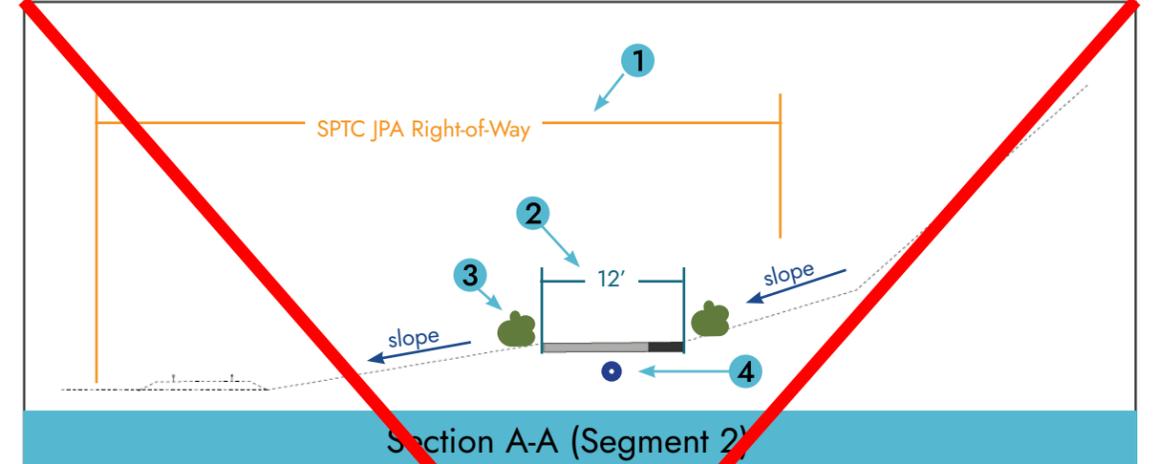
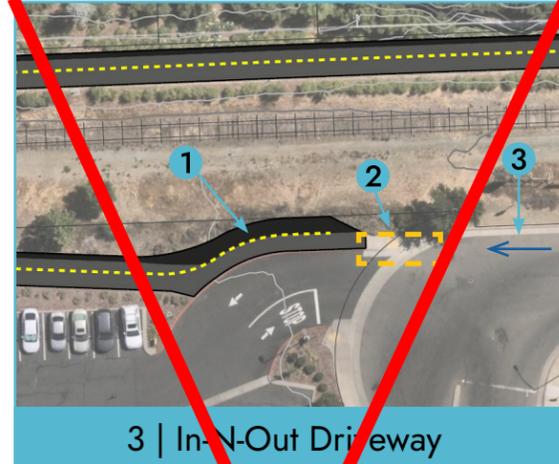
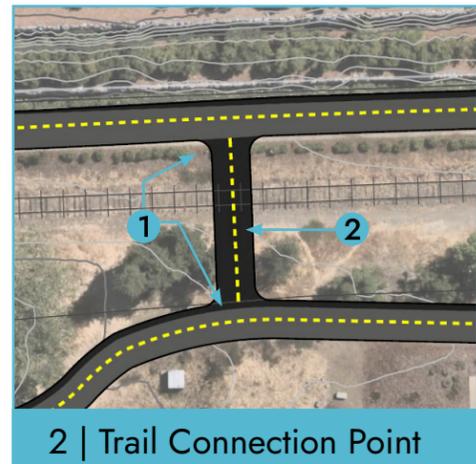
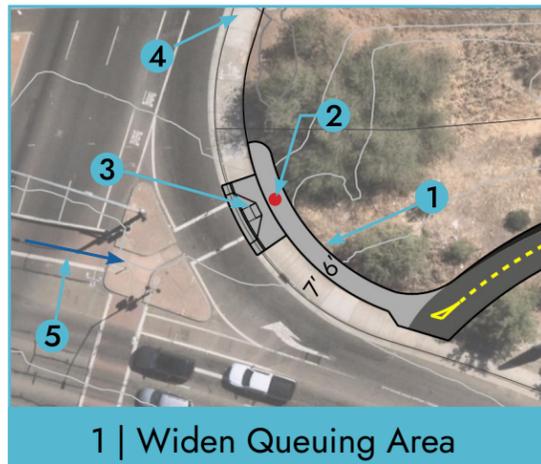


Removed from Scope of Work per City's Direction



This is proposing widening this corner to accommodate increased pedestrian and bicycle queuing. This feature will improve safety when the planned Class I trails connecting the trail networks north and south of Highway 50 are completed. The concept above shows our proposed improvements that will provide the additional area desired while keeping construction costs low. **The notes below describe the key features:**

- 1 We propose widening the existing 7 foot wide sidewalk by approximately 6 feet to provide the additional queuing area. This can be accomplished without removal of vegetation or impacts to utilities.
- 2 Existing Storm Drain Manhole - Adjust to Frame and Cover to Grade.
- 3 Recommend the existing curb ramp be replaced with a "Case A" curb ramp per Caltrans Standard Plans. This will improve accessibility and provide flexibility for a multi-use facility.
- 4 Recommend using existing 7 foot sidewalk to cross tracks to avoid unnecessary construction costs and utility relocations.
- 5 Future Class I Connection from the north will be completed concurrently with development projects along E. Bidwell Street.

The feature provides access to both trails whether they entered from E. Bidwell Street intersection or the existing Class I trail on Iron Point Road. Providing this crossing also improves safety, as it encourages pedestrians to use a formal crossing instead of traversing the tracks at any location. **The notes below describe the key features:**

- 1 The location shown is optimal due to the flat grade between the two trails and across the tracks. Based on preliminary observation, the connection point can be constructed under 5% longitudinal slope, which meets ADA accessible pathway requirements without the use of handrails or landings.
- 2 It is critical for the trail connection to cross perpendicular to the tracks and avoid bike tires getting stuck between the asphalt and the rail.

This concept shows ending the Class I trail near the In 'N' Out driveway entrance. The improvements shown are low cost and avoid impacts to existing vegetation. **The notes below describe the key features:**

- 1 Existing pathway shall be widened to 12 feet. Portions of the existing pathway can be preserved.
- 2 Existing curb ramp is in good condition and can be preserved.
- 3 Connection from existing northbound Class II bike lane along Placerville Road.

Removed from Scope of Work per City's Direction

This cross-section shows the trail improvement within segment 2. **The notes below describe the key features:**

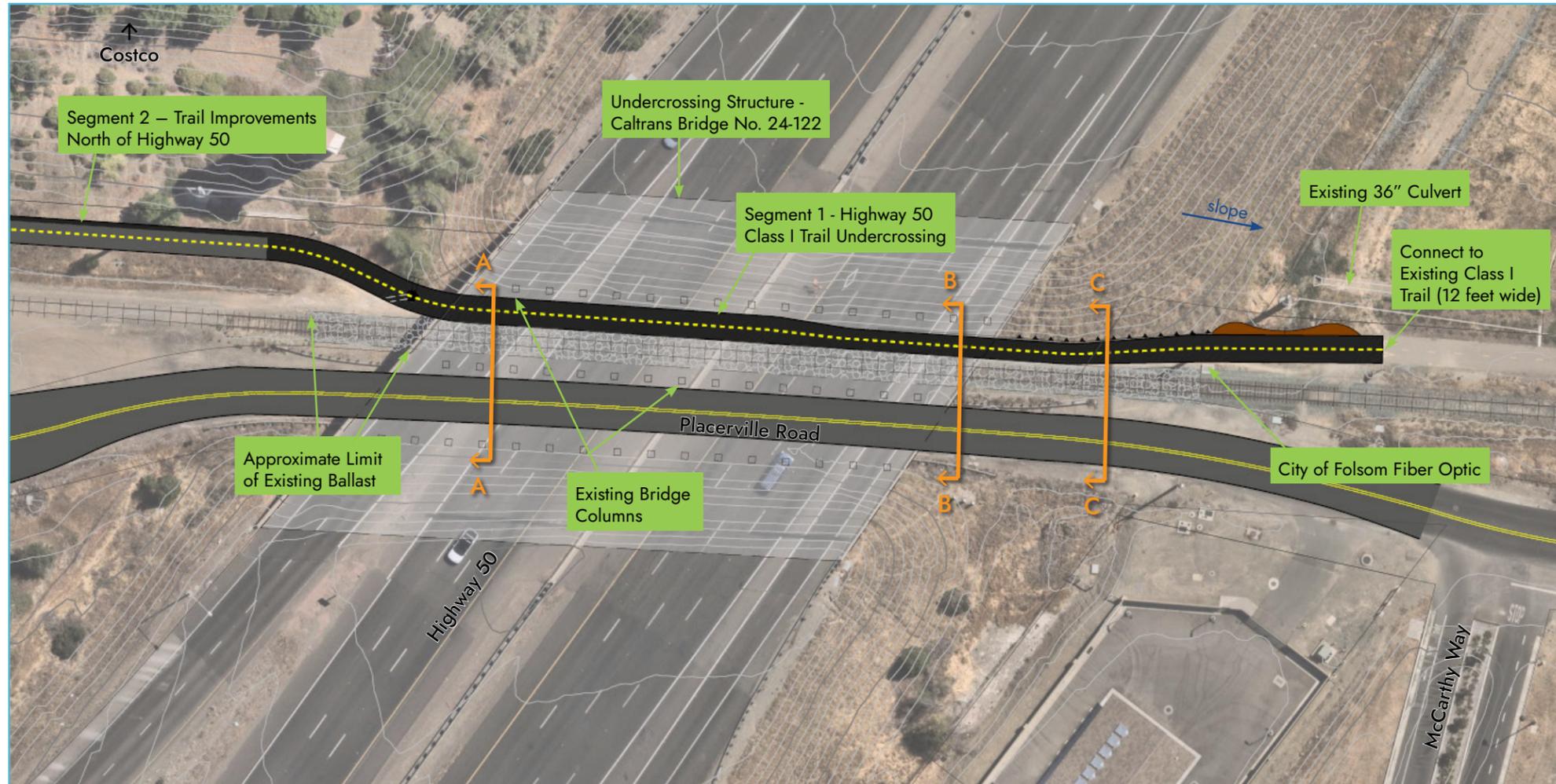
- 1 All construction will be within the existing SPTC JPA right of way. No new easements will be required from private properties.
- 2 Existing 10 foot trail will be widened to 12 feet. The concept indicated a "sliver widening" to the east, which will eliminate the need to grade new slopes toward the tracks.
- 3 Existing ornamental landscaping is in good condition. Reconfiguration or replacement of planted materials or irrigation lanes may be required to accommodate the widened trail.
- 4 Existing water line follows the existing trail. Adjustments to waterline appurtenances may be required. **Future 24" transmission main is also planned in this location.**



Existing Trail Within Segment 2 - Looking North

Removed from Scope of Work per City's Direction

Design Approach | Undercrossing Design Approach



KEY DESIGN NOTES – SEGMENT 1

- 1 A 12 foot-wide trail can be accommodated for approximately 50% of the undercrossing without major modifications to the existing structure or tracks.
- 2 California Public Utilities Commission GO 26-D requires 8-foot minimum to trail edges. This project will require an exception request.
- 3 An existing retaining curb with a US Coast and Geodetic Survey Benchmark is approximately 11 feet from the railroad ties. We recommend keeping this curb in place, as it may be considered a historic resource. The curb also provides function by retaining the embankment soils, so keeping will reduce construction and design costs.
- 4 For all proposed conditions, we propose setting the new trail edge of pavement approximately 2 feet from the existing sleeper, then adding ballast material to fill in the shoulder. This allows the trail to be constructed without any of the track structure being touched.
- 5 A small retaining wall is needed on approach to the undercrossing. It is important to note the retaining wall alignment will not impact the existing columns. A Type 6A retaining wall can be placed per the standard plans. Due to the lack of complexity, this wall can be installed under the Caltrans Encroachment Permit Process, and no further oversight is required.
- 6 Modification to existing drainage facilities is required on both sides of the freeway. On the north side, the existing headwall would be reconstructed and a new pipe would connect to existing with a junction structure. On the south side, the outlet feeding from the west would be extended into the small depression. Runoff would continue to be fed through the existing 36" culvert heading south.

