

STBG PROJECT MAIN STREET, CEDAR RAVINE, CLAY STREET INTERSECTION



Project Description

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



Current Project Status

CMAQ and HBP funds for the PA&ED and PS&E phases were authorized by Caltrans headquarters in August 2006. Quincy Engineering was selected as the consultant and the project was kicked off in July 2007. A public meeting was held in October 2007, and four alternatives were presented to reconfigure the intersection to a roundabout. The project was presented to the City Council on January 27, 2009, and the Council gave direction to City staff to proceed with the project while identifying options to mitigate parking loss. The City has since identified locations for parking mitigation. In June 2010, EDCTC programmed an additional \$400,000 in CMAQ funding for construction of the project. The Initial Study/Mitigated Negative Declaration certified by the City of Placerville on February 8, 2011, was challenged in a court of law. At the conclusion of the hearing held on September 2, 2011, the Superior Court of the State of California concluded that before the project could continue, the City of Placerville had to prepare an Environmental Impact Report (EIR). The City then entered into a consulting contract with Michael Baker International to prepare an EIR for the project. On July 8, 2014, the City of Placerville passed Resolution No. 8230 which eliminated a roundabout as an alternative for the Cedar Ravine/Main Street/Clay Street intersection without a vote of the public. Following that action by the City of Placerville, on November 6, 2014, the EDCTC Board de-obligated \$1,397,978 in CMAQ funding from the project. At the January 27, 2015 Placerville City Council meeting, the City Council gave staff direction to proceed with the design of a four-way, stop-controlled intersection at Main Street/Cedar Ravine/Clay Street and replacement of the Clay Street Bridge. On December 8, 2015, the Placerville City Council awarded a consulting contract to Drake Haglan and Associates for an amount not to exceed \$749,450 for NEPA compliance and Bid Document Preparation. On January 6, 2016, the City of Placerville held a public meeting to discuss four-way intersection and bridge design options. A second public meeting was held on March 2, 2016, to review intersection and bridge designs. The HBP program requires projects to complete one phase and move into the next within ten years or risk losing the funds. To retain HBP funding, the project needed to progress out of the Environmental Phase and into Right-of-Way prior to August 2016, or submit an extension request. Completion of the environmental phase was delayed beyond August 2016, due to the need for additional evaluation of a new location for the Druid Monument. The City applied for and was granted a three-year time extension for the HBP funds. The City released the Draft EIR on March 2, 2018, and the 45-day review period closed on April 18, 2018. The three-year HBP time extension expired in August 2019, but the City was awarded a second three-year HBP time extension needed due to further delays in completing CEQA and NEPA. The State Historic Preservation Office (SHPO) recently concurred with the City's Historic Property Survey Report and Cultural Report, completing two key environmental milestones. On July 27, 2023, the City received federal authorization for Preliminary Engineering Cost Adjustment to continue work on completing the EIR. The Draft Revised EIR was circulated for 45-day public review on January 26, 2024. The City held a public meeting to present the Draft Revised EIR on February 26, 2024.

Upcoming Activities

- Summer 2024: Complete NEPA and CEQA
- Spring 2025: Complete final design
- Fall 2025: Go out to bid
- Spring 2026: Begin construction

PROJECT FUNDING DETAIL					
Project Phase	Fund Source				Project Cost
	HBP	CMAQ	STBG (RSTP)	Local	
PA&ED	\$686,606	\$202,022	\$14,680	\$12,112	\$915,420
PS&E	\$529,906		\$99,222	\$36,180	\$665,308
ROW	\$75,000		\$57,750	\$29,163	\$161,913
Construction	\$2,862,000		\$198,349		\$3,060,349
Grand Total	\$4,153,512	\$202,022	\$370,001	\$77,455	\$4,802,990