to contain

hazardous materials? None __X__ Yes _____ (Explain in the "Remarks" section.)

Are there any site(s) and/or improvement(s) in the Project Limits that are suspected to contain

hazardous waste? None __X__ Yes _____ (Explain in the "Remarks" section.)

XI. ***Project Scheduling***

	Proposed lead time	Completion date
* Preliminary Engineering, Surveys	4 (months)	11/1/2026
* R/W Engineering Submittals	2 (months)	1/1/2027
* R/W Appraisals/Acquisition	11 (months)	12/1/2027
Proposed Environmental Clearance		6/30/2026
Proposed R/W Certification		12/31/2027

XII. ***Proposed Funding***

	Local	State	Federal	Other
Acquisition	$251,268		$700,000	
Utilities	$15,000			$20,000
Relocation Assistance Program				
R/W Support Cost (Eng. Appraisals, etc.)	$507,000			

XIII. ***Remarks***

Section XII – Proposed Funding: There is $700,000 programmed in ATP cycle 6 (Federal) for the right-of-way phase of the project. The City will seek additional sources of funding, but the balance of the anticipated right-of-way capital and support costs are assumed to come for local sources for the purposes of this data sheet.

Project Sponsor Consultant
Prepared by:

BJ Swanner – Senior Estimator

3/12/2026
Date

Project Sponsor
Reviewed and Approved by:

Date

Caltrans
Reviewed and approved based on information provided to date:

Song Her
Caltrans District Branch Chief
Local Programs
Division of Right of Way

Date

Attachment G

Active Transportation Maps and Summary Data

ATP Maps & Summary Data

The tool is designed to support the California Active Transportation Program (ATP), as well as active transportation users and practitioners throughout California. The tool utilizes interactive crash maps to allow users to track and document pedestrian and bicycle crashes and generate data summaries within specified project and/or community limits.

Step 1: Select a County/City, Bike/Ped, Severity, and Years

County: Tuolumne

City: All

Include 1 mile buffer outside of selected County/City: No

Include State Highway Related Crashes: Yes

Involved With: Pedestrian and Bicycle

Crash Severity: Fatal, Severe Injury, Other Visible Injury, and Complaint of Pain

Year: 2010 - 2021

Crash Summary for initial parameters defined above:

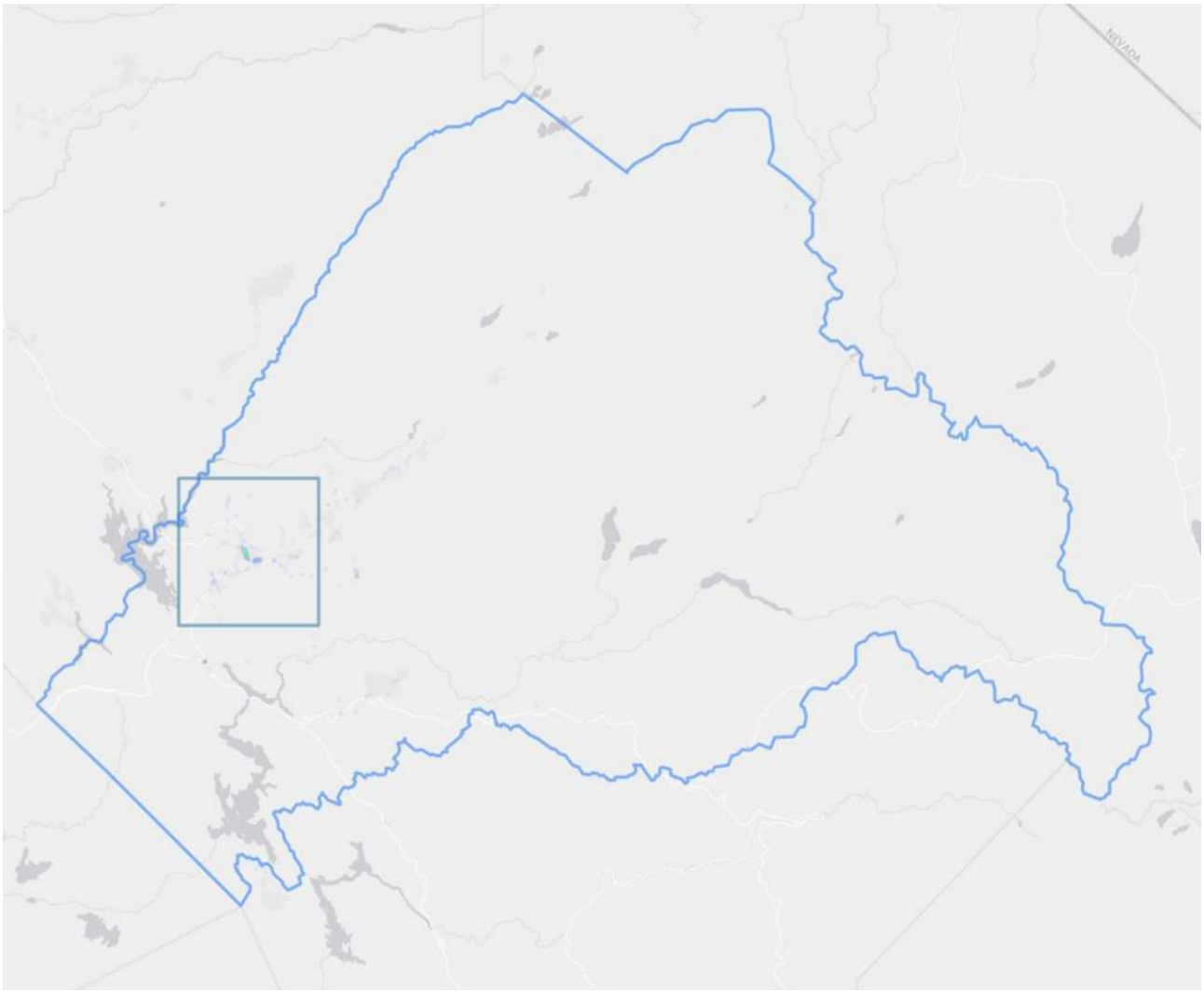
Number of Crashes by Crash Severity

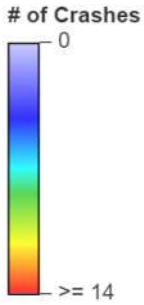
Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	1	17	33	12	63
Pedestrian	9	33	75	52	169

County/City Heat Map:

Step 2: Identify your project area to develop a more localized Community Heat Map

Select the size of your proposed project limits: <!-- Project has limits that are -->Between 3 and 10 miles across.

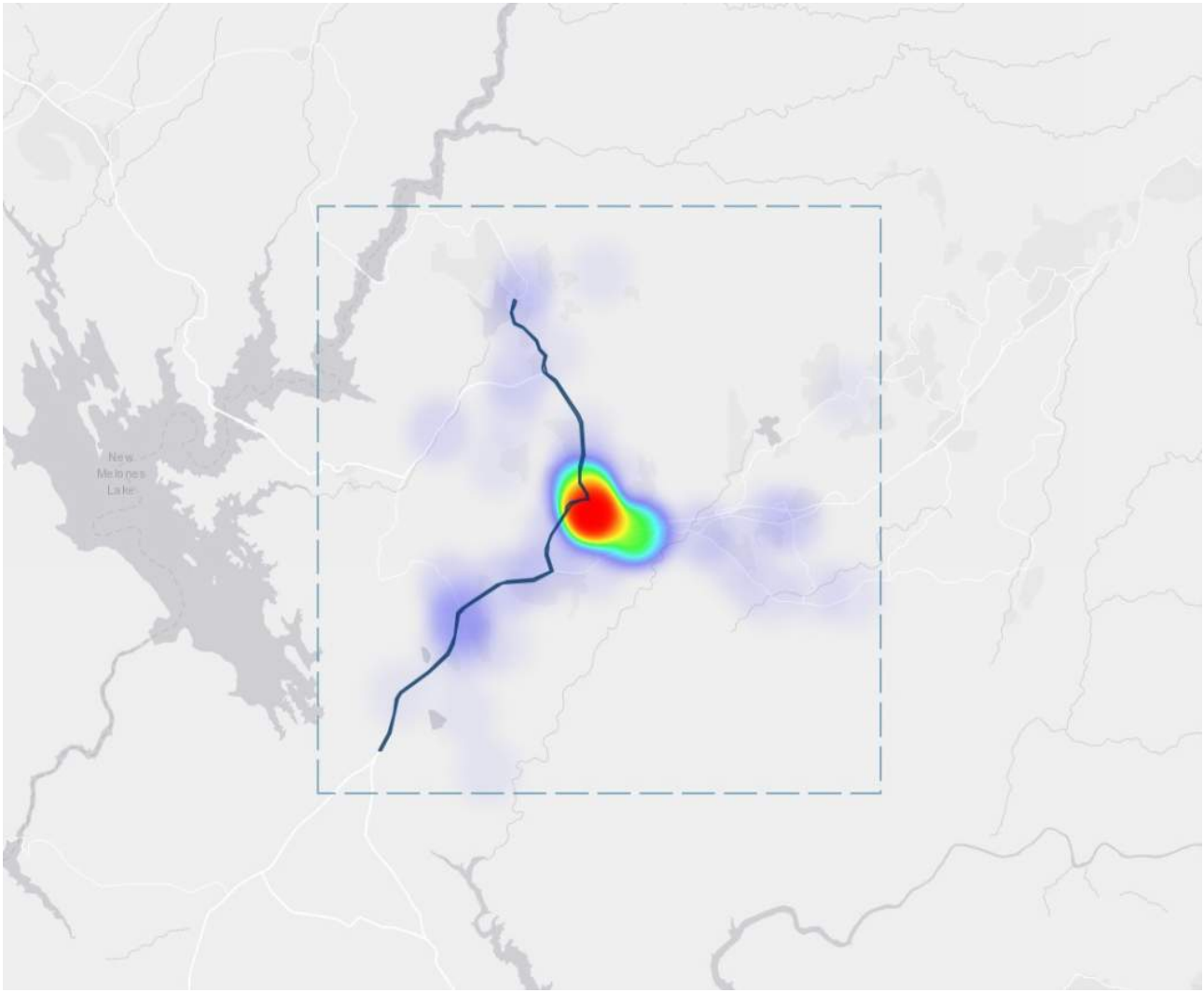


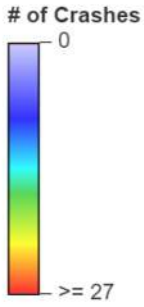


The heat map intensity scale is constant throughout the state.

Community Heat Map:

Step 3: Draw the project boundaries to get detailed crash data summaries and map

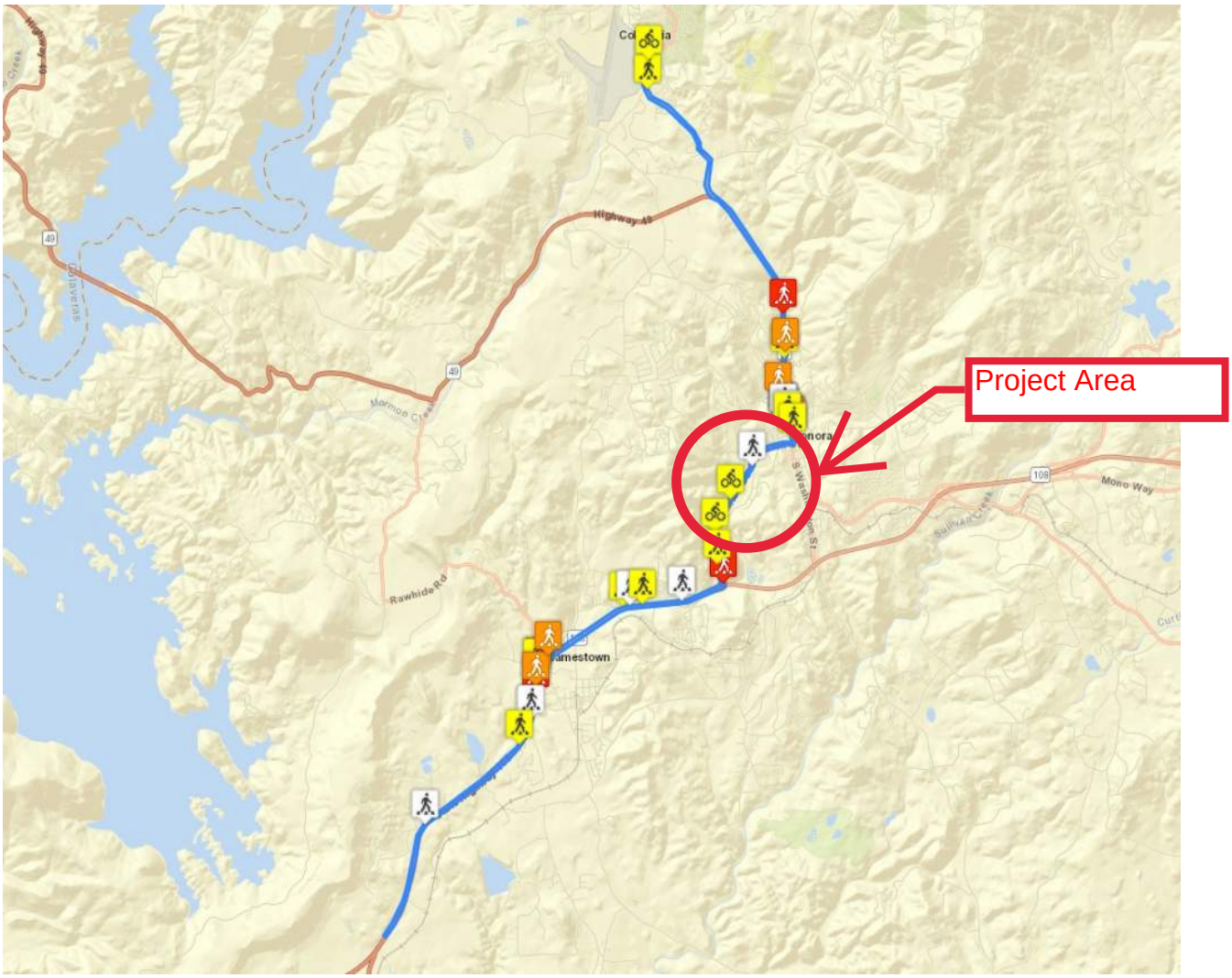




The heat map intensity scale is custom generated for the selected community.

Project Area Crash Map: 35 total crashes.

Step 4: Review the project-specific crash map



SWITRS Query & Map

Result Summary

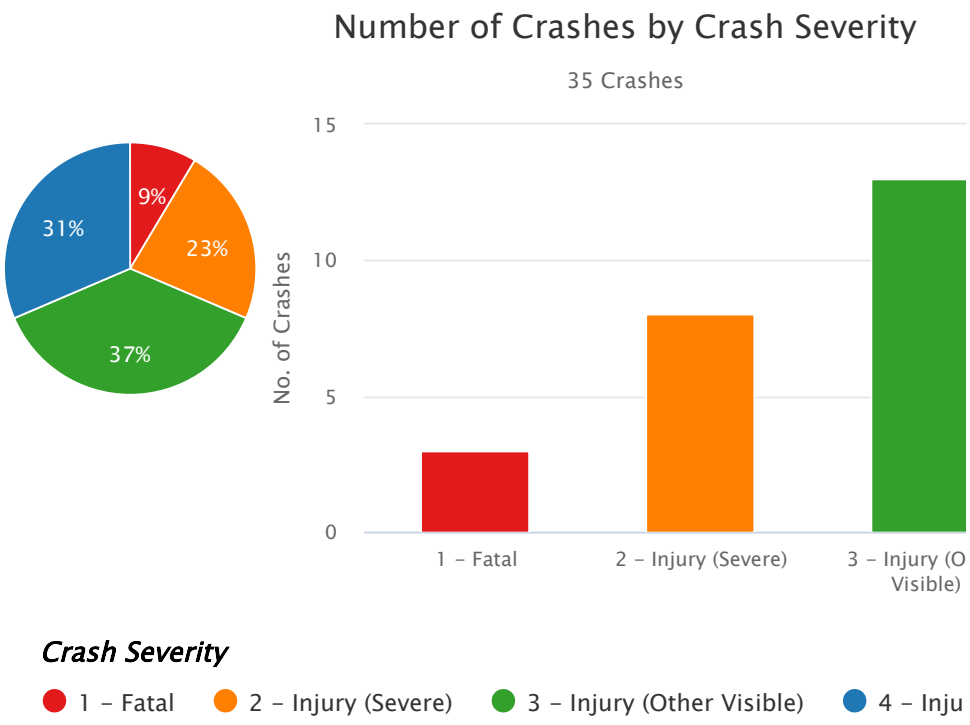
User Entered Case ID(s).

Change Filters | Download Raw Data

Total Crashes	35	**Total Victims**	3 Killed & 37 Injured	**State Highway**	31 (88.6%)
Ped Crashes	31 (88.6%)	**Bike Crashes**	4 (11.4%)	**Motorcycle Crashes**	None

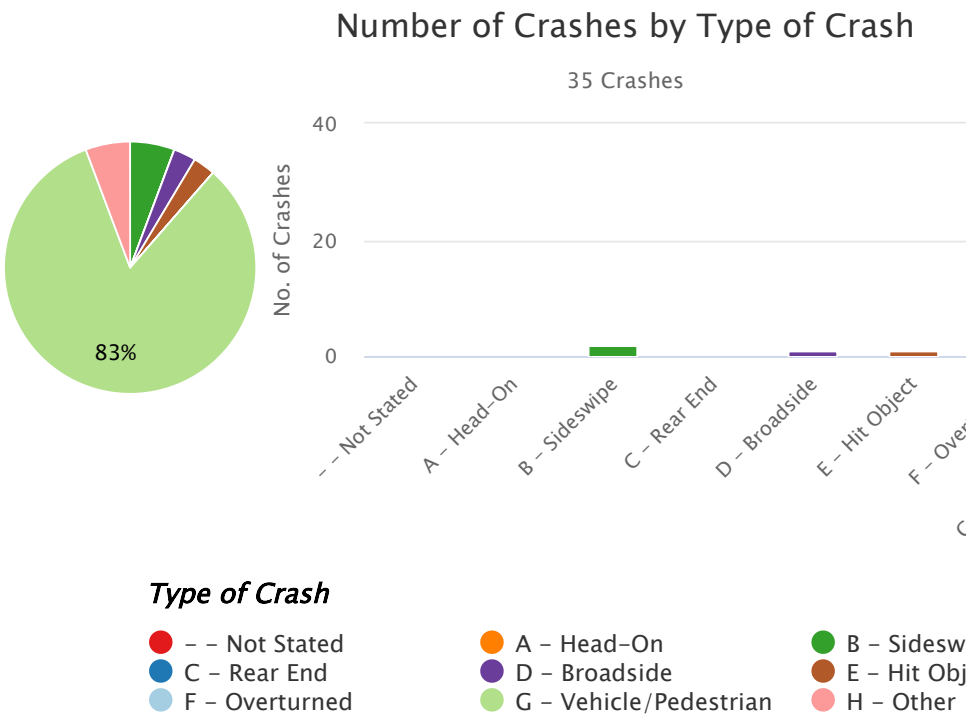
Overall

By Crash Severity



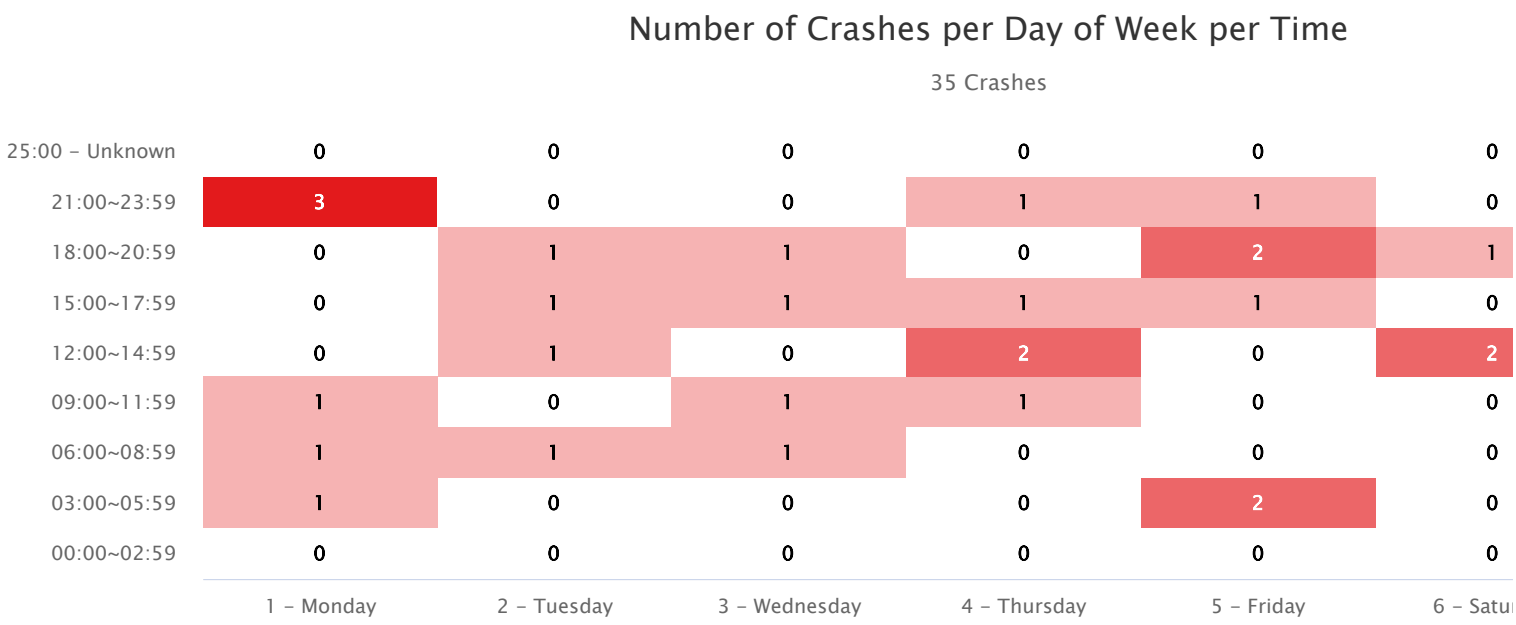
Crash Severity	Count	%
1 - Fatal	3	8.57%
2 - Injury (Severe)	8	22.86%
3 - Injury (Other Visible)	13	37.14%
4 - Injury (Complaint of Pain)	11	31.43%

By Crash Type

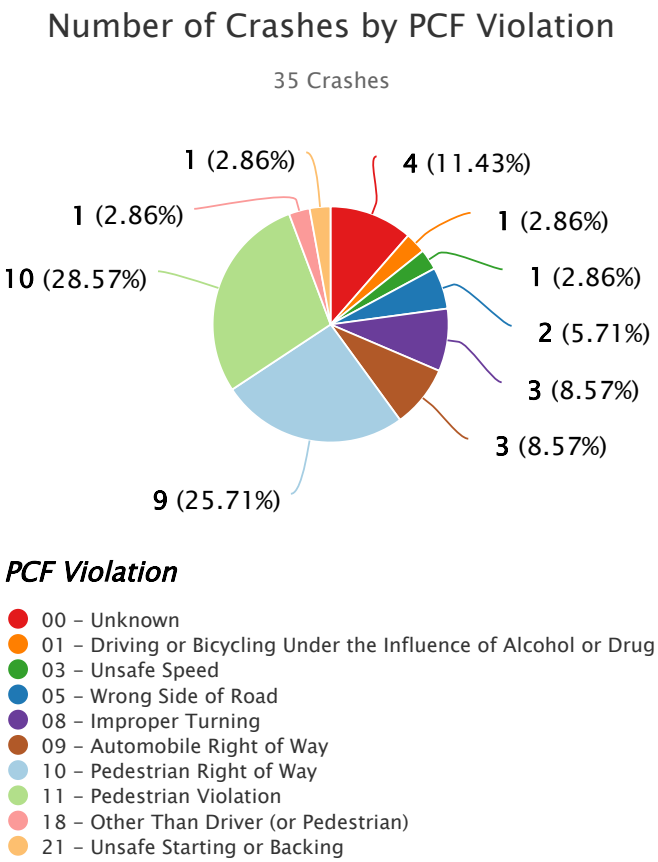


Type of Crash	Count	%
B - Sideswipe	2	5.71%
D - Broadside	1	2.86%
E - Hit Object	1	2.86%
G - Vehicle/Pedestrian	29	82.86%
H - Other	2	5.71%

By Day of Week and Time



By Primary Crash Factor (PCF) Violation



PCF Violation	Count	%
00 - Unknown	4	11.43%
01 - Driving or Bicycling Under the Influence of Alcohol or Drug	1	2.86%
03 - Unsafe Speed	1	2.86%
05 - Wrong Side of Road	2	5.71%
08 - Improper Turning	3	8.57%
09 - Automobile Right of Way	3	8.57%
10 - Pedestrian Right of Way	9	25.71%
11 - Pedestrian Violation	10	28.57%
18 - Other Than Driver (or Pedestrian)	1	2.86%
21 - Unsafe Starting or Backing	1	2.86%