



MAINTENANCE DIVISION
2441 Headington Road
Placerville CA 95667
Phone: (530) 642-4909
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JAMES W. WARE, P.E.
Director of Transportation

Internet Web Site:
<http://co.el-dorado.ca.us/dot>

MAIN OFFICE
2850 Fairlane Court
Placerville CA 95667
Phone: (530) 621-5900
Fax: (530) 626-0387



October 1, 2010

Ms. Natalie Bee, Park and Recreation Specialist
California Department of Parks and Recreation
Office of Grants and Local Services
PO Box 942896
Sacramento, CA 94269-0001

RE: Recreational Trails Program (Part A): Non-motorized Trails FY 2010/11 Application

Dear Ms. Bee,

El Dorado County is pleased to submit the attached grant application for Recreational Trails Program (Part A): Non-Motorized Trails FY 2010/11 funding for an approximately one mile eastern extension of the El Dorado Trail. The El Dorado Trail is a regionally significant, multi-phased, multi-use, trail with a Class 1 paved bike path that provides a continuous corridor for pedestrians, bicyclists, and equestrians. The El Dorado Trail is the backbone of the regional trail network in El Dorado County and is envisioned to extend from South Lake Tahoe on the east and connect to existing trails in Sacramento County on the west; creating a complete trail from the City of Sacramento to the City of South Lake Tahoe. The El Dorado Trail is the largest and highest priority Class 1 trail project in the County and has been nationally recognized as a "Millennium Trail" by former First Lady Hillary Clinton. The proposed Project is an important link in this regional trail system and is located in the Camino Heights area.

Construction activities include: grading for the multi-use trail and bike path, asphalt paving of the Class 1 bike path, removal, repair, and installation of drainage culverts, erosion control, slope protection, and installation of signage, fencing, barrier posts, and striping. If successfully awarded, this grant would be used primarily for construction activities as design and environmental review are nearly complete.

The project is estimated to cost \$520,431. The County is requesting \$457,979 in RTP grant funds, which will be matched at the required 12% or \$62,452 from state and local sources.

The project is supported by the El Dorado County Transportation Commission, the El Dorado County Parks and Recreation Commission, the El Dorado County Trails Advisory Committee, and the Placerville Spinal Cord Injury Support Group.

If you have any questions, please contact the project manager, Thomas A. Fossum, Supervising Civil Engineer in our Facilities Engineering Division at (530) 621-5982.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Ware", written over a horizontal line.

James W. Ware, P.E.
Director of Transportation
County of El Dorado Department of Transportation

**El Dorado County
Recreational Trails Program
(Part A): Non-Motorized Trails
FY 2010/11 Application**

**El Dorado Trail Extension –
Los Trampas Drive to Halcon Road**



***Current western end of the proposed project section of the
El Dorado Trail at the intersection with Los Trampas Drive***

**El Dorado County
Recreational Trails Program (Part A): Non-Motorized Trails
FY 2010/11 Application
El Dorado Trail Extension – Los Trampas Drive to Halcon Road**

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Appendix: Millennium Trail Certificate
History and Heritage Project of the Year award
Multiple Letters of Support

**El Dorado County
Recreational Trails Program
(Part A): Non-Motorized Trails
FY 2010/11 Application**

**El Dorado Trail Extension –
Los Trampas Drive to Halcon Road**

SECTION 1

APPLICATION FORM

**State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION**

RECREATIONAL TRAILS PROGRAM APPLICATION *Non-Motorized Project*

(Each site shall be considered a Project. Each Project must have its own Application.)

PROJECT NAME El Dorado Trail Extension – Los Trampas Drive to Halcon Road (STA 139+71 to STA 195+10)		Grant Request Amount	\$ 457,979.00
PROJECT TYPE <i>Non-Motorized Project (Check 1 box only)</i> Acquisition <input type="checkbox"/> Development <input checked="" type="checkbox"/>		Required Match Amount	\$ 62,452.00
APPLICANT <i>(Agency name, address, and zip code)</i> El Dorado County Dept. of Transportation 2850 Fairlane Court Placerville, CA 95667		TOTAL PROJECT COST	\$ 520,431.00
APPLICANT'S REPRESENTATIVE AUTHORIZED IN RESOLUTION		COUNTY El Dorado	NEAREST CITY Placerville
		PROJECT ADDRESS <i>(including zip code)</i> El Dorado Trail along former railroad right of way between Los Trampas Drive and Halcon Road.	
James W. Ware, P.E., Director of Transportation Name <i>(typed or printed)</i> and Title	jim.ware@edcgov.us Email address	(530) 621-7533 Phone	
PERSON with DAY-TO-DAY RESPONSIBILITY for ADMINISTRATION of the GRANT <i>(if different from Authorized Representative)</i>			
Thomas A. Fossum, Supervising Civil Engineer Name <i>(typed or printed)</i> and Title	thomas.fossum@edcgov.us Email address	(530) 621-5982 Phone	
GRANT SCOPE: <i>(Items of work to be completed with RTP Funds and the required Match amount. Do not include Project merits.)</i>			
El Dorado County proposes to improve an approximately 1.1 mile stretch of the El Dorado Trail (multi-use) located between Los Trampas Drive and Halcon Road within the former California-Michigan railroad right of way (owned in fee by El Dorado County). Improvements to the existing trail include: trailway excavation and asphalt paving (2 inches asphalt concrete over 6 inches aggregate base) for an 8-foot wide Class 1 bike path with 2- to 3-foot wide graded shoulders, grading of a 6-foot wide multi-use trail (adjacent to the bike path), installation of a rock-lined drainage ditch, drainage culverts, asphalt curbing, barrier posts, signage, thermoplastic striping, erosion control, and fencing.			
<u>Match Amount:</u> El Dorado County proposes to use State Transportation Development Act (TDA) Bike/Ped funds (\$62,452) as matching funds for this grant.			
For Development Project, Land Tenure is <u>6</u> acres <u>all 6</u> Acres owned in fee simple by Applicant Recordation Number(s): <u>Book 3436, Page 35, Document #63333 dated September 28, 1990.</u> _____ Acres available under a _____ year lease Acres of other interest <i>(explain)</i> _____		For Acquisition Projects, Project Land will be <u>n/a</u> acres _____ Acres to be acquired in fee simple by Applicant _____ Acres to be acquired in other than fee simple <i>(explain)</i> _____	

I certify that the information contained in this Application, including required attachments, is accurate.

Signed 
Authorized Representative as shown in Resolution

9/21/10
Date

Print Name and Title: **James W. Ware, P.E., Director of Transportation**

**El Dorado County
Recreational Trails Program
(Part A): Non-Motorized Trails
FY 2010/11 Application**

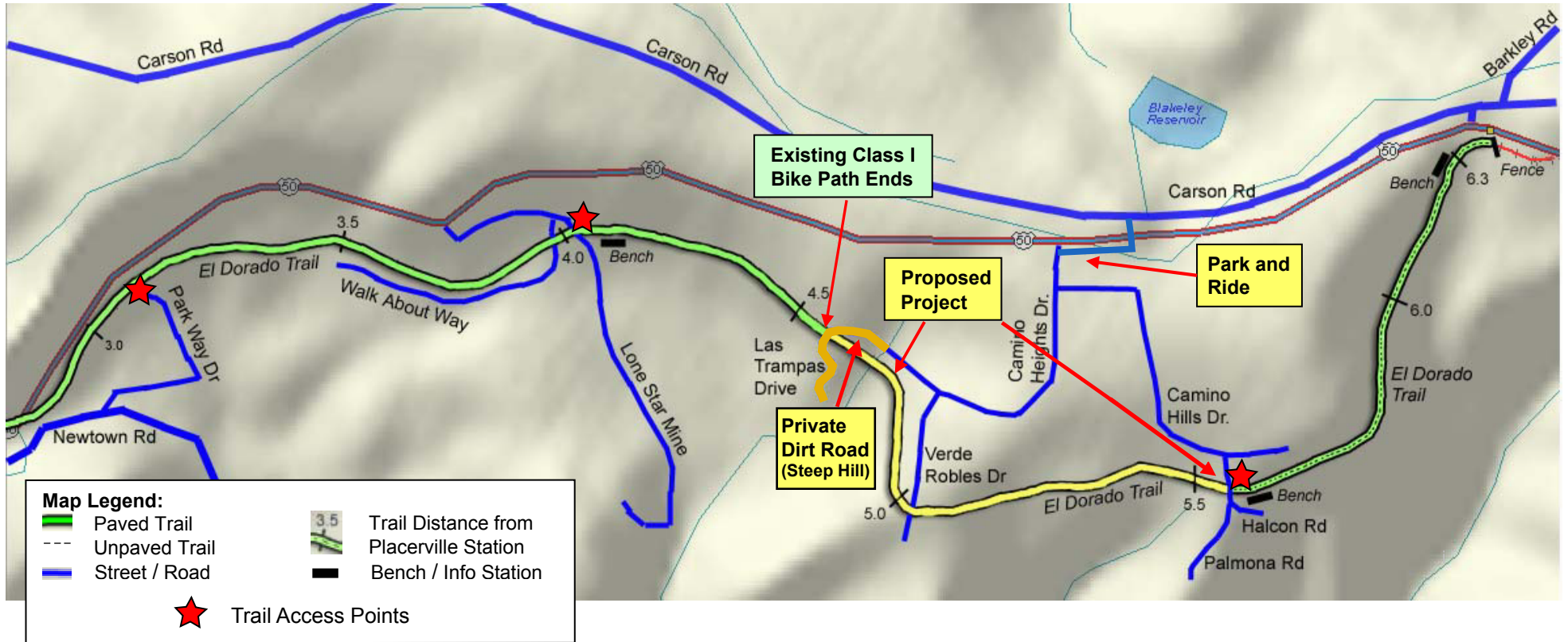
**El Dorado Trail Extension –
Los Trampas Drive to Halcon Road**

SECTION 2

SITE PLAN

SECTION 2 - SITE PLAN

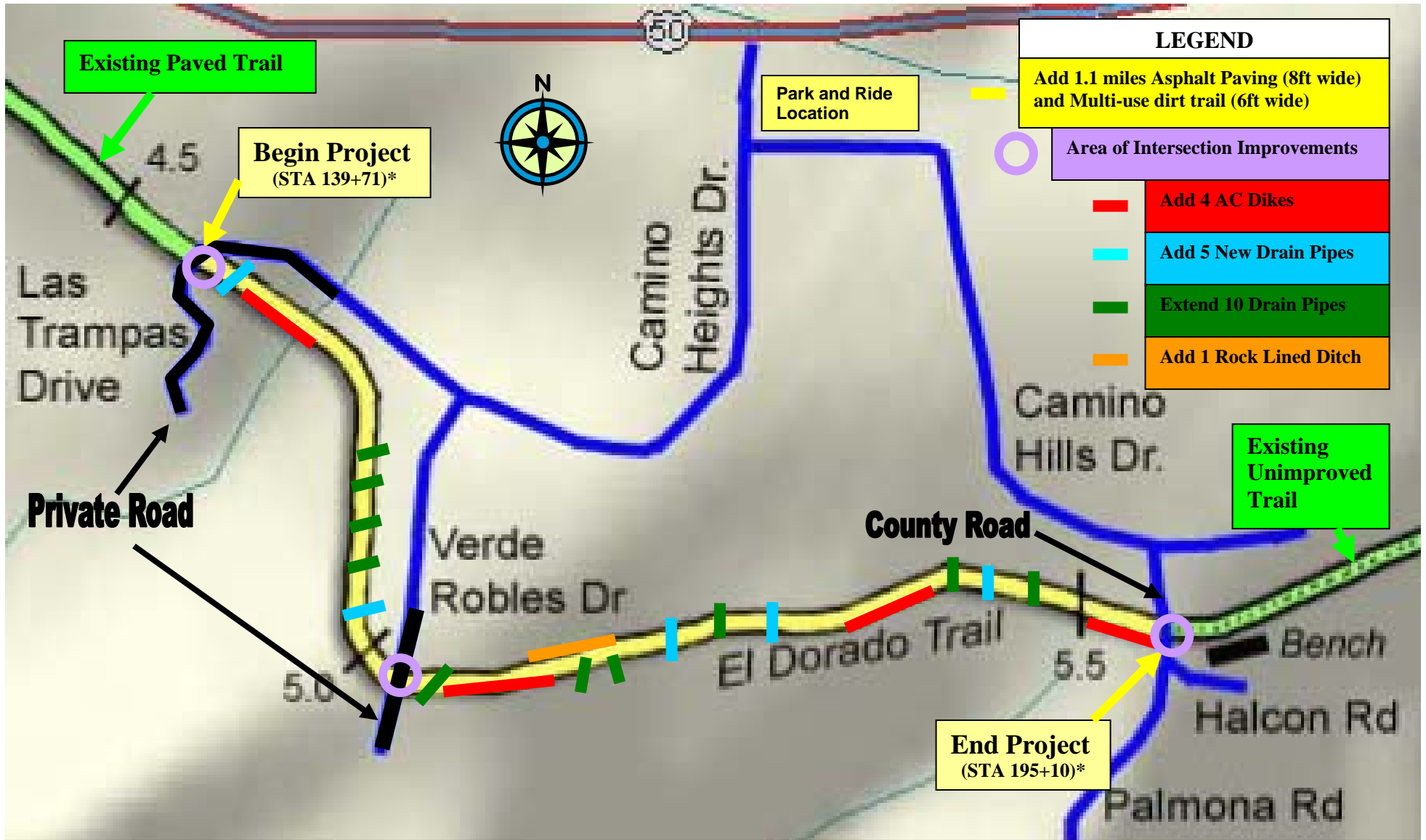
LOCATION OF PROPOSED IMPROVEMENTS EL DORADO TRAIL EXTENSION - LOS TRAMPAS DR. TO HALCON RD.



2-1

SECTION 2 – SITE PLAN

MAJOR COMPONENTS - LOCATION OF PROPOSED IMPROVEMENTS* EL DORADO TRAIL EXTENSION - LOS TRAMPAS DRIVE TO HALCON ROAD



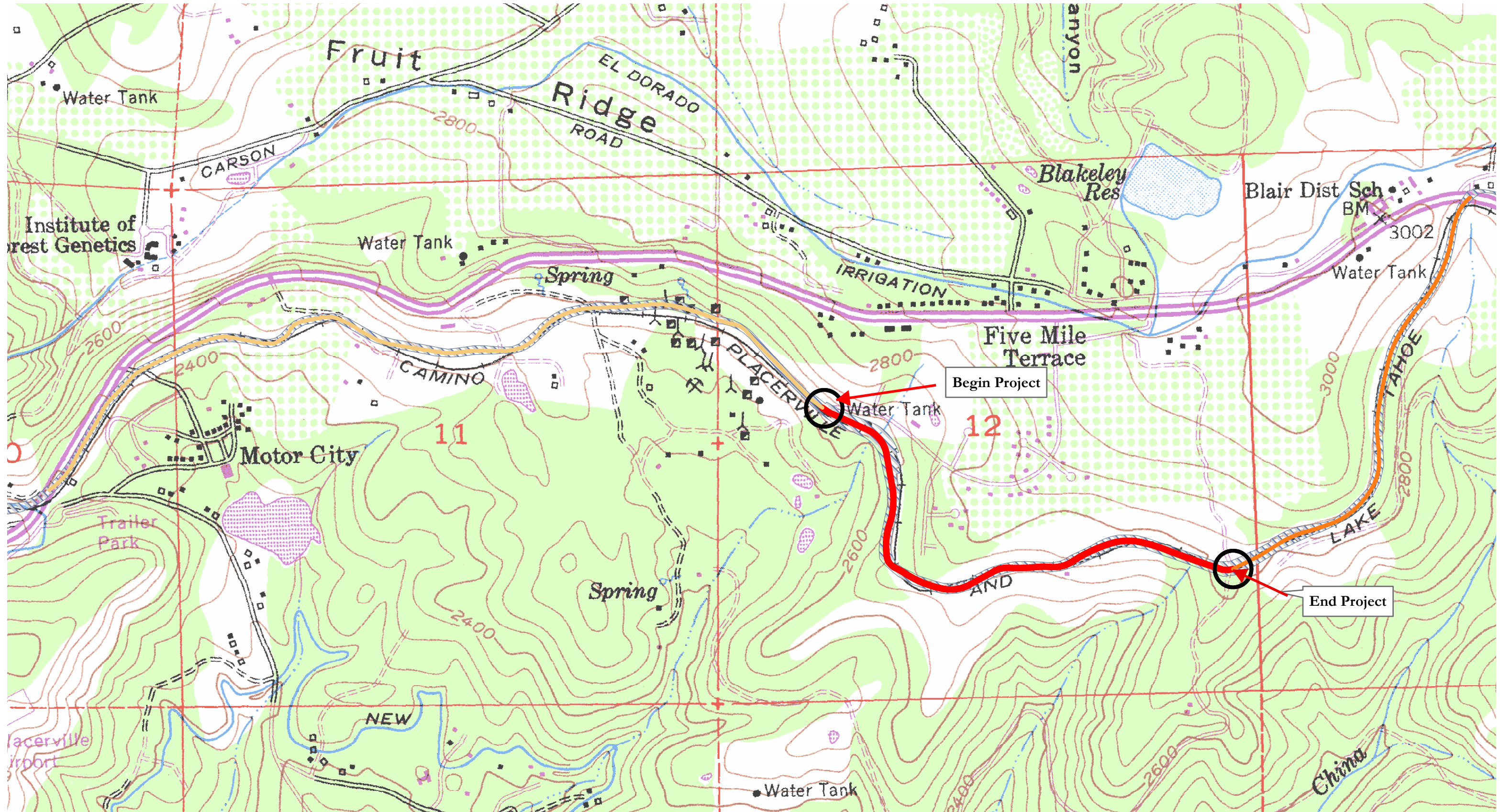
* Please see Section 4 for detailed Site Plans, Profiles, Cross Sections, and Roadway Intersection Improvements.

**El Dorado County
Recreational Trails Program
(Part A): Non-Motorized Trails
FY 2010/11 Application**

**El Dorado Trail Extension –
Los Trampas Drive to Halcon Road**

SECTION 3

TOPOGRAPHIC MAP



Section 3: Topographic Map

- Map Key**
- El Dorado Trail
 - Class I Bike Path
 - Unimproved
 - Proposed Project
 - Impacted Parcel (Railroad Right of Way)

**El Dorado Trail Extension
Los Trampas Drive to Halcon Road
Project Location - Topographic Map**

Data Source: El Dorado County, 2008; USGS Topo Quadrangle
Map Source: El Dorado County Transportation Commission



**El Dorado County
Recreational Trails Program
(Part A): Non-Motorized Trails
FY 2010/11 Application**

**El Dorado Trail Extension –
Los Trampas Drive to Halcon Road**

SECTION 4

100% Submittal Plans in-lieu of Reconnaissance Notes

GENERAL NOTES

- ALL CONSTRUCTION SHALL CONFORM TO THE CALTRANS STANDARD SPECIFICATIONS AND STANDARD PLANS, DATED MAY 2006, AND THE SPECIAL PROVISIONS WHICH ACCOMPANY THIS SET OF PLANS.
- FOUR WORKING DAYS PRIOR TO PROJECT STAKING, THE CONTRACTOR SHALL SUBMIT TO THE RESIDENT ENGINEER A COMPLETED CONSTRUCTION STAKING REQUEST FORM.
- THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR FURNISHING, INSTALLING AND MAINTAINING ALL WARNING SIGNS AND DEVICES NECESSARY TO SAFEGUARD THE GENERAL PUBLIC AND THE WORK, AND PROVIDING PROPER AND SAFE ROUTING OF THE VEHICULAR AND PEDESTRIAN TRAFFIC DURING THE PERFORMANCE OF THE WORK. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND SHALL NOT BE LIMITED TO WORKING HOURS. THE USE OF BARRICADES AND CONSTRUCTION SIGNING SHALL COMPLY WITH THE CURRENT EDITION F WORK AREA AND TRAFFIC CONTROL HANDBOOK (W.A.T.C.H.).
- THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE LOCATION OF ALL EXISTING UTILITIES AND PROTECTING FROM AND REPAIRING DAMAGE TO EXISTING UTILITIES. THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT (1-800-642-2444) TWO WORKING DAYS PRIOR TO WORK COMMENCEMENT. CALTRANS IS NOT A MEMBER OF USA. A WRITTEN REQUEST SHOULD BE SUBMITTED TO CALTRANS REPRESENTATIVE TARA McCANN TO LOCATE ALL STATE FACILITIES IN RIGHT-OF-WAY 7 DAYS IN ADVANCE.
- THE CONTRACTOR SHALL MAINTAIN ALL EXISTING FACILITIES SUCH AS WATER, SEWER, DRAINAGE, ETC. WITHIN THE CONSTRUCTION AREA UNTIL THE PROPOSED IMPROVEMENTS ARE IN PLACE, FUNCTIONING AND ACCEPTED.
- THE RESIDENT ENGINEER SHALL DETERMINE THE EXACT LIMITS OF PAVEMENT REMOVAL IN THE FIELD. EXISTING ASPHALT SHALL BE SAWCUT IN A NEAT STRAIGHT LINE A MINIMUM OF 2-1/2" DEEP. THE EXPOSED VERTICAL EDGES SHALL BE TACKED WITH EMULSION PRIOR TO ASPHALT CONCRETE PAVING.
- DEMOLITION OF EXISTING FEATURES SHALL BE LIMITED TO THE ITEMS SHOWN ON THE PLANS AND DESCRIBED IN THE SPECIAL PROVISIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND/OR REPLACE ALL EXISTING FEATURES DAMAGED BY HIS OPERATIONS, AT HIS EXPENSE.
- THE CONTRACTOR SHALL BE COMPLETELY RESPONSIBLE FOR THE CAPPING AND RELOCATION OF EXISTING UTILITIES AS DIRECTED BY THE ENGINEER.
- AT THE TIME THE CONTRACT IS AWARDED, THE CONTRACTOR SHALL POSSESS A CLASS A LICENSE, OR A COMBINATION OF CLASSES REQUIRED BY THE CATEGORIES AND CLASSES OF WORK INCLUDED IN THE CONTRACT.
- THE CONTRACTOR SHALL OBTAIN A PERMIT FROM THE DIVISION OF INDUSTRIAL SAFETY (2422 ARDEN WAY, SUITE 165, SACRAMENTO, CA, PHONE 916-263-2800) PRIOR TO AND TRENCHING EXCAVATION 5 FEET OR MORE IN DEPTH. A COPY OF THIS PERMIT SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES.
- CONSTRUCTION CONTRACTOR AGREES THAT, IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING COURSE OF THE CONSTRUCTION OF THE PROJECT INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD THE DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF THE WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE DESIGN PROFESSIONAL.
- CONTRACTOR SHALL PHOTOGRAPH OR VIDEO TAPE THE PROJECT AREA PRIOR TO START OF CONSTRUCTION AND FURNISH A COPY TO THE CITY ENGINEER.
- THE CONTRACTOR SHALL CONTACT EL DORADO COUNTY PARKS AND RECREATION *530-621-5864* 48 HOURS IN ADVANCE OF COMMENCING WORK. THE CONTRACTOR SHALL NOT START ANY WORK UNTIL AFTER A PRE-CONSTRUCTION MEETING.
- PROVISIONS FOR "AS BUILT" DRAWINGS: FOR CHANGES, ADDITIONS, OR DELETIONS FROM THE APPROVED CONTRACT IMPROVEMENT PLANS NOT ACCOMPLISHED BY A CONTRACT CHANGE ORDER, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER. NOTIFICATION OF THE ENGINEER SHALL BE ACCOMPLISHED BY SHOP DRAWINGS, REDLINED COPIES OF IMPROVEMENT PLANS, OR A MEETING WITH THE ENGINEER OR HIS REPRESENTATIVE. FAILURE TO COMPLY WITH THESE PROVISIONS MAY RESULT IN CHARGES FOR WHICH THE CONTRACTOR SHALL BE LIABLE.

UTILITY NOTE
A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES. THE CONTRACTOR IS CAUTIONED THAT ONLY EXCAVATION WILL REVEAL TYPES, EXTENT, SIZE, LOCATION, AND DEPTH OF SUCH UNDERGROUND UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXPOSING AND VERIFYING LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES WHICH MAY INTERFERE WITH CONSTRUCTION OF THE PROPOSED IMPROVEMENTS. WHERE FACILITIES MAY CONFLICT WITH THE PLACEMENT OF IMPROVEMENTS AS SHOWN ON THE PLANS, THE ENGINEER SHALL BE NOTIFIED BY THE CONTRACTOR OF THE SCHEDULED TIME AND PLACE OF VERIFICATION TO ENABLE THE ENGINEER TO HAVE A REPRESENTATIVE PRESENT. ANY EXCAVATION TO EXPOSE EXISTING FACILITIES SHALL BE INCLUDED IN THE BID ITEMS THE CONTRACTOR DEEMS APPROPRIATE.

BENCHMARK

NUMBER: TBM#23
LOCATION: ON SIDEWALK NEAR MOSQUITO RD. & HIGHWAY 50 AT THE BEGINNING OF THE WESTBOUND ONRAMP
ELEVATION: 1900.61
DESCRIPTION: PK NAIL

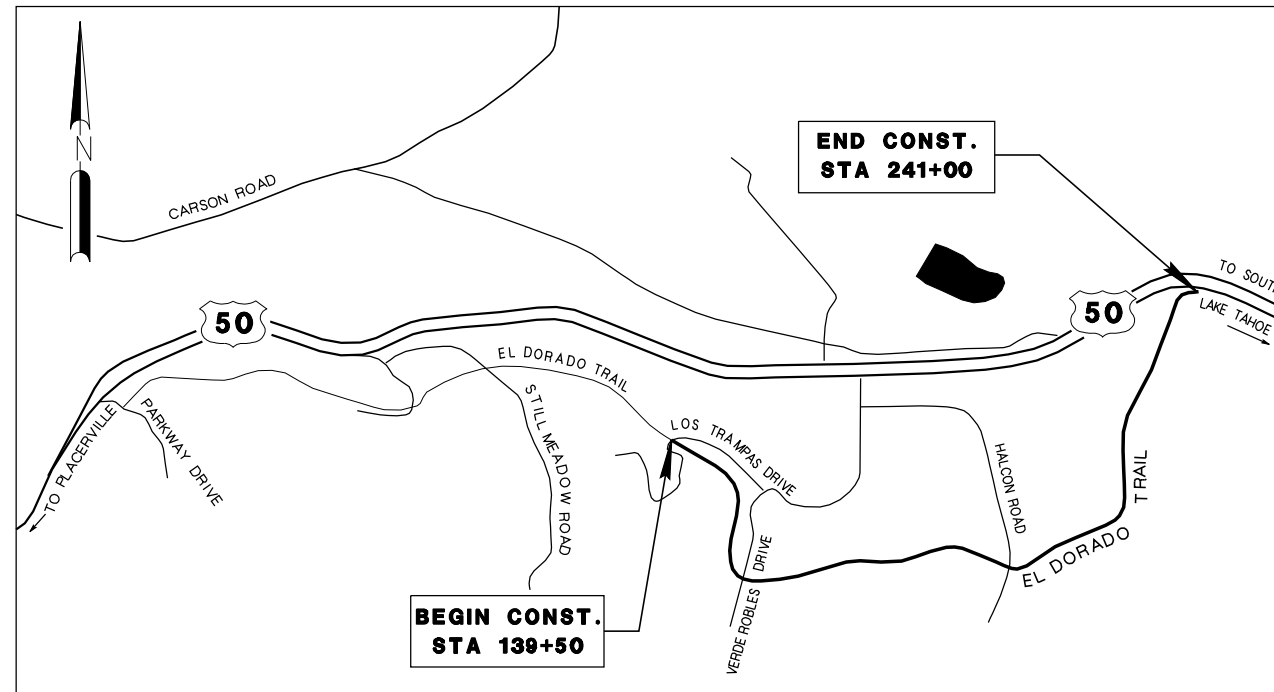
UTILITY REPRESENTATIVES

ELECTRICITY	CALTRANS	TARA McCANN	916 255-2802
TELEPHONE	PACIFIC GAS & ELECTRICITY	TONY LUNA	530 621-7265
WATER	PACIFIC BELL	BILL MACKAY	530 621-6926
FIRE	E.I.D.	ROBERT CREAMER	530 642-4534
CABLE TV	EL DORADO COUNTY FIRE DISTRICT	BRUCE LACHER	530 644-9630
USA	MEDIA ONE	KIP MILLER	530 622-7022
	UNDERGROUND SERVICE ALERT	N/A	800 642-2444

STANDARD ABBREVIATIONS

AB	-AGGREGATE BASE	FL or FL	-FLOW LINE	R	-RADIUS
AC	-ASPHALT CONCRETE	FM	-FORCE MAIN	RT.	-RIGHT
CL	-CENTER LINE	G	-GAS	R/W or ROW	-RIGHT OF WAY
CLL or CL	-CHORD	GB	-GRADE BREAK	S	-SLOPE
CO	-CLEANOUT	GV	-GATE VALVE	SD	-STORM DRAIN
CONC.	-CONCRETE	HR	-HANDICAP RAMP	SDMH	-STORM DRAIN MH
CONST.	-CONSTRUCT	JP	-JOINT POLE	SDWK	-SIDEWALK
CTV	-CABLE TV	L	-LENGTH OF CURVE	SECT.	-SECTION
CR	-CURVE RETURN	LF	-LINEAR FEET	SHIT.	-SHEET
CS	-COMBINATION SEWER	LT.	-LEFT	SS	-SANITARY SEWER
CSMH	-COMBINATION SEWER MH	LMH	-MANHOLE	SSMH	-SANITARY SEWER MH
DI	-DROP INLET	(N)	-NON PAY ITEM	STA.	-STATION
DW	-DRIVEWAY	P	-PLANTER	T	-TELEPHONE
EL or ELEV.	-ELEVATION	PB	-PULL BOX	T	-TOP BACK OF CURB
EP	-EDGE OF PAVEMENT	PI	-POINT OF INTERSECTION	TYP.	-TYPICAL
EXIST or (E)	-EXISTING	PL or PL	-PROPERTY LINE	VCG	-VERTICLE CURB & GUTTER
FH	-FIRE HYDRANT	PP	-POWER POLE	W	-WATER
FES	-FLARED END SECTION	PCC	-PORTLAND CEMENT CONC.	WV	-WATERVALVE

COUNTY OF
EL DORADO
EL DORADO TRAIL



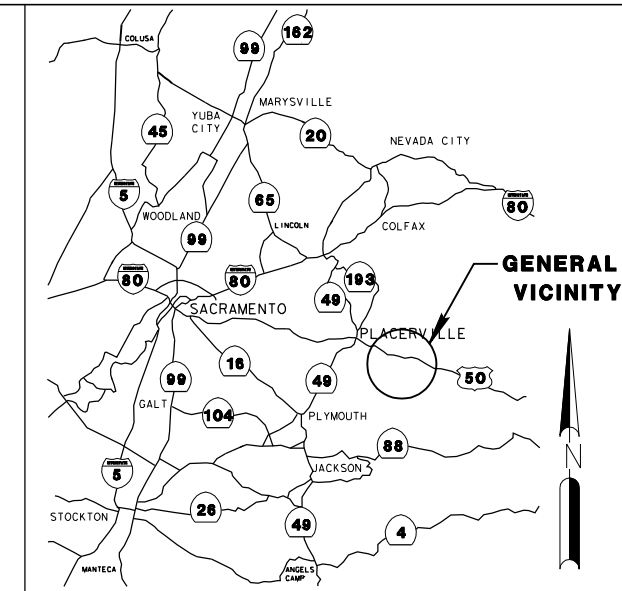
LOCATION MAP
NOT TO SCALE

SUBMITTED BY:
DOKKEN ENGINEERING

REGISTERED PROFESSIONAL ENGINEER
Nathan J. Donnelly
No. 64459
Exp. 06-30-11
CIVIL
STATE OF CALIFORNIA

09/02/2009
DATE

NATHAN J. DONNELLY, PE #64459



VICINITY MAP
NOT TO SCALE

SHEET INDEX

1	TITLE SHEET
2	TYPICAL SECTIONS
3	SURVEY AND CONTROL DIAGRAM
4-13	PLAN & PROFILE
14-16	CONSTRUCTION DETAILS
17-20	DRAINAGE PROFILES AND QUANTITIES
21	SUMMARY OF QUANTITIES

LEGEND

EXISTING	PROPOSED
DRAINAGE	
----- DRAINAGE PIPE	----- DRAINAGE PIPE
==@== OMP	==@== OMP
ROADS	
R/W P/L RIGHT OF WAY or PROP. LINE	R/W P/L RIGHT OF WAY or PROPERTY LINE
-(E)---E/L- ROAD CENTERLINE	-(P)---E/L- ROAD CENTERLINE
	--- SC --- SAWCUT LINE
MISCELLANEOUS	
(T) TREES	(X) TREES TO BE REMOVED
--- EXISTING CONTOUR LINE	● 1910.78 FINISH GRADE SPOT ELEVATION
X 1910.5 EXISTING SPOT ELEVATION	

360 Fairlane Court
Placerville, CA 95667
Dept. of
General Services
(530) 621-5849
(530) 621-1681 fax

REVISIONS

DOKKEN
ENGINEERING
2365 IRON POINT ROAD, STE 200
FOLSOM, CA 95630
916-858-0642

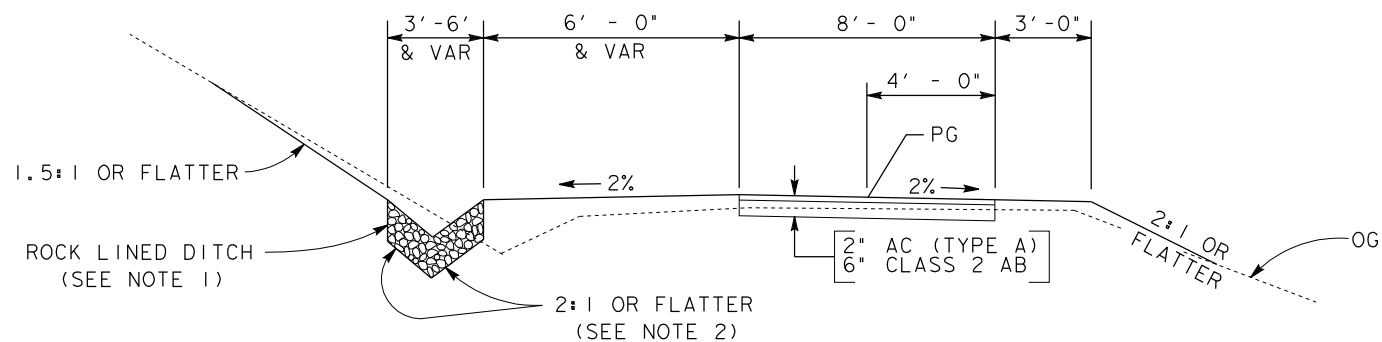
El Dorado Trail
TITLE SHEET

File: 1172a01.dgn
Drawn by: B. Stephenson
Checked by: N. Donnelly
Scale: NONE
one inch on original
Date: Sept. 2009

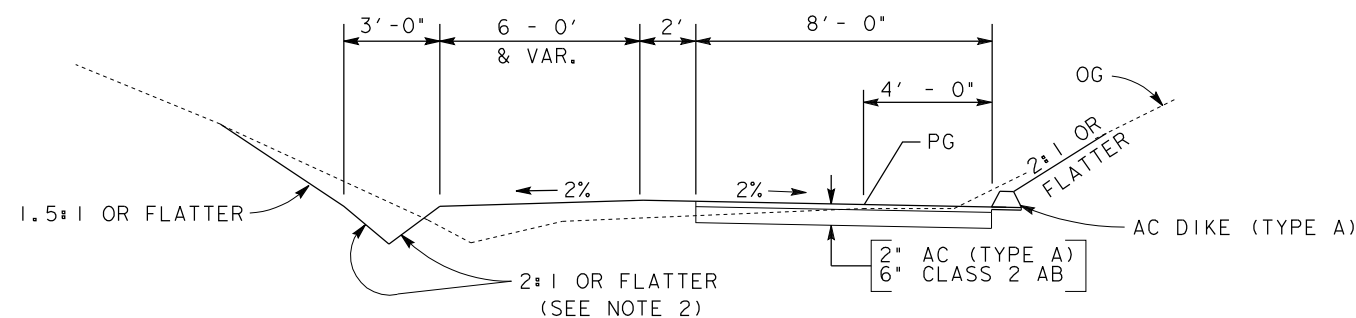
SHEET 1 OF 21

NOTE: 1) EXACT ROCK LINED DITCH LOCATION TO BE DETERMINED BY THE ENGINEER.
 2) SIDE SLOPE ON 3' INTERCEPTOR DITCH TO VARY.

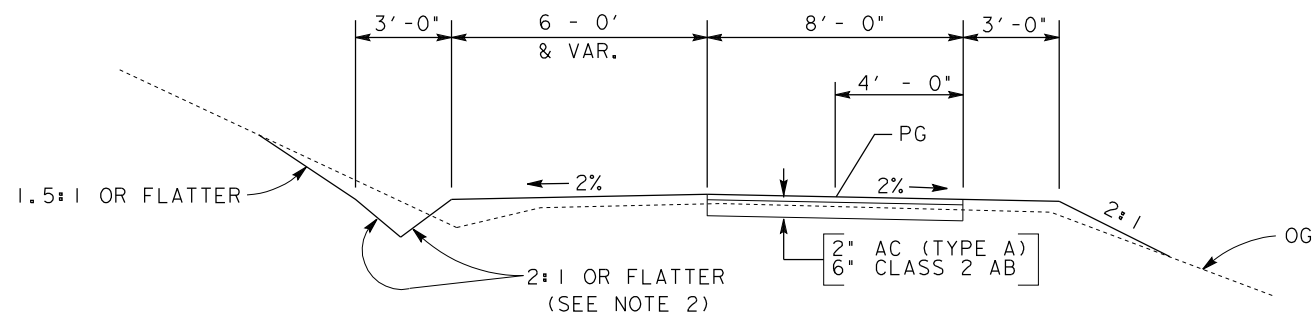
GENERAL NOTES:
 1. TRAIL TO CONFORM TO ALL ROADWAY CROSSINGS
 2. NO PAVING IS TO BE DONE ACROSS ROADWAY CROSSINGS



TYPICAL CROSS SECTION
 STA 168+80.00 TO 171+00.00



TYPICAL CROSS SECTION
 STA 141+19.45 TO 142+50.00



TYPICAL CROSS SECTION
 STA 139+85.00 TO 141+19.45
 STA 142+50.00 TO 168+80.00
 STA 171+00.00 TO 241+00.00

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No.	DATE	DESCRIPTION

REVISIONS

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 ENGINEERING
 2365 IRON POINT ROAD, STE 200
 FOLSOM, CA 95630
 916-858-0642

El Dorado Trail
 Typical Cross Section
 X-1

File: 1172b01.dgn

Drawn by: N. Donnelly

Checked by: N. Donnelly

Scale: 1" = 3'
one inch on original

Date: Sept. 2009

360 Fairlane Court
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 (530) 621-1681 fax

CONTROL TABLE

CONTROL NUMBER	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	14047.0784	14014.0246	2405.72	STA57+20CTRL55
2	14421.1965	14249.2326	2405.72	STA61+60-CTRL67
18	15320.6886	27252.3753	2944.47	SET REBAR
19	15328.8025	27354.3155	2929.94	SET REBAR
20	13808.3374	13854.7583	2409.79	EDGE HWY50
21	13773.2826	13724.9182	2419.54	BFN
22	14594.3430	14443.8247	2421.20	PK/64+26.83
98	15159.3722	27313.6165	2926.47	BFN

NO.	DATE	DESCRIPTION

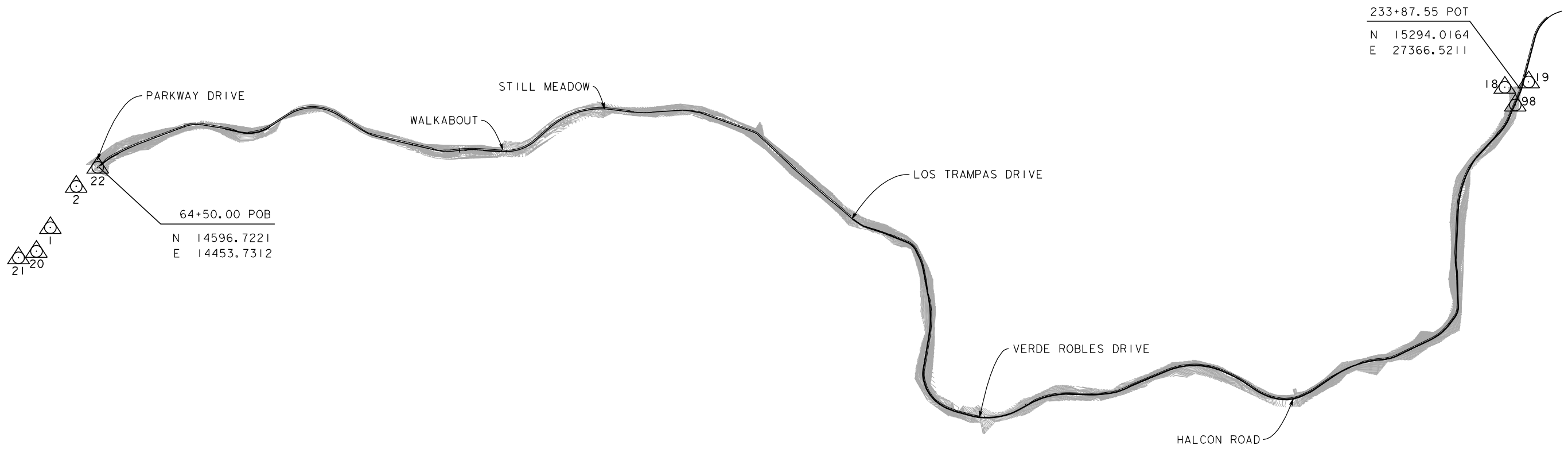
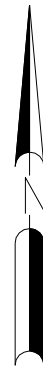
REVISIONS

DE DOKKEN
 ENGINEERING
 2365 IRON POINT ROAD, STE 200
 FOLSOM, CA 95630
 916-858-0642

**El Dorado Trail
 Survey and
 Control Diagram
 SCD-1**

File: 1172C01.dgn
Drawn by: J. Pecha
Checked by: N. Donnelly
Scale: 1" = 500'
one inch on original
Date: Sept. 2009

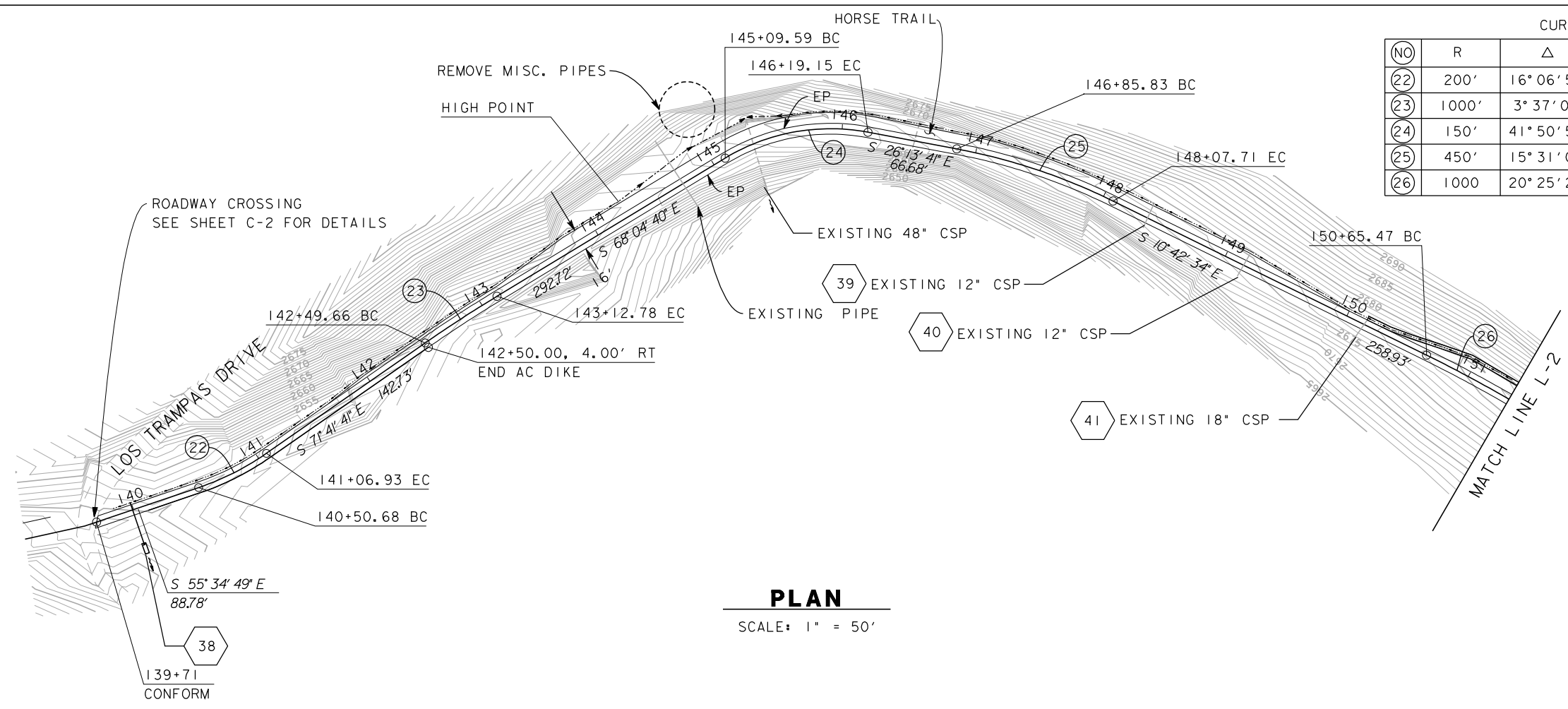
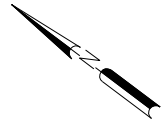
SHEET 3 OF 21



PLAN

SCALE: 1" = 500'

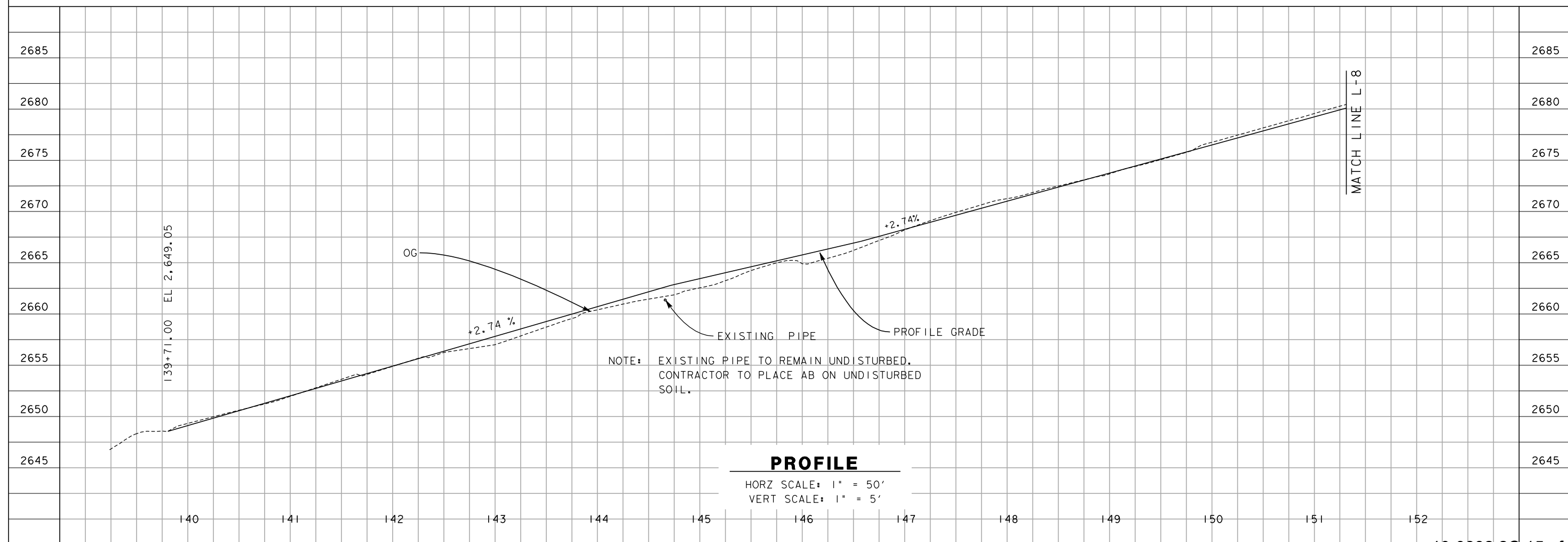
El Dorado Trail



PLAN

SCALE: 1" = 50'

CURVE DATA				
(NO)	R	Δ	T	L
(22)	200'	16° 06' 51"	28.31'	56.25'
(23)	1000'	3° 37' 00"	31.57'	63.13'
(24)	150'	41° 50' 58"	57.35'	109.56'
(25)	450'	15° 31' 08"	61.32'	121.88'
(26)	1000'	20° 25' 23"	180.14'	356.45'



PROFILE

HORZ SCALE: 1" = 50'
VERT SCALE: 1" = 5'

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REVISIONS

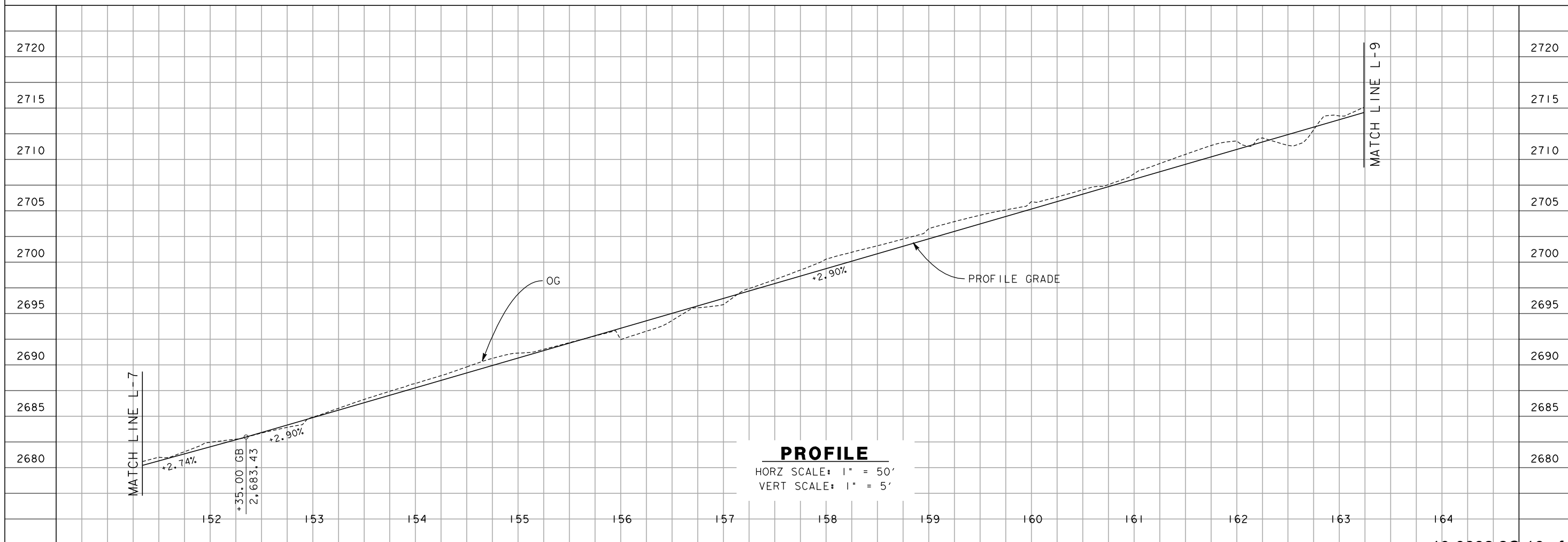
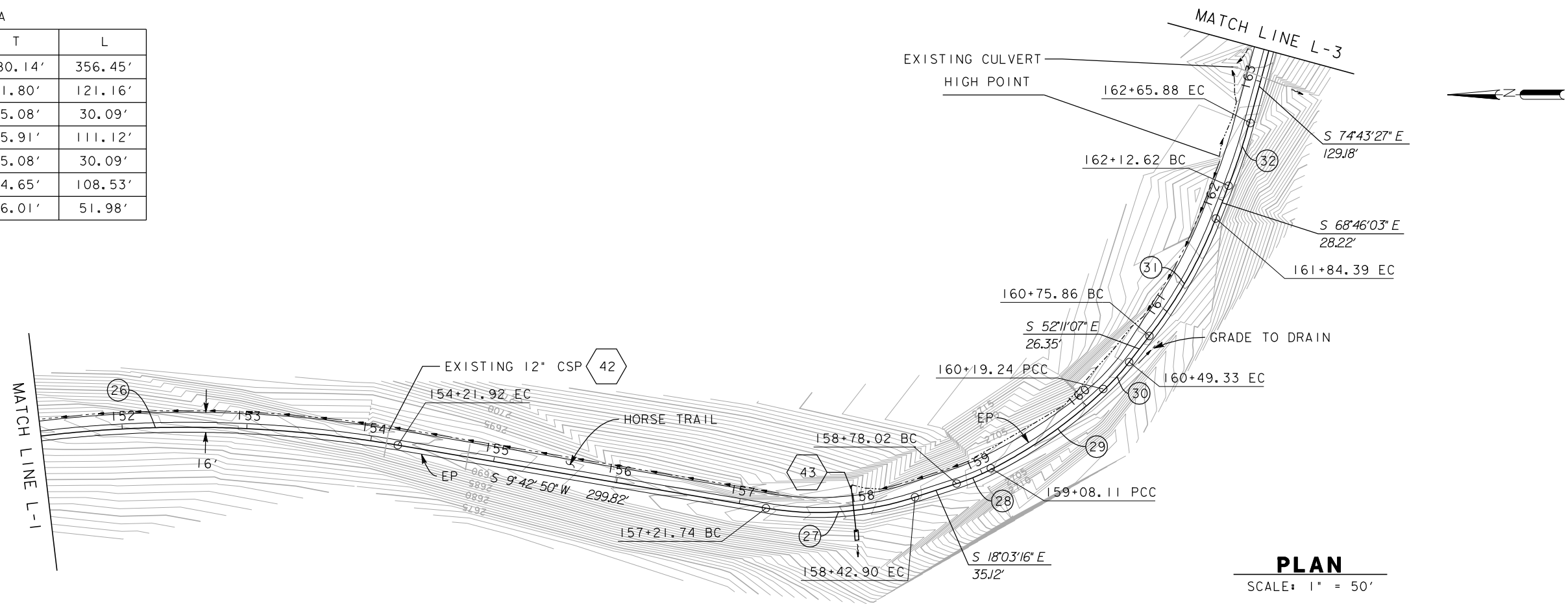
DE DOKKEN
ENGINEERING
2365 IRON POINT ROAD, STE 200
FOLSOM, CA 95630
916-858-0642

**El Dorado Trail
Plan and Profile
L-1**

File: 1172E07.dgn
Drawn by: J. Pecha
Checked by: N. Donnelly
Scale: 1" = 50'
one inch on original
Date: Sept. 2009

CURVE DATA

(NO)	R	Δ	T	L
(26)	1000'	20° 25' 23"	180.14'	356.45'
(27)	250'	27° 46' 55"	61.80'	121.16'
(28)	200'	8° 37' 17"	15.08'	30.09'
(29)	377'	16° 53' 17"	55.91'	111.12'
(30)	200'	8° 37' 17"	15.08'	30.09'
(31)	375'	16° 34' 57"	54.65'	108.53'
(32)	500'	5° 57' 24"	26.01'	51.98'



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REVISIONS

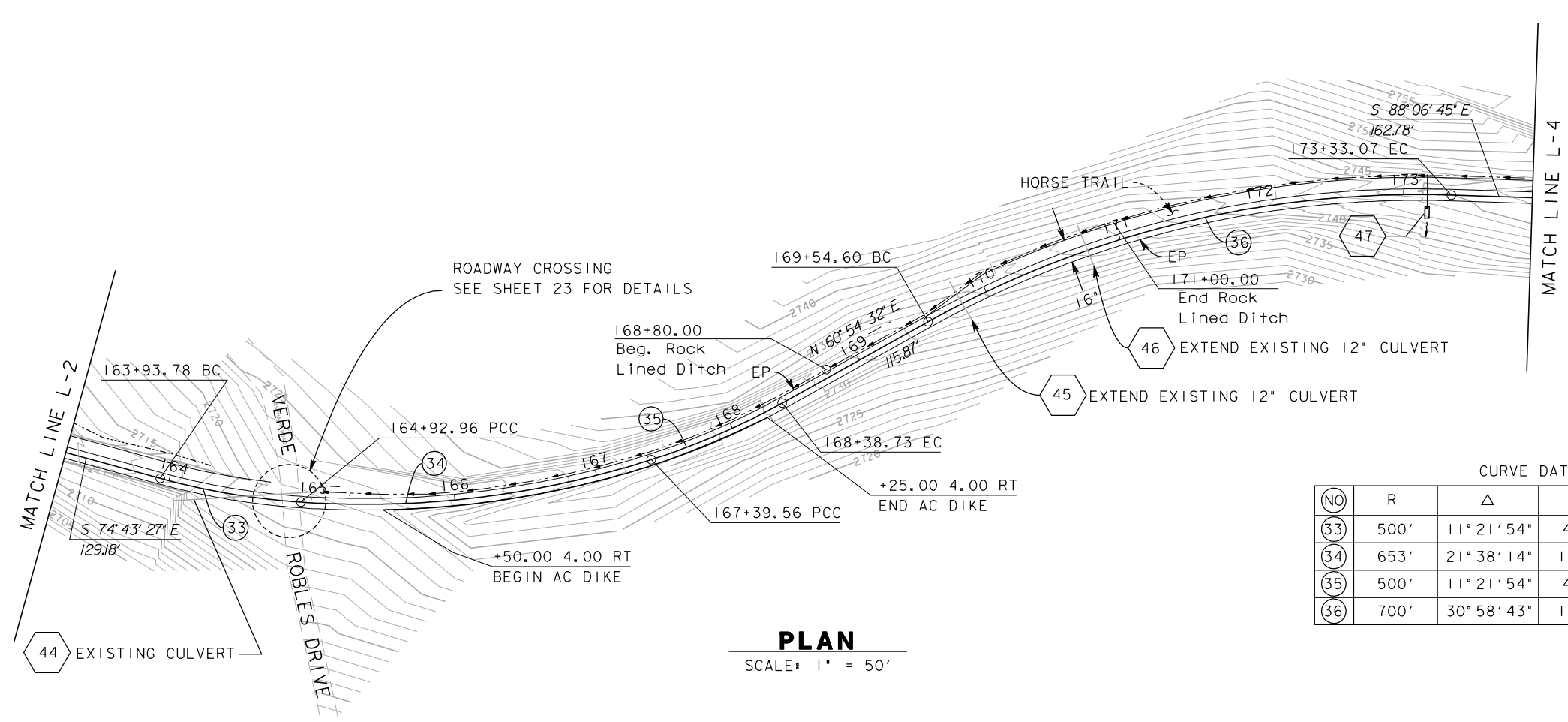
DE DOKKEN
ENGINEERING
2365 IRON POINT ROAD, STE 200
FOLSOM, CA 95630
916-858-0642

El Dorado Trail
Plan and Profile
L-2

File: 1172E08.dgn
Drawn by: J. Pecha
Checked by: N. Donnelly
Scale: 1" = 50'
one inch on original
Date: Sept. 2009

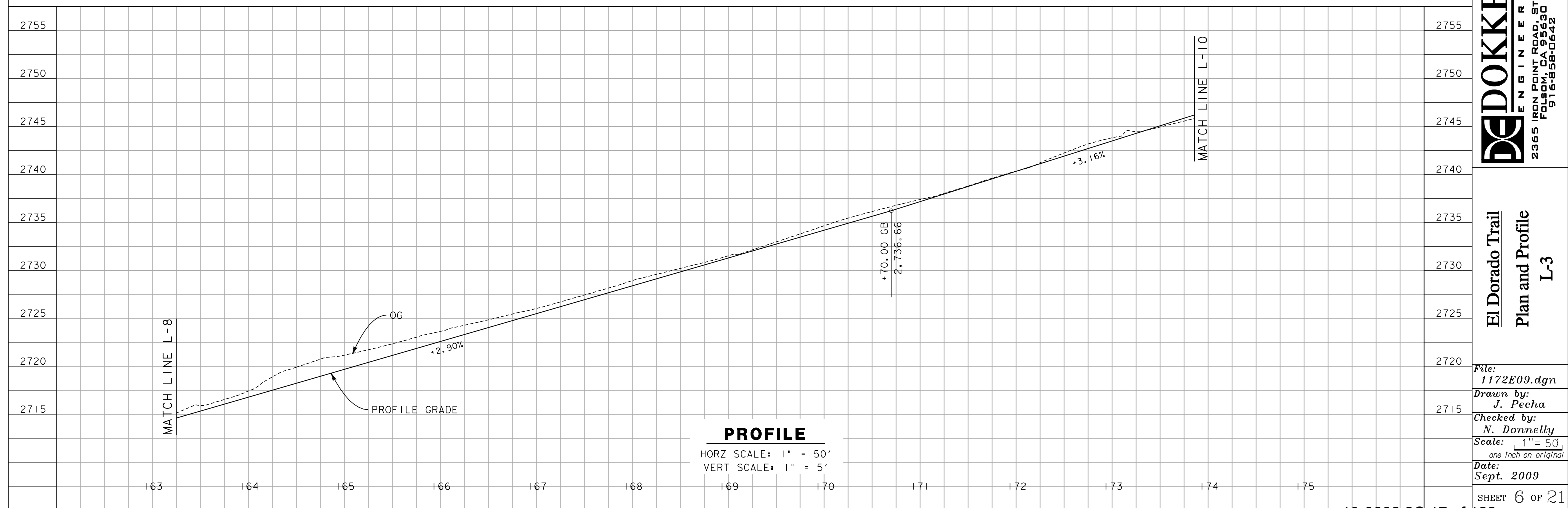
SHEET 5 OF 21

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General Services
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(530) 621-1681 fax



CURVE DATA

(NO)	R	Δ	T	L
(33)	500'	11° 21' 54"	49.75'	99.18'
(34)	653'	21° 38' 14"	124.79'	246.60'
(35)	500'	11° 21' 54"	49.75'	99.18'
(36)	700'	30° 58' 43"	193.99'	378.47'



NO.	DATE	DESCRIPTION

REVISIONS

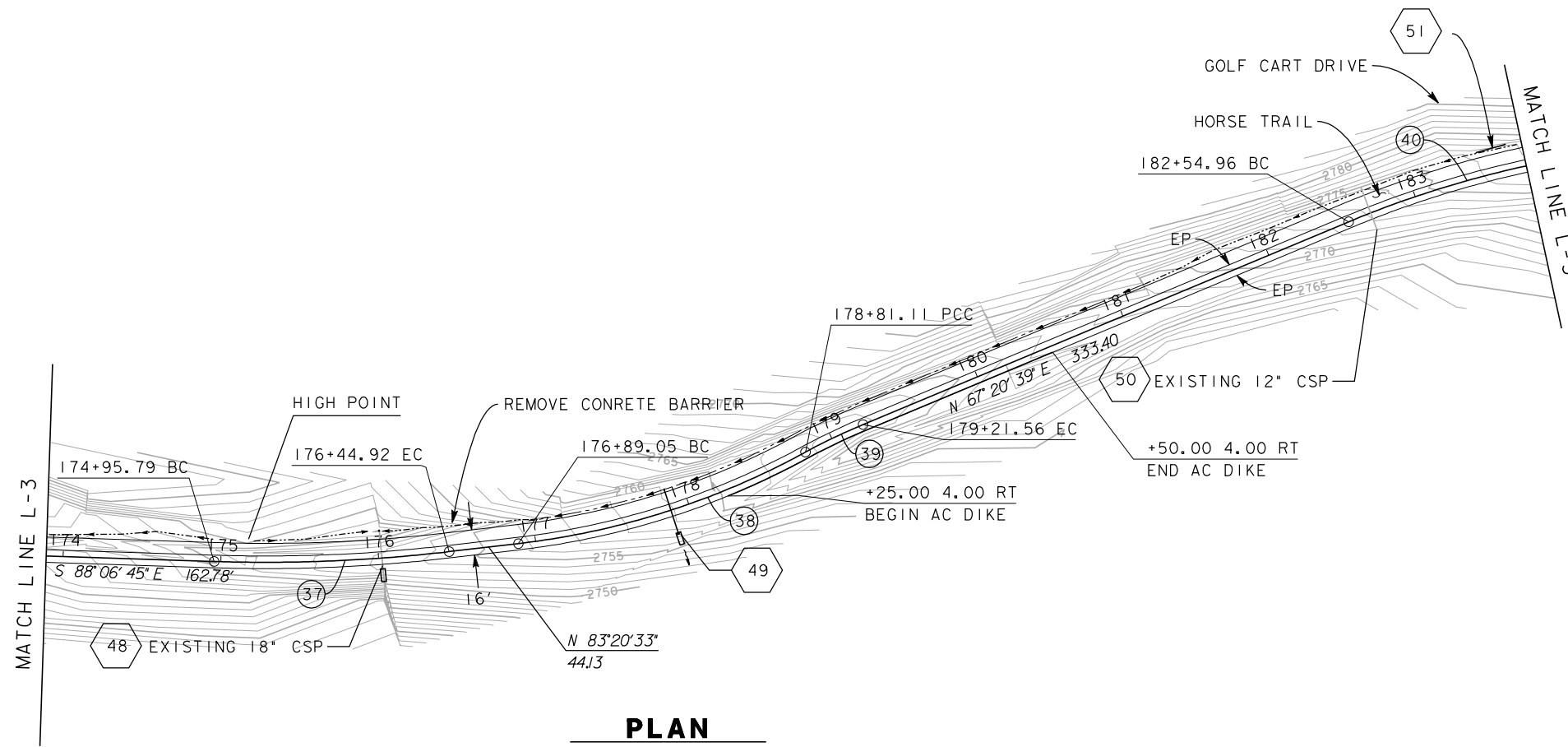
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2365 IRON POINT ROAD, STE 200
FOLSOM, CA 95630
916-858-0642

**El Dorado Trail
Plan and Profile
L-3**

File: 1172E09.dgn
Drawn by: J. Pecha
Checked by: N. Donnelly
Scale: 1" = 50'
one inch on original
Date: Sept. 2009
SHEET 6 OF 21

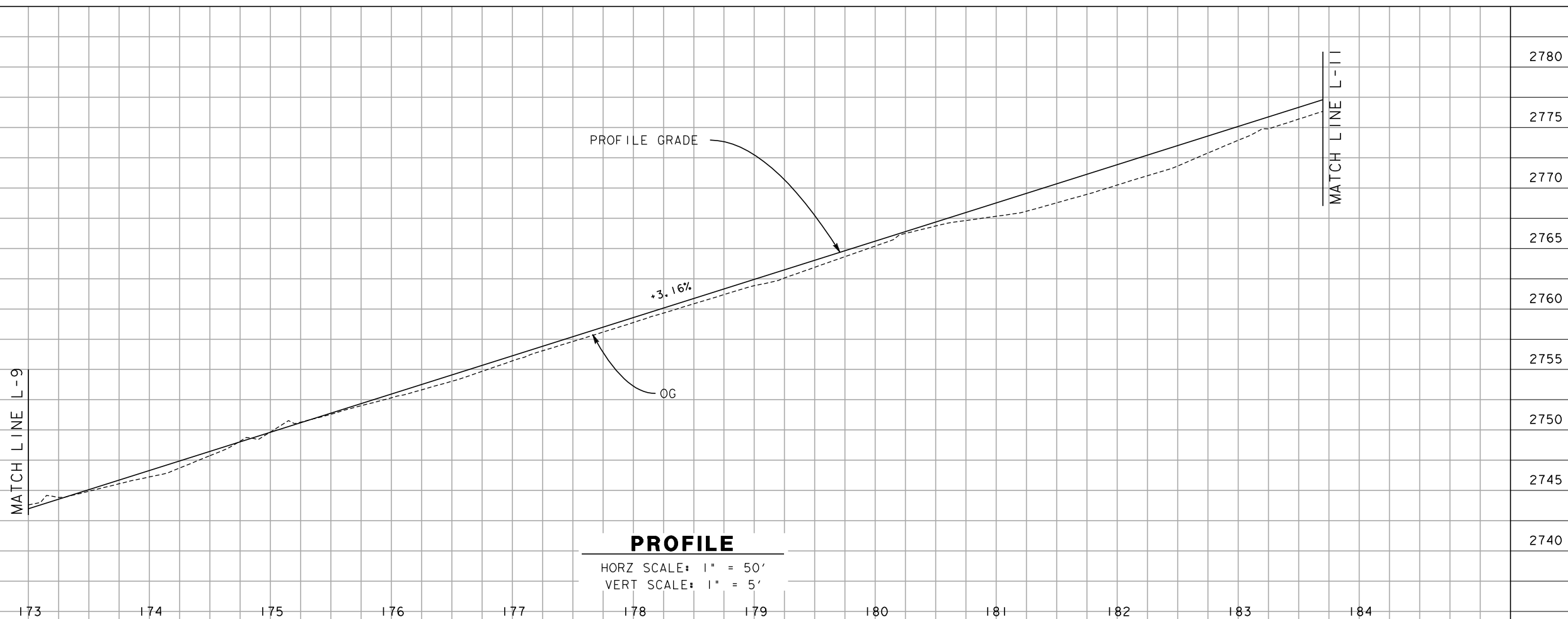
CURVE DATA

(NO)	R	Δ	T	L
(37)	1000'	8° 32' 42"	74.71'	149.14'
(38)	500'	21° 47' 35"	97.25'	190.18'
(39)	400'	5° 47' 41"	20.23'	40.46'
(40)	650'	46° 44' 53"	280.93'	530.34'



PLAN

SCALE: 1" = 50'



PROFILE

HORZ SCALE: 1" = 50'
VERT SCALE: 1" = 5'

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REVISIONS

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El Dorado Trail
Plan and Profile
L-4

File: 1172E10.dgn

Drawn by: J. Pecha

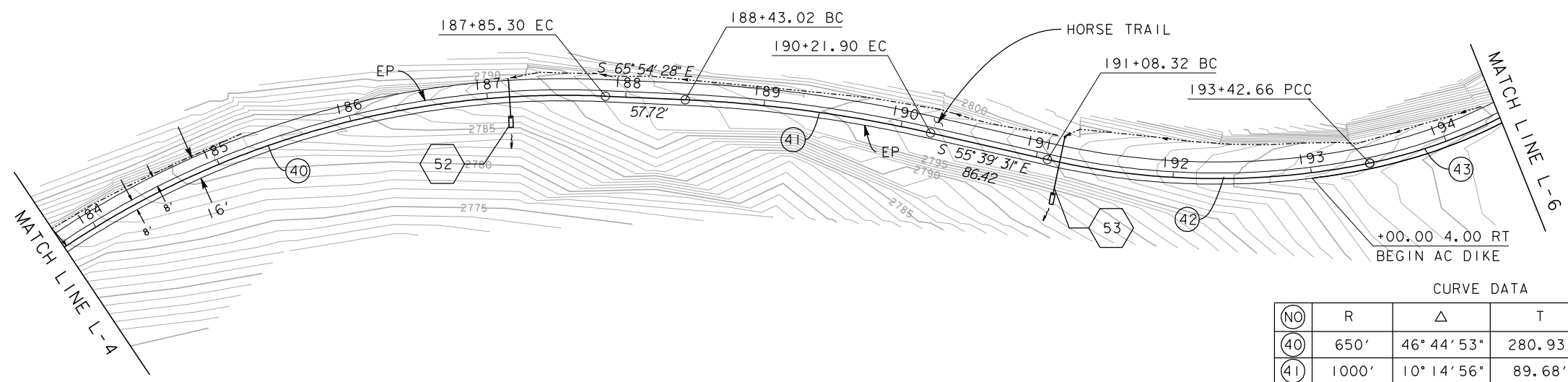
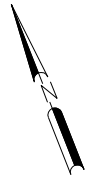
Checked by: N. Donnelly

Scale: 1" = 50'
one inch on original

Date: Sept. 2009

SHEET 7 OF 21

360 Fairlane Court
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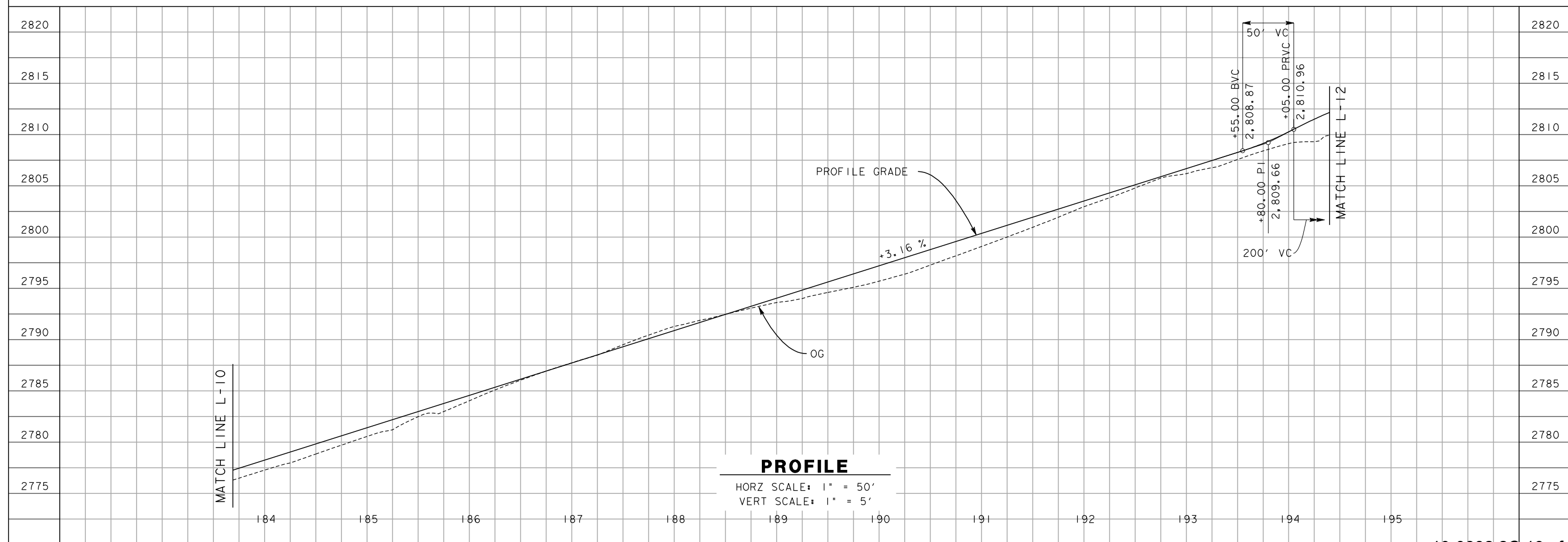


CURVE DATA

(NO)	R	Δ	T	L
40	650'	46° 44' 53"	280.93'	530.34'
41	1000'	10° 14' 56"	89.68'	178.88'
42	550'	24° 24' 41"	118.97'	234.33'
43	375'	35° 01' 33"	118.33'	229.24'

PLAN

SCALE: 1" = 50'



PROFILE

HORZ SCALE: 1" = 50'
 VERT SCALE: 1" = 5'

No.	DATE	DESCRIPTION

REVISIONS

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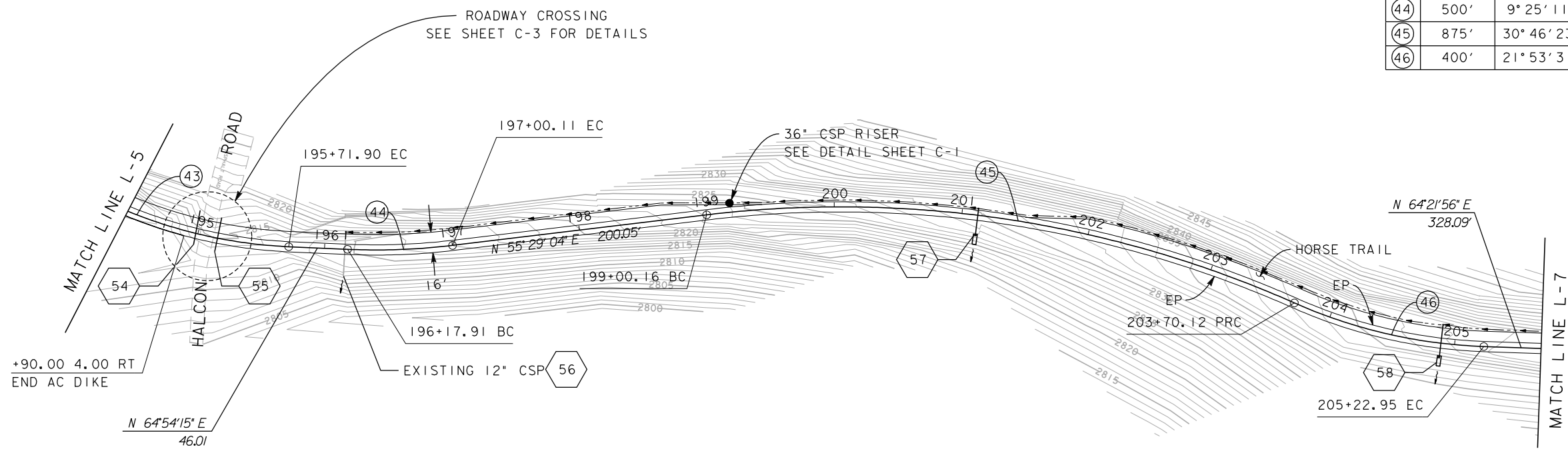
El Dorado Trail
Plan and Profile
L-5

File: 1172E11.dgn
 Drawn by: J. Pecha
 Checked by: N. Donnelly
 Scale: 1" = 50'
 one inch on original
 Date: Sept. 2009

SHEET 8 OF 21

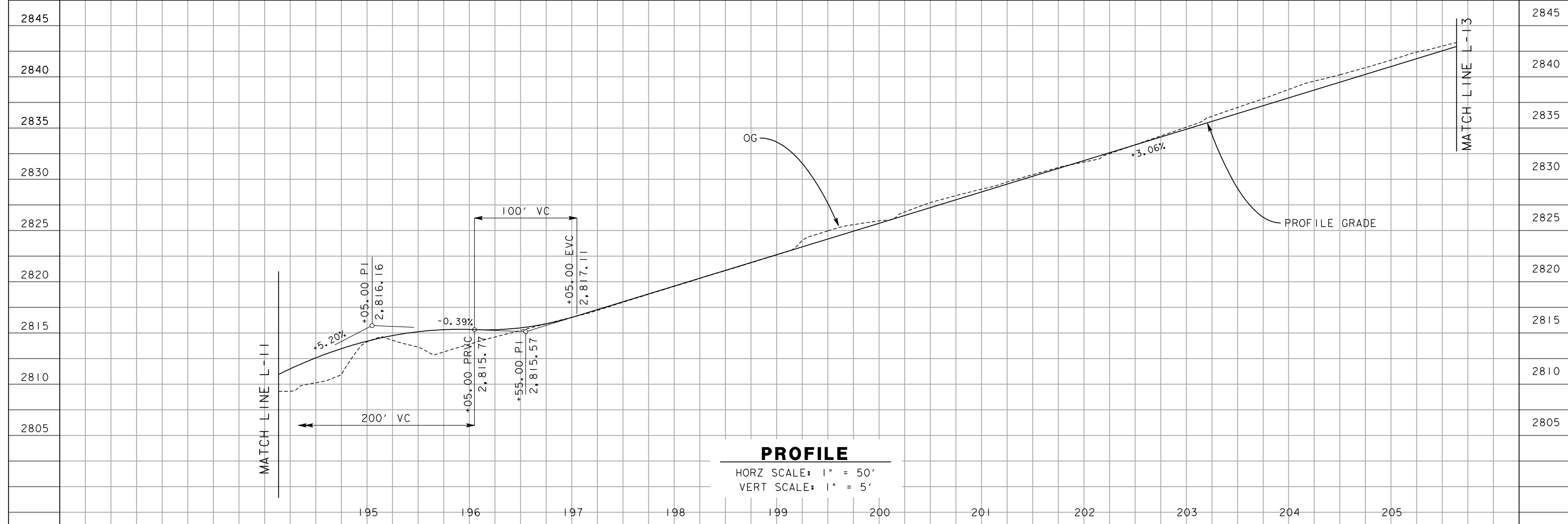


CURVE DATA				
NO	R	Δ	T	L
43	375'	35° 01' 33"	188.33'	229.24'
44	500'	9° 25' 11"	41.19'	82.20'
45	875'	30° 46' 23"	240.79'	469.96'
46	400'	21° 53' 31"	77.36'	152.83'



PLAN

SCALE: 1" = 50'



PROFILE

HORZ SCALE: 1" = 50'
VERT SCALE: 1" = 5'

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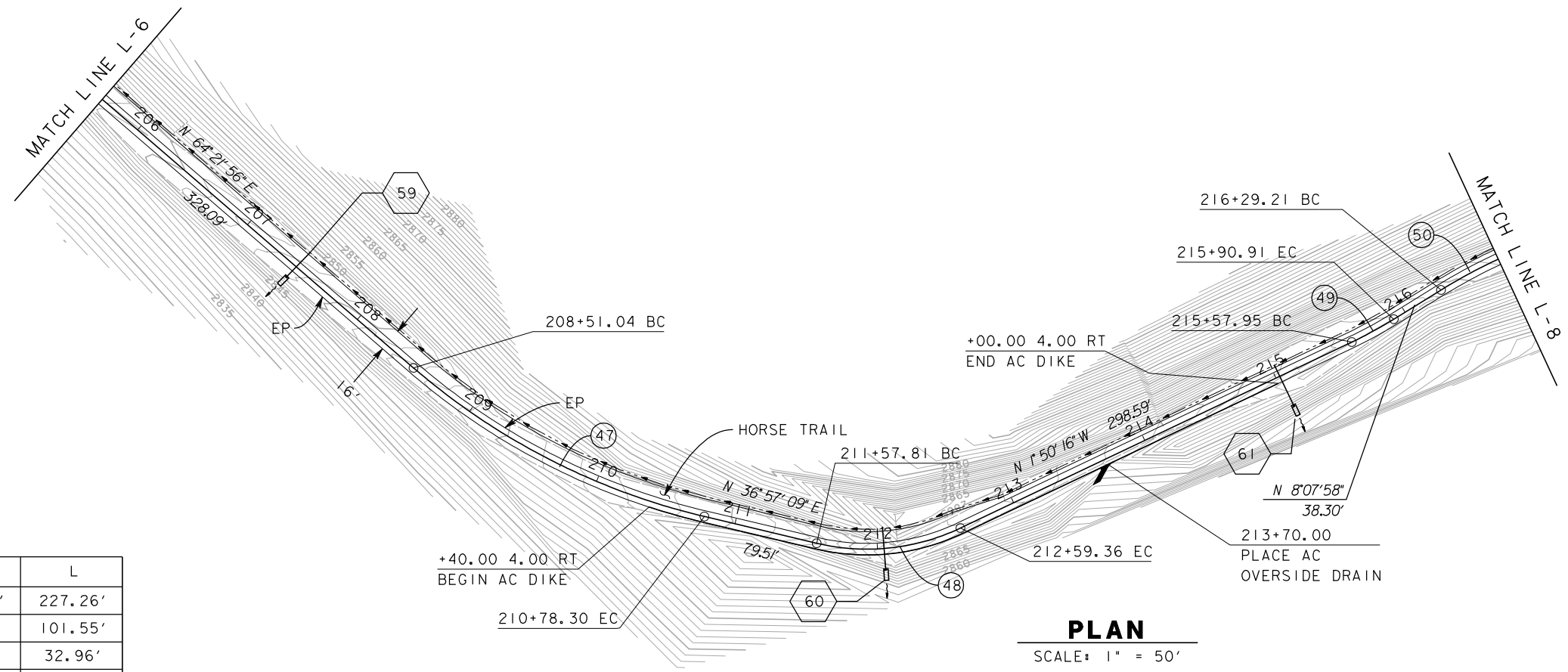
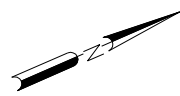
NO.	DATE	DESCRIPTION

REVISIONS

DE DOKKEN
ENGINEERING
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916-858-0642

El Dorado Trail
Plan and Profile
L-6

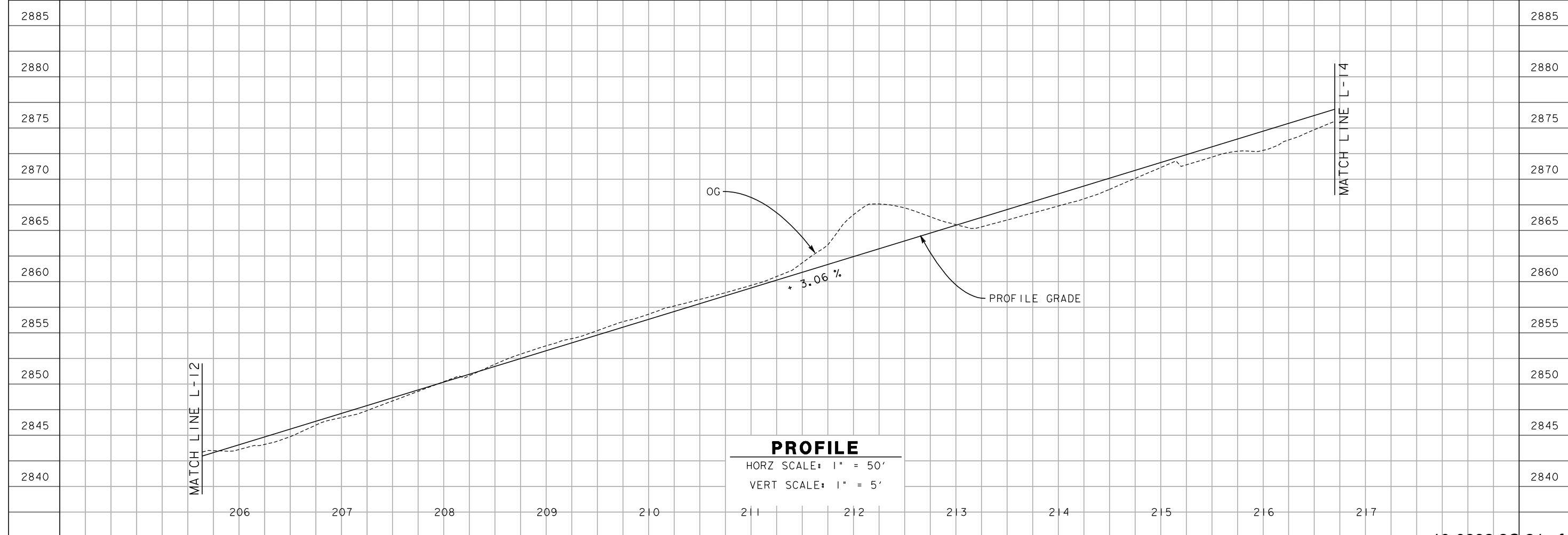
File: 1172E12.dgn
Drawn by: J. Pecha
Checked by: N. Donnelly
Scale: 1" = 50'
one inch on original
Date: Sept. 2009



CURVE DATA

(NO)	R	Δ	T	L
(47)	475'	27° 24' 47"	115.85'	227.26'
(48)	150'	38° 47' 26"	52.81'	101.55'
(49)	300'	6° 17' 42"	16.50'	32.96'
(50)	375'	10° 43' 50"	35.22'	70.23'

PLAN
SCALE: 1" = 50'



PROFILE

HORZ SCALE: 1" = 50'
VERT SCALE: 1" = 5'

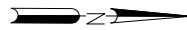
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REVISIONS

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FOLSOM, CA 95630
916-858-0642

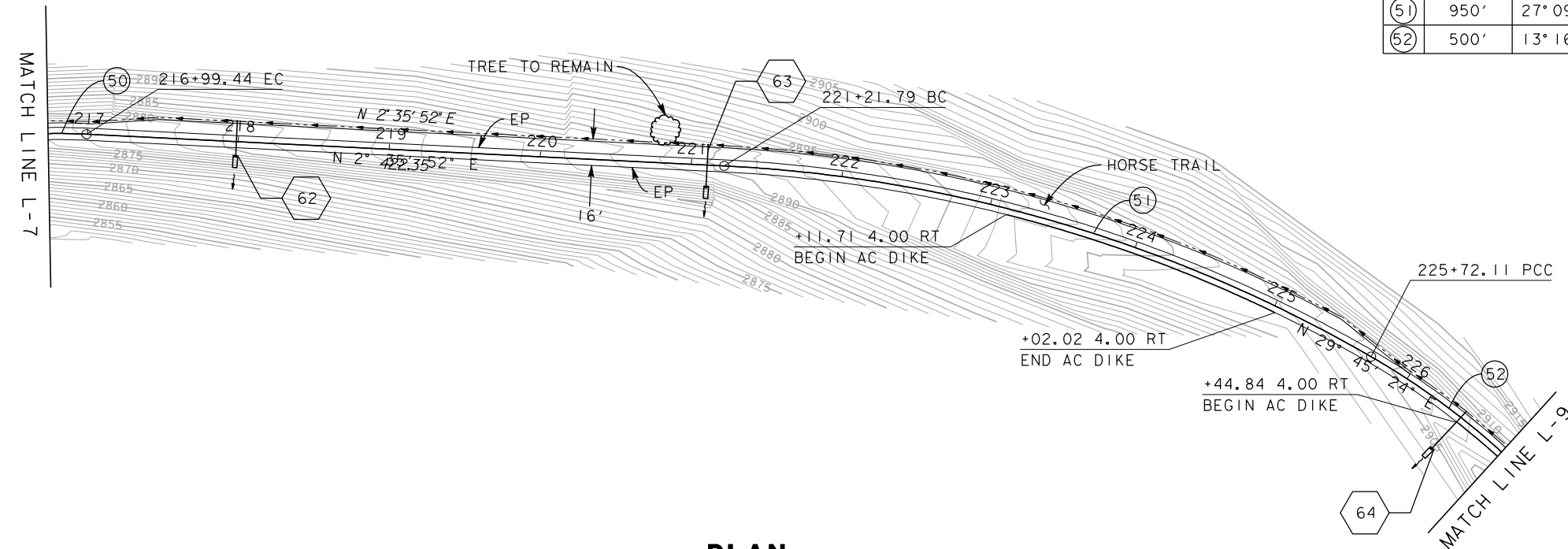
**El Dorado Trail
Plan and Profile
L-7**

File: 1172E13.dgn
Drawn by: J. Pecha
Checked by: N. Donnelly
Scale: 1" = 50'
one inch on original
Date: Sept. 2009



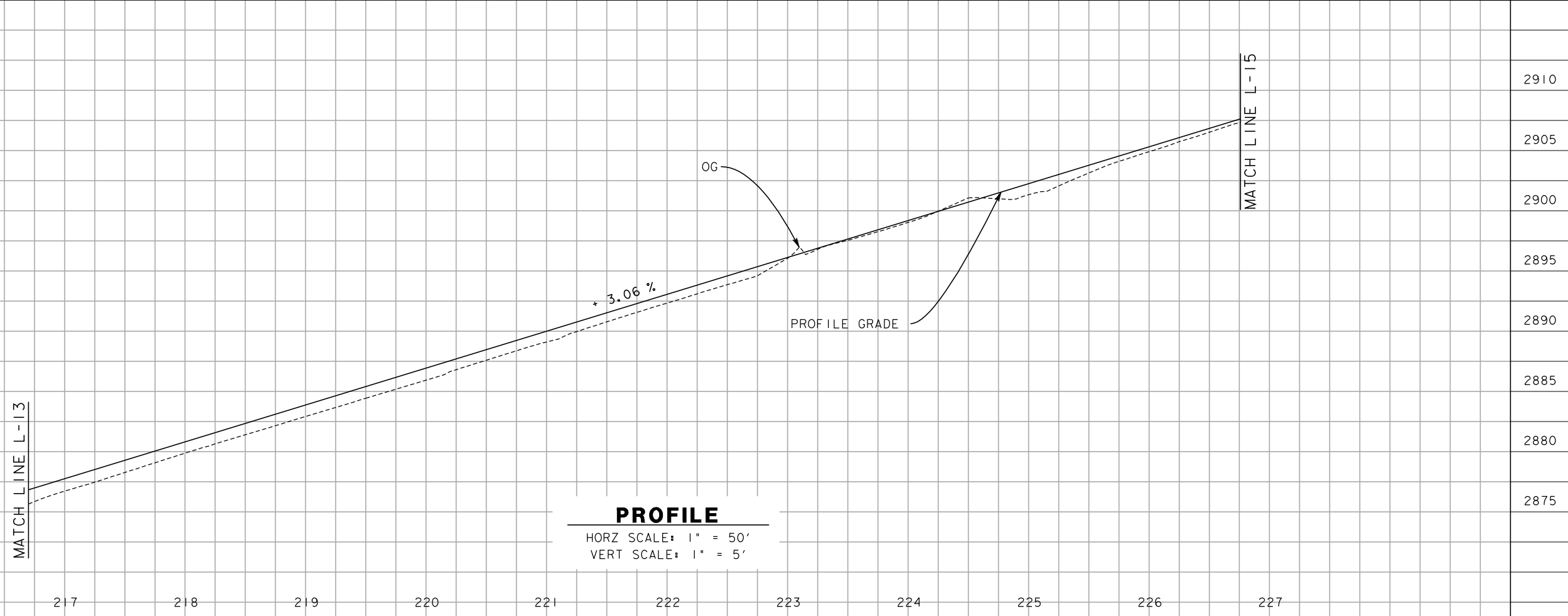
CURVE DATA

(NO)	R	Δ	T	L
50	375'	10° 43' 50"	35.22'	70.23'
51	950'	27° 09' 32"	229.47'	450.31'
52	500'	13° 16' 55"	58.21'	115.91'



PLAN

SCALE: 1" = 50'



PROFILE

HORZ SCALE: 1" = 50'
VERT SCALE: 1" = 5'

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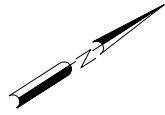
NO.	DATE	DESCRIPTION

REVISIONS

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ENGINEERING
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916-858-0642

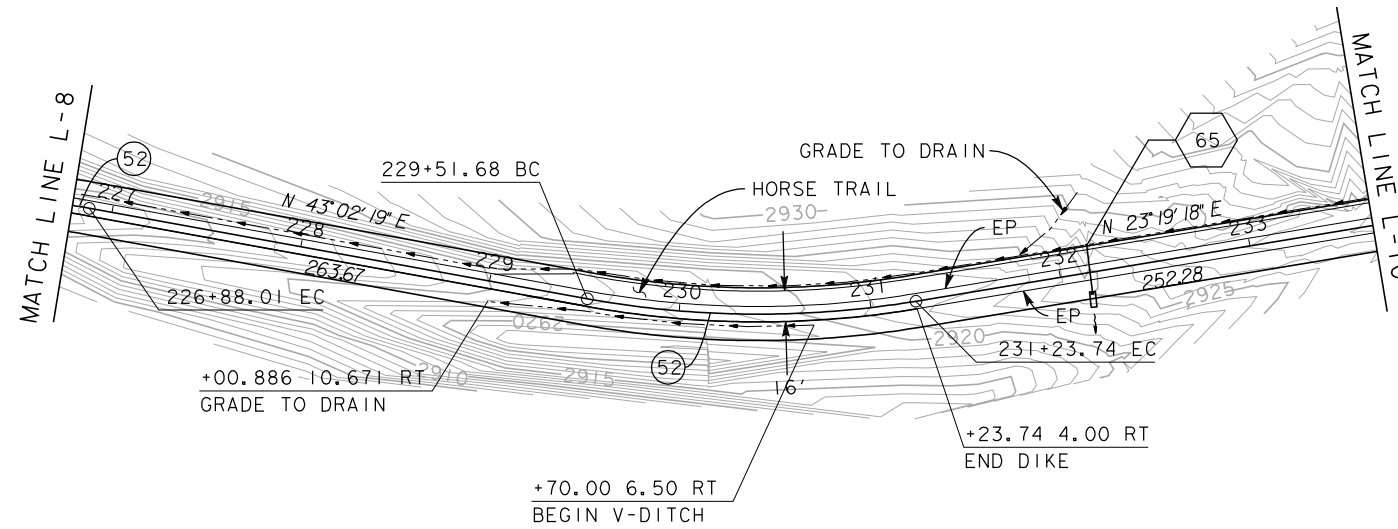
**El Dorado Trail
Plan and Profile
L-8**

File: 1172E14.dgn
Drawn by: J. Pecha
Checked by: N. Donnelly
Scale: 1" = 50'
one inch on original
Date: Sept. 2009



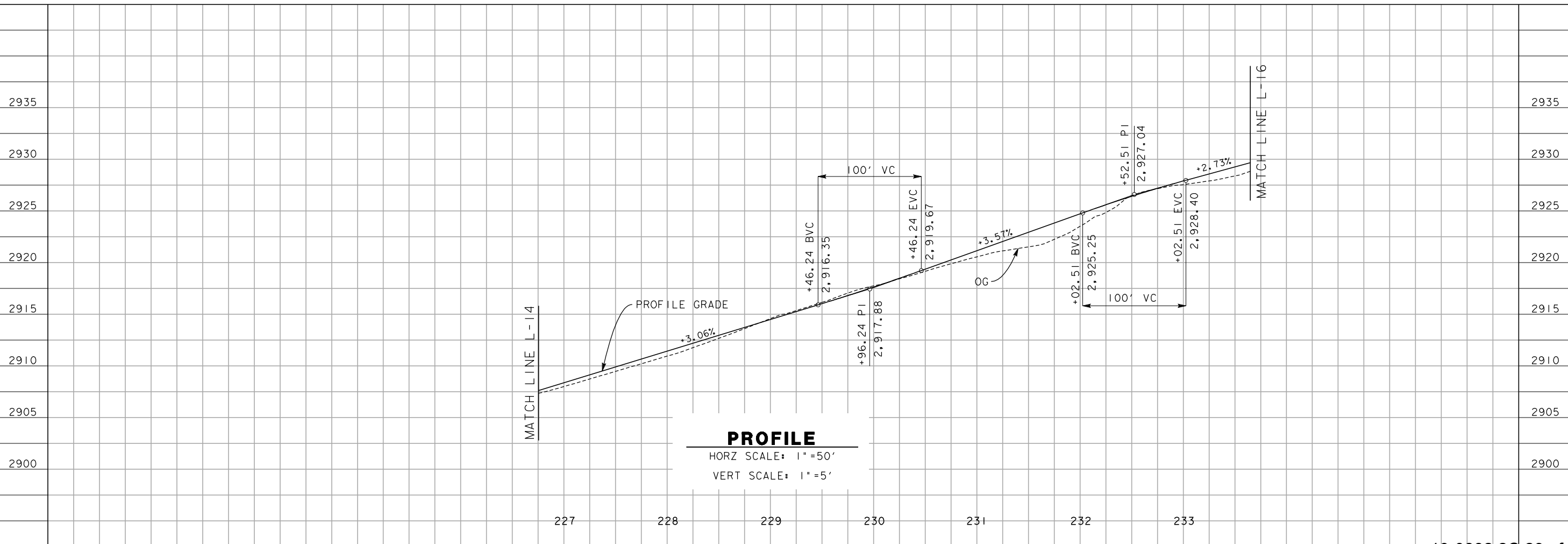
CURVE DATA

(NO)	R	Δ	T	L
(52)	500'	13° 16' 55"	58.21'	115.91'
(53)	500'	19° 43' 00"	86.89'	172.06'



PLAN

SCALE: 1" = 50'



PROFILE

HORZ SCALE: 1" = 50'

VERT SCALE: 1" = 5'

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NO.	DATE	DESCRIPTION

REVISIONS

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916-858-0642

El Dorado Trail
Plan and Profile
L-9

File: 1172E15.dgn

Drawn by: J. Pecha

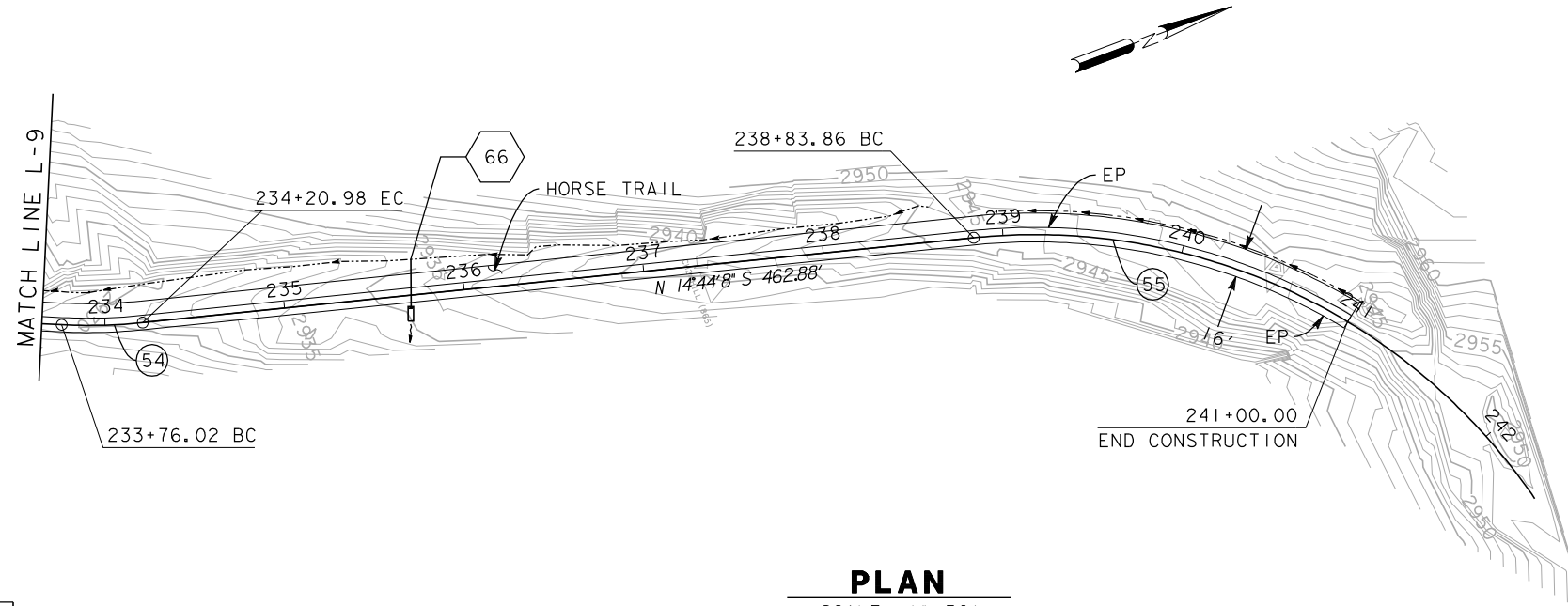
Checked by: N. Donnelly

Scale: 1" = 50'
one inch on original

Date: Sept. 2009

SHEET 12 OF 21

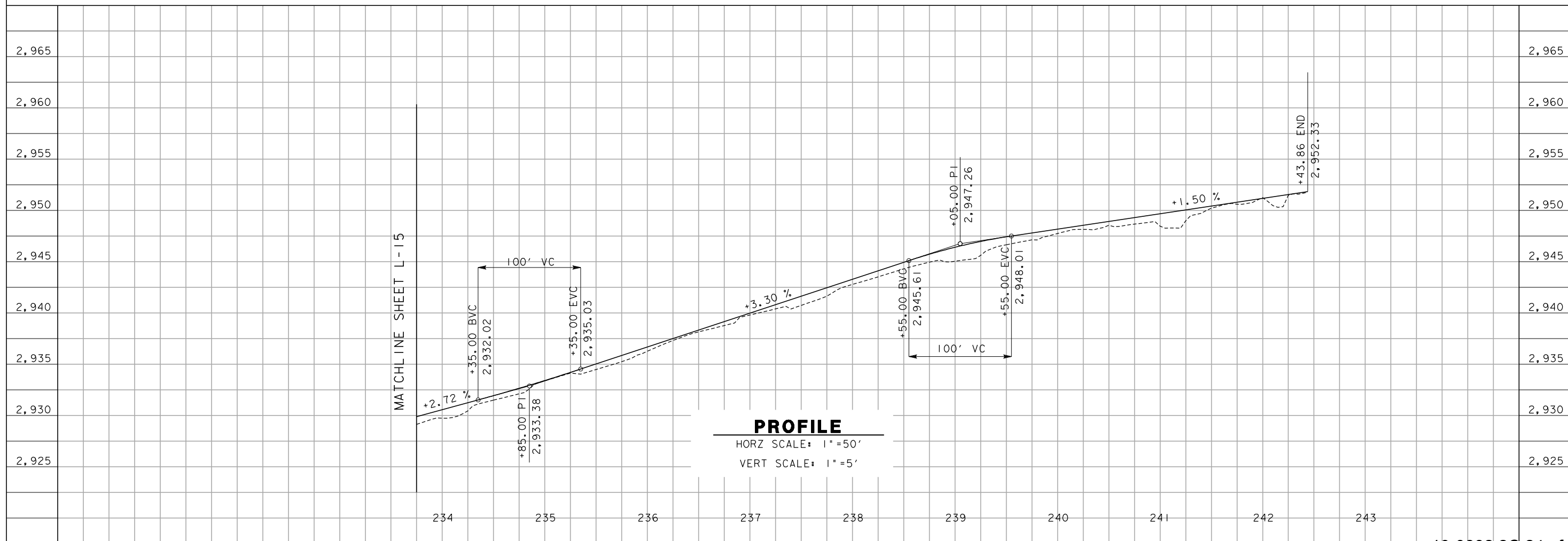
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CURVE DATA

(NO)	R	Δ	T	L
(54)	300'	8° 35' 11"	22.52'	44.96'
(53)	335'	61° 34' 18"	199.59'	360.00'

PLAN
SCALE: 1" = 50'



PROFILE
HORZ SCALE: 1" = 50'
VERT SCALE: 1" = 5'

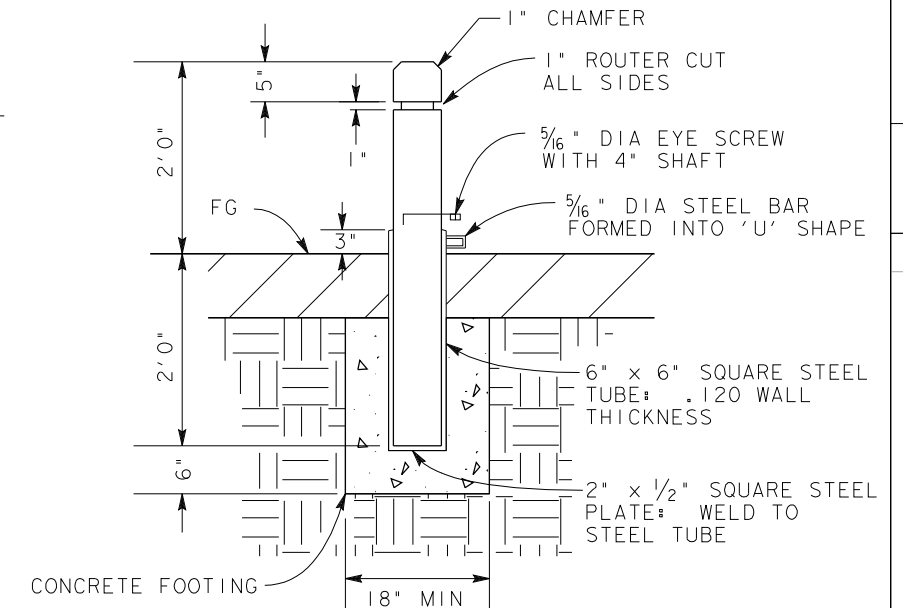
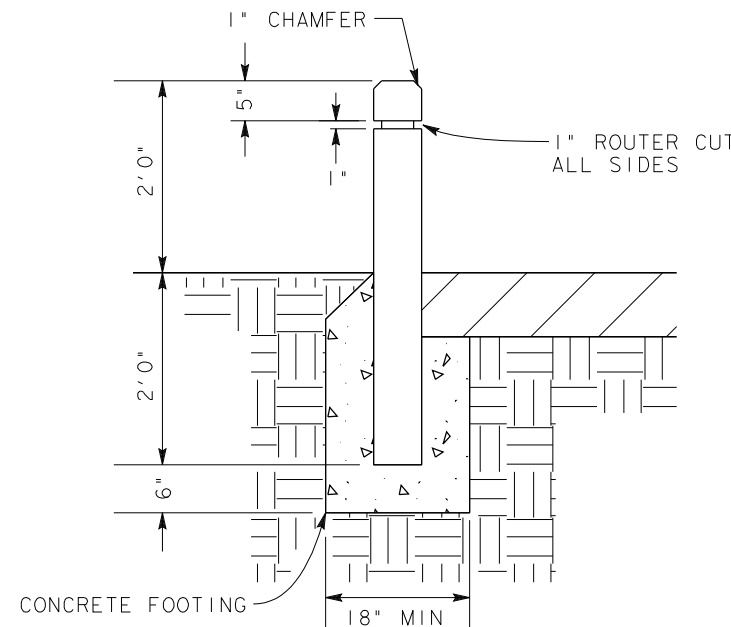
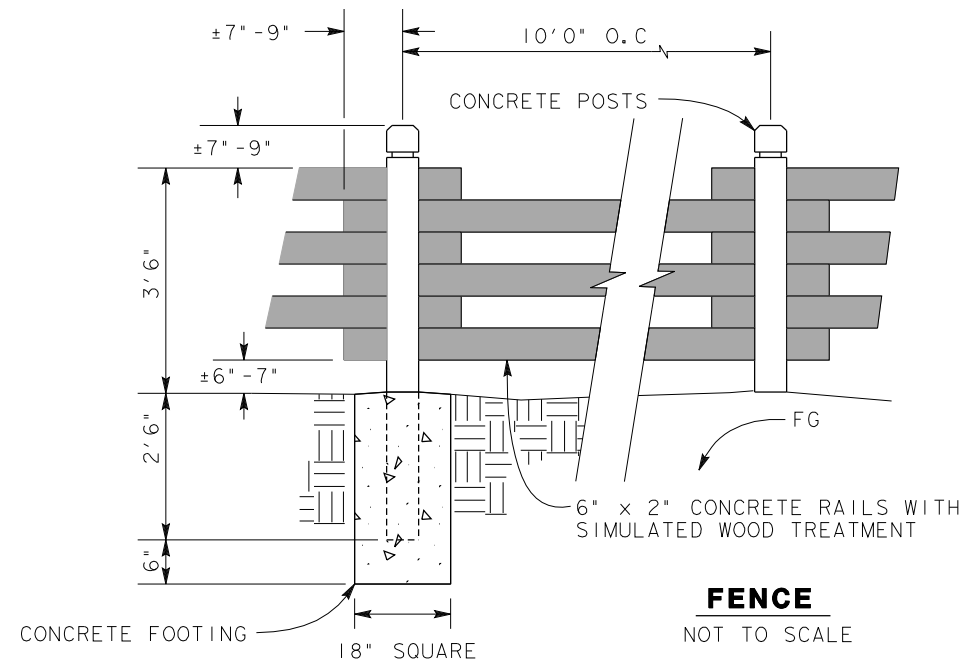
No.	DATE	DESCRIPTION

REVISIONS

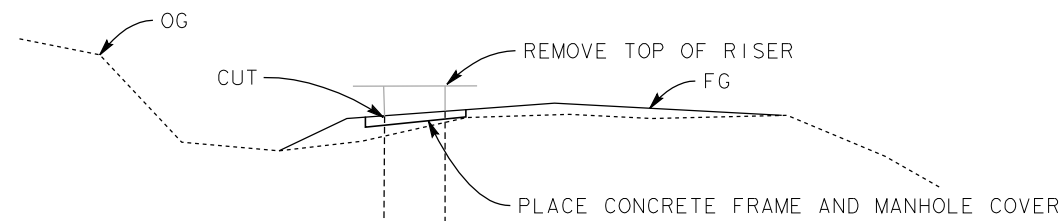
DE DOKKEN
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2365 IRON POINT ROAD, STE 200
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El Dorado Trail
Plan and Profile
L-10

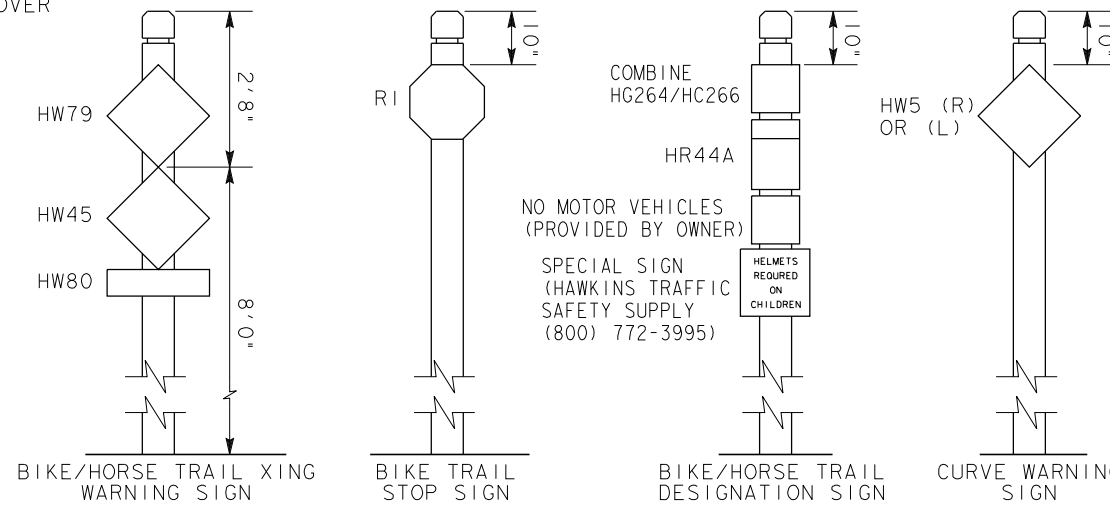
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Drawn by: N. Donnelly
Checked by: N. Donnelly
Scale: 1" = 50'
one inch on original
Date: Sept. 2009
SHEET 13 OF 21



NOTE: POSTS TO BE 6" x 6" PRESSURE TREATED DOUGLAS FIR

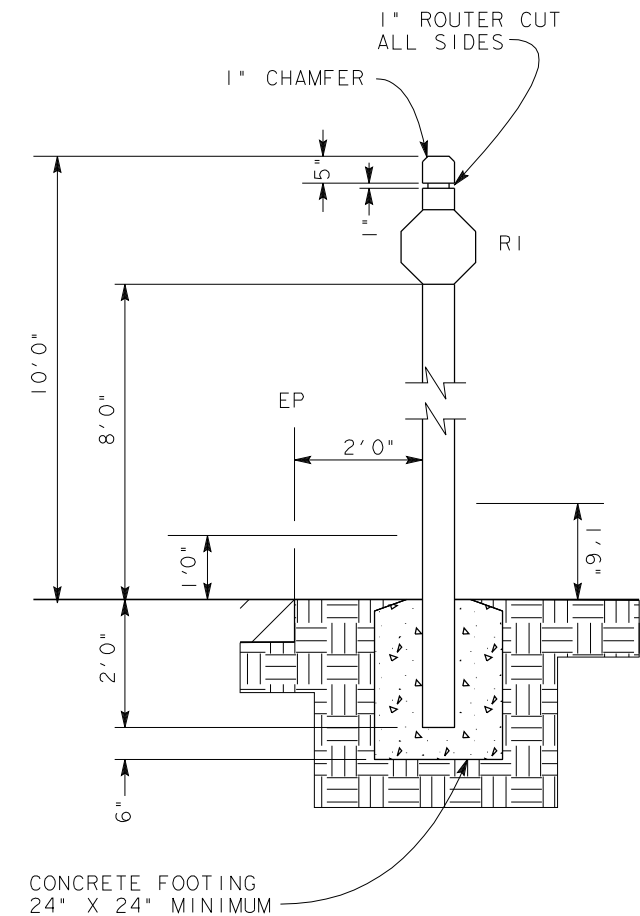


NOTE: ADJUST MANHOLE LEVEL TO GRADE OF TRAIL



NOTES

1. ALL POSTS TO BE 6" x 6" PRESSURE TREATED DOUGLAS FIR.
2. SIGNS TO BE SUPPLIED BY COUNTY
3. COUNTY OR COUNTY'S REPRESENTATIVE SHALL REVIEW AND APPROVE SIGNING LOCATIONS PRIOR TO CONSTRUCTION.



DETAIL LEGEND

- 1 REMOVABLE BARRIER POST (SEE DETAIL THIS SHEET)
- 2 4" WIDE YELLOW STRIPE
- 3 2" WIDE YELLOW LETTERS
- 4 4" WIDE YELLOW CENTER LINE STRIPE
- 5 AC PAVEMENT BIKE TRAIL
- 6 BARRIER POST (SEE DETAIL THIS SHEET)
- 7 SIGN POST (SEE DETAIL THIS SHEET)
- 8 NATIVE SOIL HORSE TRAIL
- 9 FENCE - LENGTH OF FENCE TO BE 30' (SEE DETAIL THIS SHEET)
- 10 BIKE/HORSE TRAIL SIGN (SEE DETAIL THIS SHEET)
- 11 SHOULDER
- 12 SAW CUT (AC CONFORM)

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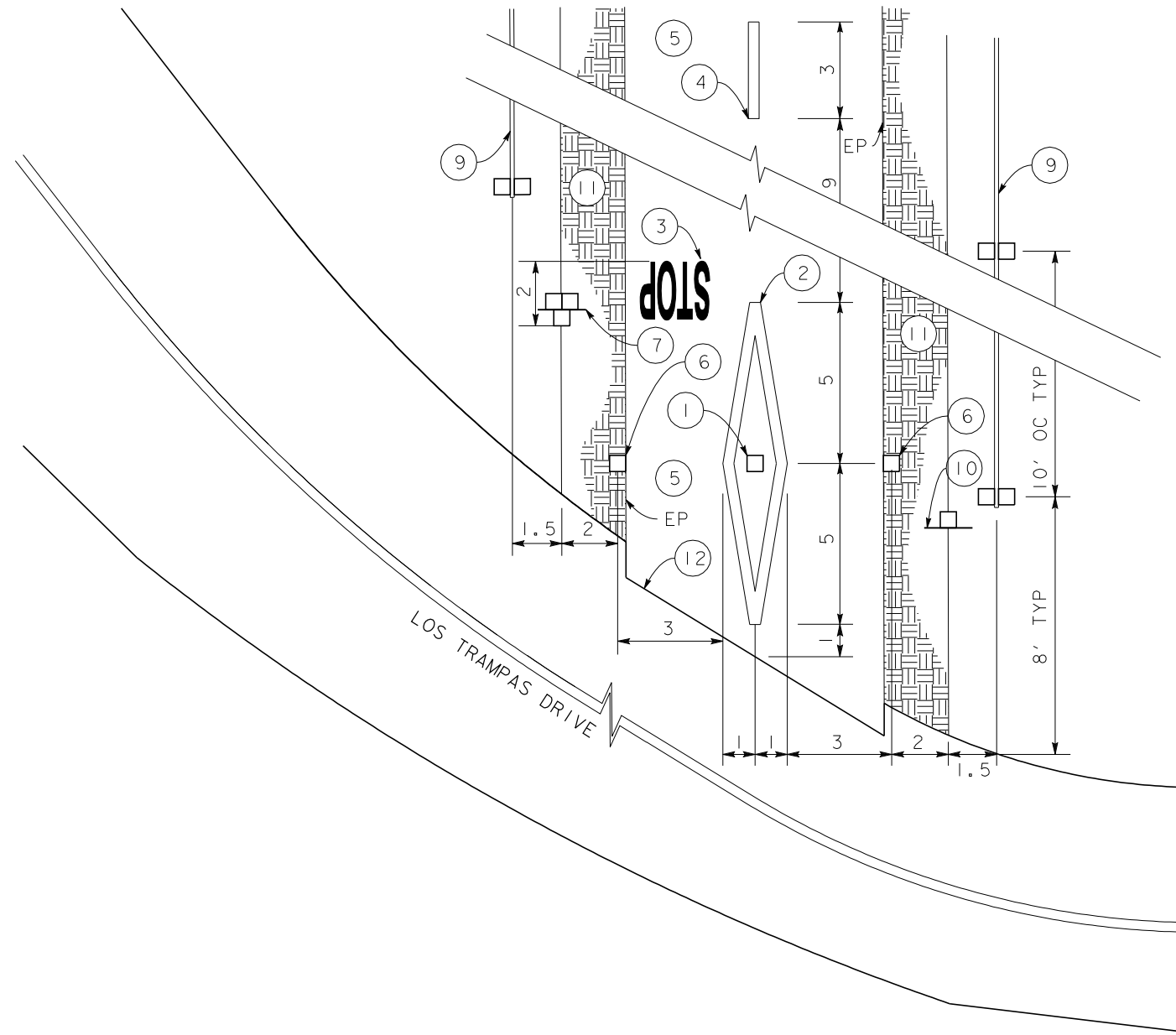
REVISIONS

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El Dorado Trail
CONSTRUCTION
DETAILS
SHEET C-1

File: 1171g01.dgn
Drawn by: N. Donnelly
Checked by: N. Donnelly
Scale: NONE
one Inch on original
Date: Sept. 2009

SHEET 14 OF 21



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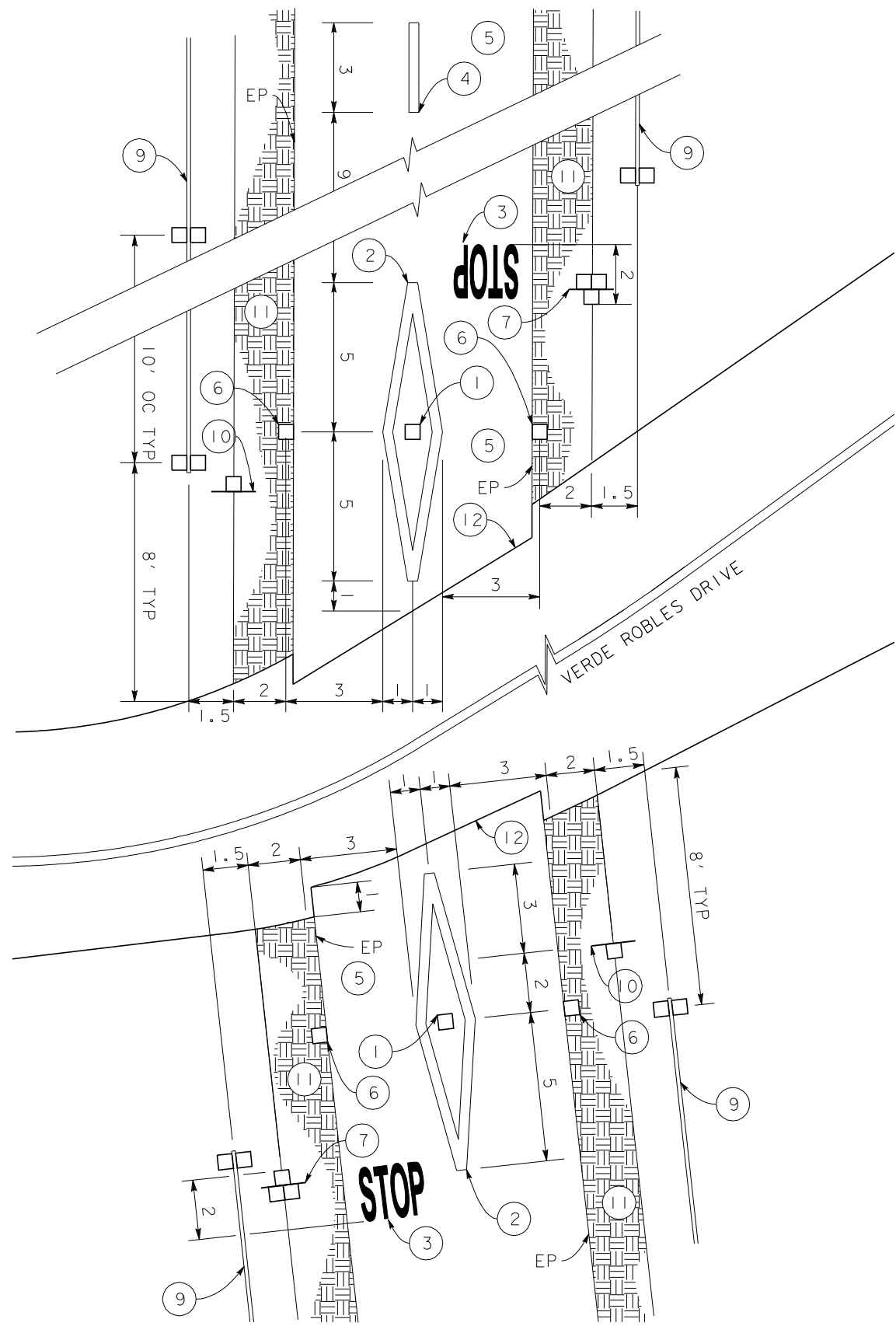
No.	DATE	DESCRIPTION

REVISIONS

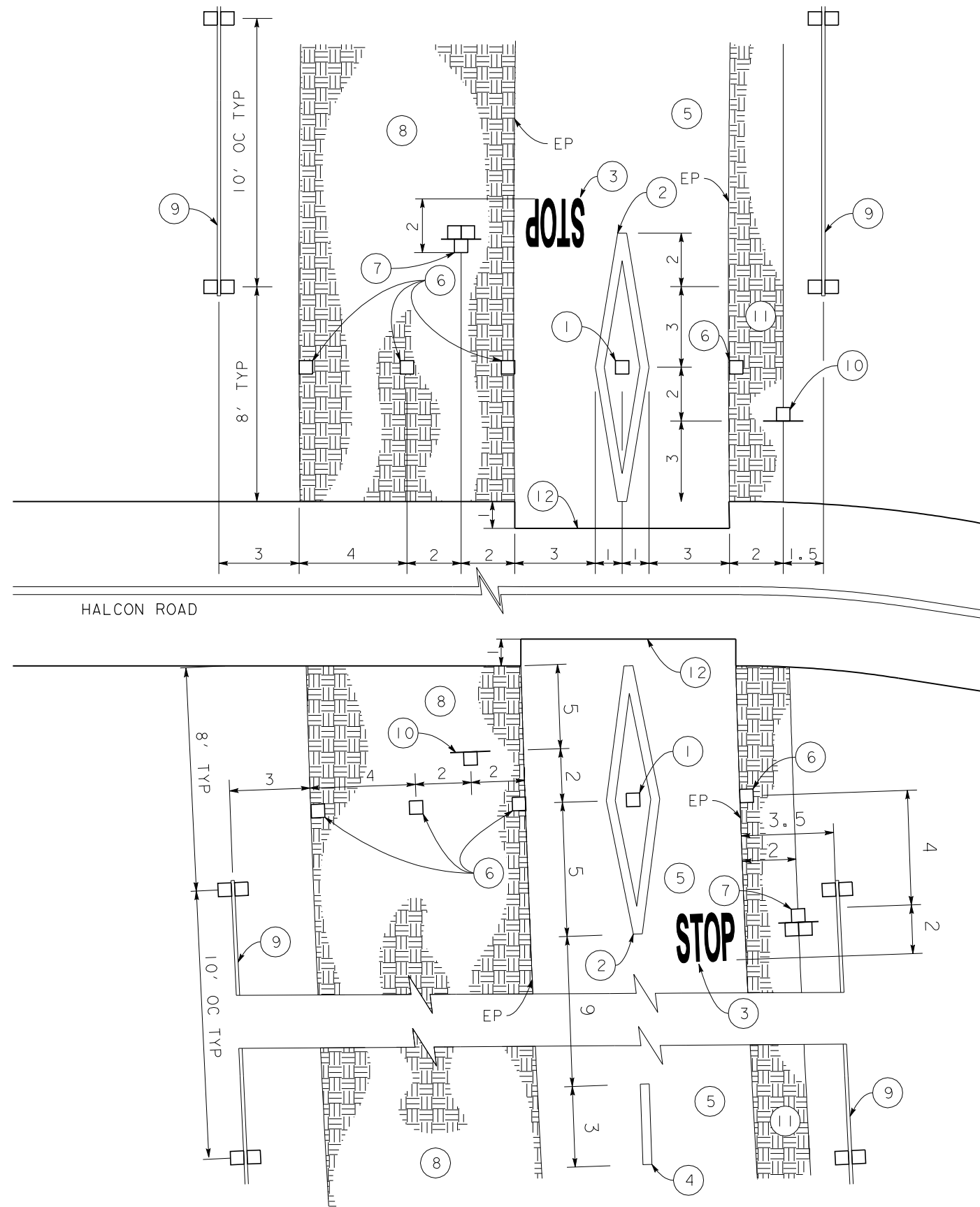
DE DOKKEN
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El Dorado Trail
**CONSTRUCTION
DETAILS
SHEET C-2**

File: 1172g03.dgn
 Drawn by: N. Donnelly
 Checked by: N. Donnelly
 Scale: 1" = 5'
one inch on original
 Date: Sept. 2009
 SHEET 15 OF 21



**INTERSECTION WITH
VERDE ROBLES DRIVE
STA 164+93.00**



**INTERSECTION WITH
HALCON ROAD
STA 195+10.00**

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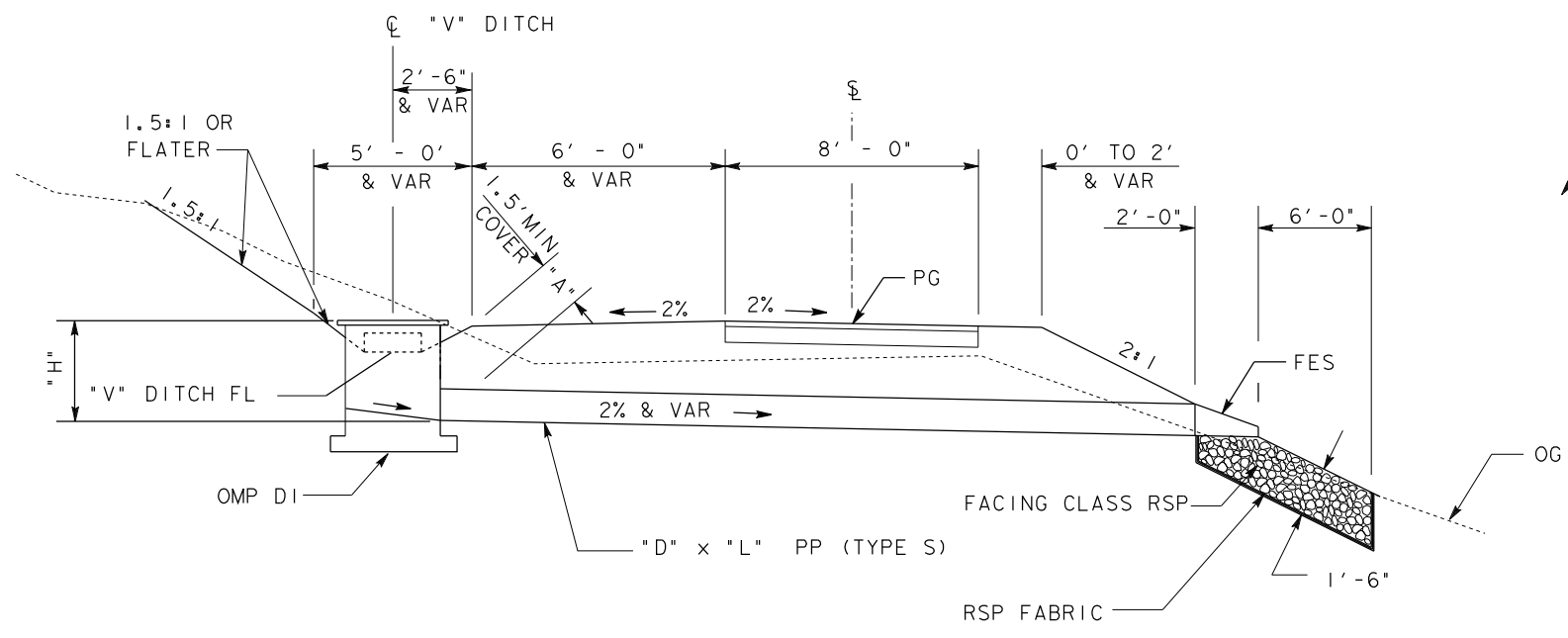
No.	DATE	DESCRIPTION

REVISIONS

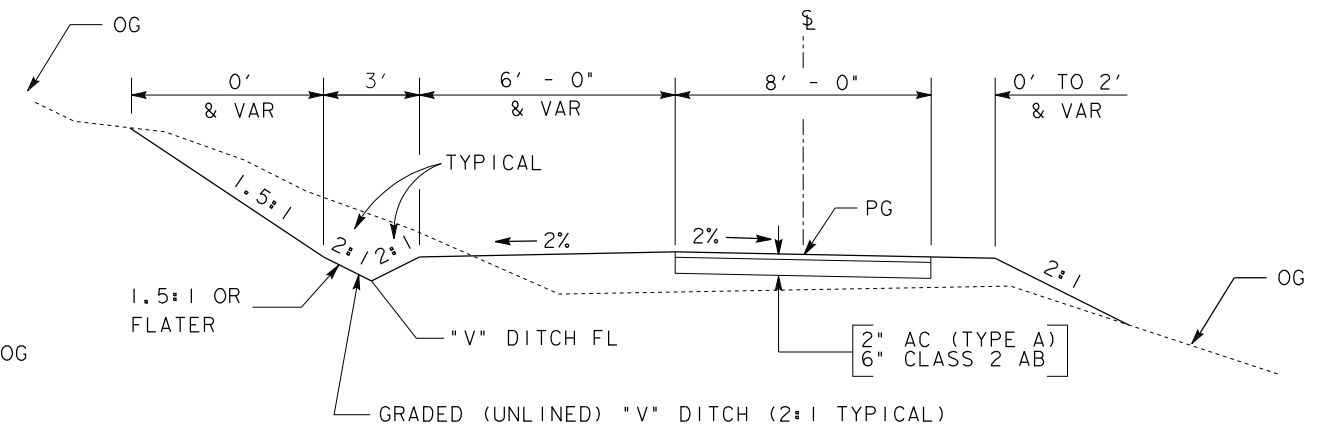
DE DOKKEN
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**El Dorado Trail
CONSTRUCTION
DETAILS
SHEET C-3**

File: 1172g04.dgn
Drawn by: N. Donnelly
Checked by: N. Donnelly
Scale: 1" = 5'
one inch on original
Date: Sept. 2009



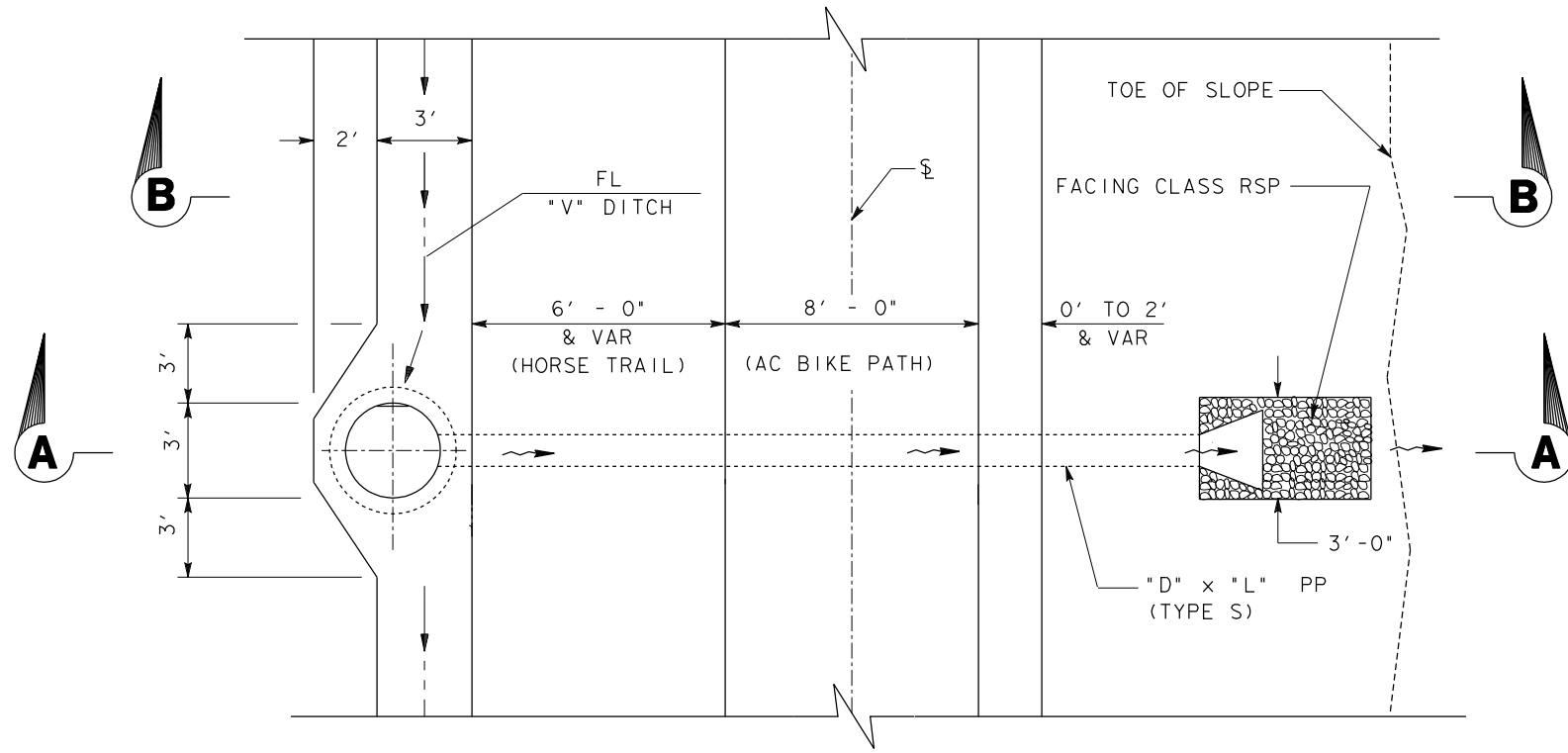
SECTION A - A



SECTION B - B

DRAINAGE DESCRIPTION

SYSTEM No.	LOCATION- STATION	DESCRIPTION				
		"A" (FT)	"D" (INCH)	"L" (FT)	"S" (%)	"H" (FT)
38	STA 140+00	1.5	12	36.0	2	2.3
43	STA 157+90	1.5	12	37.6	4.6	3.00
47	STA 173+15	2.0	12	27.6	2	3.00
49	STA 177+90	2.0	12	29.0	2	3.00
52	STA 187+10	2.0	12	28.6	2	3.00
57	STA 201+10	2.0	12	29.0	2	3.00
58	STA 204+90	2.0	12	22.5	2	3.00
59	STA 207+67	2.0	12	23.5	2	3.00
60	STA 212+05	2.0	12	30.8	2	3.00
61	STA 215+00	2.0	12	31.4	2	3.00
62	STA 218+00	2.0	12	19.0	2	3.00
63	STA 221+10	2.0	12	20.4	2	3.00
64	STA 226+40	2.0	12	27.7	2	3.00
65	STA 232+30	1.5	12	22.5	2	3.00



PLAN

**TYPICAL DRAINAGE PROFILE
(OMP INLET AND FES)**

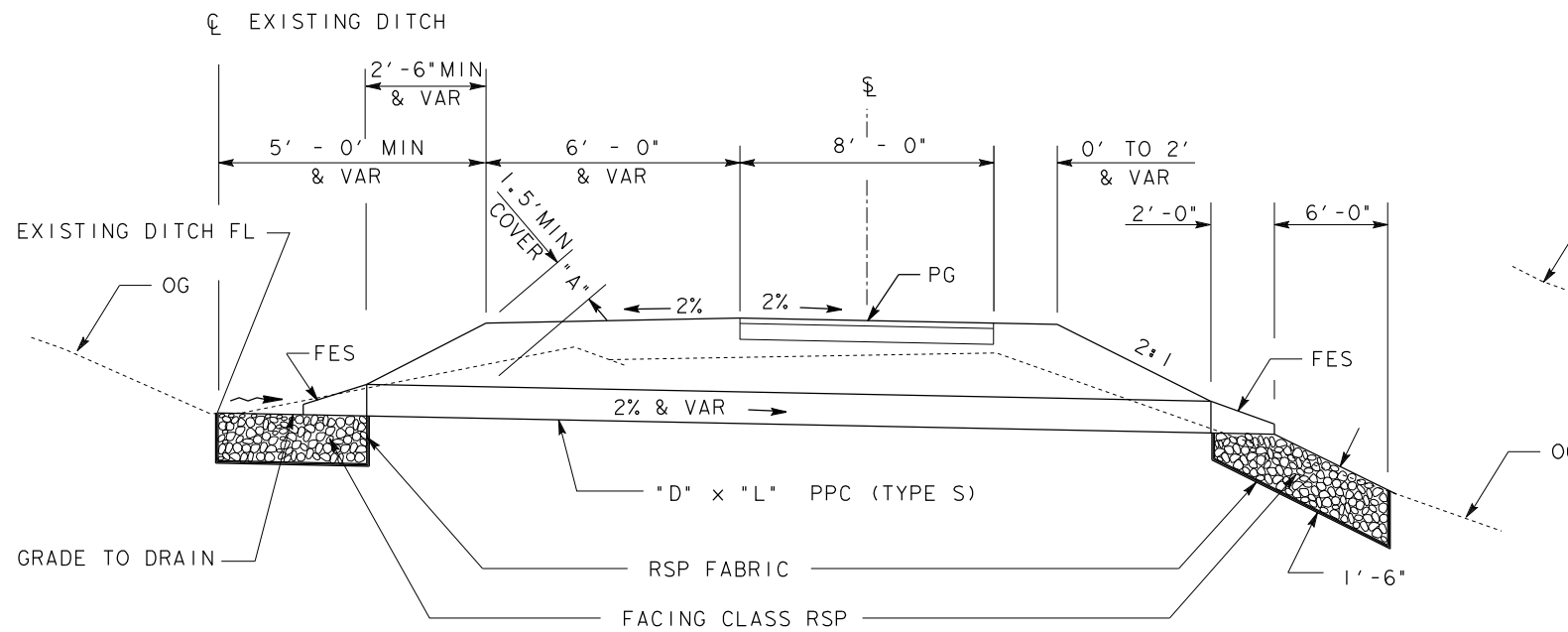
- NOTE: 1) THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS PRIOR TO ORDERING OR MANUFACTURING ANY MATERIAL.
2) EXACT LOCATION OF CROSS DRAINAGE TO BE DETERMINED BY THE ENGINEER.

REVISIONS

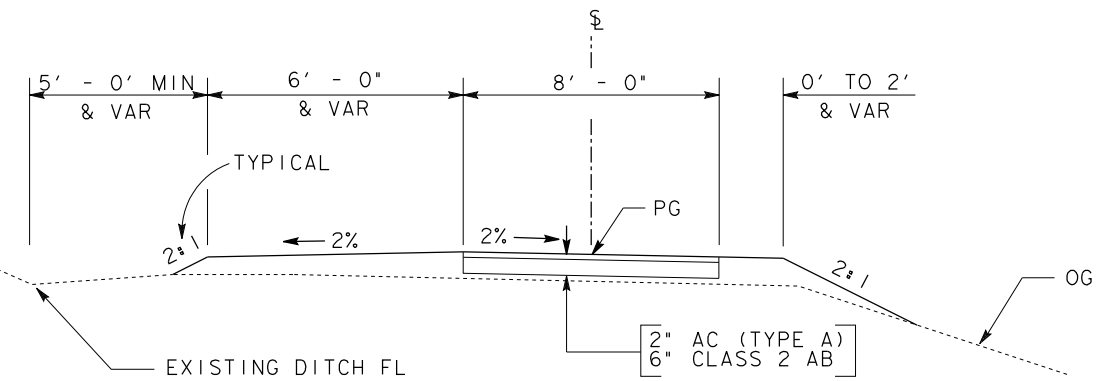
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**El Dorado Trail
Drainage Profile
D-1**

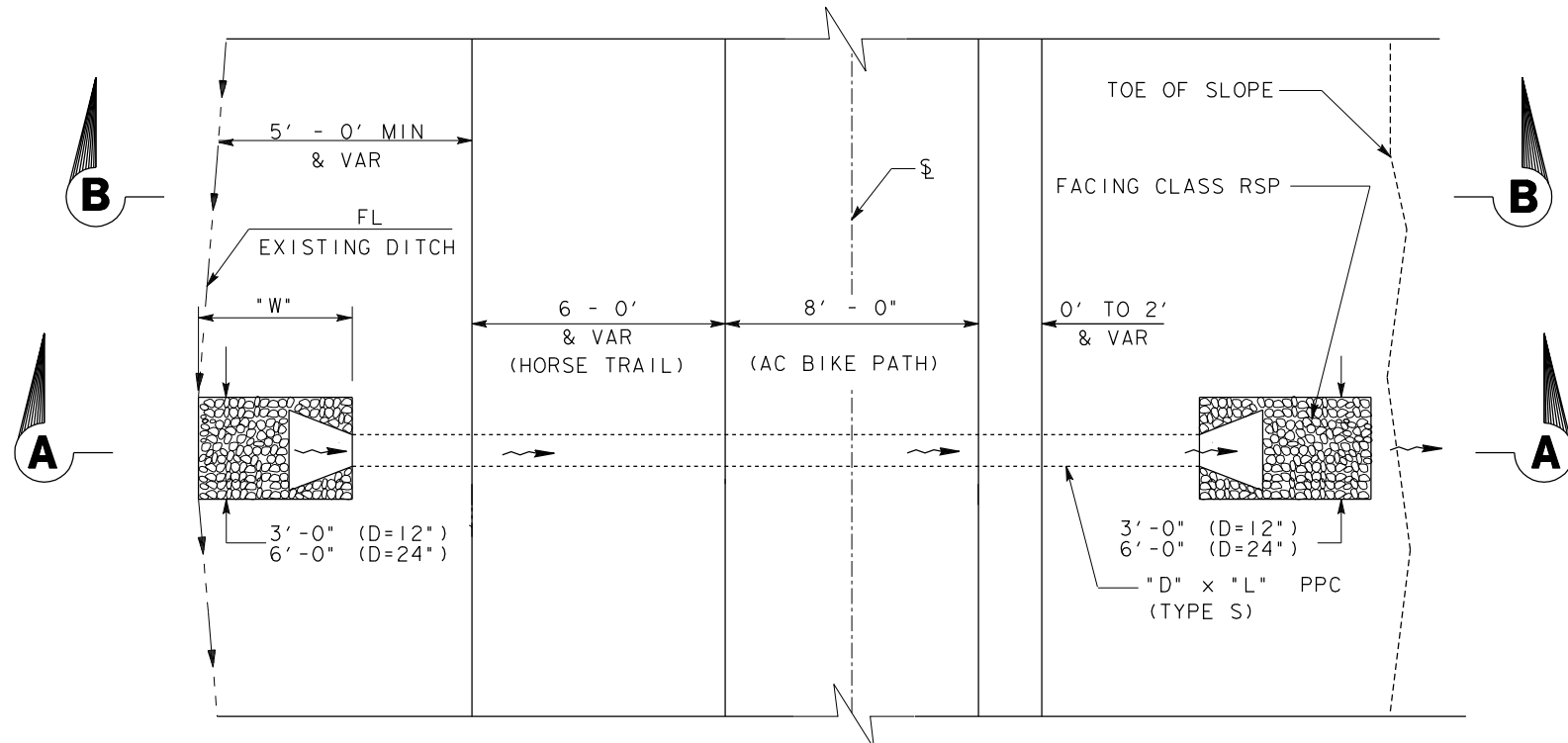
File: 1172101.dgn
Drawn by: N. Donnelly
Checked by: N. Donnelly
Scale: 1" = 3'
one Inch on original
Date: Sept. 2009



SECTION A - A



SECTION B - B



PLAN

**TYPICAL DRAINAGE PROFILE
(FES AND FES)**

DRAINAGE DESCRIPTION

SYSTEM No.	LOCATION- STATION	DESCRIPTION				
		"A" (FT)	"D" (INCH)	"L" (FT)	"S" (%)	"W" (FT)
51	STA 183+70	1.5	12	24.0	2	N/A
53	STA 191+10	1.5	12	40.0	2	4.00
54	STA 194+97	2.0	12	25.0	2	N/A
55	STA 195+14	2.0	12	25.0	2	N/A
66	STA 235+45	2.0	12	30.0	2	4.00

- NOTE: 1) THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS PRIOR TO ORDERING OR MANUFACTURING ANY MATERIAL.
2) EXACT LOCATION OF CROSS DRAINAGE TO BE DETERMINED BY THE ENGINEER.

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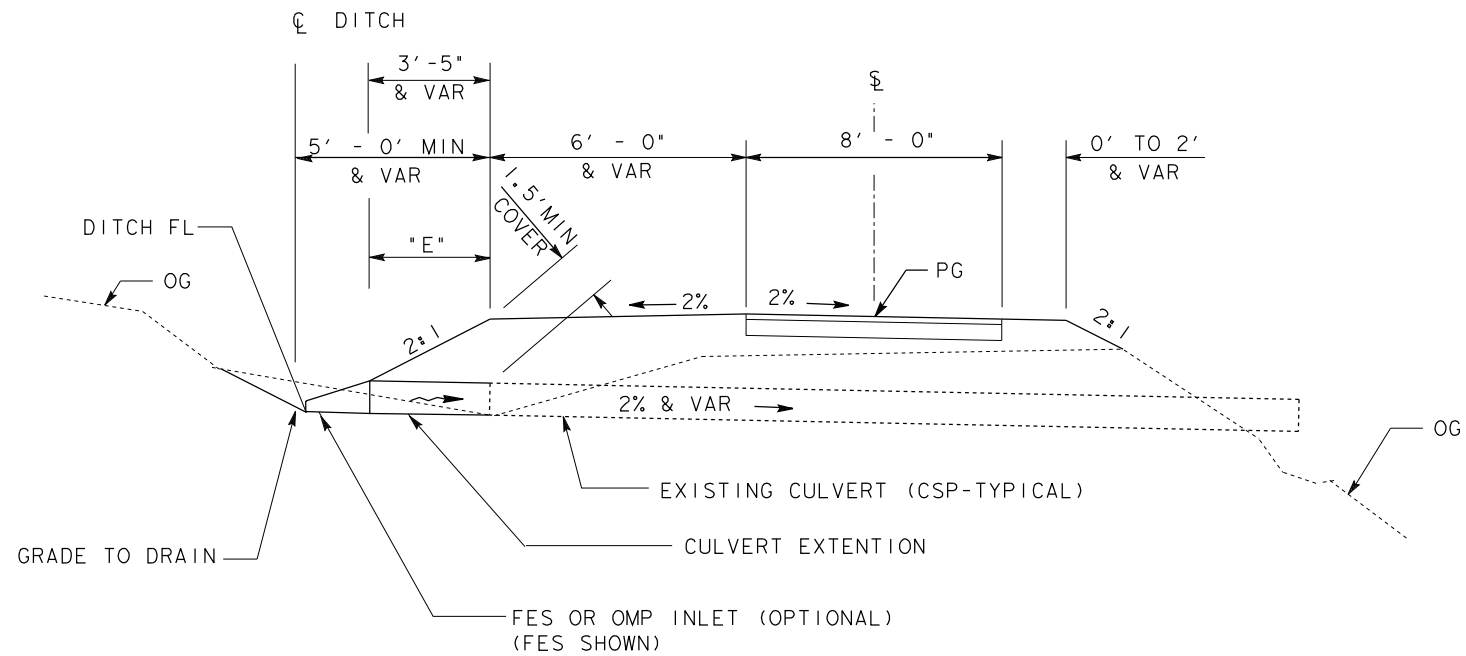
REVISIONS

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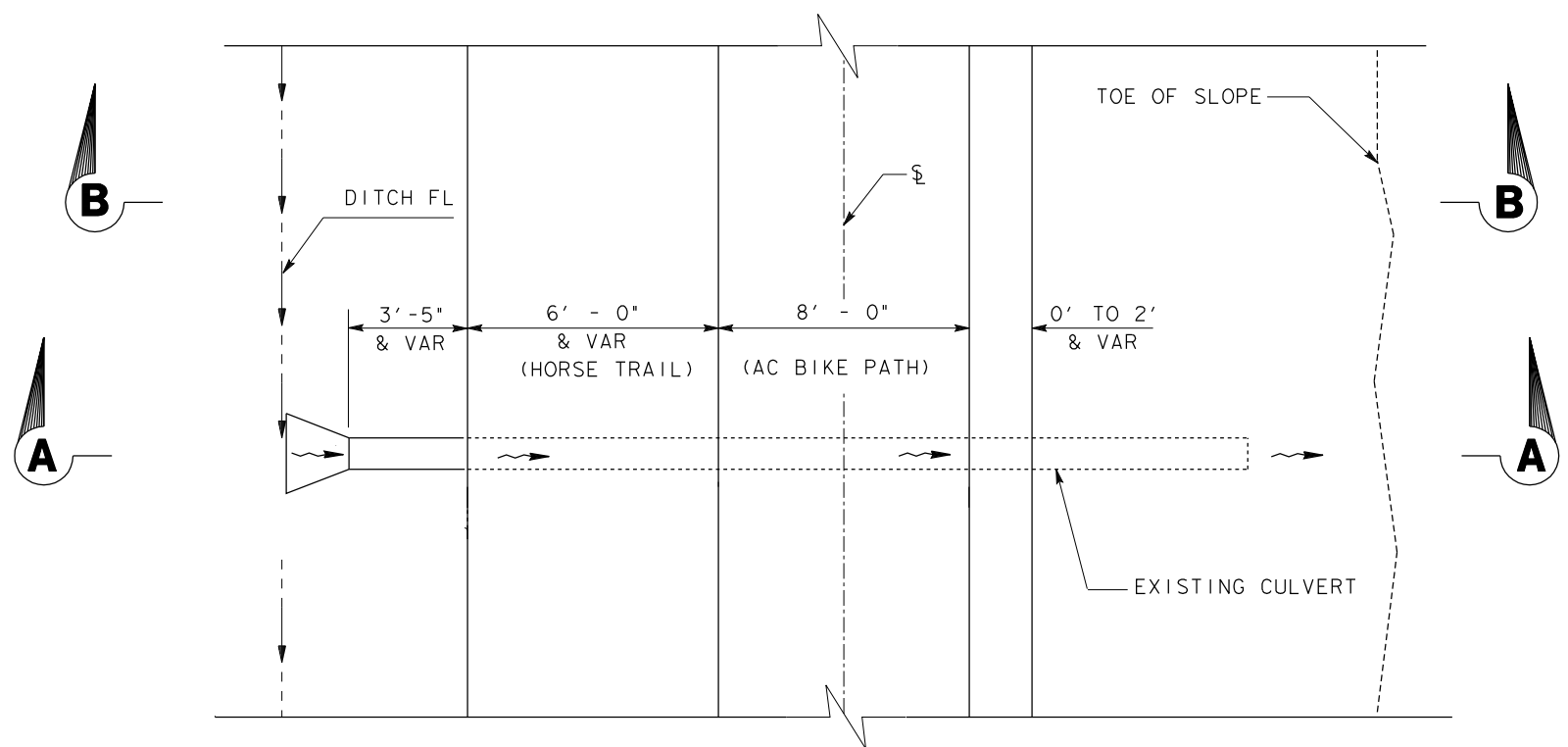
**El Dorado Trail
Drainage Profile
D-2**

File: 1172102.dgn
Drawn by: N. Donnelly
Checked by: N. Donnelly
Scale: 1" = 3'
one Inch on original
Date: Sept. 2009

SHEET 18 OF 21



SECTION A - A



PLAN

**TYPICAL DRAINAGE PROFILE
 (EXTENDED EXISTING CULVERT)**

DRAINAGE DESCRIPTION

SYSTEM No.	LOCATION- STATION (SEE NOTE 2)	DESCRIPTION			
		"D" (INCH)	"E" (FT)	"FES" (EA)	"OMP DI" (EA)
39	STA 148+40	12	3		-
40	STA 149+13	12	3		-
41	STA 150+13	18	3	-	
42	STA 154+17	12	3		-
44	STA 164+90	12	5		-
45	STA 169+91	12	5		-
46	STA 170+63	12	5		-
48	STA 176+00	18	3		
50	STA 182+84	12	3	-	
56	STA 196+15	12	3	-	

- NOTE: 1) THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS PRIOR TO ORDERING OR MANUFACTURING ANY MATERIAL.
 2) STATION OF EXISTING CULVERT IS APPROXIMATE. EXACT LOCATION OF EXISTING CULVERTS TO BE FIELD VERIFIED.

No.	DESCRIPTION	DATE


REVISIONS

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El Dorado Trail
 Drainage Profile
 D-3

File: 1172103.dgn
 Drawn by: N. Donnelly
 Checked by: N. Donnelly
 Scale: 1" = 3'
 one Inch on original
 Date: Sept. 2009
 SHEET 19 OF 21

DRAINAGE QUANTITIES

SYSTEM No. 	PLAN SHEET	REMOVE CULVERT		12" PLASTIC PIPE (TYPE S) LF	CULVERT					FLARED AND SECTION			OMP INLET EA	ROCK SLOPE PROTECTION (FACING CLASS) CY	ROCK SLOPE PROTECTION FABRIC SQYD
		EA	EA		10" CULVERT LF	12" CULVERT LF	18" CULVERT LF	24" CULVERT LF	30" CULVERT LF	12" FES EA	18" FES EA	24" FES EA			
		38	L-7				36.0								
39	L-7					3				1					
40	L-7					3				1					
41	L-7						3				1		1		
42	L-8						3			1					
43	L-8			37.6						1			1	1.78	7.6
44	L-8					5				1					
45	L-9					5				1					
46	L-9					5				1					
47	L-9			27.6						1			1	1.78	7.6
48	L-10						3				1		1	1.78	7.6
49	L-10			29.0						1				1.78	7.6
50	L-10					3							1		
51	L-10			24.0						2					
52	L-11			28.6						1			1	1.78	7.6
53	L-11			40.0						2				1.78	7.6
54	L-12			25.0						2					
55	L-12			25.0						2					
56	L-12					3							1		
57	L-12			29.0						1			1	1.78	7.6
58	L-12			22.5						1			1	1.78	7.6
59	L-13			23.5						1			1	1.78	7.6
60	L-13			30.8						1			1	1.78	7.6
61	L-13			31.4						1			1	1.78	7.6
62	L-14			19.0						1			1	1.78	7.6
63	L-14			20.4						1			1	1.78	7.6
64	L-14			27.7						1			1	1.78	7.6
65	L-15			22.5						1			1	1.78	7.6
66	L-16			20.0						2				2.67	11.4
PROJECT TOTAL				519.6		30	6			30	2		17	31.15	133.0

NOTE: THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS PRIOR TO ORDERING OR MANUFACTURING ANY MATERIAL.

360 Fairlane Court
Placerville, CA 95667
Dept. of
General Services
(530) 621-5849
(530) 621-1681 fax

No.	DATE	DESCRIPTION

REVISIONS

DE DOKKEN
ENGINEERING
2365 IRON POINT ROAD, STE 200
FOLSOM, CA 95630
916-858-0642

El Dorado Trail
Drainage Quantities
D-5

File: 1172104.dgn
Drawn by: N. Donnelly
Checked by: N. Donnelly
Scale: 1" = 3'
Date: Sept. 2009
SHEET 20 OF 21

ROADSIDE SIGNS

CODE	PANEL SIZE in.	POST SIZE (in.) AND LENGTH (ft)	ROADSIDE SIGN (WOODEN POST)
			INSTALL
			ONE POST
		6 x 6	EA
R1	18 x 18	10	11
HR44A	12 x 24	10	11
HW79	30 x 30	10	11
HW45	30 x 30	10	11
HW80	36 x 12	10	11
HG264/HC266	XXX	10	11
TOTAL =			66

ROADWAY QUANTITIES

LOCATION	ASPHALT CONCRETE (TYPE A)	ROADWAY EXCAVATION	AGGREGATE BASE CLASS 2	CONTOUR GRADING	CLEARING AND GRUBBING	PLACE AC DIKE (TYPE A)
	(TON)	(CY)	(CY)	(SQFT)	(SQFT)	(LF)
	'B' LINE	1020	2500	1500	170000	184100
TOTAL =	1020	2500	1500	170000	184100	1000

**EROSION CONTROL
(TYPE D)**

TYPE	AREA (SF)
'B' LINE	432500
TOTAL	432500

BARRIER MATERIAL

TYPE	EACH
BOLLARD	14
REMOVABLE BOLLARD	5
TOTAL	19

FENCING

LOCATION	(LF)
6" X 2" CONCRETE RAIL FENCE	300
TOTAL	300

PAVEMENT DELINEATION

LOCATION	TRAFFIC STRIPE	PAVEMENT MARKING	
	(LF)	DESCRIPTION	(LS)
'B' LINE	10200	THERMOPLASTIC	1
TOTAL =	10200		1

(n) = for information only

360 Fairlane Court
Placerville, CA 95667
Dept. of
General Services
(530) 621-5849
(530) 621-1681 fax

No.	DATE	DESCRIPTION

REVISIONS

DE DOKKEN
ENGINEERING
2365 IRON POINT ROAD, STE 200
FOLSOM, CA 95630
916-858-0642

El Dorado Trail
Quantities

File:
1172001.dgn

Drawn by:
J. Pecha

Checked by:
N. Donnelly

Scale: NONE
one inch on original

Date:
Sept. 2009

SHEET 21 OF 21

**El Dorado County
Recreational Trails Program
(Part A): Non-Motorized Trails
FY 2010/11 Application**

**El Dorado Trail Extension –
Los Trampas Drive to Halcon Road**

SECTION 5

DESIGN STANDARDS

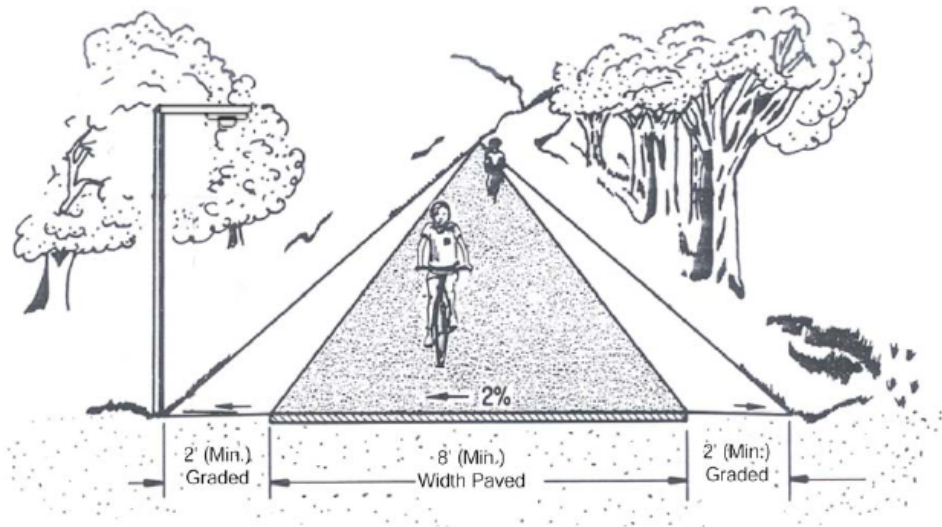
Design Standards

The proposed project will be designed according to the design standards of the American Association of State Highway Transportation Officials (AASHTO), 2004, Caltrans Highway Design Manual, Chapter 1000, and in compliance with the Americans with Disabilities Act of 1990 (ADA). Per AASHTO, Caltrans, and ADA guidelines, the project will address at a minimum the following:

- Access to parking, restroom, and trail facilities
- Trail surface firmness adequate to provide stability for wheelchairs
- Spacing and marking of posts or bollards installed to restrict motor vehicle traffic
- Clearance of obstructions – vertical and horizontal clearance
- Elimination of hazardous tread obstacles and protruding objects
- Limited cross slope elevation for accessibility reasons
- Average running slope of 2 to 3%; maximum of 5%
- Reference the Manual on Uniform Traffic Control Devices (MUTCD) for guidance on signing and marking of project facilities

Conceptual Drawing - Design Standards

Two-Way Bike Path on Separate Right of Way



*Caltrans Highway Design Manual, Chapter 1000

**El Dorado County
Recreational Trails Program
(Part A): Non-Motorized Trails
FY 2010/11 Application**

**El Dorado Trail Extension –
Los Trampas Drive to Halcon Road**

SECTION 6

COST ESTIMATE

COST ESTIMATE

Project Name: El Dorado Trail Extension: Los Trampas Drive to Halcon Road

Prepared by: Thomas A. Fossum, P.E., Supervising Civil Engineer

Date Prepared: 09/24/2009

Pre-Construction Costs			
Description of Work	DPR Grant (88%)	Required Match (12%)	Totals
Environmental (Permitting/Mitigation Fees)	\$ 39,600	\$ 5,400	\$ 45,000
PS&E	\$ 44,000	\$ 6,000	\$ 50,000
Subtotal:	\$ 83,600	\$ 11,400	\$ 95,000

Construction Costs			
Construction Items (from Detailed Engineer's Estimate)	\$ 324,219	\$ 44,212	\$ 368,431
Construction Administration/Management	\$ 50,160	\$ 6,840	\$ 57,000
Subtotal:	\$ 374,379	\$ 51,052	\$ 425,431

Total Project Cost:	\$ 457,979	\$ 62,452	\$ 520,431
	88%	12%	100%

Applicant's Match Source and Additional Funds (by name)			
El Dorado County Transportation Commission		match	\$ 62,452
Trails Now		additional	\$ 5,000
Total funding sources:			\$ 67,452

Detailed Engineer's Estimate

For Construction Items Only

Agency	El Dorado County Dept. of Transportation	Date: 9/24/2009
Project Description	El Dorado Trail Extension: 1.1 miles from Los Trampas Drive to Halcon Road	
Project Location	Camino Heights area, east of Placerville	
Prepared by	Thomas A. Fossum, P.E., Supervising Civil Engineer	

Construction Items

Item No.	Item Description	Quantity	Units	Unit Cost	Total
1	Mobilization	1	LS	\$22,000.00	\$22,000
2	Clear and Grub	2	AC	\$3,850.00	\$7,700
3	Roadway Excavation	1600	CY	\$88.00	\$140,800
4	Erosion Control	2	AC	\$2,750.00	\$5,500
5	SWPPP	1	LS	\$5,500.00	\$5,500
6	Class 2 Agg.Base	750	CY	\$22.00	\$16,500
7	Edge Bollards	10	EA	\$165.00	\$1,650
8	Removable Bollards	5	EA	\$220.00	\$1,100
9	Asphalt Concrete (Type A)	755	Ton	\$176.00	\$132,880
10	Sign Posts	5	EA	\$110.00	\$550
11	Signs	25	EA	\$90.20	\$2,255
12	Thermoplastic Pavement Marking	1	LS	\$3,054.70	\$3,055
13	Fencing	270	LF	\$55.00	\$14,850
14	18" Flared End Section	13	EA	\$165.00	\$2,145
15	18" CMP Culvert	20	LF	\$66.00	\$1,320
16	12" CMP Culvert	276	LF	\$38.50	\$10,626
			SUBTOTAL:		\$368,431

Construction Management

Item No.	Item Description	Quantity	Units	Unit Cost	Total
1	Construction Staking	1	LS	\$7,000	\$7,000
2	Construction Administration	1	LS	\$50,000	\$50,000
			SUBTOTAL:		\$57,000

TOTAL CONSTRUCTION COSTS	TOTAL:	\$425,431
---------------------------------	---------------	------------------

**El Dorado County
Recreational Trails Program
(Part A): Non-Motorized Trails
FY 2010/11 Application**

**El Dorado Trail Extension –
Los Trampas Drive to Halcon Road**

SECTION 7

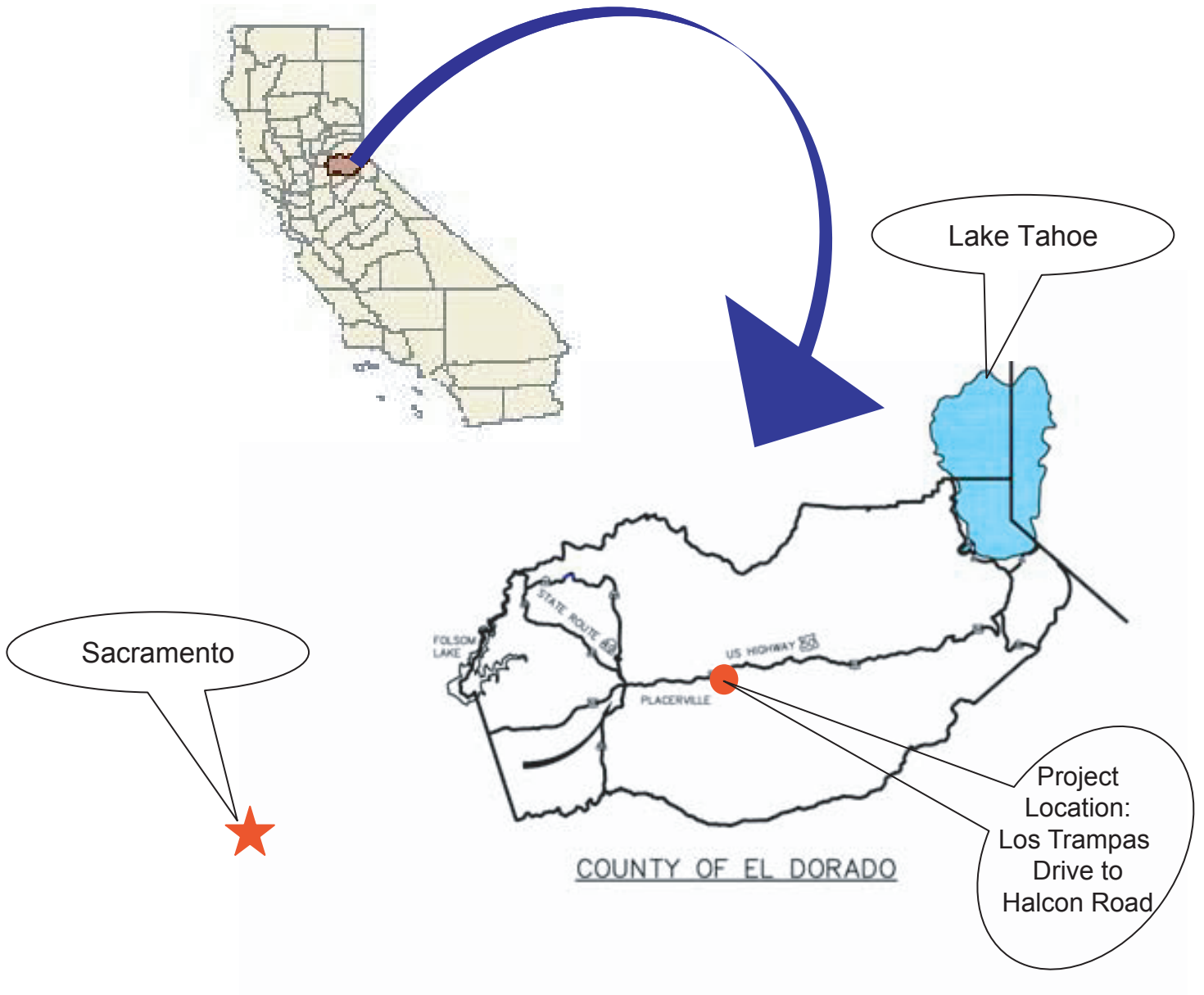
7-1 PROJECT LOCATION MAP

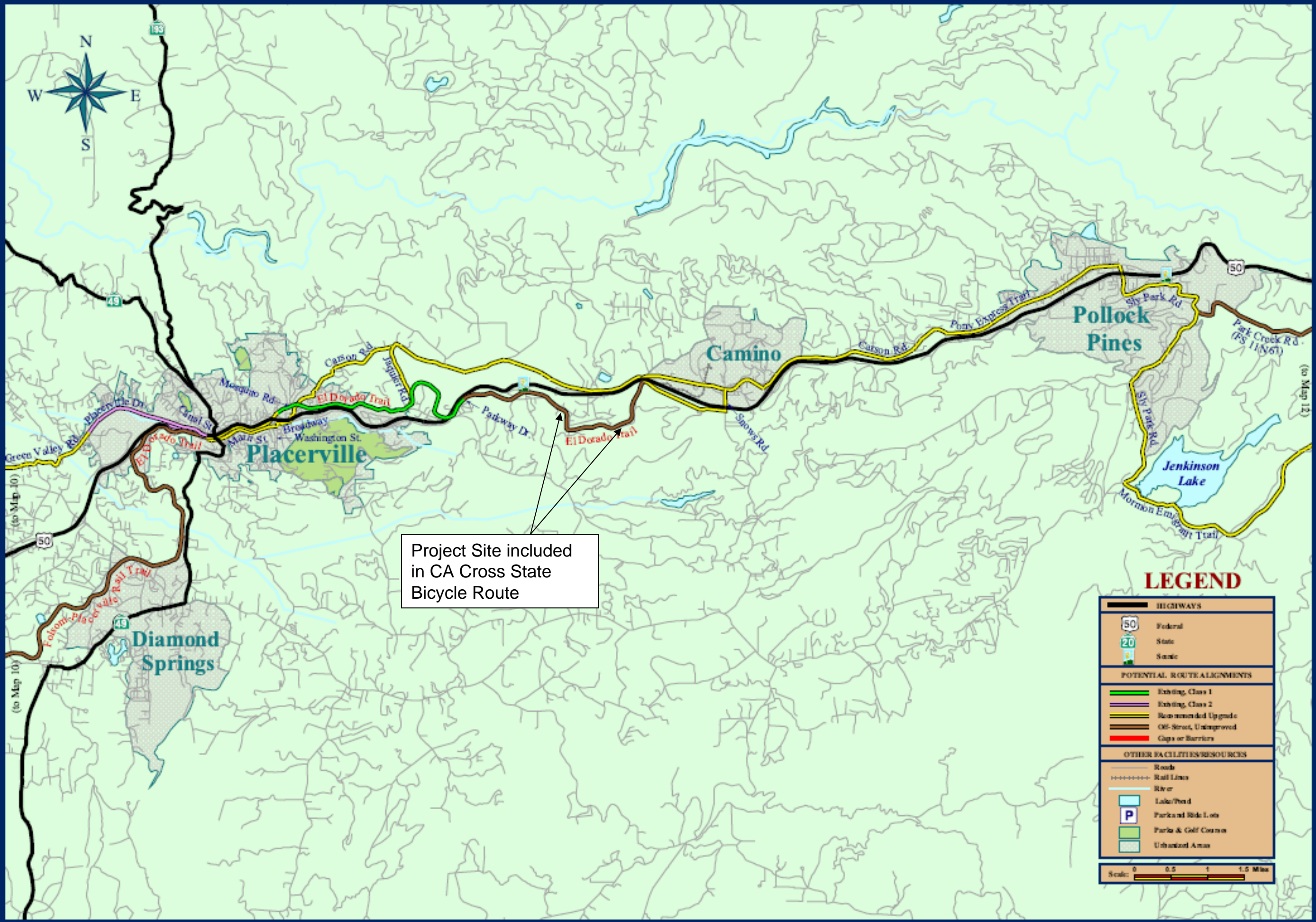
**7-2 CALIFORNIA CROSS STATE BICYCLE
ROUTE MAP**

7-3 EL DORADO TRAIL - SPTC MAP

7-4 PROPOSED PROJECT VICINITY MAP

PROJECT LOCATION MAP





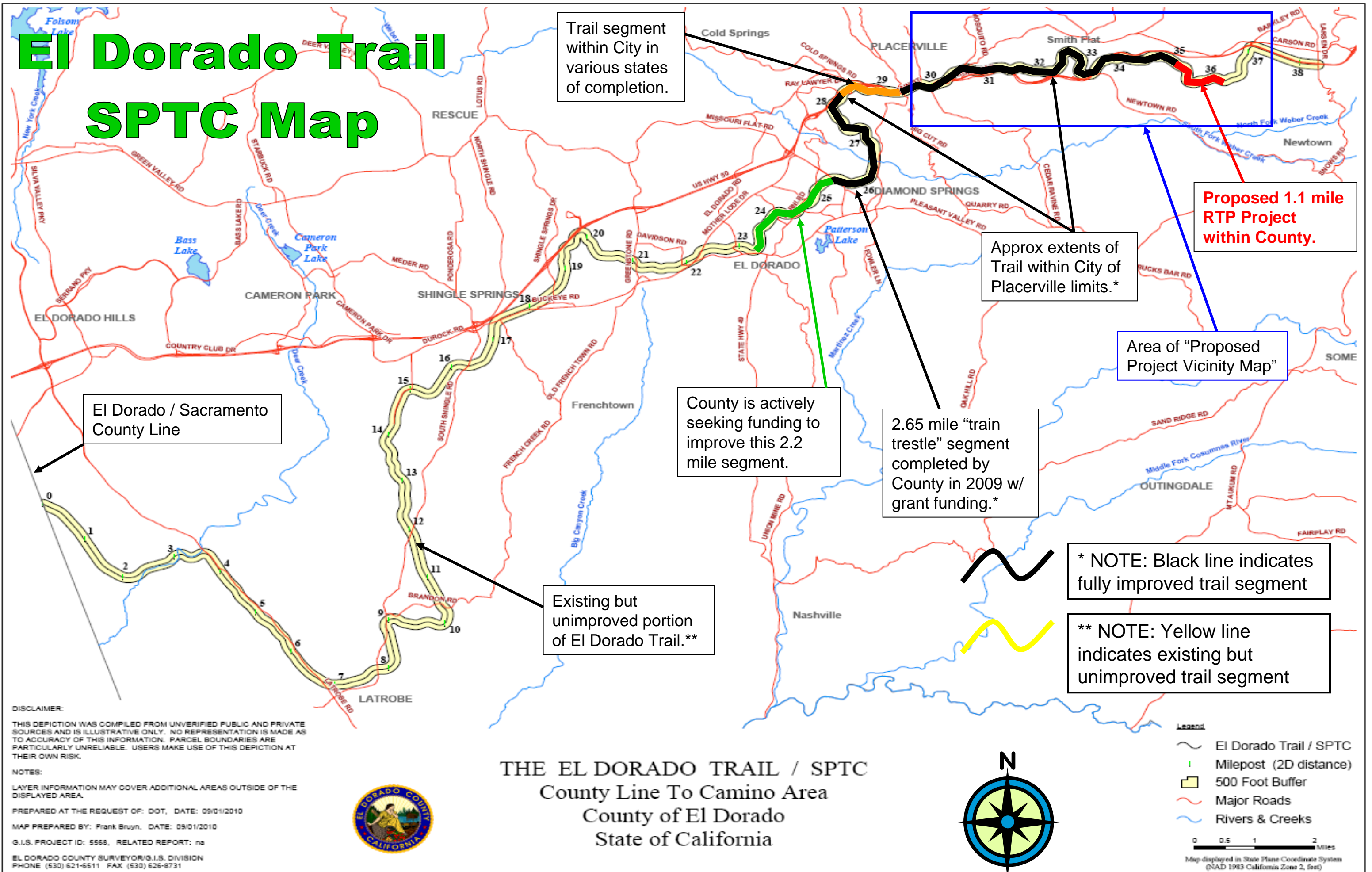
Project Site included in CA Cross State Bicycle Route

LEGEND

HIGHWAYS	
	Federal
	State
	County
POTENTIAL ROUTE ALIGNMENTS	
	Existing, Class 1
	Existing, Class 2
	Recommended Upgrade
	Off-Street, Unimproved
	Gaps or Barriers
OTHER FACILITIES/RESOURCES	
	Roads
	Rail Lines
	River
	Lake/Pond
	Park and Ride Lots
	Parks & Golf Courses
	Urbanized Areas
Scale: 0 0.5 1 1.5 Miles	

CALIFORNIA CROSS STATE BICYCLE ROUTE STUDY
MAP 11: PLACERVILLE-POLLOCK PINES

El Dorado Trail SPTC Map



Trail segment within City in various states of completion.

Proposed 1.1 mile RTP Project within County.

Approx extents of Trail within City of Placerville limits.*

Area of "Proposed Project Vicinity Map"

El Dorado / Sacramento County Line

County is actively seeking funding to improve this 2.2 mile segment.

2.65 mile "train trestle" segment completed by County in 2009 w/ grant funding.*

Existing but unimproved portion of El Dorado Trail.**

* NOTE: Black line indicates fully improved trail segment

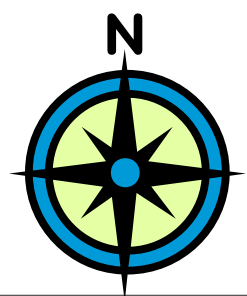
** NOTE: Yellow line indicates existing but unimproved trail segment

DISCLAIMER:
THIS DEPICTION WAS COMPILED FROM UNVERIFIED PUBLIC AND PRIVATE SOURCES AND IS ILLUSTRATIVE ONLY. NO REPRESENTATION IS MADE AS TO ACCURACY OF THIS INFORMATION. PARCEL BOUNDARIES ARE PARTICULARLY UNRELIABLE. USERS MAKE USE OF THIS DEPICTION AT THEIR OWN RISK.

NOTES:
LAYER INFORMATION MAY COVER ADDITIONAL AREAS OUTSIDE OF THE DISPLAYED AREA.
PREPARED AT THE REQUEST OF: DOT, DATE: 09/01/2010
MAP PREPARED BY: Frank Bruyn, DATE: 09/01/2010
G.I.S. PROJECT ID: 5568, RELATED REPORT: na
EL DORADO COUNTY SURVEYOR/G.I.S. DIVISION
PHONE (530) 621-6511 FAX (530) 626-6731



THE EL DORADO TRAIL / SPTC
County Line To Camino Area
County of El Dorado
State of California

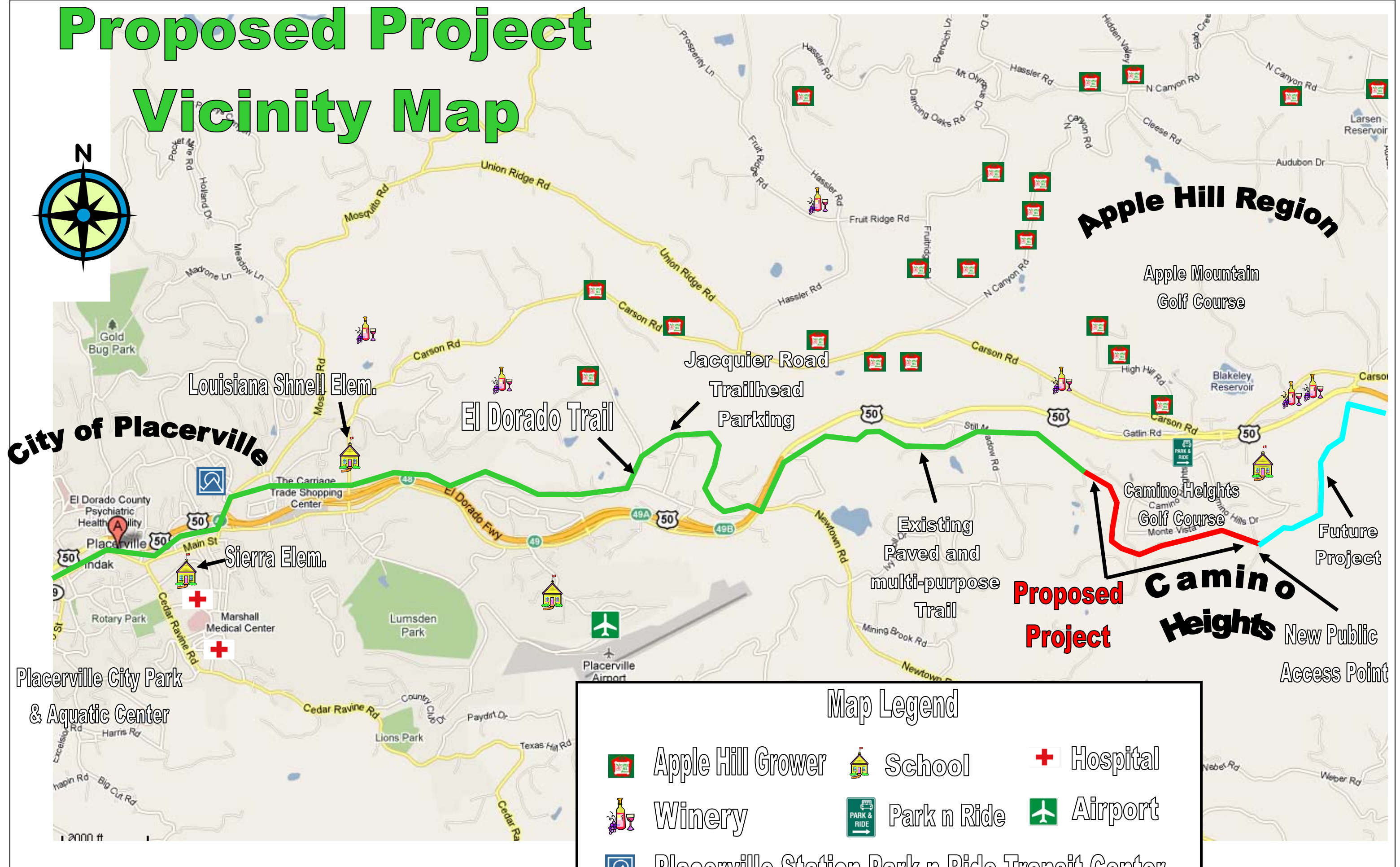


Legend

- ~ El Dorado Trail / SPTC
- | Milepost (2D distance)
- 500 Foot Buffer
- Major Roads
- Rivers & Creeks

0 0.5 1 2 Miles
Map displayed in State Plane Coordinate System (NAD 1983 California Zone 2, feet)

Proposed Project Vicinity Map



City of Placerville

Apple Hill Region

Proposed Project
Camino Heights

Future Project

New Public Access Point

Map Legend

	Apple Hill Grower		School		Hospital
	Winery		Park n Ride		Airport
	Placerville Station Park n Ride Transit Center				

**El Dorado County
Recreational Trails Program
(Part A): Non-Motorized Trails
FY 2010/11 Application**

**El Dorado Trail Extension –
Los Trampas Drive to Halcon Road**

SECTION 8

PHOTOS OF THE PROJECT SITE

Photos of the Project Site

End of Improved Portion of El Dorado Trail at Los Trampas Drive



Photos of the Project Site

Los Trampas Dr. at El Dorado Trail



The beginning of project site at the intersection of the Class I bike path on the El Dorado Trail with Los Trampas Drive, a private road with 10% grade or more.



Photo Location & Direction

Los Trampas Drive (private road)

Photos of the Project Site



Private road sign at the top of Los Trampas Drive preventing public access to the project site.



Photos of the Project Site

Beginning of Proposed Project



The unimproved El Dorado Trail at the beginning of the proposed project immediately east of Los Trampas Drive.



Photos of the Project Site

Along Project Trail



Typical cross-section of Project site. Trail surface varies from dirt, to mud, to grassy vegetation, to gravel, to a thick layer of previously installed railroad ballast.



Photos of the Project Site

Along Project Trail

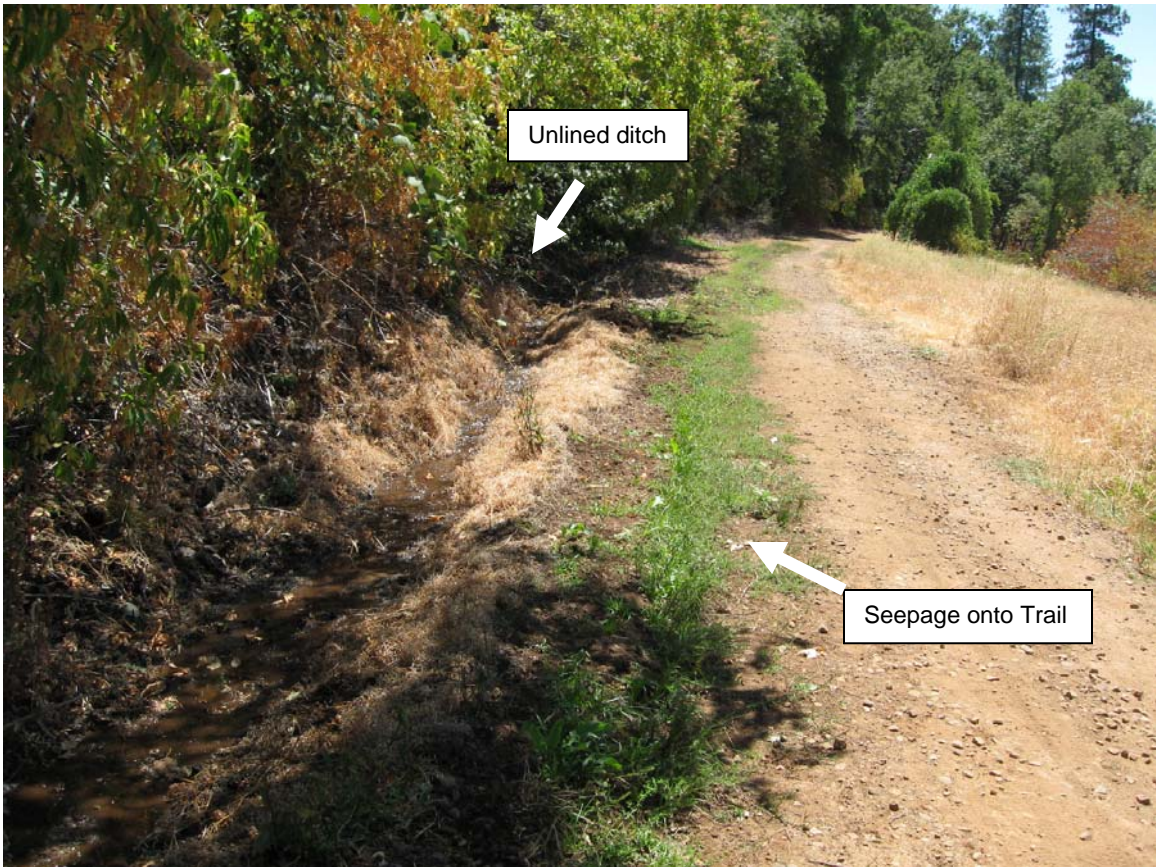


One of the drainage pipes needing repair/replacement along the Project site.



Photos of the Project Site

Along Project Trail



Natural seepage and drainage on the Trail during the height of the summer in August (after no rainfall for several months). Seepage is creating muddy, boggy conditions and green vegetation on Trail itself.



Photos of the Project Site

End of Project at Halcon Road



The east end of proposed project site where the El Dorado Trail intersects Halcon Road, part of the county maintained system of public roads.



Photos of the Project Site

End of Project at Halcon Road



End of proposed project looking north on Halcon Road. Plenty of parallel-parking space exists on Halcon Road for Trail users.



Photos of the Project Site

End of Project at Halcon Road



End of proposed project looking south on Halcon Road. Plenty of parallel-parking space exists on Halcon Road and the cul-de-sac for Trail users.



Photos of the Project Site

El Dorado Trail is a Diversified Use Trail



Existing improved section of the El Dorado Trail illustrating the multi-use opportunities that the proposed project will provide to trail users.

**El Dorado County
Recreational Trails Program
(Part A): Non-Motorized Trails
FY 2010/11 Application**

**El Dorado Trail Extension –
Los Trampas Drive to Halcon Road**

SECTION 9

LAND OWNERSHIP

The project applicant, El Dorado County, owns fee title to the project site. The deed to El Dorado County was executed on September 28, 1990, and was recorded in Recorder's Index Book 3436, page 35.

Recorder's Index Book 3436 Page 35

**Book 3436 Page 35 09/28/1990
Document Number 63333**

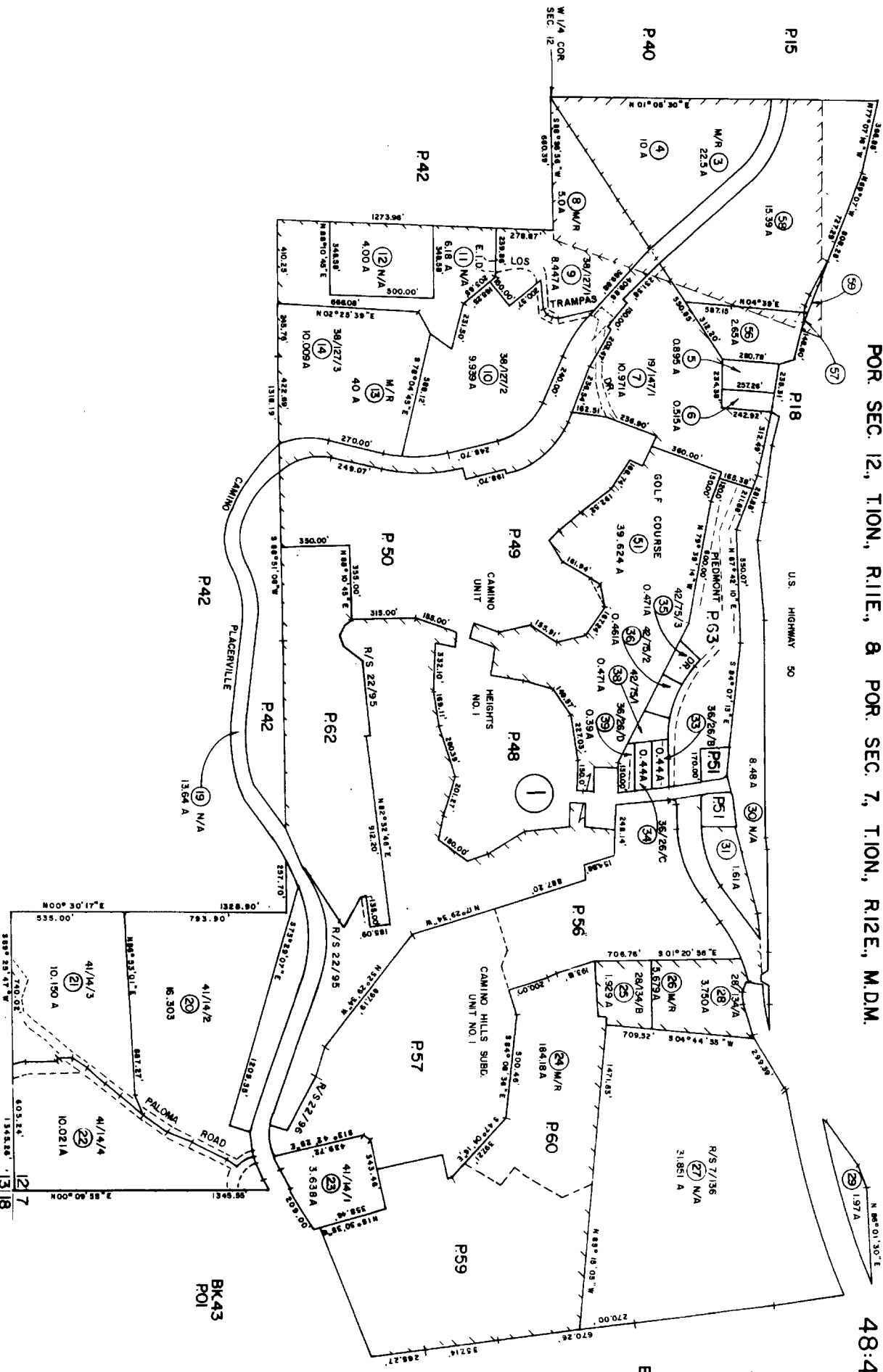
DEED Deed
CAMINO PVILLE LAKE TAHOE
CAMINO PVILLE LAKE TAHOE RWY
EL DORADO CO (grantee)

DISCLAIMER: The El Dorado County Recorder-Clerk's Office presents the information on this Web site as a service to the public. We have tried to ensure that the information in this electronic document is accurate. The Recorder's Office makes no warranty or guarantee concerning the accuracy or reliability of the content at this site or at other sites to which we link. Assessing accuracy and reliability of information is the responsibility of the user. The Recorder's Office shall not be liable for errors contained herein or for any damages in connection with the use of the information contained herein. THIS INFORMATION IS FOR REFERENCE ONLY.

Generated Friday September 5, 2008 15:34:14 PDT for PUBLIC at 172.19.137.138
e-mail the Assessor [Tim Holcomb](mailto:Tim.Holcomb@co.el-dorado.ca.us) tholcomb@co.el-dorado.ca.us

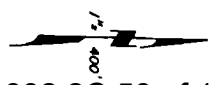
FOR SEC. 12, T10N, R11E, & FOR SEC. 7, T10N, R12E, M.D.M.

48:47



NOTE - Assessor's Block Numbers Shown in Ellipses
Assessor's Parcel Numbers Shown in Circles

BK 96
Assessor's Map Bk. 48 - Pg. 47
County of El Dorado, California



EL DORADO COUNTY

RECORDING REQUESTED BY

63333

INTER-COUNTY TITLE CO.

Inter-County Title Co.

Sep 23 9 05 AM '90

AND WHEN RECORDED MAIL TO

Name
Street
Address
City & State
County of El Dorado
330 Fair Lane
Placerville, CA 95667

NO FEE

PGS FILED

SPACE ABOVE THIS LINE FOR RECORDER'S USE

The undersigned grantor(s) declare(s):

Documentary transfer tax is \$ 22.00

* computed on full value of property conveyed, or

computed on full value less value of liens and encumbrances remaining at time of sale.

Grant Deed

ORDER No. 156958LMS

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged.

CAMINO, PLACERVILLE & LAKE TAHOE RAILWAY COMPANY, (being also known as CAMINO, PLACERVILLE & LAKE TAHOE RAILROAD COMPANY, and as CAMINO, PLACERVILLE and LAKE TAHOE RAILROAD COMPANY), a California corporation

hereby GRANT(S) to

COUNTY OF EL DORADO, a political subdivision of the State of California

the following described real property in the Unincorporated area
County of El Dorado State of California:

For legal description, see Exhibit "A" attached hereto and made a part hereof by reference thereto.

TO 1943 CA 19-74.

(Corporation)

STATE OF CALIFORNIA

COUNTY OF El Dorado } ss.

On August 24, 1990

before me, the undersigned, a Notary Public in and for said State, personally appeared Donald C. Peek****

known to me to be the Vice President, and n/a

known to me to be n/a Secretary of the corporation that executed the within instrument, known to me to be the persons who executed the within instrument on behalf of the corporation therein named, and acknowledged to me that such corporation executed the within instrument pursuant to its by-laws or a resolution of its board of directors.

WITNESS my hand and official seal.



STAPLE HERE



Signature *Carol S. Davis*

(This area for official notarial seal)

STATE OF CALIFORNIA

COUNTY OF _____ } ss.

On _____ before me, the undersigned, a Notary Public in and for said State, personally appeared _____

personally known to me, or proved to me on the basis of satisfactory evidence, to be the person whose name subscribed to the within instrument and acknowledged that executed the same.

WITNESS my hand and official seal.

Signature _____

Dated August 1, 1990

CAMINO, PLACERVILLE & LAKE TAHOE RAILROAD COMPANY, a California Corporation

By: *Donald C. Peek* Vice President

600-3436 TIME 35

EL DORADO COUNTY

EXHIBIT "A"

All that certain real property situated in the County of El Dorado, State of California, more particularly described as follows:

PARCEL NO. 1: (A portion of A.P. 048-270-32)

All that certain real property described in the Deed from Samuel Taylor, etux to Bartlett Doe, recorded in Book 61 of Deeds, at Page 297, Records of El Dorado County, and more particularly described as follows:

All that certain real property situated and being in the County of El Dorado, State of California, and described as follows, to-wit:

A strip or tract of land one hundred feet in width lying equally on each side of, parallel with, and extending the entire length of, the located center line of the survey for a railroad, as the same is staked out and located on, over and across that certain lot, piece or parcel of land situated in and being a part of Section 10, in Township 10 North, Range 11 East, Mount Diablo Meridian, in said County of El Dorado, bounded and described as follows:

Being bounded on the North by lands of Ida I. Byran on the East and South by lands owned by E.R. Perkins, trustee, and on the West by lands owned by Said E. R. Perkins, trustee, and by lands of said Ida I. Byran, and being the same land formerly owned, claimed and held by Joseph Taylor in his lifetime; the said center line of the said strip or tract of land hereby conveyed being described as follows:

COMMENCING at the point of said center line where the same intersects the Southerly boundary of the lot, piece of land above described (said center line being marked on the ground by a line of stakes scribed "L") and running thence Northerly or Northwesterly through, over and across said lands, following the said line of stakes, to the point where the said located center line leaves the said lands on the boundary between the same and the lands of Ida I. Byran.

PARCEL NO. 2 (A portion of A.P. 048-270-32)

All that certain real property described in the deed from E.R. Perkins, Trustee to Bartlett Doe, recorded April 16, 1904, in Book 61 of Deeds Records of El Dorado County at Page 324, and more particularly described as follows:

All that certain real property situated and being in Section 10, in Township 10 North, Range 11 East, M.D.B.&M., in the County of El Dorado, State of California, described as follows, to-wit:
(Continued)

44

EL DORADO COUNTY

(continued)

A strip or tract of land 100 feet in width, lying equally on each side of, parallel with and extending the entire length of, the located center line of the survey for the El Dorado Lumber Company's railroad, as the same is staked out and located on, over and across those certain lands now owned by me as Trustee, as aforesaid, situated in said Section 10, and being the Southwest quarter (except so much of the Rupley Stone Quarry as lies therein), the Northwest quarter of Southeast quarter, all in said Section 10, and piece or parcel of land lying in the Northwestern part of the Northeast quarter of Southeast quarter of said Section 10 adjoining the other lands above mentioned as belonging to me, the said centerline of said strip or tract of land hereby conveyed being described as follows: Commencing at the point on said center line where the same intersects the North boundary of the Northeast quarter of Southeast quarter of said Section 10 (said center line being marked on the ground by a line stakes scribed "L") and running thence Southwesterly, Westerly, Northwesterly, Northerly, Northeasterly, and Northwesterly, through over and across said lands, following the said line of stakes, to the point where the said located centerline leaves the said lands in the Northwestern part of the said Southwest quarter of Northeast quarter of said Section 10.

EXCEPTING THEREFROM, all mineral and mineral bearing ores and gravel lying and being beneath the surface of said strip of land, as reserved in the Deed first hereinabove referred to.

ALSO EXCEPTING THEREFROM, that portion thereof conveyed to the State of California by Deed from Camino, Placerville & Lake Tahoe Railroad Company, a corporation, dated August 2, 1950 and recorded August 30, 1950 in Book 288, Page 31, Official Records of said County, and particularly described as follows:

A portion of those certain parcels of land lying in Section 10, Township 10 North, Range 11 East, M.D.B.&M., acquired by the Camino, Placerville, and Lake Tahoe Railway Company, a California corporation, by deed dated January 10, 1912, recorded January 12, 1912, in Book 79 of Deeds, at Page 241, Official Records of said County.

Said portion of the above described parcels of land being all that part thereof described as follows:

BEGINNING at a point on the Southeasterly line of the 100.00 foot railroad right of way, distant 50.00 feet Southeasterly, measured at right angles from Railroad Engineer's Station 252 + 14.22 and distant 59.90 feet Southeasterly, measured at right angles from Engineer's Station "E3" 91+66.40 of the center line of the Department of Public Works 1949 Survey, From Near Railroad Crossing to 5-Mile Terrance, road III-ED-11-DE, and from which point the East one-quarter corner of said Section 10 bears North 74° 02' 33" East 1163.25 feet; thence from said point of beginning along said Southeasterly line parallel with the center line of said right of way South 31° 11' 45" West 1.88

(Continued)

EL DORADO COUNTY

(continued)
 feet; thence continuing along said Southeasterly line on the arc of a curve to the right, with a radius of 528.34 feet, through an angle of 58° 53', an arc distance of 542.98 feet (the chord of which curve bears South 60° 43' 15" West 519.40 feet); thence parallel with the center line of said right of way North 89° 50' 15" West 1.05 feet; thence from a tangent that bears North 82° 24' 14" East, on the arc of a curve to the left, with radius of 623.69 feet, through an angle of 22° 58' 01", an arc distant of 250.01 feet to a point, distant 50.00 feet Northwesterly, measured radially from Engineer's Station "E3" 89+04.47 of the center line of said survey; thence North 51° 36' 21" East 281.03 feet to the point of beginning.

PARCEL NO. 3: (A portion of A. P. 048-520-32)

All that certain real property described in the deed from William Ruple to Bartlett Doe, recorded August 6, 1904 in Book 61 of Deeds Records of El Dorado County at Page 416, and more particularly described as follows:

That certain piece of parcel of land situated in the County of El Dorado, State of California, described as follows, to-wit:

A strip of or tract of land 80 feet in width, lying equally on each side of parallel with and extending the entire length of the located center line of the survey for a railroad as the same is stake out and located on, over and across the following described lands, to-wit:

The Southwest quarter of Northeast quarter and the Northwest quarter of Section 11 in Township 10 North, Range 11 East M.D.B.M., and that portion of the South half of Northeast quarter of Section 10, of said Township and Range which lies below the road crossing the same formerly known as the Wiley Toll Road and now as the Lake Tahoe Wagon Road; the said centerline of said strip or tract of land being described as follows, to-wit:

COMMENCING at Station 190 plus 80 on said center line as located and marked by line of stakes scribed "L" at the point where the said line intersects the East boundary of said Southwest quarter of Northeast quarter of said Section 11, and running thence in a general westerly direction over and across said Southwest quarter and the Northwest quarter of said Section 11 to the West boundary thereof, and thence Southwesterly to the point of intersection of said centerline with the South boundary of the South half of Northeast quarter of said Section 10, at Station 248 plus 42 on said located center line.

PARCEL NO. 4: (A portion of A.P. 48-520-32)

All that certain real property described in the Deed from Warren C. Green, et ux to Bartlett Doe, recorded April 7, 1904 in Book 61 of Deeds, at page 307, and more particularly described as follows:

(Continued)

EL DORADO COUNTY

(continued)

A strip or tract of land sixty feet in width lying equally on each side of, parallel with and extending the entire length of the located centerline of the survey for the El Dorado Lumber Company's railroad as the same is staked out and located on, over and across those certain lands situated in the County of El Dorado, State of California described as follows:

The Southeast quarter of the Northeast quarter of Section 11, in Township 10 North, Range 11 East, Mount Diablo Meridian. The said centerline of said strip of land hereby conveyed being described as follows:

COMMENCING at the point on said centerline where the same intersects the East boundary of said Southeast quarter of Northeast quarter of said Section 11, (said centerline being marked on the ground by line of stakes scribed "L") and running thence Northwesterly and Westerly throughout, over and across said lands, following the said line of stakes to the point where the said located centerline of said survey leaves the said Southeast quarter of Northeast quarter of said Section 11.

FARCEL NO. 5: (A portion of A.P. 048-470-65)

All that certain real property described in the deed from Alburn J. Blakeley to Bartlett Doe, recorded March 29, 1904 in Book 61 of Deeds, Records of El Dorado County, at Page 298 and more particularly described as follows:

A strip or tract of land 70 feet in width, lying equally on each side of, parallel with and extending the entire length of, the located center line of the survey for a railroad, as the same is staked out and located on, over, and across the South half of the Northwest quarter and the North half of the Southwest quarter of Section 12, in Township 10 North, Range 11 East, M.D.B.M., the same centerline of said strip or tract of land being described as follows, to-wit:

COMMENCING at the point on said centerline where the same intersects the South boundary of the Northeast quarter of Southwest quarter of said Section 12 (said center line being marked on the ground by a line of stakes scribed "L"), and running thence in a generally Northerly and Northwesterly direction through, over and across the lands above described, following the said line of stakes, to the point where the said centerline as so located, intersects the West boundary of the Southwest quarter of the Northwest quarter of said Section 12.

Also a strip or tract of land 70 feet in width lying equally on each side of parallel with and extending the entire length of, the located centerline of the survey for a railroad, as the same is staked out and located on, over and across the North half of Southeast quarter of said Section 12, the said centerline being described as follows, to-wit:

(Continued)

EL DORADO COUNTY

(continued)

COMMENCING at the point on said centerline where the same intersects the South boundary of the Northeast quarter of the Southeast quarter of said Section 12 (said centerline being marked on the ground as aforesaid), and running thence Northwesterly, Westerly and Southwesterly through, over and across said North half of Southeast quarter of said Section to the point where said centerline as so located, intersects the South boundary of the Northwest quarter of Southeast quarter of said Section 12.

ALSO a strip or tract of land of like width, to wit: 70 feet, lying equally on each side of, parallel with and extending the entire length of, the located centerline of the survey of a railroad on, over and across said lands owned by me in Section 7, in Township 10 North, Range 12 East, M.D.B.&M., or so much thereof as may lie within the boundaries of land owned by me, if said survey shall be found to cross any such lands.

PARCEL NO. 6: (A portion of A.P. 048-470-65)

All that certain real property described in the Deed from Loretta C. Brakeridge, etal to Bartlett Doe, recorded April 16, 1904 in Book 61 of Deeds, at Page 326, and more particularly described as follows:

All that certain real property situated and being in Section 12, Township 10 North, Range 11 East, Mount Diablo Meridian, in the County of El Dorado, State of California, described as follows, to-wit:

A strip of tract of land eighty feet in width lying equally on each side of, parallel with, and extending the entire length of the located centerline of the survey for a railroad, as the same is stated out and located on, over and across the Southwest quarter of Southeast quarter and the Southeast quarter of the Southwest quarter of Section 12, in the said township and range:

The said centerline of said strip or tract of land hereby conveyed being described as follows:

COMMENCING at the point on said centerline where the same intersects the North boundary of the said Southwest quarter of Southeast quarter of said Section 12 (the said centerline being marked on the ground by a line of stakes scribed "L"), and running thence Southwesterly, Westerly and Northwesterly following said line of stakes, through, over and across the said Southwest quarter of the Southeast quarter and Southeast quarter of Southwest quarter of said Section 12 to the point where the said located centerline leaves said lands at its point of intersection with the North boundary of said Southeast quarter of Southwest quarter of said Section.

EXCEPTING THEREFROM all mineral and mineral bearing ores and gravel lying and being beneath the surface of said strip of land as reserved in the Deed first hereinabove referred to.

EL DORADO COUNTY

WHEN RECORDED RETURN TO:
Board of Supervisors
330 Fair Lane
Placerville, California 95667

CERTIFICATE OF ACCEPTANCE

THIS IS TO CERTIFY that the interest in real property conveyed by the Grant Deed dated August 1, 1990 from CAMINO, PLACERVILLE & LAKE TAHOE RAILWAY COMPANY, (being also known as CAMINO, PLACERVILLE & LAKE TAHOE RAILROAD COMPANY, and as CAMINO, PLACERVILLE and LAKE TAHOE RAILROAD COMPANY), a California corporation to COUNTY OF EL DORADO, a political subdivision of the State of California, is hereby accepted by order of the Board of Supervisors on September 5, 1989 and the grantee consents to the recordation thereof by its duly authorized officer.

Dated this 27th day of August, 1990.

COUNTY OF EL DORADO
By John M. Cayan
Chairman, Board of Supervisors

ATTEST:

DIXIE L. FOOTE
Clerk of the Board of Supervisors

By Margaret E. Moody
Deputy Clerk

cert. acc

EGGS 3436 PAGE 41

EL DORADO COUNTY

(continued)

PARCEL NO. 7: (A portion of A.P. 048-470-65)

Being a portion of Lot numbered 4 of Section 7, Township 10 North, Range 12 East, M.D.B.&M., and of the Southeast quarter of the Southeast quarter of Section 12, Township 10 North, Range 11 East, M.D.B.&M., more particularly described as follows:

A strip or tract of land one hundred (100) feet in width, lying equally on each side of, parallel with and extending the entire length of the located center line of the survey for the El Dorado Lumber Company's railroad, as the same is staked out and located on, over, through and across said Sections, the center line of said strip or tract of land being described as follows:

COMMENCING at the point in said center line where the same intersects the North boundary of said Lot 4, and running thence Southwesterly, Westerly and Northwesterly through, over and across said Lot 4 of said Section 7 and said Section 12 to the point where said located center line leaves said Southeast quarter of Southeast quarter of said Section 12 on the North boundary thereof.

EXCEPTING THEREFROM, all minerals and mineral bearing ores and gravel lying and being beneath the surface of said strip of land as reserved in the following Deeds:

- (a) Deed from George Rieber, et al, to Bartlett Doe dated April 7, 1904 and recorded April 16, 1904 in Book 61 of Deeds, Page 322, El Dorado County Records.
- (b) Deed from Marcus F. Bennett et al, to Bartlett Doe dated April 16, 1904 and recorded April 18, 1904 in Book 61 of Deeds, Page 330, El Dorado County Records.
- (c) Deed from Albert K. Zwisler et ux, to Bartlett Doe dated October 14, 1904 and recorded September 8, 1911 in Book 77 of Deeds, Page 339, El Dorado County Records.

PARCEL NO. 8: (A portion of A.P. 043-010-05)

Being a portion of Section 7 and 8, Township 10 North, Range 12 East, M.D.B.&M., more particularly described as follows:

A strip or tract of land sixty (60) feet in width, lying equally on each side of parallel with and extending the entire length of the located center line of the survey for the El Dorado Lumber Company's railroad, as the same is staked out and located on, over through and across said Sections, the said center line of said strip or tract of land described as follows:

(Continued)

EL DORADO COUNTY

(continued)

COMMENCING at Station "O", the same being the point of beginning of the survey for said railroad, and being in the Southeast quarter of the Northwest quarter of said Section 8, and thence running in a general Westerly or Northwesterly direction through and across the Northwest quarter of said Section 8, and a portion of the North half of said Section 7; and thence in a general Southerly and Southwesterly direction through and across the Northwest quarter and a portion of the Southwest quarter of said Section 7 to the point where the said located center line leaves the said Section 7 on the Westerly side thereof.

EXCEPTING THEREFROM, all minerals and mineral bearing ores and gravel lying and being beneath the surface of said strip of land, as reserved in the Deed from George Rieber et al, to Bartlett Doe, dated April 7, 1904 and recording April 16, 1904 in Book 61 of Deeds, at Page 328, El Dorado County Records.

ALSO EXCEPTING THEREFROM, all that portion thereof conveyed to the State of California by Deed from Camino, Placerville and Lake Tahoe Railroad Company, also know as Camino, Placerville and Lake Tahoe Railway Company, dated May 21, 1956 and recorded July 24, 1956 in Book 386, Page 116, Official Records of El Dorado County, described as follows:

A portion of that certain parcel of land in the West 1/2 of Section 7, Township 10 North, Range 12 East, M.D.B.&M., being used as a Railroad Right of Way, and described in the Deed to the Camino, Placerville and Lake Tahoe Railway Company, a corporation, by Deed dated January 10, 1912, recorded January 17, 1912, in Book 79 at Page 241, Records of El Dorado County.

Said portion is more particularly described in the following parcel:

All that portion of said parcel lying within the following described boundaries:

(Continued)

EL DORADO COUNTY

(continued)

BEGINNING at a point from which the 2-inch iron pipe marking the Northwest corner of said Section 7, bears North $73^{\circ} 20' 03''$ West 2112.68 feet, said point also being distant 71.00 feet Southerly, measured radially from Engineer's Station "E6" 249+00.00 P.C.C. of the base line of the Department of Public Works' Survey from Five Mile Terrace to East Camino Road III-ED-11-E; THENCE (1) from said point of beginning, South $87^{\circ} 56' 25''$ East 192.01 feet; thence (2) from a tangent that bears North $80^{\circ} 55' 22''$ East along a curve to the right with a radius of 500 feet, through an angle of $40^{\circ} 19' 20''$, an arc distance of 351.88 feet; thence (3) South $69^{\circ} 21' 08''$ East 69.87 feet; thence (4) South $65^{\circ} 11' 00''$ East 200.69 feet; thence (5) North $24^{\circ} 49' 00''$ East 71.00 feet to a point which is Engineer's Station "E6" 257+50.00 of the base line of the aforesaid Survey; thence (6) along said base line, North $65^{\circ} 11' 00''$ West 200.69 feet; thence (7) along a curve to the left with a radius of 1200 feet, through an angle of $31^{\circ} 00' 08''$, an arc distance of 649.31 feet (the chord of which curve bears North $80^{\circ} 41' 05''$ West 641.42 feet); thence (8) leaving said base line, South $6^{\circ} 11' 09''$ East 71.00 feet to the point of beginning.

ALSO EXCEPTING all that portion of said 60 feet in width strip of land hereinabove described that lies NORTHERLY OF THE SOUTHERLY LINE of U.S. Highway No. 50 traversing across and through said Sections 7 and 8, as said highway exists at that date hereof.

END DOCUMENT

600-3436 PAGE 44

**El Dorado County
Recreational Trails Program
(Part A): Non-Motorized Trails
FY 2010/11 Application**

**El Dorado Trail Extension –
Los Trampas Drive to Halcon Road**

SECTION 10

**CALIFORNIA ENVIRONMENTAL QUALITY ACT
(CEQA)**

- **CEQA/NEPA Compliance Certification Form**
- **Federal Environmental Certification Form**
- **A copy of the Notice of Determination**

CEQA/NEPA COMPLIANCE CERTIFICATION FORM

Applicant: EL DORADO COUNTY Project Name: EL DORADO TRAIL
LOS TRAMPAS DR TO HALCON RD

Project Address: EL DORADO TRAIL WITHIN FORMER RAILROAD RIGHT OF WAY
BETWEEN LOS TRAMPAS DRIVE AND HALCON ROAD IN CAMINO HEIGHTS,

When was CEQA/NEPA analysis completed for this Project? Date: MAY 2002

What document(s) were filed for this Project's CEQA/NEPA compliance:
(check all that apply)

- Initial Study Notice of Exemption Negative Declaration Mitigated Negative Declaration
- Environmental Impact Report Other: _____

For non-federal Applicants:

Please attach the Notice of Exemption or the Notice of Determination as appropriate.

For federal Applicants:

Please attach applicable NEPA documents.

If these forms were not completed, please attach a letter from the lead agency explaining why, certifying that the Project has complied with CEQA/NEPA and noting the date that the Project was approved by the lead agency.

Lead Agency Contact Information:

Lead Agency Name: EL DORADO COUNTY Contact Person: JANET POSTLEWAIT

Mailing Address: 2850 FAIRLANE CT, PLACERVILLE, CA 95667

Phone: (530) 621-5993 Email: janet.postlewait@edc.gov.us

Certification:

I hereby certify that the lead agency listed above has determined that it has complied with the California Environmental Quality Act (CEQA) for the Project identified above and that the Project is described in adequate and sufficient detail to allow the Project's construction or Acquisition.

I certify that the CEQA/NEPA analysis for this Project encompasses all aspects of the work to be completed with Grant funds.

Janet Postlewait 9-15-09

Authorized Representative Date
(Signature)

Janet Postlewait, Principal Planner

Authorized Representative
(Printed Name and Title)

FEDERAL ENVIRONMENTAL CERTIFICATION FORM RECREATIONAL TRAILS PROGRAM

County of El Dorado (Agency Name) Local Project No. State Project No. to be filled in by DPR

PROJECT DESCRIPTION: (Describe the Project, purpose, location, limits, right-of-way requirements, and activities involved.)

Enter project description in this text box. Use Continuation Sheet, if necessary
 Improve approximately 1.1 mile stretch of the El Dorado Trail (multi-use) between Los Trampas Drive and Halcon Road. Please see Continuation Sheet for further details.

CEQA COMPLIANCE AND DETERMINATION

- Documentation has been prepared stating that the Project qualifies for exemption under CEQA. Categorical Exemption Number 15301 (See 14 CCR 15300 et seq.)
- Documentation has been prepared stating that the Project qualifies for a General Rule Exemption. (This Project does not fall within an exempt class, but it can be seen with certainty that there is no possibility the activity may have a significant effect on the environment.) [14 CCR 15061 (b) (3)]
- Documentation has been prepared stating that the adverse impact will be mitigated to insignificance. (Attach a copy of the Negative Declaration and Notice of Determination.)

Signatures below indicate that applicant and state review have determined that documents are ready for FHWA review.

Signature: Authorized Applicant [Signature] Date 9-29-09 Signature: State Official _____ Date _____

NEPA COMPLIANCE

Based on an examination of this proposal, supporting information, and the following statements:

- This Project does not have a significant impact on the environment as defined by the NEPA.
- This Project does not involve substantial controversy on environmental grounds.
- This Project does not involve significant impacts on properties protected by Section 106 of the National Historic Preservation Act.
- This Project does not involve significant impacts on federally listed, threatened, or endangered species (including candidate species) or their critical or sensitive habitat.
- This Project is consistent with all Federal, State, & local laws, requirements or administrative determinations relating to the environmental aspects of this action.

NEPA RECOMMENDATION

Based on an examination of this proposal, supporting information, and the statements above under "NEPA Compliance", it is recommended that the Project is a:

- 1) CATEGORICAL EXCLUSION (CE): Activities which do NOT involve or lead directly to construction, ground disturbance activities or land Acquisition, such as planning and technical studies; grants for training and research programs, as set forth in 23 CFR 771.117 (c) (1).
- 2) CATEGORICAL EXCLUSION (CE): For actions not covered by numbered paragraph 1) above, which nevertheless do not individually or cumulatively have a significant environmental impact and are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS).

Signatures below indicate that applicant and state review have determined that documents are ready for FHWA review.

Signature: Authorized Applicant _____ Date _____ Signature: State Official _____ Date _____

FHWA DETERMINATION

Based on the evaluation of this Project and the statements above, it is determined that the Project meets the criteria of and is properly classified as a Categorical Exclusion (CE).

Signature: FHWA Representative _____ Date _____

Additional information attached or referenced as appropriate (e.g. §106 clearance letter from OHP; date of COE nationwide permit; § 7 species survey results and/or Not Likely to Adversely Affect listed species letter from the USFWS and/or NMFS ; Wetlands Finding; Floodplain Finding)

CONTINUATION SHEET

Improvements to the existing trail include: trailway excavation and asphalt paving (2 inches asphalt concrete over 6 inches aggregate base) for an 8-foot wide Class 1 bike path with 2- to 3-foot wide graded shoulders, grading of a 6-foot wide multi-use trail (adjacent to the bike path), installation of a rock-lined drainage ditch, drainage culverts, asphalt curbing, barrier posts, signage, thermoplastic striping, erosion control, and fencing.

DATE POSTED: ~~SEP 23 2002~~

DATE REMOVED: ~~NOV 15 2002~~

DATE REINDEXED: ~~NOV 18 2002~~

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: El Dorado County Parks
3000 Fairlane Court, Suite 1
Placerville, CA 95667

County Clerk
County of El Dorado
360 Fair Lane
Placerville, CA 95667

FILED

SEP 23 2002

WILLIAM E. SCHULTZ, Recorder-C

Subject: Filing of Notice of Determination in compliance with Section ~~21108~~ or ~~21152~~ of the Public Resources Code. *J. Bridges*

Project Title: El Dorado Trail (Eastern Extension)

1999042084
State Clearinghouse Number

Shane Ryerson
Contact Person

(530) 621-6636
Phone Number

Project Location: Near the Motor City and Camino Heights communities; east of Placerville; El Dorado County, California (See Figure 1).

Project Description:

The El Dorado Trail is a 3.1-mile, multi-use bicycle, hiking, and horse trail that would be extended from Newtown Road (approximately one-half mile east of Placerville) to a point south of U.S. Highway 50 in the community of Camino Heights, California. Previously developed sections of the existing 3.8-mile trail extend west from the proposed project area to the City of Placerville.

This project would construct a recreational trail along the old Michigan-California Lumber Company railroad alignment. Construction activities would include grading, compacting and paving (i.e., two inches of asphaltic concrete over six inches of aggregate base) the trail alignment.

Typical trail segment cross-sections would include an eight-foot bicycle path, a two-foot separation area, and six-foot horse trail, with shoulder and drainage swale areas on either edge of the active trails. Signage, pavement marking, and trail separation bollards would be used to enhance user safety. Drainage culverts will be replaced or installed. Erosion control and water quality protection measures are prescribed for all construction activities.

This is to advise that the El Dorado County Board has approved the above-described project on September 17th, 2002 and has made the following determinations regarding the above-described project:

1. The project as mitigated will not have a significant effect on the environment.
2. A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures were made a condition of the approval of the project.
4. A statement of overriding conditions was not adopted for this project.

This is to certify that the Mitigated Negative Declaration with comments and responses and record of project approval is available to the General Public at the El Dorado County, General Services Department, Airports, Parks & Grounds Division, 3000 Fair Lane Court, Suite 1, Placerville, California 95667.

Date Received for filing and Posting at OPR: May 23, 2002


Shane Ryerson
El Dorado County Parks Division

Planner
Title

Notice of Completion & Environmental Document Transmittal

SCH # _____

Mail to: State Clearinghouse, PO Box 3044, Sacramento, CA 95812-3044 916/445-0613

Project Title: El Dorado Trail (Eastern Extension)

Lead Agency: El Dorado County Division of Airports Parks & Grounds

Contact Person: Shane Ryerson

Street Address: 3000 Fairlane Court, Suite 1

Phone: (530) 621-6636

City: Placerville

Zip: 95667

County: El Dorado

Project Location:

County: El Dorado

City/Nearest Community: Motor City, Camino Heights, and Camino Hills

Cross Streets: Parkway Drive & Halcon Road

Zip Code: 95667

Total Acres: 9.5

Assessor's Parcel No. Various

Section: 10-7

Twp. 10N

Range: 11-12E

Base: MDBM

Within 2 Miles: State Hwy #: U.S. 50

Waterways: Webber Creek & New Webber Ditch

Airports: Placerville Airport

Railways:

Schools: Smith Flat & Camino

Document Type:

- CEQA: [] NOP [] Early Cons [x] Neg Dec [] Draft EIR

- [] Supplement/Subsequent EIR (Prior SCH No.) [] Other

- NEPA: [] NOI [] EA [] Draft EIS [] FONSI

- Other: [] Joint Document [] Final Document [] Other

Local Action Type:

- [] General Plan Update [] General Plan Amendment [] General Plan Element [] Community Plan

- [] Specific Plan [] Master Plan [] Planned Unit Development [] Site Plan

- [] Rezone [] Prezone [] Use Permit [] Land Division (Subdivision, etc.)

- [] Annexation [] Redevelopment [] Coastal Permit [x] Other Recreation Project

Development Type:

- [] Residential: Units _____ Acres _____ [] Office: Sq.ft. _____ Acres _____ [] Commercial: Sq.ft. _____ Acres _____ Employees _____ [] Industrial: Sq.ft. _____ Acres _____ Employees _____ [] Educational [x] Recreational Trail (Pedestrian, bicycle, & equestrian)

- [] Water Facilities: Type _____ [] Transportation: Type _____ [] Mining: Mineral _____ [] Power: Type _____ [] Waste Treatment: Type _____ [] Hazardous Waste: Type _____ [] Other: _____

RECEIVED STATE CLEARING HOUSE MAY 23 2000

Funding (approx.): Federal \$ TBD State \$ TBD Total \$ TBD

Project Issues Discussed in Document:

- [x] Aesthetic/Visual [x] Agricultural Land [x] Air Quality [x] Archeological/Historical [] Coastal Zone [x] Drainage/Absorption [] Economic/Jobs [] Fiscal [x] Flood Plain/Flooding [x] Forest Land/Fire Hazard [x] Geologic/Seismic [] Minerals [x] Noise [] Population/Housing Balance [x] Public Services/Facilities [x] Recreation/Parks [] Schools/Universities [] Septic Systems [] Sewer Capacity [x] Soil Erosion/Compaction/Grading [] Solid Waste [x] Toxic/Hazardous [x] Traffic/Circulation [x] Vegetation [x] Water Quality [] Water Supply/Groundwater [x] Wetland/Riparian [x] Wildlife [] Growth Inducing [] Landuse [] Cumulative Effects [] Other

Present Land Use/Zoning/General Plan Designation:

Abandoned Camino Placerville & Lake Tahoe Railroad/Various (six types)/Various (five types)

Project Description:

The proposed eastern extension of the El Dorado Trail project would use an abandoned railroad alignment to provide a 3.1-mile, multi-use trail from Parkway Drive to the Camino Hills community.

Revised 3-31-99

Reviewing Agencies Checklist

Form A, continued

KEY

- S = Document sent by lead agency
- X = Document sent by SCH
- ✓ = Suggested distribution

- ___ Resources Agency
- ___ Boating & Waterways
- ___ Coastal Commission
- ___ Coastal Conservancy
- ___ Colorado River Board
- ___ Conservation
- ___ Fish & Game
- ___ Forestry & Fire Protection
- ___ Office of Historic Preservation
- ___ Parks & Recreation
- ___ Reclamation Board
- ___ S.F. Bay Conservation & Development Commission
- ___ Water Resources (DWR)

Business, Transportation & Housing

- ___ Aeronautics
- ___ California Highway Patrol
- ___ CALTRANS District # _____
- ___ Department of Transportation Planning (headquarters)
- ___ Housing & Community Development

Food & Agriculture

Health & Welfare

___ Health Services _____

State & Consumer Services

- ___ General Services
- ___ OLA (Schools)

Environmental Protection Agency

- ___ Air Resources Board
- ___ California Waste Management Board
- ___ SWRCB: Clean Water Grants
- ___ SWRCB: Delta Unit
- ___ SWRCB: Water Quality
- ___ SWRCB: Water Rights
- ___ Regional WQCB # _____ (_____)

Youth & Adult Corrections

___ Corrections

Independent Commissions & Offices

- ___ Energy Commission
- ___ Native American Heritage Commission
- ___ Public Utilities Commission
- ___ Santa Monica Mountains Conservancy
- ___ State Lands Commission
- ___ Tahoe Regional Planning Agency

___ Other _____

Public Review Period (to be filled in by lead agency)

Starting Date May 28, 2002

Ending Date June 28, 2002

Signature 

Date May 22, 2002

Lead Agency (Complete if applicable):

Consulting Firm: Environmental Stewardship & Planning
 Address: 2830 Eye Street, Suite 304
 City/State/Zip: Sacramento, CA 95816
 Contact: Steve Peterson, AICP
 Phone: (916) 455-1115

For SCH Use Only:

Date Received at SCH _____
 Date Review Starts _____
 Date to Agencies _____
 Date to SCH _____
 Clearance Date _____

Notes:

Applicant: _____
 Address: _____
 City/State/Zip: _____
 Phone: (____) _____

**El Dorado County
Recreational Trails Program
(Part A): Non-Motorized Trails
FY 2010/11 Application**

**El Dorado Trail Extension –
Los Trampas Drive to Halcon Road**

SECTION 11

AUTHORIZING RESOLUTION

- **Resolution of the Board of Supervisors of the County of El Dorado**



RESOLUTION NO. 159-2010

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO

AUTHORIZING THE DIRECTOR OF TRANSPORTATION TO APPLY FOR GRANT FUNDS FROM THE CALIFORNIA STATE DEPARTMENT OF PARKS AND RECREATION RECREATIONAL TRAILS PROGRAM

WHEREAS, the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” provides funds to the State of California for grants to federal, state, local and non-profit organizations to acquire, develop and/or maintain motorized and non-motorized trail projects; and

WHEREAS, the State Department of Parks and Recreation has been delegated the responsibility for the administration of the program within the State, setting up necessary procedures governing Project Application under the program; and

WHEREAS, said procedures established by the State Department of Parks and Recreation require the Applicant to certify by resolution the approval of Application(s) before submission of said Application(s) to the State; and

WHEREAS, the Applicant, if the Application is successful, will enter into a contract with the State of California to complete the Project(s), subject to review and approval by El Dorado County Counsel and the Board of Supervisors to carry out the Project,

NOW, THEREFORE, BE IT RESOLVED that the County of El Dorado Board of Supervisors does hereby:

1. Approves the filing of an Application for the Recreational Trails Program; and
2. Certifies that the Project is consistent with the County of El Dorado General Plan; and
3. Certifies that said has sufficient funds to operate and maintain the Project(s); and
4. Certifies that the County has reviewed, understands, and agrees to the General Provisions contained in the Contract shown in the Procedural Guide; and
5. Appoints the Director of Transportation as agent to conduct all negotiations, execute and submit all documents, including, but not limited to Applications, Agreements, amendments, payment requests and so on, which may be necessary for the completion of the Project.
6. Agrees to comply with all applicable federal, state and local laws, ordinances, rules, regulations and guidelines.

PASSED AND ADOPTED by the Board of Supervisors of the County of El Dorado at a regular meeting of said Board, held the 28 day of September, 2010 by the following vote of said Board:

Ayes: Briggs, Sweeney, Knight, Nutting

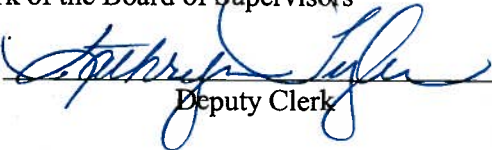
Noes: none

Absent: Santiago


Attest:

Suzanne Allen de Sanchez
Clerk of the Board of Supervisors

By: _____



Deputy Clerk



Chair, Board of Supervisors
First Vice Chair
Raymond J. Nutting

I CERTIFY THAT:

THE FOREGOING INSTRUMENT IS A CORRECT COPY OF THE ORIGINAL ON FILE IN THIS OFFICE.

Attest: Suzanne Allen de Sanchez, Clerk of the Board of Supervisors of the County of El Dorado, State of California.

By: _____

Deputy Clerk

Date: _____

**El Dorado County
Recreational Trails Program
(Part A): Non-Motorized Trails
FY 2010/11 Application**

**El Dorado Trail Extension –
Los Trampas Drive to Halcon Road**

SECTION 12

PROJECT SUMMARY

PROJECT SUMMARY

The proposed project (“Project”) is to extend the improved portion of the El Dorado Trail (“Trail”) from the current terminus at Los Trampas Drive (private road) 1.1 miles to Halcon Road (public road) by constructing a Class I bike path (8 feet wide) and Multi-Use trail (6 feet wide varying) within the former railroad alignment; owned in fee by El Dorado County. The Project is estimated to cost approximately \$520,000 and will be constructed and maintained by El Dorado County. Currently 5 miles of Class I bike path & Multi-Use trail extend east from the City of Placerville to Los Trampas Drive; a private, gravel road with a grade in excess of 10%. This terminus does not provide Trail users with immediate access to a public road and prevents linkage between the population center of Placerville and recreation areas of Camino. Upon completion, the Project will provide a Diversified Use corridor suitable for a broad range of Trail users, including bicyclists, pedestrians, skaters, and equestrians. The proposed project will be an important incremental improvement to the regional El Dorado Trail, which is envisioned to ultimately span the entire length of El Dorado County; from South Lake Tahoe to the Sacramento County line, utilizing the Sacramento-Placerville Transportation Corridor (SPTC) west of Placerville, and the Michigan-California railroad, Pony Express Trail, and other alignments east of Placerville. The El Dorado Trail will eventually link to the existing improved multi-use trail network of the City of Folsom and the American River Parkway, creating an over 70-mile long recreation corridor connecting to downtown Sacramento. The El Dorado Trail is an integral piece of the California Cross State Bicycle Route between the San Francisco Bay Area and Lake Tahoe.

**El Dorado County
Recreational Trails Program
(Part A): Non-Motorized Trails
FY 2010/11 Application**

**El Dorado Trail Extension –
Los Trampas Drive to Halcon Road**

SECTION 13

PROJECT PROPOSAL

PROJECT PROPOSAL**EL DORADO TRAIL EXTENSION – LOS TRAMPAS DRIVE TO HALCON ROAD****1. Deficiency**

Deficiency #1: Lack of Class 1 Bike Paths/Trails: The community of Camino Heights (200+ single family homes) has no Class 1 bike paths or improved trail system for recreation. The El Dorado Trail (“Trail”) as it passes by Camino at the proposed project (“Project”) site, is unimproved with a varied surface ranging from dirt to mud (on a year-round basis in some areas due to seepage and improper drainage), to grass/weeds, to areas where former railroad ballast (large gravel) remains. (Please see Site Photos in Section 8).

Deficiency #2: Lack of Universal Access: The existing eastern terminus of the paved and improved portion of the Trail is at Los Trampas Dr.; a gravel and dirt road with a grade in excess of 10%. This terminus does not provide an Americans with Disabilities Act (ADA) compliant or “universal” access point for Trail users in the Camino area. Likewise, bicyclists, pedestrians, and equestrians who have been using the Trail coming from Placerville must negotiate a steep, unimproved road when exiting the Trail. Even though the improved portion of the El Dorado Trail (west of the site) is ADA complaint, many Trail users in Camino are unable to access the eastern terminus due to the Los Trampas Dr. approach. The existing unimproved Project site is likewise not ADA compliant. This unimproved Trail portion and steep gravel/dirt road act as barriers to recreational use and prevent use of the Trail by those requiring universal access.

Deficiency #3: Lack of Connection to Public Road: The current terminus of the Trail at Los Trampas Dr. requires users to exit the improved portion of the Trail on a private, non-County maintained roadway. There is no formal or informal agreement between the County and the owner of the roadway for this use, thus, the roadway owner could attempt to deny or limit public access to the Trail via Los Trampas Dr. at any time. In fact, a sign posted at the beginning of Los Trampas Drive states “Private Drive: Please stay out” (please see Site Photos, Section 8, page 3). There is likewise no area for the public to park a vehicle on Los Trampas Dr. to access the Trail as there is inadequate space and “No Parking” signs posted on both sides (please see Site Photos, Section 8, page 2).

Deficiency #4: Lack of Adequate Drainage Infrastructure: The existing unimproved Project site experiences drainage and erosion control issues due to a lack of an adequate drainage system. Portions of the Project site are constantly muddy and wet due to natural seepage onto the Trail, and the existing drainage infrastructure needs to be replaced and supplemented (please see attached Site Photos, Section 8, pages 6 & 7).

2. Solutions to the Deficiency

The Project will remedy the above-noted deficiencies by constructing 1.1 miles of Class I bike path (8 feet wide) and Multi-Use Trail (6 feet wide varying) between Los Trampas Dr. and Halcon Rd.

Solution to Deficiency #1: Provides Community with a Class 1 Bike Path and Trail: The Project will provide a recreational Class 1 Bike Path and Multi-purpose Trail in a community devoid of bike paths or dedicated improved Trail system. The Trail will accommodate the widest range of users by providing both a paved trail and natural multi-purpose trail.

Solution to Deficiency #2: Provides Universal Access: The Project will improve the Trail consistent with the standard of the existing El Dorado Trail providing ADA-compliant access for cyclist, pedestrians, equestrians and other trail users. The Trail will be constructed to Federal Access Board Guideline standards and Americans with Disabilities Act standards.

Solution to Deficiency #3: Connects Trail to Public Road: The Project Trail extension will terminate the improved portion of Trail at the public, County-maintained roadway of Halcon Road, ensuring continued public accessibility and reducing potential public/private access use issues. Trail users will be able to park at least ten vehicles in the road right of way at Halcon Rd. and access the Trail.

Solution to Deficiency #4: Provides Drainage Infrastructure: The Project would install the necessary drainage infrastructure to address the existing drainage, seepage, and erosion control issues at the site. The RTP grant request includes all necessary drainage infrastructure required for the requested 1.1 mile length of Trail.

3. Connectivity

Project is part of a regional trail system: The El Dorado Trail is a regionally significant Trail that crosses City and County lines. The Project will extend the El Dorado Trail an additional 1.1 miles bringing the total paved and improved Trail length, (east of Placerville), to just over 6 miles. The El Dorado Trail links with the Sacramento-Placerville Transportation Corridor (SPTC) Trail in Placerville and heads west, which extends another 30 miles to the County line (please see El Dorado Trail / SPTC Map, Section 7-3). Currently, more than 8 miles total of the El Dorado/SPTC Trail is improved while the rest is unimproved (i.e. unpaved, dirt) but usable trail. The County recently completed a 2.65 mile section of the SPTC connecting Forni Rd. at the Placerville City Limits to Missouri Flat Rd. within the County; crossing a historic train trestle bridge. The County is actively seeking grant funding to extend the Trail from the end of this recently completed section at Missouri Flat Rd. another 2.2 miles to the El Dorado Community Hall. The proposed RTP Project will be an important incremental improvement to the El Dorado Trail that supports the ultimate goal of connecting the El Dorado Trail with the multi-use Trail network of the City of Folsom and the American River Parkway, eventually creating an over 70-mile long multi-modal recreational corridor connecting Camino in El Dorado County to downtown Sacramento (Sacramento County). The El Dorado Trail is also an integral piece of the California Cross State Bicycle Route between the San Francisco Bay Area and Lake Tahoe (EDC Transportation Commission and Caltrans study, June 2004, please see CA Cross State Bicycle Route Map, Section 7-2). Future Trail improvements east of the Project site include connection to the National Historic Pony Express Trail across the Eldorado National Forest, intersecting with the Pacific Crest Trail and the Tahoe Rim Trail before connecting to the City of South Lake Tahoe's Class I bike path system. Finally, the El Dorado Trail was designated as a "Millennium Trail" by former First Lady Hillary Clinton in 2000 (please see the attached Millennium Trail Certificate, Appendix) bringing national recognition to the Trail. Thus, the Project will not only be an important step in connecting local recreational opportunities in Placerville and Camino, but will also be an incremental improvement to a trail system of statewide and national significance.

4. Linkages

The Project links residences in Placerville and Camino Heights to recreational opportunities: The Project will link the outlying rural areas of Camino and Camino Heights to the populated urban center of the City of Placerville; the seat of the County of El Dorado. The Project is directly adjacent to the Camino Heights area, a community of over 200 single-family dwellings built around the Camino Heights Golf Course. The Project will provide a direct link for this community to the El Dorado Trail and City of Placerville. The Project will provide part of a link to the regionally-renowned recreational destination of Apple Hill; a collection of agricultural farms and vineyards with all types of produce, baked goods, and wines for sale (please see attached Vicinity Map, Section 7-4). The Apple Hill area is host to many events, such as the annual Apple Blossom Festival, Apple Hill Harvest Run and Festival, and various site-specific events such as pumpkin carving, craft fairs, “U-pick”, and wine tasting. The Project and existing El Dorado Trail will provide a direct link between Camino Heights and Louisiana Schnell Elementary School in Placerville, and is within 0.3 miles of Sierra Elementary (via two streets with paved sidewalks and crosswalks). The Project will likewise provide linkages between rural residences in Camino Heights with the recreational amenities within the City, such as Rotary Park (0.3 mi from Trail), Lumsden Park (0.4 mi), and the Placerville City Park and Placerville Aquatic Center (0.5mi). The connection of the Trail to these sites is via city-maintained roadways with sidewalks. The Project would link the El Dorado East Campus, an emergency services and fire science school in Camino Heights, to the El Dorado Trail (0.7 mi). The Project will be 0.7 miles from the Park n Ride facility at Sierra Blanca Dr and US Hwy 50 accessed via public roadways. Finally, the next future extension of the El Dorado Trail connecting to the east end of the Project site will directly link to Camino Elementary School at Snows Rd.

The Project is entirely separated from highway uses: The Project (as well as the rest of the El Dorado Trail) is completely separated from Hwy 50 and crosses only three residential roadways, Los Trampas Dr., Verde Robles Dr., and Halcon Rd.; each with very low traffic volumes requiring only signage, striping, and bollards (please see Vicinity Map, Section 7-4). The Trail is located within the former railroad alignment within a

corridor all its own. The Project location offers scenic vistas to the southwest of the Pleasant Valley area and is surrounded by native oak trees, pine trees, and manzanitas.

5. Numbers of Project Users

The El Dorado Trail is a multi-use Trail that provides recreation opportunities for cyclists, hikers, equestrians, in-line skaters and skateboarders. The heaviest use of the Trail is on the weekends, so staff conducted a 2-hour field survey on Monday, September 13, 2010 at the Missouri Flat Road trailhead to provide a representation of an off-peak, normal period of Trail use. This segment of the Trail has a 2.65 mile length of completed Class 1 bike path and shoulder. The parking lot was full with 10 spaces and two handicapped spaces filled upon arrival, and most vehicles accommodated at least two Trail users. The field count was conducted from 11:30 AM to 1:30 PM and the weather was sunny and 82 degrees. There were 29 female pedestrians, 9 male pedestrians, 2 female bicyclists, 7 male bicyclists, 9 dogs, and 10 children that used the Trail during this time period; a total of 57 human Trail users. Assuming there is an equal number of users in 2-hour blocks starting at 7:30 AM and ending at 7:30 PM, approximately 342 people use the Trail daily ($57 \times 6 = 342$). Assuming 261 weekdays per year, this yields 89,262 users per year during weekdays. Weekends may have as much as 50% greater Trail usage, or 513 users per weekend day. Assuming 104 weekend days per year, this yields 53,352 weekend users per year, for a total combined usage of 142,614 users annually. The County anticipates similar usage of the Project site. Since the Project site will extend the improved portion of the El Dorado Trail another mile for a continuous 6 mile improved section of Trail, the County anticipates a much higher volume of bicyclists than was observed during the field survey. The Project will also give more than 200 households in the Camino Heights area direct access to the Trail.

6. Project User Accessibility

Federal Access Board guidelines mandate that new facilities, including Class I bike paths, are readily accessible and usable by individuals with disabilities. The Project will provide access to individuals with disabilities by complying with the Federal Access Board guidelines, including the Americans with Disabilities Act of 1990 (ADA) and the design standards of the American Association of State Highway Transportation

Officials (AASHTO), 2004. Per ADA and AASHTO guidelines, the Project and existing El Dorado Trail will address at a minimum the following access issues for individuals with disabilities:

- Access to parking, restroom, and Trail facilities
- Trail surface firmness adequate to provide stability for wheelchairs
- Spacing and marking of posts or bollards installed to restrict motor vehicle traffic
- Elimination of hazardous tread obstacles and protruding objects
- Limited cross slope elevation for accessibility reasons
- Average running slope of 2 to 3%; maximum of 5%
- Reference the Manual on Uniform Traffic Control Devices (MUTCD) for guidance on signing and marking of Project facilities

The Project will link to the existing 5 miles of Class I bike path facility on the El Dorado Trail between Los Trampas Dr. and Bedford Ave in the City of Placerville. The existing section of Class I bike path and its adjoining facilities, including parking lots, restrooms, and sidewalks, were designed to fully meet the accessibility standards according to ADA and AASHTO guidelines. In fact, the Placerville Spinal Cord Injury Support Group plans to have a race on the El Dorado Trail sometime next year (please see attached letter of support, Appendix). The new end of the Trail at Halcon Rd. will allow users to park vehicles in the County's road right of way and will provide a fully paved access to the Trail. The 8 feet wide, paved portion of the Trail does not exceed 3% for its entire 6 mile length. Halcon Rd. is a rural residential road with very low Average Daily Trips which allows for easier staging from parallel-parked vehicles for people with disabilities. User accessibility of the Trail by disabled persons will greatly increase as a result of the Project. Departures from FAB, ADA or AASHTO guidelines are not required.

7. Access to the Project

One of the main goals for the Project is to increase public access to the Trail. This will be accomplished by extending the Trail from its current terminus at a private roadway (Los Trampas Dr.) to a public roadway

(Halcon Rd.). It will provide the 200+ residences in Camino Heights with direct access to the El Dorado Trail.

- Projects easily accessible to all users: As detailed in Section 6 above, the entire El Dorado Trail, including the Project, is fully ADA compliant and accessible to all users.
- Limiting barriers to access: Upon completion of the Project, there will be no barriers to access as the improved portion of the Trail will extend to Halcon Road, a County-maintained public road. Halcon Road is a small residential road supporting approximately five residences with very low Average Daily Trips and would not present a barrier to any user parking their vehicle and accessing the Trail directly.
- Eliminates barriers: The Project will eliminate the existing barrier to Trail access in this area created by the termination of the Trail at the existing, unimproved, private roadway (Los Trampas Drive). The Project will extend the Trail to Halcon Road, a paved, public road.
- Onsite- or Close-by parking, Public Transportation, Large Populations: Trail users accessing the Project from the east will find parking available along Halcon Rd. and any of the public roads in that vicinity, and additional parking at the nearby Park and Ride facility on Sierra Blanca Dr. (please see Vicinity Map, Section 7-4). Parallel parking along Halcon Rd would provide at least 10 parking spaces and a paved surface connecting to the Trail. There are also many points of public access along the existing 5 mile Trail, including two designated Trailhead parking areas (Placerville Station – 55 spaces, and Jacquier Rd. Trailhead – 40 spaces). In addition to providing bike lockers, ADA compliant parking spaces, a restroom, and covered shelter, the Placerville Station Transfer Center makes the Project site accessible through public transportation by linking Trail users to El Dorado Transit bus service and Sacramento Regional Transit bus (which connects to light rail service and Amtrak in Sacramento). Other City parking lots near the Trail include the parking structure at City Hall (approximately 250 spaces) and the Ivy House parking lot (35 spaces), both with a minimum of 2 hours free (depending on the time of day). Additionally, the Trail crosses many public roads allowing further direct access. The Jacquier Rd. Trailhead Parking lot

provides restroom facilities and is specifically designed to facilitate equestrian Trail use by providing parking for horse trailers. The Project site is directly adjacent to residential development in Camino Heights, a community of more than 200 homes.

8. Points of Interest

The Project is located in the Sierra Foothills and the heart of the Mother Lode Gold Country, which provides significant opportunities for viewing and interpreting natural, cultural, historical, and scenic characteristics of the Project site and adjacent areas. The Project site is on the previous Michigan-California Railroad alignment, formerly known as the Camino, Placerville and Lake Tahoe Railroad. The railroad's history begins in 1903 when the line was built to haul lumber from the Eldorado National Forest. The railroad was most famous for its cable crossing of the South Fork of the American River where rail cars were suspended 1,200 feet above the river. In addition to railroad history, the Project site provides access to Gold Rush history in the City of Placerville. Being in the former railroad alignment, the Trail affords users the opportunity to experience areas of the County not seen by today's automotive travelers. The Project area is rich in biological diversity and is situated in a transition zone comprised of open woodlands, providing excellent opportunities for Trail users to view stands of mixed coniferous trees, including Ponderosa Pine, Douglas fir, and Incense Cedar, and deciduous trees such as the California Black Oak. Trail users will also have the opportunity to see several species of birds such as the California Valley Quail, Dark-eyed Junco, and Red-tailed Hawk, or mammals including gray squirrels, bobcats, mule deer, and the occasional California black bear. The open, rolling nature of the surrounding topography provides sweeping vistas of the area, giving Trail users the opportunity to visually experience the particular scenic beauty of the foothills, as well as glimpses of the high Sierra, Mount Diablo, the Coast Range, and the Sacramento Valley. The Project's close proximity to Placerville, which is steeped in Gold Rush history, and the Apple Hill area, with various fruits, fresh baked goods, and wineries, provides Trail users an opportunity to enjoy the cultural attributes of the area. Finally, the County intends to have local historical interest groups install various informational signs to educate the public of the Trail's historic past referencing the culturally significant points of interest.

9. Sustainable Design

Sustainable Trails begin with a good layout and design. The Project will utilize the former Michigan-California Railroad alignment, originally constructed in 1903. The bed of the old railroad alignment follows the natural contours of the topography and has a maximum grade of 3%. This alignment was chosen for the former railway to minimize steep grades and maintenance needs, which lends itself to conversion to a multi-use Trail. The Project will implement the following sustainable design elements to minimize impacts to natural and cultural resources in the Project area:

- A. Curvilinear Design – The Trail alignment will follow the former railroad alignment which follows the natural topographic contours. The railroad was originally constructed with this in mind to minimize the cost of construction with expensive support structures and bridges.
- B. Trail Grade Design – The old railroad alignment has a maximum grade of 3% and averages 2% in the Project area. The existing grade, combined with the Class I bike path design of a minimum of 2 inches of asphalt concrete on 6 inches of aggregate base (or recycled railroad ballast), will minimize Trail erosion during the four seasons of use and the need for steps and complex Trail structures. Enhancement of the existing drainage infrastructure will minimize soil erosion.
- C. Outslope Drainage and Sheet Drainage – A critical element in designing a sustainable Trail is getting water off the Trail. Water will be directed off of the Trail by outsloping the Trail 2%. The hardened asphalt concrete surface of the Trail will promote sheet drainage. These two drainage features, combined with well designed drainage ditches and culverts will minimize erosion in the Project area.
- D. Avoiding Meadows, Flat Ground, or Ridge Top Alignments – The curvilinear alignment of the Trail will follow the old former railroad which avoids meadows, flat ground, and ridge top alignments.
- E. Turnpikes, Causeways and Puncheons/Boardwalks: Not applicable. The Project will be laid out on the former railroad alignment, which follows the natural contours of the surrounding topography, has a maximum grade of 3%, and does not traverse any wet, boggy ground, alpine meadows, boulder fields, or small streams that would necessitate the use of a turnpike to elevate the Trail above wet ground, a

causeway to create an elevated, hardened tread across seasonally wet alpine meadows, or a puncheon/boardwalk to cross bogs or to bridge boulder fields or cross small streams.

- F. Trail Structures Used as a Last Resort to Accommodate Curvilinear Design: Not applicable. Since the Project will be laid out on the former railroad alignment, which follows the natural contours of the topography and already accommodates curvilinear design, the additional Trail structures will not be required in order to accommodate curvilinear design.
- G. Sensitive Natural or Cultural Areas are Avoided Except as Required by the Land Base or for Suitable User Interpretation – The location of the Project on the old Michigan-California Railroad alignment, which was constructed in 1903, combined with the use of best management practices during design and construction, will allow the Project to avoid both sensitive and cultural areas. By following the natural contours of the topography and accommodating curvilinear design, the existing railroad alignment avoids wetlands and other sensitive areas, such as vernal pools and takes advantage of the natural features of the environment rather than transforming the landscape to accommodate the Project. No disturbance would occur outside of the previously disturbed railroad right-of-way.
- H. Projects Designed to Encourage On-Trail Use and Discourage Off-Trail Travel – On-Trail travel minimizes vegetation trampling, soil erosion, and the disturbance and displacement of wildlife. A key management strategy for resource protection on the El Dorado Trail is to require that all visitor travel be on-Trail. In order to provide habitat protection in the Project area, signs, Trail maps, and barriers will be used as appropriate to require and encourage on-Trail traffic and discourage off-Trail use.
- I. Projects Which Utilize Recycled Materials – The Project will recycle the former Michigan-California Railroad alignment by transforming it into a multi-use Trail facility featuring a Class I bike path. During construction of the Trail, the Project will recycle all of the former railroad ballast still existing in-lieu of importing aggregate base to the Project site.
- J. Trails that are Hardened or Paved to Provide Appropriate Tread Firmness for Intended User Groups in Relation to the Soil Capability, Grade, Season of Use and Expected Wear of the Tread Surface – The

Project will construct 1.1 miles of Class I bike path and will be designed in compliance with the Federal Access Board guidelines, including the Americans with Disabilities Act of 1990 (ADA) and the design standards of the American Association of State Highway Transportation Officials (AASHTO), 1999. The paved surface of the Class I bike path will provide the appropriate tread firmness adequate to provide stability in all seasons of use for the intended user groups, including cyclists, hikers, and individuals with disabilities.

10. Diversified Use

The Project will provide for multiple Recreational Trail uses and/or corridor sharing by providing a well designed Trail to meet the needs of a wide range of users. The full array of expected Project users – hikers and pedestrians, mountain bikers and road bikers, equestrians, in-line skaters, skateboarders, and individuals with disabilities – require different Trail surfaces. Road bikers, pedestrians, in-line skaters, skateboarders, and users in wheelchairs require a hardened, paved surface. The Project will provide for these Trail users by constructing 1.1 miles of paved Class I bike path that will connect to the existing 5 miles of Class I bike path on the El Dorado Trail. Hikers, mountain bikers, and equestrians require a soft-surface Trail (e.g. dirt or crushed gravel). The Project will provide for these users by providing a soft-surface Trail adjacent and parallel to the Class I bike path. The soft-surface Trail will be a minimum of 2 feet wide (depending on design constraints) but will be approximately 6 feet wide for the majority of the Project length. The overall Trail width, the moderate 2 to 3% grade of the old railroad bed, and the clearing of vegetation from the edges of the Trail will facilitate multiple Recreational Trail uses and/or corridor sharing by providing Trail users with excellent sight distance and passing room. Signage and Trail maps will be used to educate all Trail users to Trail etiquette and Trail use guidelines.

11. Including Stakeholders in the Project

The Project has wide stakeholder support and involvement. Initial planning efforts to obtain ideas of potential users and public agencies occurred during the formulation and adoption of the 2004 EDC General Plan, the 2005 EDC Bicycle Transportation Plan, and most recently, the 2009 Placerville Area Parks and

Recreation Master Plan. The General Plan development started with the broadest public input in July and August 1990 with a series of six Community Workshops identifying the vision and goals for the future of El Dorado County. These and all workshops related to the General Plan development were noticed in the local newspaper (Mountain Democrat), flyers were posted at all government offices, and on the County's website. Several public hearings on the document led to the adoption of the current 2004 edition of the General Plan. As part of the planning effort of the Bicycle Transportation Plan, the EDC Bicycle Advisory Committee (appointed by the Board of Supervisors) and the El Dorado Hills Bicycle, Pedestrian, and Trails Advisory Committee met to solicit the ideas from potential Trail users, public agencies, and non-profit partners on the El Dorado Trail, which includes the Project. The two advisory committees represent a conglomeration of agencies, non-profit organizations and individuals, including local bicycle and pedestrian representatives, the EDC Trails Advisory Committee, representatives of the City of Placerville and El Dorado County governments, and representatives of the regional interests of Sacramento and Lake Tahoe. The committee members were contacted via email and telephone and participated in a minimum of 4 advisory committee meetings to discuss the El Dorado Trail, including the Project. The Placerville Area Parks and Recreation Master Plan involved the public through two community workshops, a phone survey, and a written survey. The surveys identified that more Walking/Biking Trails were the number one response when asked about community recreational needs. The Workshops revealed the public favored allocating limited resources for parks and programs to Hiking, Equestrian, and Bike Trails the most. El Dorado County DOT will continue to communicate and consult with the advisory committee members during the development of the Project and will attend meetings of the EDC Trails Advisory Committee and Friends of the El Dorado Trail, a local non-profit and volunteer organization dedicated to the development of the El Dorado Trail, to update them on the status of the Project and receive their ideas and suggestions. Finally, the Project was taken before the Trails Advisory Committee on August 9, 2010 and the EDC Parks and Recreation Commission on September 16, 2010 and received support for the application from both entities. Volunteers, such as the

members of the Friends of the El Dorado Trail group, will be utilized wherever possible for Trail maintenance and cleanup.

12. Consistency with Other Plans

The El Dorado Trail is first and foremost a recreational trail of the highest importance to the County as identified in the 2004 El Dorado County General Plan, Parks and Recreation Element Policy 9.1.2.1 which states: *“The proposed El Dorado Trail/ Pony Express Trail as well as Trails connecting regional parks shall be the County’s primary responsibility for Trail establishment and maintenance.”* The Project is also consistent with several adopted planning documents including: the 2009 Placerville Area Parks and Recreation Master Plan, the 2005 El Dorado County Bicycle Transportation Master Plan, the 2005-2025 El Dorado County Regional Transportation Plan, the 2003 Sacramento-Placerville Transportation Corridor Master Plan, and the 1990 El Dorado County Hiking and Equestrian Trails Master Plan. Additionally, the entire El Dorado Trail, including the Project, is identified as a key segment in the 2004 California Cross State Bicycle Route Study – San Francisco Bay Area to Lake Tahoe. The Project is consistent with the strategies for Paths and Trails identified in the 2009 Placerville Area Parks and Recreation Master Plan including Strategy PT-1 concerning ADA compliance, and Strategy PT-3 concerning local and regional partner involvement. The Project is also consistent with the design criteria for trails found in the Placerville Area Parks and Recreation Master Plan. Chapter 5 of the 2005 El Dorado Bicycle Transportation Master Plan identifies the El Dorado Trail as “a Trail that spans the entire length of El Dorado County from the western county line to the Lake Tahoe Basin” and singles out the Project in Chapter 5 as a priority project. The Project is also identified in Appendix J of the 2005-2025 EDC Regional Transportation Plan as a priority project. The design and use of the Project is consistent with the 2003 SPTC Master Plan Trail Standards (Natural and Paved). Finally, the Project is consistent with the goals of the 1990 EDC Hiking & Equestrian Trails Master Plan concerning universal accessibility and trail design standards. The Project is also consistent with its goals of “integrating existing and proposed National, State, Regional, County, City and local hiking and equestrian trails for public use,” and with “maximiz[ing] use of the trail system by the physically handicapped and developmentally

disabled”. Almost all of these documents contain policies encouraging the County to pursue all means of funding, including grants, to fund improvements to the regionally significant El Dorado Trail.

13. Management Capacity

This entire Project will be managed by the EDC Department of Transportation (DOT). DOT will develop project plans, specifications, and estimates, and will also prepare the Project to go to bid for construction, including acquiring all necessary permits and agency approvals. Project construction will also be administered by the DOT. Upon completion of construction, the Project will be maintained and operated by the DOT. DOT has had extensive experience in designing and constructing all types of projects from small sidewalk repairs to multi-lane roads and bridges. With respect to Trail development, DOT completed a new stretch of the El Dorado Trail within the SPTC corridor in 2009 creating a 2.65 mile Class 1 bike path that utilized a historic train trestle bridge. DOT received the “2009 History and Heritage Project of the Year” award from the American Society of Civil Engineers (ASCE) for that project (please see attached award certificate). DOT is well versed in the proper trail management processes including:

- Upfront Planning: The need for the Project was identified in several planning documents such as the EDC General Plan and BTP. The design and environmental phases are nearly complete.
- Maximize accessibility: It is County policy that all new sections of the El Dorado Trail must meet full ADA compliance. Additionally, every attempt is made to connect to a County right of way, such as the Project’s extension to Halcon Rd. Sections 6 and 7 above further detail the County’s efforts to design maximum accessibility to the Trail.
- Appropriate Trail design to maximize sustainability, minimize barriers: As stated above, the Project utilizes the existing railroad bed with gradual outsloping and drainage infrastructure. Minimal grading is required and alterations of the existing landscape will be kept to a minimum. Additionally, extending the Trail from Los Trampas Dr (private) to Halcon Rd (public) removes the previous barrier to access.

- Minimize impacts to natural and cultural resources: The Project is located in an area previously disturbed by railroad development. The Trail itself will be located within the former railroad bed and therefore minimize impacts to natural and cultural resources (which were analyzed in the CEQA document) by requiring minimal grading and alteration of the existing landscape.
- Aesthetic design / renewable materials: The Trail will be designed consistent with the existing developed portions of the Trail. The Project will minimize the area of disturbance and attempts to leave the Trail site in as natural a state as possible by minimizing vegetation removal and grading. During construction of the Trail, the Project will recycle as much of the old railroad ballast as possible in-lieu of importing aggregate base to the Project site.
- Maintenance program: The County has an established parks and recreation maintenance schedule for all trails and County parks fulfilled by the Maintenance Division of Facilities Engineering within DOT. With respect to the El Dorado Trail, the Maintenance Div performs trash removal every Friday and Monday, does weed abatement seasonally, and maintains/repairs the Trail as needed. DOT also responds to complaints from Trail users.

14. Service Corps Involvement

The California Conservation Corps (CCC) is an ongoing partner in the maintenance of the El Dorado Trail. The Corps has successfully performed brushing activities, weed control and minor erosion projects on the improved and unimproved sections of the El Dorado Trail during the last ten years. DOT contacted Al Orosco, Conservation Supervisor of the CCC Greenwood Center concerning construction preparation for the Project. If the RTP application is successful, DOT will contract with the Corps to perform site preparation activities including trail brushing and clearing efforts, and potentially contract for routine maintenance.

**El Dorado County
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(Part A): Non-Motorized Trails
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**El Dorado Trail Extension –
Los Trampas Drive to Halcon Road**

SECTION 14

LEASES OR AGREEMENTS

The project site is owned in fee title by El Dorado County. Therefore, no additional leases, agreements, memoranda of understanding are necessary for the construction, operation, and maintenance of the proposed project.

A copy of the current executed Agreement with the California Conservation Corps is attached.

CALIFORNIA CONSERVATION CORPS

Office of Budget Management

1719 24th Street Sacramento, California 95816
(916) 341-3123 FAX (916) 445-5340



**County of El Dorado
924 B Emerald Bay Road
South Lake Tahoe, CA 96150
Attn: Robert Slater**

RECEIVED BY
SOUTH LAKE TAHOE ENGINEERING
NOV 14 2008

November 12, 2008

Subject: Agreement # 09-6619-438R

Dear Robert:

Enclosed for your files is a fully executed copy of the above referenced agreement.

If you have any further questions or need additional information, you may contact me at (916) 341-3293.

Sincerely,

A handwritten signature in black ink, appearing to read "Nick Martinez", with a stylized flourish at the end.

**Nick Martinez
Contract Analyst**

cc: Bill Martinez, Project Coordinator
File

Agreement #: 09-6619-438R
 (CCC Contract Officer Assigns)

Index #: 6619

CCC Work Code: R08-4565
 (Center Project Manager Assigns)

A) The California Conservation Corps (CCC), agrees to provide crew labor for the project titled:
 See CCC-58: Project Evaluation Form for details.

Revegetation methods/materials at various projects for El Dorado County

(Check box and complete reverse if multi-year) • **FIRST YEAR FISCAL DISPLAY FY 08/09**

B) The term of this Agreement shall be:
 FROM: 10-14-08
 TO: 10-13-10

LABOR	Hours	Rate/Hr	Totals
CM Regular Time:	5798	\$ 14.00	\$ 81,172.00
CM Overtime:		\$	\$
Performance-Based Labor:			\$
Staff BILLABLE Regular Time:			\$
Staff Overtime:			\$
EXPENSES			
	Equipment:	\$	
	Tools:	\$	
	Materials:	\$	
	Vehicle Operations:	\$	
	Consulting:	\$	
	Other:	\$	
See Section D. TOTAL:			\$ 81,172.00

C) Sponsor agrees to reimburse the CCC for estimated costs in accordance with the Fiscal Display.

NOTE TO SPONSOR:
 Budget detail will not be provided on performance based contracts.

D) The total amount payable by Sponsor to CCC under this Agreement shall not exceed \$ 200,000.00

E) The CCC shall forward billing for labor and/or operating expenses with supporting documentation in triplicate to Sponsor, monthly, quarterly, at end of contract. Sponsor agrees to pay CCC within 50 days from receipt of bill.

Negotiated Advance Payments \$ 0.00

■ **Sponsor Organization:**

Date: 10-14-08

Signature: [Signature]

Print: RUSTY DUPRAY

Title: CHAIRMAN

■ **STATE OF CALIFORNIA**

California Conservation Corps

Date: 11/6/08

Signature: [Signature]

Print: Fain Healy

■ **SPONSOR MAILING ADDRESS:** TEST: SUZANNE ALLEN de SANCHEZ,

924 B Emerald Bay Road Clerk of the Board of Supervisors
 South Lake Tahoe, CA 96150

By: [Signature]
 DEPUTY

■ **CCC DISTRICT VERIFICATION**

Conservation Supervisor
 Business Services

■ **SPONSOR BILLING ADDRESS:**

Same as Above

■ **FORWARD PAYMENTS TO:**

California Conservation Corps
 Accounting/Receivables
 1719 24th Street
 Sacramento, CA 95816

AGREEMENT ADDENDUM

CCC-96A (REV. 5/95)

Project 06-6735

• Second Fiscal Year 09/10

FROM: 7/1/09
TO: 6/30/10

LABOR	Hours	Rate/Hr	Totals
CM Regular Time:	7177	\$ 14.50	\$ 104,066.50
CM Overtime:		\$	\$
Performance Contract Labor:			\$
Staff BILLABLE Regular Time Total:			\$
Staff Overtime Total:			\$
EXPENSES			
Equipment:			\$
Tools:			\$
Materials:			\$
Vehicle Operations:			\$
Consulting:			\$
Other:			\$
See Section D. TOTAL:			\$ 104,066.50
Negotiated Advance Payments:			\$ 0.00

• Third Fiscal Year 10/11

FROM: 07/01/10
TO: 10/13/10

LABOR	Hours	Rate/Hr	Totals
CM Regular Time:	1000.78	\$ 14.75	\$ 14,761.50
CM Overtime:		\$	\$
Performance Contract Labor:			\$
Staff BILLABLE Regular Time Total:			\$
Staff Overtime Total:			\$
EXPENSES			
Equipment:			\$
Tools:			\$
Materials:			\$
Vehicle Operations:			\$
Consulting:			\$
Other:			\$
See Section D. TOTAL:			\$ 14,761.50
Negotiated Advance Payments			\$ 0.00

• Fourth Fiscal Year ___/___

FROM:
TO:

LABOR	Hours	Rate/Hr	Totals
CM Regular Time:		\$	\$
CM Overtime:		\$	\$
Performance Contract Labor:			\$
Staff BILLABLE Regular Time Total:			\$
Staff Overtime Total:			\$
EXPENSES			
Equipment:			\$
Tools:			\$
Materials:			\$
Vehicle Operations:			\$
Consulting:			\$
Other:			\$
See Section D. TOTAL:			\$
Negotiated Advance Payments			\$

[A] PROJECT DATA

Project/Work Code: R-08-4565	Center Code: 619 TAHOE Location Code:
------------------------------	--

Contract: 09-6619-438R	Resource Category: COS
-------------------------------	------------------------

Project Title: El Dorado County Tahoe Basin Erosion Control

Project Description:
 The CCC will assist the El Dorado County Department of Transportation with a variety of projects including, but not limited to, revegetation work, drainage maintenance, including clearing drainage channels, and erosion control work at various locations in the El Dorado County area of the Lake Tahoe Basin. Crews may use a variety of revegetation methods and materials including native plants, erosion control fabrics and devices, mulching, replanting plants, sod, etc. Projects will include, but are not limited to: Echo View 2 (95169), Sawmill 1B (95148), Sawmill 2 (95165), Rubicon 5 (95178), Angora Fire Projects (97676, 97677, 97678, 97679), Apalachee 3B (95183), Angora Creek SEZ Restoration (95147), Angora 3A and 3B (95160 & 95164), and Christmas Valley 1 ECP/SEZ (95151/95188).

[B] SPONSOR INFORMATION

Agency Code: 30009	Sponsoring Agency: CO OF EL DORADO	Address: 924 B EMERALD BAY ROAD
City: SO. LAKE TAHOE	State: CA	Zip: 96150
Sponsor Representative: ROBERT S. SLATER	Title: DEPUTY DIRECTOR	Phone: (530) 573-7918/(530) 621-5918
Technical Supervisor: BRENDAN FERRY	Title: SENIOR PLANNER	Phone: (530) 573-7905

[C] EMERGENCY RESPONSE INFORMATION

CDF Incident #	Request #	OES#	HQ Ref. #
CCC Index #	Corpsmember Overtime Pay Serial #		

[D] ESTIMATE INFORMATION [E] WORKSITE INFORMATION

Hours: 13,975.78	Directions to Worksite Location: Project sites are at various locations in El Dorado County.		
Start Date: 10/14/2008	ZIP: 96150	County Code: 09	County: EL DORADO

[F] FOR HQ USE ONLY

Bill Martinez 02/15/2008, 1:03pm

Received:	Logged:	Verified:
Analyst:	Entered:	Checked:

[G] EDUCATIONAL ACTIVITIES

Sponsor: Educational presentation to increase Corpsmember understanding of the natural environment.
 Length of time scheduled: 1.00 hr.
 Sponsor will discuss various erosion control techniques that will stabilize soils and minimize erosion in the Tahoe Basin.

CCC: The CCC will be doing the following work/learn activities.
 Length of time scheduled: 1.0 hr.
 Coordinate with Sponsor to provide more in-depth discussions.

[H] EQUIPMENT, MATERIALS, AND LABOR

To be supplied by Sponsor:
 Technical Training, all materials and supplies for the project, technical site supervision.
 Specialized tools as needed.

To be supplied by CCC:
 Crew supervision, crew transportation, standard project tools, and personal safety items.

Special SPIKE equipment needed by crew:

SPIKE Information (description and location of housing):

[I] NARRATIVE ON HOW PROJECT WILL MEET ALL LEGISLATIVELY MANDATED OBJECTIVES


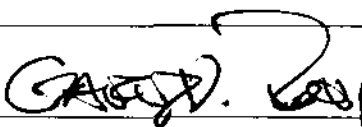
(Assign a numerical rating: 0=none, 1=low, 2=medium, 3=high)

Conserving, improving, and developing natural resources, maintaining environmentally important lands or waters. RATING: 3 These erosion control projects will help stabilize the highly sensitive and erodible soils in the Lake Tahoe Basin to improve water quality.
Providing public benefit or access (Estimated visitor use, increased safety, reduced maintenance costs, etc.) RATING: 3 All projects will directly improve water quality by limiting sediments that may enter water courses that empty into Lake Tahoe.
Providing Corpsmembers with opportunities for training in the employable skills (e.g. specific tools and use, fire control, carpentry) RATING: 3 Corpsmembers will develop erosion control skills which may lead to employment in this growing field of work.

[J] PROJECT CHECKLIST & SIGNATURE BLOCKS

SIGNING THIS DOCUMENT VERIFIES THAT:

- A Sponsor Agreement (CCC 96) is on file at Headquarters.
- If a reimbursable project, a CCC-96A or STD-13 agreement has been submitted to Headquarters.
- If the Sponsor is a non-profit entity, a statement of non-profit status and Private Property/Sponsor Authorization forms have been submitted to HQ.
- If the Sponsor is a for-profit entity, a Private Property/Sponsor Authorization has been submitted to HQ.
- The project conforms to CCCs Injury and Illness Prevention Program (IIPP)


Project Coordinator: Bill Martinez	Print Sign Date: 	Date: 10/31/08
District Director: Gary Ray	Print Sign Date: 	Date: 10/31/08

THE SPONSOR REPRESENTATIVE AGREES TO THE FOLLOWING:

- If there are hazardous materials present, the Sponsor has provided the location, identity, and amounts of any hazardous substances at the worksite and provided all Material Safety Data Sheets for hazardous materials that are present at the worksite

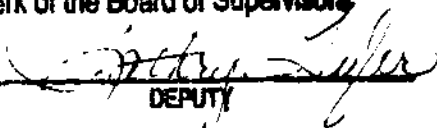
OR
 • To the best knowledge of the Sponsor, the worksite is free of any known hazardous materials.

AND
 • That all applicable local, state, and federal permits, approvals, and clearances have been obtained.

Sponsor Representative: RUSTY DUPRE	Print Sign Date: 	Date: 10/14/08
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Contract Administrator: The County Officer or employee with responsibility for administering this Agreement is Robert S. Slater, Deputy Director, Engineering, Department of Transportation, or successor.

**ATTEST: SUZANNE ALLEN de SANCHEZ,
 Clerk of the Board of Supervisors**

By 
 DEPUTY

CALIFORNIA CONSERVATION CORPS
1719 24th Street, Sacramento, CA 95816
(916) 341-3112

CCC District: Central

SPONSOR AGREEMENT (CCC-96)
(Public / Governmental Entity)

This Agreement is made and entered into by and between the California Conservation Corps, State of California, hereinafter referred to as "CCC", and

Sponsor's Name: El Dorado County, Department of Transportation
hereinafter called "Sponsor":

WHEREAS, the CCC wishes to provide training in job skills and environmental education to young men and women of California through a program which includes projects in public service conservation work, and

WHEREAS, the Sponsor can provide opportunities for public service through meaningful and productive work projects, and

WHEREAS, the Sponsor shall provide opportunities for public use of project areas, and

WHEREAS, the CCC shall generally be engaged in projects which preserve, maintain and enhance environmentally important lands and waters, and

WHEREAS, the CCC shall accomplish useful and needed public works projects in both urban and rural areas, and

WHEREAS, the CCC may execute contracts for furnishing the services of the Corps to any federal, state, or local agency and any local or statewide private organization concerned with the objectives of the Corps, and

WHEREAS, the CCC may be reimbursed by the federal government, any state or local public agency, or any private organization for actual expenses incurred by the Corps for any project.

NOW THEREFORE, in consideration of the above, the parties hereto agree as follows:

- A. The Sponsor shall submit a list of proposed projects to the CCC. By doing so, with reference to any such proposals subsequently approved by the District Director, CCC, Sponsor agrees to:
 1. Pay all negotiated costs directly related to and necessitated by such projects. This may include, but is not limited to, reimbursement for CCC labor at the CCCs current fiscal year rate or at a negotiated rate on such projects. In the event that reimbursement is negotiated, further documentation will be necessary.
 2. Demonstrate the availability of adequate plans and specifications, sufficient funds, materials, supplies, and equipment, adequate technical supervision and any special labor requirements to complete such projects.
 3. Obtain the approvals and permits required by any other state, federal, or local agency necessary to commence construction or operation of such projects.

4. Obtain any clearances and meet any other requirements of trade unions or other labor organizations occasioned by the participation of the CCC in such projects.
 5. When necessary, provide acceptable temporary living facilities for the duration of any such projects located more than one hour's driving time from a CCC base center for CCC personnel actually engaged in working on such projects.
 6. Hold an orientation meeting with CCC personnel at the commencement of such projects to explain the technical aspects, safety considerations, and any other aspects necessary for successful execution of such projects.
 7. Present or arrange for an additional educational program or training opportunity at the CCC base center or project site. This presentation may have emphasis on the history of the project site or area, the public benefit to be derived from this or a similar project, the relationship of such projects to resources or wildlife management, or similar subjects.
- B. The CCC shall select, from proposals submitted by the Sponsor, those projects meeting the priorities and resources of the CCC, as well as meeting the legislatively mandated criteria. The CCC shall submit to the Sponsor, evaluations setting forth any special requirements or conditions occasioned thereby. By so doing, with reference to any such evaluations subsequently approved by Sponsor, the CCC agrees to provide labor, crew supervision, transportation (if within one hour's driving time by two-wheel drive vehicle from the nearest CCC base center), food and such tools as the CCC Project Coordinator determines to be available. Upon receipt of Sponsor's acceptance of such evaluations, projects will be scheduled in accordance with the priorities and resources of the CCC.
- C. In accordance with Section 14304 of the Public Resources Code, CCC projects shall be directed toward providing opportunities to the public for the use of these natural resources and environmentally important public lands and waters, while at the same time providing young men and women with an opportunity for personal development in a variety of basic skills. Projects shall be undertaken in both urban and rural areas, shall be selected on the basis of the environmental and natural resource benefits each offers, the opportunities for public use each offers, and the on-the-job training value of each.
- D. The Sponsor recognizes that the CCC exists under a legislative mandate to act under the direction and control of the State Office of Emergency Services, Department of Forestry and other agencies to assist the people of the State of California in times of emergencies arising from fire, flood, wind, and other natural or man-caused disasters and emergencies.

Projects will be performed within the rules and regulations of the CCC, which may require temporary suspension or permanent cessation of projects due to emergency conditions as defined by such rules and regulations.

The Sponsor further recognizes that the resources of the CCC are limited, and the public service conservation work of the CCC may be altered in priority from time to time. The parties agree that delays by either party shall be excused and costs caused by such delays shall be borne by the party incurring such costs. Sponsors contracting with the CCC for emergency services may be required to reimburse exceptional costs; e.g., overtime.

- E. Work performed under this Agreement will be under the immediate supervision of the CCC officials. The Sponsor will provide such supervision, technical assistance, guidance and inspection as it considers necessary to properly complete the work.

- F. All improvements constructed in whole or in part on lands owned or controlled by Sponsor will remain the property of the Sponsor.
- G. Permission to camp and perform work on lands owned or controlled by Sponsor does not in any way convey to the CCC, its staff, or any person or persons working with the CCC in the performance of said work, employee status that would extend to them the benefits afforded to permanent employees of Sponsor.
- H. Upon completion of each project, or any phase thereof, permission is hereby granted to the CCC to place upon the project site a sign or emblem, consistent in size and design to its surroundings, indicating the participation of the CCC and the year thereof.
- I. The CCC and Sponsor each agree to indemnify and hold harmless the other, its officers, agents and employees from any and all claims, or demands of liability caused by the indemnifying party during or after completion of the project, which is the subject of this Agreement.

The State of California has elected to cover for its motor vehicle and general liability exposures through claims procedures instituted in accordance with the California Government Code provisions and the other provisions of the law relating to such liability. Pursuant to those procedures, tort liability claims should be submitted to the State Board of Control (headquarters office: 630 K Street, Sacramento, California 95814; government claims division: P.O. Box 3035, Sacramento, California 95812-3035) in accordance with the California Government Code provisions and the other provisions of the law governing submission of such claims. In addition, unless notified otherwise or on behalf of the California Conservation Corps, motor vehicle liability claims may be forwarded to the California Department of General Services, Office of Risk and Insurance Management (hereinafter referred to as "ORIM"), Claims Unit, 1325 J Street, Suite 1800, Sacramento, California 95814. It should be noted, however, that the willingness of ORIM to receive such motor vehicle liability claims does not constitute a waiver by the State of California or the California Conservation Corps of the time limits or procedures provided by law or the filing of claims relating to such motor vehicle liability. It also should be noted that the addresses set forth in this paragraph are subject to change; any claimant is advised to verify the accuracy and currency of addresses for filing claims, and by setting forth addresses in this paragraph, neither the State of California nor the California Conservation Corps is waiving any time limits or procedures provided by law for filing claims related to alleged motor vehicle or general liability or any other alleged liability.

The California Department of Personnel Administration has entered into a Master Agreement with the State Compensation Insurance Fund to administer workers' compensation benefits for State employees, as required by the California Labor Code.

- J. Neither party may assign this contract or any interest therein without the written consent of the other party.
- K. All contracts relating to the construction or operation of the project, including those executed following completion of the project, shall contain a clause prohibiting discrimination against any employee or employee applicant engaged in project work or project operation, on the basis of race, religion, sex, color, ancestry, age, physical handicap or national origin. Such clause shall include all aspects of employer-employee and employer-employee applicant relations.

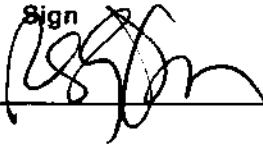
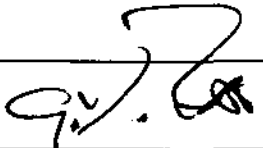
- L. Subject to provisions herein, all remedies allowed by law are available to either party for enforcement of this contract. Any waiver of rights by either party or any matter relating to this contract shall not be deemed to be a waiver on any other matter relating to this contract.
- M. If any part of this contract is found to be invalid the remainder of the contract shall continue in effect.
- N. This contract may be modified by mutual written agreement of the parties.
- O. This Agreement shall remain in effect unless terminated upon sixty (60) days written notice from either party to the other.
- P. No member of, or delegate to, Congress, or Resident Commissioner, shall be admitted to any share or part of this Agreement, or to any benefit that may arise therefrom; but this provision shall not be construed to extend this Agreement if made with a corporation for its general benefit. (Applicable only if Sponsor is an agency of the United States Government).

[A] SPONSOR INFORMATION

Agreement #:		Agency Code: 30009		Index #: 6619	
Sponsor Name: El Dorado County		Sponsor Department:		Department of Transportation	
Address: 924 "B" Emerald Bay Road					
City: So. Lake Tahoe	County: El Dorado	State: California	ZIP: 96150		
Contact Person: Brendan Ferry			Phone: (530) 573-7905		

[B] SIGNATURE BLOCK

IN WITNESS WHEREOF, the parties have agreed to the conditions of this Agreement as of the date shown below.

Sponsor Representative:	Print RUSTY DUPRAY	Sign 	Date: 10/14/08
District Director:			Date: 10/14/08

File C Documents\EIDoradoCounty96

**ATTEST: SUZANNE ALLEN de SANCHEZ,
Clerk of the Board of Supervisors**

By 
DEPUTY

**El Dorado County
Recreational Trails Program
(Part A): Non-Motorized Trails
FY 2010/11 Application**

**El Dorado Trail Extension –
Los Trampas Drive to Halcon Road**

SECTION 15

REQUIRED REGULATORY PERMITS

REQUIRED REGULATORY PERMITS

The following regulatory permits are anticipated components of this project:

- Initial Study/Mitigated Negative Declaration
Completed September 23, 2002
- United States Army Corps of Engineers Section 404 Permit (wetlands)
Permit approval is expected prior to the award of the construction contract
- California Regional Water Quality Control Board/Section 401 Water Quality Certification Application Form
Permit approval is expected prior to the award of the construction contract
- State of California, Department of Fish and Game, Notification of Streambed Alteration
Permit approval is expected prior to the award of the construction contract

**El Dorado County
Recreational Trails Program
(Part A): Non-Motorized Trails
FY 2010/11 Application**

**El Dorado Trail Extension –
Los Trampas Drive to Halcon Road**

SECTION 16

NONPROFIT REQUIREMENTS

Non-Applicable

*El Dorado County is a government agency, not a nonprofit organization.
Therefore, the nonprofit requirements do not apply.*

**El Dorado County
Recreational Trails Program
(Part A): Non-Motorized Trails
FY 2010/11 Application**

**El Dorado Trail Extension –
Los Trampas Drive to Halcon Road**

SECTION 17

**SIGNED SHPO MEMORANDUM OF
UNDERSTANDING**

STATE HISTORIC PRESERVATION ACT MOU FORM

Compliance With Historic Preservation Act Memorandum Of Understanding – RTP Grant

Applicant: EL DORADO COUNTY DEPARTMENT OF TRANSPORTATION

Project(s): EL DORADO TRAIL EXTENSION - LOS TRAMPAS DRIVE to HALCON ROAD

I have determined that the Applicant's Acquisition and/or Development Project(s) will not adversely affect cultural properties included in or eligible for inclusion in the National Register of Historic Places. This determination is contingent upon the Applicant's concurrence that any plans for development, not to exclude minor improvements involving ground disturbance, will be submitted to the State Historic Preservation Officer for review and comment at the earliest opportunity. In the event that development plans will not be formulated and/or implemented by the Applicant, but by another agency or group, the Applicant will assume the responsibility for ensuring that all provisions and stipulations contained herein are executed, as needed, jointly with that agency or group or independently by the agency or group. This determination is further contingent upon the applicant's commitment to implement in good faith the following program of compliance with 36 CFR 800, Executive Order 11593 and Section 106 of the National Historic Preservation Act of 1966, as amended.


1. The Applicant accepts the premise that proper cultural resources identification, evaluation and management will be an integral part of the planning process for the Project(s).
2. Accordingly, prior to the commencement of any physical development activity, the applicant or his designee will arrange to have appropriately qualified professionals perform such investigations as may be necessary to:
 - a. Identify, evaluate and manage any cultural values located within the Project(s)'s potential area of environmental impact that are included in or may be eligible for inclusion in the National Register of Historic Places.
 - (1) If, after consultation with the State Historic Preservation Officer, any values not already included in the National Register are determined to be eligible for inclusion in the National Register, the applicant or his designee will nominate them to the Register according to established procedures. Nominations shall be submitted to the State Historic Preservation Officer no later than six months after the adoption of a final development plan.
 - b. Determine, in consultation with the State Historic Preservation Officer, if and to what extent, these values may be adversely affected by planning, development, operation and Maintenance activity.
 - (1) Develop and implement prudent and feasible measures, acceptable to the applicant or his designee and the State Historic Preservation Officer, capable of either effectively mitigating or avoiding adverse effects on National Register and National Register values. Avoidance and protection will be preferred objectives. However, should discussions indicate that only something less is

achievable, that course of action which is likely to cause the least unnecessary damage to these values will proceed. Documentation of compliance with each of these stipulations as needed will be submitted to the State Historic Preservation Officer for review and comment in a timely fashion.

The Applicant or his designee will unilaterally determine the time most suitable for the commencement of cultural resource investigations acknowledging, however, that:

1. They will constitute a part of the planning process providing data for sound, advance-planning decisions.
2. They will be completed before a final development plan is adopted and any physical activity begins.

Failure to comply with any of the provisions and stipulations therein contained shall constitute ground for revocation of a no adverse effect determination and shall require full Application compliance with the Advisory Council procedures.

By: 
Applicant's Authorized Representative

Date: 9/30/09

To be completed by the State after the Project is recommended for funding.

By: _____
STATE HISTORIC PRESERVATION OFFICER

Date: _____

**El Dorado County
Recreational Trails Program
(Part A): Non-Motorized Trails
FY 2010/11 Application**

**El Dorado Trail Extension –
Los Trampas Drive to Halcon Road**

Appendix

Millennium Trail Certificate

History and Heritage Project of the Year Award

EDCTC Letter of Support

EDC Trails Advisory Committee Letter of Support

Trails Now! Letter of Support

Eileen Crim Letter of Support

**Placerville Spinal Cord Injury Support Group Letter of
Support**



THE WHITE HOUSE MILLENNIUM COUNCIL

designates as a

MILLENNIUM TRAIL

El Dorado Trail

*In recognition of efforts to bring the community together to
"Honor the Past—Imagine the Future," by developing a trail that
connects people to their land, their history and their culture.*

Hillary Rodham Clinton



2009 History & Heritage Project of the Year

for:

El Dorado Trail "Trestle Segment"

Presented to:

El Dorado County Department of Transportation

A handwritten signature in blue ink that reads "Larry J. Smith".

Larry J. Smith, P.E., F.ASCE, President
ASCE, Sacramento Section



A handwritten signature in blue ink that reads "Thor Larsen".

Thor Larsen, P.E., Awards Chair
ASCE, Sacramento Section

February 2010



The County of El Dorado

Department of General Services

Laura Gill, Acting Director

Airports Parks &

Grounds Division

Jordan Postlewait, Manager

Phone (530) 621-5330 Fax (530) 295-2540

September 26, 2008

Calif. Dept. of Parks and Recreation
Office of Grants and Local Services
P.O. Box 942896
Sacramento, CA 94296-0001

To Whom It May Concern:

The El Dorado Trail Advisory Committee oversees the implementation of the bikeway master plan and hiking and equestrian trails plan in El Dorado County.

At our July 14, 2008 meeting, the El Dorado County Trails Advisory Committee unanimously voted to support the paving the El Dorado Trail from Los Trampas to Halcon Road. The pavement on the trail currently stops on Los Trampas Road, a privately maintained gravel road that is very steep. By extending the pavement on the trail to Halcon, non-motorized users will be able to gain access to the El Dorado County road system on a county maintained road.

We work hard to continually extend our trails within the County, and we have been successful because of community support. If we do not provide users of the trail a county maintained access point, we are concerned we will soon develop poor relations with the private parties now maintaining Los Trampas Road.

Besides eliminating a relationship problem, paving this section will allow all users with a gentle all season route into the beautiful Apple Hill area.

Thank you for supporting this project.

Jerry Ledbetter, Chair
El Dorado County Trail Advisory Committee



549 Main Street
Placerville, California 95617
September 25, 2008

Calif. Dept. of Parks and Recreation
Office of Grants and Local Services
P.O. Box 942896
Sacramento, CA 94296-0001

To Whom It May Concern:

Trails Now is delighted that one more mile of the El Dorado Trail will be improved and paved if this grant application is approved.

Trails Now is a non-profit citizen-based organization dedicated to the planning, acquisition, construction and maintenance of the El Dorado Trail, a multi-purpose trail envisioned to reach from the Sacramento County line to Lake Tahoe. We inform and educate the public and government agencies regarding trail issues. Trails Now generates and demonstrates evidence of community support for the El Dorado Trail. We work collaboratively with local, state, and federal agencies, as well as other citizen groups and committees, to accomplish our mission of creating, maintaining and supporting the El Dorado Trail.

We are so pleased with the prospect of extending and improving another segment of the trail, we have pledged \$5000 of our small treasury to be used as matching money to help finance the project. This pledge represents a major commitment for us.

If you have any questions, please let us know.

A handwritten signature in blue ink that reads "Eileen Crim".

Eileen Crim
Chair person

August 2, 2010

Natalie Bee
Recreational Trails Program Grant Coordinator
California Department of Parks and Recreation
Office of Grants and Local Services
PO Box 942896
Sacramento, CA 95814

RE: El Dorado County Department of Transportation Grant Application for Recreational Trails Program (RTP) Fiscal Year 2010/2011 funding.

Dear Ms. Bee:

As a citizen of El Dorado County I fully support the El Dorado County Department of Transportation's (DOT) grant application for RTP funding to extend the El Dorado Trail an additional 1.1 miles from its current terminus at Los Trampas Drive to Halcon Road.

This trail extension project has broad community support from hikers, bikers, and equestrians and is envisioned in the El Dorado County Bicycle Transportation Plan (BTP). This project is part of the Priority 6 Segment which, when fully completed, will reduce the need for a grade separated crossing of Highway 50.

As indicated in the BTP, the El Dorado Trail concept is for a trail that spans the entire length of El Dorado County from the western county line to the Lake Tahoe Basin. This trail corridor is intended to accommodate many uses including bicycles, pedestrians, and equestrians. The proposed project is a continuation of DOT's efforts to extend the El Dorado Trail.

I strongly encourages funding El Dorado County's request for Recreational Trail Program Fiscal Year 2010/11 funding.

Sincerely



Eileen Crim

August 11, 2010

James W. Ware, P.E.
Director of Transportation
County of El Dorado
2850 Fairlane Court
Placerville, CA 95667

RECREATIONAL
DOT
2010 AUG 13 AM 11:52

RE: El Dorado County Department of Transportation Grant Application for Recreational Trails Program (RTP) Fiscal Year 2010/2011 funding.

Dear Mr. Ware:

The Placerville Spinal Cord Injury Support Group fully supports the El Dorado County Department of Transportation's (DOT) grant application for RTP funding to extend the El Dorado Trail an additional 1.1 miles from its current terminus at Los Trampas Drive to Halcon Road in the Camino Heights area.

Established in 2007, the Placerville SCI Support Group is a public benefit nonprofit whose mission is to foster the physical, mental and emotional health of wheelchair. To achieve these goals, the Group's membership engage in numerous activities, including frequent use of the El Dorado Trail. Some members are recreational and competitive handcyclists and take advantage of the Trail for conditioning and pleasure rides. On June 25, 2011, the Group will host the first annual Hangtown Crankers Classic, an event in which more than 200 handcyclists and bicyclists will participate in beginning, intermediate and advanced rides featuring the El Dorado Trail. We plan to become a regular stop for the US Handcycling Federation's Nationwide Series, providing would-be Paralympic athletes the opportunity to compete on the Trail's courses.

Extending the Trail to Halcon Road will provide increased public access to the Trail by providing a place for vehicles to park in the public right of way of Halcon Road. Parking at the current terminus of the Trail on Los Trampas Drive is prohibited as it is an unimproved, private, dirt road with no shoulders. The improved access point at Halcon Road will provide a paved access from parked vehicles to the Trail. This proposal's features would serve as an excellent staging area for wheelchair users in general and for handcycling events in particular.

The Placerville SCI Support Group strongly encourages funding El Dorado County's request for Recreational Trail Program Fiscal Year 2010/11 funding.

Sincerely,


Lynn Murray

Placerville SCI Support Group
530-295-7620 (cell); 530-295-3842 (home)



2828 Easy Street Suite 1 | Placerville CA 95667 | tel: 530.642.5260 | fax: 530.642.5266 | www.edctc.org

September 27, 2010

Natalie Bee
Recreational Trails Program Grant Coordinator
California Department of Parks and Recreation
Office of Grants and Local Services
PO Box 942896
Sacramento, CA 95814

RE: El Dorado County Department of Transportation Grant Application for Recreational Trails Program (RTP) Fiscal Year 2010/2011 funding

Dear Ms. Bee:

The El Dorado County Transportation Commission (EDCTC) fully supports the El Dorado County Department of Transportation's (DOT) grant application for Recreational Trails Program (RTP) funding to extend the existing Class I section of the El Dorado Trail an additional 1.1 miles from its current terminus at Los Trampas Drive to Halcon Road. The proposed project will bring the total miles of continuous Class I bike path between Placerville and Camino on the El Dorado Trail to seven miles.

The project has broad community support from hikers, bikers, and equestrians and is included in the El Dorado County Regional Transportation Plan (RTP) Short Term Action Plan and in the El Dorado County Bicycle Transportation Plan (BTP) as a Tier 1 Proposed Improvement. The trail extension project is a key segment in connecting the Class I section of the El Dorado Trail to Snows Road, reducing the need for a grade separated crossing of Highway 50.

The El Dorado Trail is a vision for a multi-use trail that extends from South Lake Tahoe to the western El Dorado County line, connecting to bike paths in Folsom and the American River Parkway. The proposed project is a continuation of DOT's efforts to extend the existing Class I section of the El Dorado Trail and move a step closer to creating a Class I bike path connection to Folsom and the American River Parkway.

EDCTC strongly encourages funding El Dorado County's request for \$520,000 in Recreational Trail Program Fiscal Year 2010/11 funding.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kathryn Mathews', is positioned above the typed name.

Kathryn Mathews, AICP
Executive Director
El Dorado County Transportation Commission