



Folsom City Council Staff Report

MEETING DATE:	1/27/2026
AGENDA SECTION:	New Business
SUBJECT:	Resolution No. 11542 – A Resolution Authorizing the City Manager to Execute a Design and Engineering Consultant Services Agreement with Wood Rodgers, Inc. in the Amount of \$1,121,056.62 for the East Bidwell Street Operational Improvements Project, Project No. PW2603, from a Developer Funding Obligation Outlined in the Development Agreement Adopted by City Council per Ordinance No. 1354 and Appropriation of Funds in the amount of \$986,523.48 from the Transportation Improvement Fund (Fund 446) and \$134,533.14 from the Measure A Fund (Fund 276)
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 11542 – A Resolution Authorizing the City Manager to Execute a Design and Engineering Consultant Services Agreement with Wood Rodgers, Inc. in the Amount of \$1,121,056.62 for the East Bidwell Street Operational Improvements Project, Project No. PW2603, from a Developer Funding Obligation Outlined in the Development Agreement Adopted by City Council per Ordinance No. 1354 and Appropriation of Funds in the amount of \$986,523.48 from the Transportation Improvement Fund (Fund 446) and \$134,533.14 from the Measure A Fund (Fund 276).

BACKGROUND / ISSUE

The East Bidwell Street corridor is one of the City’s most heavily traveled arterial routes and a key connector to major commercial, residential, and medical destinations. In recent years, the City has been actively coordinating with Elliott Homes and Sutter Health on the Broadstone II Crossing Project at the corner of East Bidwell Street and Iron Point Road, a significant development effort directly tied to the corridor. These private-sector partners are investing in major infrastructure

improvements in the Broadstone area, including new internal streets, multimodal facilities, utility upgrades, and circulation enhancements that support the long-term buildout of the district.

On August 20, 2025, the Planning Commission recommended approval of the Development Agreement between the City, Elliott Homes, and Sutter Health for the Sutter Medical Office Building project. As documented in the staff report and Conditions of Approval, the developer is required to fund the City's construction of numerous operational improvements along East Bidwell Street and Iron Point Road to mitigate project-generated traffic impacts. These required improvements include turn-lane additions, lane-striping modifications, channelization changes, and updated traffic signal coordination at multiple intersections from Scholar Way to Placerville Road, consistent with the Transportation Impact Study for Broadstone Crossing Phase II.

The Development Agreement establishes that the City will deliver the required East Bidwell Street operational improvements as a Capital Improvement Project, with Elliott Homes contributing an initial amount of \$1.445 million towards the preliminary design and right of way costs, and will be responsible for additional construction related costs as identified in the Developer Agreement. This partnership model aligns the timing of the City's infrastructure work with the phasing of the Broadstone II development and formalizes the shared responsibility between Elliott Homes, Sutter Health, and the City for mitigating project-related traffic impacts.

On September 9, 2025, the Council adopted Ordinance No. 1354, approving the Development Agreement, formalizing Elliott Homes' commitment to fund the public improvements, including approximately \$3.6 million for East Bidwell Street operational upgrades and a fair-share commitment toward the pedestrian overcrossing. Since that time, the developer, Elliott Homes, has provided the initial amount of \$1.445 million and it has been deposited into the Transportation Improvement Fund (Fund 446) by the Finance Department for the project's delivery.

The Broadstone II Crossing Project Transportation Impact Study identifies several operational deficiencies along East Bidwell Street that must be addressed to maintain acceptable levels of service. Increased traffic from the Sutter medical campus expansion, Broadstone commercial area, and adjacent residential neighborhoods results in congestion at the Scholar Way/Power Center Drive, Broadstone Parkway, and Iron Point Road intersections. These findings underscore the need for targeted geometric, signal, and multimodal improvements, as well as pavement rehabilitation along the corridor, to support mobility, emergency access, and consistency with the City's General Plan transportation policies.

In addition to the operational improvements required under the Development Agreement, this project provides an opportunity for the City to address existing pavement deficiencies along the East Bidwell Street corridor. By combining pavement rehabilitation with the planned intersection, roadway, and signal modifications, the City can minimize construction disruptions, avoid repeated lane closures, and reduce long-term maintenance costs. Coordinating pavement work with the other project elements allows the full corridor to be brought up to a consistent condition, extending pavement life while delivering the required traffic mitigation improvements in a single, comprehensive construction effort. Pavement restoration efforts beyond the intersection improvements are to be funded through the City's Measure A Fund (Fund 276) and will be tracked separately for the duration of the project.

Award of a design contract to Wood Rodgers, Inc. is consistent with the Planning Commission and the City Council’s direction and the obligations codified in the Development Agreement. The consultant will advance the conceptual traffic mitigation measures shown in Exhibit B, incorporate pavement maintenance and rehabilitation needs, and ensure the final design reflects both the developer’s commitments and the City’s long-term operational requirements.

POLICY / RULE

Section 2.36.120 of the Folsom Municipal Code states, in part, that contracts for supplies, equipment, services, and construction with an estimated value of \$75,049 or greater shall be awarded by the City Council.

In accordance with California Government Code Section 4526, selection by a state or local agency for professional services of private architectural, landscape architectural, engineering, environmental, land surveying, or construction project management firms shall be on the basis of demonstrated competence and on the professional qualifications necessary for the satisfactory performance of the services required.

ANALYSIS

In October 2025, the City issued a Request for Proposals (RFP) through Public Purchase that was downloaded by nine prime consulting firms seeking a qualified consulting team to provide comprehensive design, permitting, environmental, and right of way support services. This included direct outreach to various consulting firms and advertisement on the City’s webpage. The RFP emphasized the Public Private partnership, Caltrans involvement, project delivery schedule, public outreach, and constructability.

Staff prepared and released a request for proposal in alignment with a qualification-based selection process as required by California Government Code Section 4526.

Staff received four proposals, all from qualified consultant teams. Four members of City staff and one representative from Elliott Homes participated in both scoring the proposals and the interviews. A matrix of the aggregated scores is listed below.

	Reviewer 1	Reviewer 2	Reviewer 3	Reviewer 4	Reviewer 5	Average
Bennett Engineering (Ben En)*	74	84	65	75	88	77.2
Jacobs	79	84	75	56	84	75.6
Kimley-Horn and Associates, Inc.	79	61	72	78	81	74.2
Wood Rodgers*	88	67	70	67	84	75.2

*Interviewed

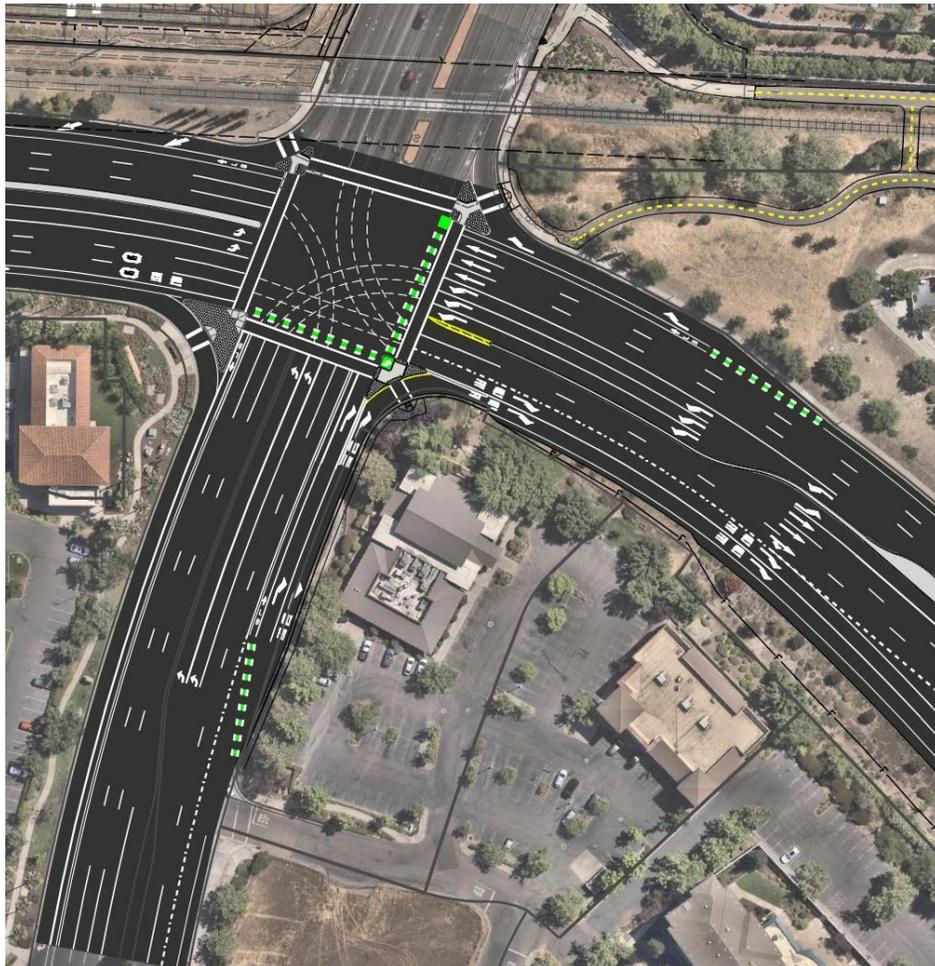
Based on the scores and detailed discussion by the committee, two firms were asked to participate in interviews. As a result of the interview process, the selection committee was unanimous in its recommendation of Wood Rodgers, Inc. The initial fee proposal submitted by the consultant for all tasks was \$1,639,383.87. As part of the contract award process, the city engaged in scope and fee negotiations with the consultant and determined that a reduced and refined scope was appropriate for the project.

Staff is recommending approval of a contract in the amount not to exceed \$1,121,056.62, with authorization to issue a Notice to Proceed along with the related appropriations.

The project's scope of work for preliminary engineering includes the following tasks:

- Preliminary engineering design and conceptual and final design
- Topographic surveys
- Utility coordination
- Right of way determination
- Caltrans Coordination
- Public Outreach

Upon completion of that phase of work, staff will come back to Council for an update of the final design.



The East Bidwell Street Operational Project is being delivered as a City Capital Improvement Project consistent with the Broadstone Crossing Phase II Development Agreement. Under that Agreement, Elliott Homes is obligated to fund the full cost of the East Bidwell Street / Iron Point Road traffic abatement measures identified in the Transportation Impact Study, with an estimated roadway improvement cost of approximately \$3.6 million.

For the roadway improvements, the Agreement requires the developer to provide an initial deposit of approximately \$1.445 million at issuance of the first vertical building permit for the Sutter Medical Office Building, followed by an additional deposit of approximately \$2.155 million after the initial deposit is expended, for a total of \$3.6 million to cover the design, right of way, environmental clearance, and construction costs of the East Bidwell Street operational improvements. The initial deposit of \$1.445 million has already been received by the City and is available in the project budget.

Design and construction of the pavement rehabilitation portion along the East Bidwell Street corridor is not part of the developer’s obligations under the Development Agreement and will be funded by the City. For this phase of work, the pavement rehabilitation design and related efforts will be funded out of the Measure A Fund (Fund 276). This portion of work is estimated to be \$134,533.14 based on the scope and fee from Wood Rodgers, Inc. Approval of this resolution would appropriate \$134,533.14 from the Measure A Fund (Fund 276) to the East Bidwell Street Operational Project, Project No. PW2603, to cover the pavement rehabilitation portion of the design scope.

The proposed project budget and funding to date are as follows:

Funding Sources	Amount
Fund 276 Measure A Fund (Proposed)	\$ 134,533.14
Fund 446 Developer Funding Obligation (Proposed)	\$ 986,523.48
Total Appropriations (Proposed)	\$ 1,121,056.62

FINANCIAL IMPACT

If approved, the contract with Wood Rodgers, Inc. would be for an amount not to exceed \$1,121,056.62. The East Bidwell Street Operational Improvements Project (PW2603) was not included in the FY 2025–26 Capital Improvement Plan; therefore, an appropriation is required to fund the contract, funded by the deposit received in the amount of \$1.445 million in developer funds and local funds for pavement rehabilitation work. Staff recommends a total appropriation of \$1,121,056.62, consisting of \$134,533.14 from the Measure A Fund (Fund 276) and \$986,523.48 from the Transportation Improvement Fund (Fund 446). Sufficient funds are available in both the Measure A Fund and the Transportation Improvement Fund to support the proposed appropriation. The appropriation from the Transportation Improvement Fund would be fully offset by the received developer funding that has been deposited into that account for the project.

ENVIRONMENTAL REVIEW

Approval of this item authorizes design and preliminary engineering services only and does not approve a specific construction project or any physical changes to the environment. As such, this action is not a “project” for purposes of the California Environmental Quality Act (CEQA) under Guidelines Section 15061(b)(3). Any future construction of the East Bidwell Street operational improvements and pavement rehabilitation will be subject to separate environmental review under CEQA once a detailed scope of work and project footprint are defined.

ATTACHMENTS

1. Resolution No. 11542 – A Resolution Authorizing the City Manager to Execute a Design and Engineering Consultant Services Agreement with Wood Rodgers, Inc. in the Amount of \$1,121,056.62 for the East Bidwell Street Operational Improvements Project, Project No. PW2603, from a Developer Funding Obligation Outlined in the Development Agreement Adopted by City Council per Ordinance No. 1354 and Appropriation of Funds in the amount of \$986,523.48 from the Transportation Improvement Fund (Fund 446) and \$134,533.14 from the Measure A Fund (Fund 276)
2. Wood Rodgers, Inc. Scope of Work

Submitted,



Rebecca Neves, PUBLIC WORKS DIRECTOR/CITY ENGINEER

Attachment 1

RESOLUTION NO. 11542

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A DESIGN AND ENGINEERING CONSULTANT SERVICES AGREEMENT WITH WOOD RODGERS, INC. IN THE AMOUNT OF \$1,121,056.62 FOR THE EAST BIDWELL STREET OPERATIONAL IMPROVEMENTS PROJECT, PROJECT NO. PW2603, FROM A DEVELOPER FUNDING OBLIGATION OUTLINED IN THE DEVELOPMENT AGREEMENT ADOPTED BY CITY COUNCIL PER ORDINANCE NO. 1354 AND APPROPRIATION OF FUNDS IN THE AMOUNT OF \$986,523.48 FROM THE TRANSPORTATION IMPROVEMENT FUND (FUND 446) AND \$134,533.14 FROM THE MEASURE A FUND (FUND 276)

WHEREAS, the East Bidwell Street corridor is one of the City of Folsom's most heavily traveled arterial roadways and serves as a key connection to commercial, residential, and medical land uses; and

WHEREAS, the City has entered into a Development Agreement with Elliott Homes and Sutter Health for the Broadstone Crossing Phase II project, which requires the implementation of traffic operational improvements along East Bidwell Street and Iron Point Road consistent with the approved Transportation Impact Study; and

WHEREAS, the City Council adopted Ordinance No. 1354 on September 9, 2025, approving the Development Agreement and formalizing the developer's obligation to fund approximately \$3.6 million in East Bidwell Street operational improvements; and

WHEREAS, the City issued a Request for Proposals (RFP) in October 2025 in accordance with California Government Code Section 4526 to solicit qualified engineering firms to provide professional design, permitting, and right of way services for the East Bidwell Street Operational Project; and

WHEREAS, four qualified consultant teams submitted proposals, which were evaluated by a selection panel consisting of City staff and a representative from Elliott Homes, and following interviews and negotiations, Wood Rodgers, Inc. was unanimously recommended as the most qualified firm; and

WHEREAS, funds in the amount of approximately \$1.445 million have been received from Elliott Homes pursuant to the Broadstone Crossing Phase II Development Agreement and are available for the East Bidwell Street Operational Project to support design and right of way costs associated with the East Bidwell Street / Iron Point Road operational improvements; and

WHEREAS, an appropriation from the Measure A Fund (Fund 276) and in the Transportation Improvement Fund (Fund 446) to the East Bidwell Street Operational Improvements Project (PW2603) will be required to cover the cost of the contract; and

WHEREAS, the appropriation from the Transportation Improvement Fund (Fund 446) will be fully offset by the received developer funding that has been deposited into that account for

the project; and

WHEREAS, the contract will be in a form acceptable to the City Attorney:

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Folsom authorizes the City Manager to execute a Design and Engineering Consultant Services Agreement with Wood Rodgers, Inc. in an amount not to exceed \$1,121,056.62 for professional engineering and consulting services associated with the East Bidwell Street Operational Rehabilitation Project, Project No. PW2603; and

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Finance Director is authorized to appropriate \$134,533.14 from the Measure A Fund (Fund 276) and \$986,523.48 in the Transportation Improvement Fund (Fund 446) to the East Bidwell Street Operational Improvements Project, Project No. PW2603.

PASSED AND ADOPTED on this 27th day of January 2026, by the following roll-call vote:

AYES: Councilmember(s):
NOES: Councilmember(s):
ABSENT: Councilmember(s):
ABSTAIN: Councilmember(s):

Justin Raithel, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Attachment 2

1. Project Management

1.1. Project Management

Consultant will dedicate a Project Manager to coordinate all consultant operations with city, including but not limited to, tracking progress of the scope of work and administering subcontracts. Consultant shall provide overall project management, coordination, and supervision of project staff to facilitate the performance of the work in accordance with standards and requirements of the city and other applicable standards and requirements. The Project Manager consultant shall prepare and submit monthly project progress reports to city Project Manager.

Consultant will prepare and update the Project schedule monthly or as needed. Project schedule shall be logical, complete, and shall consider city peer reviews. Consultant will provide regular reporting on the project status, including, but not limited to, project schedule including planned and actual target dates, contract budget, general progress on project tasks, and project issues and concerns. and procedures.

This scope assumes project management will be required over an eighteen (18) month schedule.

1.2. Coordination and Meetings

Consultant shall conduct a project kick-off meeting and regular monthly meetings with the city, and shall conduct meetings and coordination with other stakeholders, city, Caltrans, and other agencies, in monthly Project Development Team (PDT) meetings or technical workshops and focused meetings as necessary. Consultant will prepare agendas and meeting minutes, communication and distribution of project records and information, and responses to all internal requests for information about the project. This scope assumes that three (3) coordination meetings will be held with Caltrans during the Encroachment Permit approval process, and eighteen (18) monthly PDT meetings held in-person or virtually

1.3. Caltrans Encroachment Permit

Consultant will coordinate with Caltrans and submit an Encroachment Permit application for the widening of E. Bidwell Street, pavement rehabilitation, and pavement delineation work within Caltrans' right-of-way. To facilitate the encroachment permit process and to track expenses within the various funding sources, two (2) encroachment permit applications will be submitted to Caltrans. One application will cover the intersection modifications to the E. Bidwell / Iron Point Intersection, and the other will cover the pavement rehabilitation. Comments received from Caltrans will be tabulated and assessed, and responses will be provided. This scope assumes two (2) rounds of comments / responses will be required to obtain encroachment permit approval for each application.

Task 1 Deliverables

- Project Schedule / Progress Reports (Updated Monthly – 18 Months)
- Monthly PDT Meeting Agendas and Notes (18)
- Stakeholder Meeting Agendas and Notes (3)
- Caltrans Plan Comment Review and Response Matrices (2 per application)

2. Public Outreach and Engagement

The public outreach sub-consultant will provide public outreach and engagement services to support the city throughout the design and pre-construction phases. Outreach will focus on maintaining transparency, ensuring public awareness of project goals and impacts, and facilitating meaningful two-way communication with businesses, residents, and stakeholders within the project limits.

The public outreach sub-consultant will tailor a comprehensive, accessible, and locally grounded outreach program to keep the community informed and engaged throughout the project development process.

2.1. Public Outreach Strategy and Coordination

The public outreach sub-consultant will prepare a Public Outreach and Communications Plan in collaboration with the City's Public Works and Communications staff. The plan will:

- Define outreach objectives, key messages, and timeline.
- Identify affected audiences, including corridor businesses, property owners, and residential neighborhoods.
- Outline notification and communication tools (mailers, website content, social media, and news releases).
- Establish coordination procedures with City departments, Caltrans, and the engineering design team.
- Incorporate strategies for minimizing disruptions during design and pre-construction activities.

2.3. Public Meetings and Community Events

The public outreach sub-consultant will organize and facilitate public meetings and open houses to ensure meaningful participation from residents, commuters, and businesses.

Based on the City's preference, outreach will include:

- One Project Kickoff Meeting/Open House to introduce the project, share preliminary design concepts, and gather input.
- Up to one Design Update Meetings to review draft plans and anticipated improvements.
- One Pre-Construction Meeting to present construction phasing, detours, and mitigation measures.

The public outreach consultant will:

- Secure venues (or virtual meeting logistics).
- Develop presentation materials, boards, and handouts in coordination with the design team.
- Manage meeting facilitation, sign-ins, comment collection, and translation support as needed.
- Summarize community feedback for the city and design team.

The consultant will:

- Prepare project exhibits for presentation during public meetings (up to 5)
- Assist in the preparation of power point presentations for stakeholder outreach meetings
- Provide technical staff to support stakeholder outreach meetings
- Provide graphics for inclusion within collateral materials prepared by the public outreach consultant.

2.4. Public Notifications and Mailers

The public outreach consultant will prepare and distribute clear and visually engaging public notifications.

Activities include:

- Two community mailers timed with key milestones (project introduction and pre-construction).
- Preparation of content for city newsletters, social media posts, and web updates.
- Design and printing coordination, using accessible language and branding consistent with City standards.
- Translation into Spanish and other languages as appropriate.

2.5. Visual, Web, and Media Support

The public outreach consultant will Support city staff in maintaining an active and informative digital presence for the project.

Activities include:

- Development of project webpage text and updates for the City's website.
- Coordination of graphics, photos, and progress visuals to illustrate improvements.
- Preparation of social media content (Facebook, X/Twitter, Instagram, and Nextdoor).
- Support for media inquiries and press releases as directed by the City.

2.6. Documentation and Reporting

The public outreach consultant will maintain thorough records of all outreach activities, correspondence, and feedback, providing the City with comprehensive reporting at each phase.

Task 2 Deliverables

- Draft and Final Public Outreach and Communications Plan
- Contact and Stakeholder Database
- Outreach schedule aligned with design milestones
- Team meetings as needed
- Business and Stakeholder Contact Log
- Up to five stakeholder/business community roundtables
- Summary Memo of Issues and Feedback
- Follow-up materials for affected properties
- Meeting notifications and materials (flyers, agenda, boards, sign-in sheets)
- Summary reports documenting attendance, feedback themes, and follow-up actions
- Draft and Final Mailers (two rounds minimum)
- Digital-ready content for website and social media
- Distribution summary (number mailed, areas reached)
- Web and social media content drafts
- Press release coordination and talking points
- Photo documentation/drone for City use
- Monthly progress summaries
- Meeting and outreach documentation
- Final Public Outreach Summary Report, including metrics, materials, and outcomes

3. Survey and Base Mapping

3.1. Data Collection

Consultant will be responsible for obtaining existing as-built maps, topographic data, aerial mapping, and maps and plans of major utilities and proposed utilities within the project area. Relevant data will be gathered from the City of Folsom and Caltrans.

3.2. Mapping and Surveys

Consultant will provide a topographic survey for the project site. Due to the size and complexity of the project site, several survey methods will be used to provide a complete and seamless dataset. Data within the streets will be collected using a mobile LiDAR unit to capture all hardscape features from back-of-walk to back-of-walk. This allows design level data to be captured throughout the project site without putting the field crews in traffic and capture cross-section data wherever the project design requires. An aerial system will be utilized to collect digital images and LiDAR data for the entire project site. This will be used to capture paint stripes, fences, building outlines, and other features beyond what the mobile LiDAR dataset provides.

Consultant will also supplement the aerial and mobile data with ground surveys to provide greater detail in obscured areas, to identify any utility facilities located within the project limits, and to provide design level topo on hardscape tie areas, as well as subsurface utility features as needed to support project design. The mapping scale will be 1"=20' with one (1) foot contour intervals generated from ground classified LiDAR points, along with any appropriate points collected with the ground surveys. Existing conditions and 2D planimetric features shall be located which will include fences, roads, street improvements, driveways, paths, buildings, walls, landscaping, ditches, culverts, grade breaks, pavement striping or markings, storm drain manholes or inlets, sanitary sewer manholes or cleanouts, water valves or meters, fire hydrants, gas valves, and all underground and overhead utility facilities visible from the surface of the ground, shall be located. Project accuracy will conform to general accepted professional specifications established by the ASPRS Positional Accuracy Standards for Digital Geospatial Data (2014).

Consultant will establish the project control. This includes primary control points throughout the project site, as well as targets and check shots for the aerial surveys and control for supplemental ground surveys to support the development of the topographic survey. The horizontal control shall be based on published data provided by the National Geodetic Survey and the North American Datum of 1983 (NAD83), State Plane, California Zone II, US Survey Feet in ground distances. The vertical control shall be based on published data provided NGS and the North American Vertical Datum of 1988 (NAVD 88). Primary control points will be set outside the proposed project limits and in easily accessible locations, so they are suitable to be used for future Tasks on this project. If specific project control is required, this will be discussed and determined at the project kickoff meeting.

3.3. Utility Base Mapping

Consultant will send utility mapping requests (Utility 'A' Letters) to known utility owners in the project area. Consultant will use a combination of record information provided, GIS data, and as-built information to develop a utility base map. It is recommended that verification of underground utilities be completed during the design phase. We have included an estimated direct cost budget for potholing. However, the exact amount may change based on the final design plans.

Task 3 Deliverables

- Survey Control Data and Survey Notes
- Topographic Map with Surface and Right-of- Way Information in an AutoCAD DWG compatible with Civil3D 2024
- Utility Base Mapping (AutoCAD .dwg format)

4. Geotechnical Investigations

4.1. Geotechnical Design/Materials Report (GDMR)

4.1.1. PRELIMINARY REVIEW AND COORDINATION

The geotechnical sub-consultant will meet with the design team to review the preliminary approach and discuss the project needs, goals and schedule. The geotechnical sub-consultant will determine exploration locations, determine site access, and will visit the site prior to field work to mark our exploration location(s) for Underground Service Alert (USA). Crawford will obtain a required Sacramento County environmental health boring permit. Crawford will obtain a Caltrans encroachment permit for our fieldwork within the public right-of-way exploration locations, and schedule traffic control as needed.

4.1.2. SUBSURFACE EXPLORATION

The geotechnical sub-consultant will perform up to four borings to depths ranging from 25 to 30 feet deep at the planned improvements.

Our Engineer/Geologist will direct the sampling and log the borings. At a minimum, we will sample at 5-foot intervals. We will deliver the samples to our laboratory for testing. The drilling contractor will advance the borings with a rubber-tired, truck- or track- mounted drill rig using 4 to 6-inch diameter hollow stem augers, solid stem augers, and/or mud-rotary techniques. Standard Penetration Testing (SPT) and California Modified sampling will be performed within the borings to obtain samples and blow count information. Bulk samples will be collected for R-value testing for pavement section recommendations.

4.1.3. LABORATORY TESTING

The geotechnical sub-consultant will perform the following laboratory tests (if applicable) on relatively undisturbed samples obtained from the exploratory borings:

- Chemical Analysis;
- Moisture Content and Unit Weight;
- Plasticity Index;
- R-Value; and
- Sieve Analysis.

4.1.4. GEOTECHNICAL DESIGN/MATERIALS REPORT

The geotechnical sub-consultant will prepare a Draft GDMR Report generally consistent with current Caltrans Standards for the earth retaining structures and roadway rehabilitation. The report will include:

- scope of work and project description;

- physical setting, including topography,
- drainage and regional/local geology;
- summary of subsurface soil and groundwater conditions;
- slope stability at the ramp embankments;
- allowable bearing capacity and estimated settlement at the retaining wall;
- corrosion evaluation;
- seismic evaluation consistent with current Caltrans ARS standards;
- laboratory test results;
- grading recommendations;
- foundation recommendations;
- equivalent fluid weight recommendations;
- construction considerations;
- Vicinity Map; Fault Map; Geology Map; Site Plan with boring and core locations; Boring logs and legend.

Following receipt of all Draft Report comments, a Final Report will be submitted.

4.2. Foundation Report

The geotechnical sub-consultant will perform a site-specific foundation study to evaluate the subsurface conditions for foundation design of the selected alternative. The proposed traffic signals and light posts are planned to be designed using Caltrans standard plans. Therefore, the field investigation will be limited to include subsurface for the overhead sign.

4.2.1. PROJECT DESIGN TEAM MEETINGS AND MANAGEMENT

The geotechnical sub-consultant will provide project management and allowance for a Principal and/or Senior Project Manager to attend the kick-off meeting and up to five Project Design Team meetings (via video conference or telephone) to address geotechnical design elements of the project.

4.2.2. COORDINATION, OBTAIN PERMITS AND MARK FOR USA

For this task the geotechnical sub-consultant will:

- Determine exploration locations, determine site access, and mark our exploration locations for USA North 811;
- Obtain a Sacramento County Environmental Health Permit for our borings;
- Obtain a Caltrans Encroachment Permit; and
- Coordinate our fieldwork.

4.2.3. SUBSURFACE EXPLORATION

The geotechnical sub-consultant will conduct a subsurface exploration program to characterize the subsurface conditions for the overhead sign structure, traffic signal foundation, and light post foundation on the approach embankments. Crawford will drill, log and sample the following test borings:

- Two borings with depths ranging between 35 to 50 ft deep for the foundation elements of the structures;

The drilling contractor will advance borings with a rubber-tired, truck and/or track mounted drill rig using 6 to 8-inch-diameter hollow, solid stem augers, and/or rotary wash methods. Standard Penetration Testing (SPT) and California Modified sampling will be performed within borings to obtain samples and blow count information. A The geotechnical sub-consultant engineer/geologist will direct the sampling and log the borings consistent with current Caltrans procedures/requirements. At a minimum, we will sample at 5-foot intervals. We will deliver the samples to the laboratory for strength and classification testing. Surface and groundwater conditions will be noted where encountered. Traffic control will be provided with city and Caltrans requirements. The borings will be backfilled per County requirements.

4.2.4. LABORATORY TESTING

The geotechnical sub-consultant will complete the following laboratory tests on bulk and relatively undisturbed samples obtained from the exploratory borings (as appropriate):

- Moisture Content and Unit Weight for bearing capacity and lateral capacity;
- Unconfined Compression and/or Direct Shear testing, for bearing resistance and lateral capacity;
- Sieve Analysis and Plasticity Index for soil classification;
- Resistance Value for pavement design;
- Resistivity, pH, Sulfate Content, and Chloride Content for soil corrosivity analysis; and
- R-value.

4.2.5. ENGINEERING EVALUATION AND ANALYSIS

The geotechnical sub-consultant will perform engineering evaluation and analysis (using computer software where applicable) for the following: bearing resistance; lateral capacity; pile drivability analysis; embankment settlement and downdrag; site seismicity including procedures consistent with current Caltrans Seismic Design Criteria to determine the site acceleration response spectrum (ARS); liquefaction potential; lateral earth pressure and coefficient of friction to resist sliding; flexible and rigid pavements; and soil corrosivity.

4.2.6. FOUNDATION REPORT

The geotechnical sub-consultant will prepare a Foundation Report (FR) for each bridge structure (consistent with current Caltrans guidelines/format) for review and comment by the design team. The report will provide a site/project description, summarize site geology and geologic reconnaissance, subsurface exploration and field and laboratory soil tests, discuss scour considerations as applicable (based on Hydraulics Report prepared by others), and include a "Log of Test Borings" (LOTB) drawing. Earth materials and foundation conditions will be discussed including seismic criteria and the design ARS curve. Each report will discuss structure foundation conditions/ constraints, recommended type, loading of bridge foundation elements, and include construction considerations. The report will also include/address approach roadway site preparation and grading.

The geotechnical sub-consultant services for this task also include allowance for the Caltrans review process to respond to review comments if/as needed. We will contact Caltrans if necessary to rectify comments received on the draft report for concurrence and include comment responses in the final report.

Following receipt of all Draft FR review comments and concurrence with Caltrans, Crawford will prepare and submit a Final FR incorporating the comments as necessary. The FR will be submitted electronically as a PDF file.

Geotechnical Engineering Assumptions

- Our above scope of services assumes the following:
- Traffic control will consist of shoulder work ahead and roadwork ahead signs.
- Borings will be backfilled with cement grout and capped with dyed black concrete, no HMA patching is required.
- Drill spoils will be left on site, spread neatly on the shoulder.
- The city encroachment permit fees will be waived by the City Public Works Department.
- Traffic control will consist of shoulder closures and lane closures with cones, signs, and without flaggers
- The cores will be backfilled with cuttings and 4 inches of dyed black concrete. Placement of hot mix asphalt is expensive and is beyond out scope of services.

Task 4 Deliverables

- Draft and Final GDMR
- Draft and Final Foundation Report

5. Final Design

5.1. Traffic Operations Analysis and Report

Consultant will provide additional traffic analysis to verify operations of the intersection configurations developed during final design. Consultant will prepare a SimTraffic model of the study corridor using traffic volumes and assumptions available in the Broadstone Crossing Phase II Transportation Impact Study and Local Transportation Analysis (T. Kear Transportation Planning & Management, Inc., November 12, 2024). The SimTraffic model will be used to evaluate the proposed roadway improvements under existing and projected (year 2029) traffic conditions in order to determine the best improvement configuration to maintain acceptable LOS and queues. SimTraffic is preferred for this analysis to capture potential weaving, merging, interaction between signals, and other driving behavior that cannot be modeled using deterministic models like Synchro/HCM.

The traffic evaluation will primarily focus on the improvements proposed at the East Bidwell Street & Iron Point Road intersection and adjacent on-ramp, but would also evaluate other proposed improvements on the study corridor as needed to refine the final design. A summary of delay, LOS, and 95th percentile queues will be provided at improved locations. A qualitative evaluation of safety will also be provided to assist with evaluating and comparing potential improvement alternatives. All results of the traffic operations analysis will be summarized in a technical report. Wood Rodgers assumes no new count data would be collected under this scope.

5.2. Preliminary Layout (35% Design and Estimate) and Basis of Design Memorandum

5.2.1. PRELIMINARY ROADWAY AND INTERSECTION LAYOUT

Consultant will prepare a preliminary layout that will serve as the basis for final design. The preliminary layout plans will include the intersection improvements, turn pocket extensions, typical sections at key locations, potential utility conflicts and drainage system modifications, and right of way needs. A preliminary construction cost estimate will be prepared with the appropriate contingencies will be prepared. The preliminary layout plans and estimate will be presented to the city for review along with a basis of design memorandum.

5.2.2. PRELIMINARY TRAFFIC SIGNAL AND LIGHTING MODIFICATION PLANS

Consultant will prepare preliminary traffic signal plans to accompany the preliminary roadway and intersection layout. The preliminary traffic signal plans will show planned locations for new signal equipment, push buttons, lighting and other relevant appurtenances needed to develop a 35% traffic signal. This effort will include modifications to the East Bidwell Street / Iron Point Road and East Bidwell Street/ Broadstone Parkway intersections, and modifications to the existing City and highway lighting between Iron Point Road and the westbound US 50 on-ramp entrance.

5.3. Drainage Technical Memorandum

Consultant will prepare a drainage technical memorandum covering minor modifications needed for the widening along Iron Point Road and E. Bidwell Street. The report will review the hydrology and hydraulics of the existing drainage systems to ensure the modifications will not disrupt existing drainage patterns.

5.4. Storm Water Data Report (Short Form)

Consultant will prepare a short form Storm Water Data Report (SWDR) to include with the Caltrans Encroachment Permit application. The SWDR will address permanent and temporary water pollution control measures to comply with the State's NPDES general construction permit.

5.4. Traffic Signal, City Street Lighting, and State Highway Lighting PS&E

Consultant will develop PS&E for traffic signal modifications, City street lighting, and State highway lighting based on the preliminary plans developed in Task 5.2.2. All electrical design work will conform to 2025 Caltrans Standard Plans and Specifications, and CA-MUTCD. Traffic Signal, City Street Lighting, and State Highway Lighting PS&E will be submitted at the 60%, 90%, and Final submittals. ***Estimated sheet count for this task is included in Table 1 below.***

5.5. Planting and Irrigation PS&E

Consultant will prepare planting and irrigation plans to restore existing planted areas affected by the project. Planting and Irrigation PS&E will be submitted at the 60%, 90%, and Final submittals. ***Estimated sheet count for this task is included in Table 1 below.***

5.6. 60% Plan Submittal

Consultant will develop the project plans following the City of Folsom and Caltrans Standards. Preparation of the plans set shall include the following plan sheets:

Table 1 – Estimated Sheet Count

Sheet Description	Estimated Sheets			
	Front Sheets	Phase 1 - Iron Point / Bidwell TS	Phase 2 - Secondary Abatements	Phase 3 - Pavement Rehab
Title	1	-	-	-
Key Map	1	-	-	-
Control	1	-	-	-
Typical Sections	-	2	1	1
Layout	-	2	4	8
Profile / Super	-	-	-	-
Construction / Grading Details	-	2	6	-
Drainage Plan	-	1	-	-
Drainage Profiles	-	1	-	-
Drainage Details	-	1	-	-
Drainage Quantities	-	1	-	-
Utility Plan	-	1	-	-
Water Pollution Control	-	2	-	-
WPC Q's	-	1	-	-
Erosion Control	-	2	-	-
Stage Construction	-	2	-	2
Detour Plans	-	-	-	8
Sign Plan	-	2	-	-
Overhead Sign Plan	-	2	-	-
Sign Quantities	-	2	-	-
Pavement Delineation	-	2	-	8
PD Q's	-	1	-	-
Summary of Quantities	-	2	-	-
Signal Mod (Iron Point)	-	3	-	-
Signal Mod (Broadstone)	-	-	1	-
Signal Mod (Scholar)	-	-	1	-
State Highway Lighting	-	1	-	-
State Traffic Signal Mod (WB off-ramp)	-	2	-	-
State Electrical Details	-	5	-	-
State Electrical Quantities	-	1	-	-
City Lighting	-	1	-	-
City Lighting Detail	-	1	-	-
Landscaping / Irrigation	-	8	8	-
Subtotal	3	51	21	27
Total Sheets	102			

Preparation of the roadway plans shall be consistent with City of Folsom and Caltrans Standards. Wood Rodgers shall perform internal QA/QC plans check and review and shall submit copies to City for peer review prior to submittal to the City.

For the purposes of advancing the design and construction of the intersection capacity improvements, we propose to split the overall project into two locations. Since the intersection capacity improvements are critical to traffic operations with the coming Sutter Medical Office complex and the need for any improvements within the State's right of way to be approved through the Caltrans' Encroachment Permit process, we want to focus on getting the design and approval early in the schedule. This work will also require partial acquisitions from a few property owners and have the highest potential for utility conflicts that will need resolution, increasing the amount of time necessary for right of way and utility certifications to be obtained. The pavement rehabilitation work will initially lag while the geotechnical investigations are completed and a rehabilitee strategy is established, the two project elements will be completed and ready for construction concurrently.

Wood Rodgers will prepare the Specifications and Special Provisions and PS&E Quantities and Estimates for the project following the City of Folsom and Caltrans Standard Specifications.

A subset of the 60% plan set, for work that is within the State's Right of Way, will be developed to a 95% level using Caltrans' standards and included in the Encroachment Permit Application package for Caltrans' review.

5.7. 90% Plan Submittal

Wood Rodgers will address comments received from the 60% plans and incorporate changes as appropriate in the final combined PS&E package. Under this task, Consultant shall perform an internal QA/QC plans check and review and shall submit the final combined PS&E package to an independent reviewer, will be provided. The independent reviewer shall be a registered Professional Engineer in the State of California and shall certify the quality of the package and that the plans are constructible.

We will respond to comments received during the initial review of the Encroachment Permit Application package and resubmit the package for approval an issuance of the Encroachment Permit for construction.

5.8. Final PS&E Submittal

Wood Rodgers will address comments received from the 90% plans and incorporate changes as appropriate in the final combined PS&E package.

5.9. Construction Bid Package

Wood Rodgers will address final changes and sign the improvement plans for City approval and advertisement for construction. This task also includes preparation of the pending Resident Engineer File and other supplemental PS&E materials, which would include the following:

- Memo to RE
- Geotechnical Design Information
- Caltrans contact information
- General Cross-Sections
- Task 5 Deliverables:

- Preliminary Layout Plans and Estimate (PDF Exhibit)
- Basis of Design Report
- 60% P&E, 90% PS&E, Final PS&E (36x24 Full Size PDF)
- Traffic Operations Analysis Report
- Drainage Technical Memorandum
- Storm Water Data Report (Short Form)
- Transportation Management Plan
- Pending Resident Engineer File
- Supplemental PS&E Materials
- QA/QC Plan Check and Review Documents at Each Submittal

Task 5 Deliverables

- Preliminary Layout Plans and Estimate (PDF Exhibit)
- Basis of Design Report
- 60% P&E, 90% PS&E, Final PS&E (36x24 Full Size PDF)
- Traffic Operations Analysis Report
- Drainage Technical Memorandum
- Storm Water Data Report (Short Form)
- Pending Resident Engineer File
- Supplemental PS&E Materials
- QA/QC Plan Check and Review Documents at Each Submittal

6. Right of Way

It's anticipated that property rights will need to be acquired from up to three (3) properties for the proposed widenings along Iron Point Road and E. Bidwell Street. Documentation of utility coordination will be required as part of the Caltrans Right of Way Certification. This scope assumes no changes to Caltrans right of way or access control will be required. The following scope addresses this work:

6.1. Right of Way Engineering and Support

A project right-of-way map will be developed from available County of Sacramento GIS line work with a review of available record information and record maps to determine existing right-of-way and property lines. Wood Rodgers will also coordinate with City of Folsom counterparts to gather any right-of-way information or records to help establish the City's right-of-way lines. This effort will also include the location of strategically located survey monuments to support the establishment of the street centerlines and rights-of-way.

Once project design begins and the three (3) areas of acquisition are established. Wood Rodgers will order and review three (3) Preliminary Title Reports (PTR). Along with preparing legal descriptions and plats for the three (3) acquisition areas.

6.2. Right of Way Appraisals and Acquisitions

Monument will work closely with the Project Engineer and the City to ensure that all necessary property rights are acquired to allow for construction of the Project.

All services will be performed in accordance with all applicable statutory and regulatory requirements, including: the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR Part 24), as amended; the Real Property Acquisition Guidelines (Title 25, California Code of Regulations); and the City's own policies and procedures.

6.2.1. APPRAISALS

All appraisals and appraisal reviews used for the acquisition of real property will be prepared in accordance with 49 CFR Part 24 and the Uniform Standards of Professional Appraisal Practice (USPAP). A single self-contained appraisal report will be prepared for each property acquisition that will contain relevant project-related data, subject property information, market comparables, and an analysis of the appraiser's value conclusions.

During the appraisal process, Monument will be responsible for the following tasks:

- Prepare appraisal scope, fee, and schedule for each property.
- Prepare and deliver appraisal notices to property owners.
- Conduct field reviews of property with appraiser.
- Make weekly contact with appraisers to update progress.
- Review appraisal reports for quality and accuracy.

Appraisals will be prepared in accordance with USPAP requirements, and will contain the following:

- Adequate description of the physical characteristics of the property being appraised (and, in the case of a partial acquisition, an adequate description of the remainder).
- Any identified personal property.
- Statement of any known or observed encumbrances and the location, zoning, present use, and year sales history of the property.
- An analysis of the property's highest and best use.
- All relevant approaches to value consistent with established federal appraisal practices. If more than one approach is used, there will be an analysis and reconciliation of the approaches to support the appraiser's opinion of value.
- A listing and analysis of comparable sales, including a description of all relevant physical, legal, and economic factors such as parties to the transaction, source, and method of financing, and verification by a party involved in the transaction.
- A statement of the value of the real property interest to be acquired and, for a partial acquisition, a statement of value of the damages and benefits, if any, to the remaining real property where appropriate.
- The effective date of valuation and date of appraisal report, with signed certification of the appraiser.

6.2.2. ACQUISITION AND NEGOTIATION

Based on our understanding of the project and information provided by the City, Monument assumes that the Project will require the acquisition of property rights from up to three (3) owners. Monument will provide all services required for the City to purchase the right-of-way required to construct the Project. All tasks will be performed in accordance with applicable Federal, State and local regulations, and the City's internal policies and procedures. Specifically, Monument will:

- Coordinate and manage the acquisition process with the City, legal counsel, design team, property owners, and tenants along with the title company, appraisers, and other consultants to insure effective cross-discipline communications.
- Review right-of-way plans, appraisal reports, title reports, appraisal maps and legal descriptions and all other pertinent documents.
- Prepare acquisition offer packages consisting of the City's written purchase offer, appraisal summary statement, acquisition brochure, acquisition agreement, conveying instruments (Grant Deed, Permanent and/or Temporary Easements, etc.), Certificate of Acceptance, recommendation of Just Compensation, plat maps and legal descriptions, and Title VI Information.
- Monument's acquisition agent will attempt to meet personally with each property owner to present the offer and discuss the acquisition process.
- Negotiate in good faith with each property owner or their agent or representative and address any questions or concerns that may arise during the acquisition process.
- Establish and maintain an acquisition file for each property owner and maintain a file checklist pursuant to the City's specifications.
- Promptly transmit executed documents to the City for acceptance and processing.
- If necessary, prepare and submit a Letter of Recommendation for any proposed administrative settlements, which will include a chronology of the negotiation efforts, and provide supporting documentation and an explanation of the rationale behind the recommendation.
- Escrow Coordination – Serving as liaison between the City and the title company, we will facilitate the opening of escrows, assist the escrow company in obtaining any necessary additional documentation, supervise and review the closing of escrows, and review closing statements for completeness and accuracy.
- Our primary goal will be to reach an agreement with each property owner, and we will work with the City to develop solutions to achieve this goal. Should negotiations reach an impasse, we will provide a written recommendation condemnation action, including all required justification and supporting documentation.
- Provide bilingual acquisition agents, if necessary.
- Upon project completion, completed acquisition files will be provided electronically for each impacted owner.

6.3. Utility Coordination Support Services

Wood Rodgers will provide utility coordination support services per applicable professional standards and the City standards and all applicable laws and regulations.

Task 6 Deliverables

- Up to three (3) appraisal reports
- Up to three (3) executed Agreements and Deeds/Easements.
- Up to three (3) appraisal exhibits
- Up to three (3) plats and legal descriptions for partial acquisitions.
- Communicate and coordination with the utility companies.
- Maintain Utility Correspondence Diary.

- Prepare the A, B, C letters according to City and Caltrans procedures.
- Coordinate work with utilities and review facility relocation designs provided by the utility companies to ensure they are consistent with the project design and proposed ROW.
- Develop Reports of Investigations and Notice to Owner;
- Coordinate utility relocation schedules for timely completion (as required)

Task 7 Pavement Rehabilitation

7.1. Pavement Design Memorandum

The geotechnical sub-consultant understands that the pavement rehabilitation portion of this project will likely consist of resurfacing efforts to address pavement distress features that have surfaced to the top of the roadway. Crawford will perform the following scope of services to support the design team with the development of rehabilitation strategies taking into consideration the current thickness of the existing pavement section, desired traffic index and design life, presence of utilities and driveways, cost and schedule.

7.1.1. FIELD PREPARATION AND PERMITS

- Coordinate with the design team for rights-of-entry and discuss the project design needs, goals, and schedule;
- Visit the site to mark our boring locations for USA North 811;
- Obtain a no-fee City encroachment permit; and
- Coordinate our fieldwork.

7.1.2. PAVEMENT CONDITION ASSESSMENT

The geotechnical sub-consultant will walk the alignment noting the condition of the pavement, including general notes about transverse and longitudinal cracking, rutting, and failure areas (alligator cracking). Crawford will provide an aerial map or comment on plans provided by the design team including notes related to the location and general size of the failure locations for cost estimating purposes of dig out/ repair locations.

7.1.3. PAVEMENT CORING AND LABORATORY TESTING

To measure the existing structural pavement sections (HMA and AB), Crawford will perform 14 pavement cores, with a minimum of one pavement core on each street. An Engineer/Geologist will direct the coring and sampling. At each core location, Crawford will use a diamond tipped core bit 4 to 6 inches in diameter to core through the existing pavement. The existing pavement sections (HMA and AB) will be measured, and subgrade samples will be retrieved for R-value testing.

Native sampling may fluctuate depending on soil conditions encountered at the time of work. Not all material may be suitable for testing (such as hard pan, coarse aggregates such as cobbles or backfill material). Crawford will provide appropriate testing for design purposes based on what it is encountered in the field.

Cores will be backfilled with sand and topped with dyed black quick setting concrete to match the existing road. Hot mix asphalt patching is not included in our scope of services since the road will be rehabilitated soon. We will work with the City encroachment permit department on the traffic control requirements; however, we expect traffic control to consist of road work ahead signs, lane shifts, and lane closures without flaggers.

7.1.4. ENGINEERING EVALUATION AND ANALYSIS

Following the results of our fieldwork and R-value testing, The geotechnical sub-consultant will perform engineering analyses to determine the following:

- Current traffic index based on the results of the cores, assigned gravel factors for the in-place materials, and thickness of the existing pavement section.
- New pavement section thicknesses based on the desired traffic index (provided by others) for comparison purposes only.
- Various pavement rehabilitation options including mill and overlay with dig outs, pavement recycling options (such as partial depth recycling or cold in-place recycling), remove and replacement, and full depth HMA.

7.1.5. PAVEMENT DESIGN MEMO

The geotechnical sub-consultant will prepare a report containing:

- Project description and scope of services;
- Subgrade soil conditions;
- Existing pavement condition;
- Results of our pavement coring, presence of overlays and fabric, and current traffic index;
- R-value test results;
- Conclusion and Discussions;
- New pavement section recommendations for traditional AB and HMA and full depth HMA based on the traffic index provided by the Design Team;
- Rehabilitation options considering mill and overlay with dig outs and recycling options including partial depth recycling and cold in-place recycling; and
- Vicinity map, site plan, dig out map(s), core logs, and core photos.

7.2. Pavement Rehabilitation PS&E

Consultant will prepare planting and irrigation plans to restore existing planted areas affected by the project. Planting and Irrigation PS&E will be submitted at the 60%, 90%, and Final submittals. ***Estimated sheet count for this task is included in Table 1 below.***

7.3. Transportation Management Plan

Consultant will prepare a Transportation Management Plan (TMP) for the project consistent with Caltrans Transportation Management Plan Guidelines (dated November 2015). The TMP will consist of sections addressing some or all the following strategies at a plan level: roles and responsibilities, public information, motorist information, incident management, construction strategies (e.g., lane closure charts), demand management, alternative routes (or detours), and contingency plans. Wood Rodgers will coordinate with Caltrans Traffic Operations on preparation and review of the TMP. Wood Rodgers will prepare materials required for a major lane closure request for the ramp and any needed lane closures within Caltrans right of way. Recent data will be obtained from the Caltrans Traffic Census Program website, the Performance Measurement System (PeMS) website, or via a request to Caltrans Traffic Operations staff. It is assumed that Wood Rodgers will not collect new data for the TMP, and all data will be obtained from Caltrans and recent available traffic studies.

Task 7 Deliverables

- 60% P&E, 90% PS&E, Final PS&E (36x24 Full Size PDF)
- Transportation Management Plan
- Draft and Final Pavement Design Memo

*This page is intentionally left blank
to facilitate double-sided printing
and minimize paper use.*



CITY OF
FOLSOM
DISTINCTIVE BY NATURE