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November 22, 2011

NOTICE INVITING STATEMENTS OF QUALIFICATIONS AND PROPOSAL (RFQ/P) FOR COMMITTEE FACILITATION, LEADERSHIP and TECHNICAL DEVELOPMENT

Dear *Prospective Proposer*,

The Capital SouthEast Connector Joint Powers Authority (JPA) is seeking to hire experts, knowledgeable in the area of committee facilitation, leadership and technical development.

The full content of the RFQ/P will be made available on the JPA web page located at www.connectorjpa.net. Any firm obtaining the information through the JPA web page, and who is anticipating submitting a proposal, is asked to send a letter acknowledging the receipt of the RFQ/P to keepn@connectorjpa.net, so that the firm can be added to the notification list and receive any addendums or changes. In order to ensure receipt of responses to written questions, please indicate the e-mail address for subsequent information relating to the RFQ/P.

Qualified organizations are invited to submit six (6) written copies of a statement as described in *Section IX. Proposal Content and Format*. Statements are to be addressed to Tom Zlotkowski, Executive Director, Capital Southeast Connector JPA, 10640 Mather Blvd, Suite 120. Proposals and Statements of Qualifications must be received no later than 2:30 p.m., December 15, 2011.

The JPA will accept written questions related to this RFQ/P through Wednesday, November 30, 2011. Questions may be provided to keepn@connectorjpa.net. Responses to written questions will be provided to all confirmed proposers of this RFQ/P via e-mail.

It is intended that the selection of a consultant team shall be made on merit alone, based on the processes and criteria set forth in the RFQ/P. Statements will be reviewed, and those firms whose qualifications most appropriately meet the JPA's needs will be considered.

Thank you for your interest.

Sincerely,

Tom Zlotkowski, Executive Director
Capital SouthEast Connector JPA



CAPITAL SOUTHEAST CONNECTOR JPA

REQUEST FOR QUALIFICATIONS AND PROPOSAL (RFQ/P)

**For JPA COMMITTEE FACILITATION, LEADERSHIP,
and TECHNICAL DEVELOPMENT**

November 2011

CAPITAL SOUTHEAST CONNECTOR JPA
10640 MATHER BOULEVARD, SUITE 120
MATHER, CA 95655
(916) 876-9094

REQUEST FOR QUALIFICATIONS AND PROPOSAL (RFQ/P)

SUMMARY SHEET

1. PROJECT

The Capital SouthEast Connector Authority (JPA) was established to facilitate the construction of a proposed multi-modal transportation project (the “Connector project”) within a 35-mile service area (Corridor) that spans two counties (Sacramento and El Dorado) and links the cities of Elk Grove, Rancho Cordova, Folsom, and the community of El Dorado Hills. These communities and the contiguous study area define the Connector corridor. The Connector project has recently completed its program environmental process and route selection. It is anticipated that the draft project level EIRs will be begin in late 2012 once the current design guidelines and route have been approved by the member jurisdictions for inclusion into their General Plans in Spring 2012.

2. LOCATION:

The approximate 35-mile-long project is located in the south east Sacramento region of California. (Figure 1).

3. REQUESTED SERVICES:

The JPA is seeking to hire experts, knowledgeable in the areas of facilitation, leadership, and specifications writing for technical, community oriented, and sustainable practices design, for the purposes of advisory committee development. This Request for Qualifications and Proposal (RFQ/P) concentrates on providing expertise in the establishment, operation, and recordation of technical materials from three separate advisory committees to be formed by the JPA for the purposes of developing the overall functional identification and specifications of the Connector Project.

4. CURRENT SOURCES OF FUNDING:

Measure A – Local Sales Tax
Local contributions from member jurisdictions

5. PROJECT MANAGEMENT:

Tom Zlotkowski
Executive Director
Capital SouthEast Connector JPA
10640 Mather Blvd, Suite 120
Mather, CA 95655
Telephone: (916) 876-9094, E-mail: zlotkowskit@connectorjpa.net

6. PROPOSAL DUE DATE: 2:30 p.m., December 15, 2011

7. TYPE OF PROPOSAL REQUIRED:

In accordance with the guidelines as detailed in this Request for Proposal.

8. REMARKS:

The full content of the RFQ/P is currently available through the JPA web site located at www.connectorjpa.net. Prospective proposers obtaining any information through the JPA web site and anticipating submitting a proposal are asked to send an e-mail confirmation to keep@connectorjpa.net so that the firm can be added to the notification list to directly receive any addendums, changes or responses to written questions by November 24, 2011.

9. QUESTIONS/ ADDITIONAL INFORMATION

Questions may be submitted to the undersigned at zlotkowskit@connectorjpa.net. Responses to written questions will be provided to all confirmed proposers of this RFQ/P via e-mail, to the return address provided. Candidate teams are discouraged from contacting other staff, consultants or advisors of the JPA.

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I. INTRODUCTION

The Elk Grove-Rancho Cordova-El Dorado Connector Authority, dba the Capital SouthEast Connector Joint Powers Authority (JPA), is a joint powers agency established in December, 2006. Member jurisdictions include the cities of Elk Grove, Folsom, and Rancho Cordova, and the counties of Sacramento and El Dorado. The Connector Authority (JPA) was established to facilitate the construction of a proposed multi-modal transportation project (the “Connector project”) within a 35-mile service area (“Corridor”) that spans two counties (Sacramento and El Dorado) and links the cities of Elk Grove, Rancho Cordova, Folsom, and the community of El Dorado Hills. See Figure 1. These communities and the contiguous study area define the Connector corridor. The JPA has prepared a program-level environmental impact report (PEIR) for the Connector project which was certified by the JPA Board on August 12, 2011. Based on that PEIR, a route selection consisting primarily of Kammerer, Grant Line, and White Rock Roads was selected by the JPA Board on October 14, 2011.

This RFQ/P does not commit the JPA to enter into an Agreement, to pay any costs incurred in the preparation of a Proposal in response to this request, or to procure or contract for services. The JPA reserves the right to accept or reject any or all Proposals received as a result of this request, to negotiate with any qualified team, or to modify or cancel in part or in its entirety this RFQ/P if it is in the best interests of the JPA to do so.

Six (6) copies of the Proposal shall be delivered to the office identified below no later than **2:30 p.m. on Thursday, December 15, 2011.**

Tom Zlotkowski
Capital SouthEast Connector JPA
10640 Mather Blvd, Suite 120
Mather, CA 95655

II. DESCRIPTION OF THE CONNECTOR

The Connector Authority was established to facilitate the construction of a proposed multi-modal transportation project (the Connector project) within a 35-mile service area (Corridor) that spans two counties (Sacramento and El Dorado) and links the cities of Elk Grove, Rancho Cordova, Folsom, and the community of El Dorado Hills. These communities and the contiguous study area define the Connector corridor. It is intended to be developed and operated as a local facility and not to be adopted into the Federal or State transportation system.

The Connector project will link residential areas and employment centers in the Corridor, serve both local and regional travel, and relieve congestion on the heavily congested existing roadways, all while preserving open space and habitat. The Connector Project will also provide new options for bicycle, pedestrian, transit, and automobile mobility throughout the corridor to address the increased travel demand. This project was included in the 2004 voter approved Measure A half cent sales tax renewal expenditure plan.

The Connector corridor extends from the Hood-Franklin Road interchange on I-5 in Sacramento County on the west, through the City of Elk Grove, unincorporated Sacramento County, the City of Rancho Cordova, the southern sphere of influence of the City of Folsom (all in Sacramento County), then through El Dorado County, terminating on the east at U.S. Highway 50 (U.S. 50) in the vicinity of Silva Valley Parkway.

The Connector study area is generally bounded by I-5 on the west, the Urban Services Boundary and Kammerer Road on the south, Grant Line and White Rock Roads on the east, and U.S. 50 on the north. Within unincorporated Sacramento County, the corridor passes through the Franklin-Laguna, Vineyard, and Cosumnes communities. Within unincorporated El Dorado County, the corridor is located in the El Dorado Hills community.

Four preliminary build alternatives were proposed, in addition to a no build no project alternative. The build alternatives illustrated in Figure 2 contained four elements roadway, non-motorized trails; transit services and facilities; and open space acquisition and each have a mix of transit services and facilities both along and off the alignment based on the transit policy. On July 20, 2011, the staff presented the JPA Board with a draft preliminary design guidelines for the project. The draft recognized the desired functionality of the project, but was presented for adoption by the Board at that time in light of the following factors:

- The preliminary Environmental Impact Report was yet to be certified for the general alignment of the project.
- The General Alignment had yet to be selected as required in the JPA formation document.
- The preliminary design guidelines required additional vetting and review prior to presentation and approval from the member jurisdictions for inclusion in their respective general plans.

JPA staff recommended approval of the guidelines in recognition that additional review would be undertaken through the formation of facilitated committees to solicit input in selected areas in which interest had been expressed for further review. The JPA is currently in the process of initiating the committees which will be formed to provide the opportunities requested. This RFP/Q is intended to solicit expertise to work with the JPA to complete this process. It is expected that the schedule for this work program will last through between six and eight months of 2012.

III. QUALIFICATIONS

The following summarizes the expected knowledge, roles and services to be provided by the selected consultant:

- A working knowledge of the current JPA Preliminary Design Guideline documents (PDG) to allow for discussion, modification, and supplementation.
- Background and knowledge of Federal, State, and local standards and requirements for use in PDG development.
- Experience in the development of technical, community oriented, aesthetic, sustainable, and economically appropriate project elements.
- Technical expertise required to develop materials form all three committees including but not limited to:
 - civil engineering plans/specifications development
 - basic traffic engineering knowledge (to be supplemented by an outside traffic consultant under contract directly with the JPA)
 - project branding that includes but is not limited to: aesthetics, community design/integration features, resource preservation, interpretative roadside art elements, coloring, etc.
 - Sustainable concepts best practices for roadway and transportation design
- Active leadership of three committees formed to provide comment and refinement and expansion as necessary to existing PDG documents.
- Facilitation and participation in all committee activities.
- Committee support in the form of reference materials, technical information, historical records, and best management practices in the areas of concentration as outlined below.
- Technical knowledge to translate committee recommendations into specifications and drawings for further use in subsequent project delivery actions.

IV. SCOPE OF WORK/ SERVICES

The required elements of the scope of work section of submitted proposals are described below. The intent of the elements is to allow consultants to develop a scope of work that provides the required deliverables, while also allowing the flexibility to develop a work plan that the consultant deems best suits the project and offers the best potential to successfully complete the preliminary design guidelines of the project. The Proposer's scope of work shall include all appropriate tasks and deliverables with enough detail for the reviewers to adequately evaluate the particular strategy(ies) to be employed for the overall project as well as individual strategies that will be employed for individual tasks. The proposer's should present their perspective on task development based on both technical and non-technical/community based considerations using information contained in the attached Preliminary Design Guidelines dated August, 2011. The selected consultant or consulting team will be expected to perform all technical and other analyses necessary to complete the project. The consultant will receive general direction from the Connector Authority's staff.

Scope of Work

The project is to provide the necessary technical support expertise, scoping, facilitation, and recordation of work products in order to complete the development of the Preliminary Design Guidelines for the SouthEast Capital Connector project. This process is currently envisioned to be completed with the assistance of three committees; Technical, Community Advisory, and Sustainable Concepts. The three committees will provide input into the direction, scope, materials and concepts of selected aspects of the PDG as developed by the consultant in collaboration with the JPA.

The following elements should be addressed in the scope of work:

- a. The Consultant must possess a thorough working knowledge of the programmatic aspects of the Capital SouthEast Connector project as outlined in the Draft PEIR dated March 12, 2011; the Final PEIR certified by the JPA Board on August 14, 2011, and the general alignment selected by the JPA board on October 12, 2011, including but not limited to the preliminary design guidelines approved by the JPA Board on July 20, 2011.
- b. As a local project, the consultant should be cognizant of the potential desire for design exceptions from traditional guidelines associated with FHWA and Caltrans standards in order to achieve acceptable scale and "personality". The tradeoffs between individuality and funding opportunities from possible future Federal or State funding should be understood and conveyed prior to any exemption decisions.
- c. Notwithstanding the exceptions noted in (b), the consultant must have knowledge and understanding of Federal, State and national transportation organization standards that can be the basis for any alternative design components discussed by the committees as desired aspects of the project. It should be assumed that applicable standards that govern the roadway classifications for the various segments will not be significantly modified as

currently developed unless agreed to in advance by the JPA. It should be noted that the current PDG documents have been assembled and independently checked by qualified transportation engineers for their applicability. Consultation with these engineers will be available during the committee processes, as required.

- d. The Consultant should be experienced in the management of advisory committees and their individual process/time requirements necessary to achieve the desired input and agreement from their respective charges as outlined as follows;

Technical Review Committee

Charge: Review/Modification and additions (if required) to the Preliminary Design Guidelines as presented to the JPA Board in July, 2011 from a technical and local governance perspective. Committee will provide input and specification to complete guidelines for presentation to the JPA's member jurisdictions.

Participation: As developed by the member jurisdiction project advisory committee (PDT) and JPA staff.

Term: Monthly meetings over 4 to 6 month period beginning in January, 2012 or as needed to complete technical development/review.

Stakeholder Advisory Committee

Charge: Review of the Preliminary Design Guidelines as presented to the JPA Board from a user perspective with a concentration on quality of life elements and community compatibility perspective. Focus will be to embellish the guidelines to provide continuity yet uniqueness in the various segments of the connector without impacting functionality including, project branding, community integration, aesthetics, ease of use, security, etc.

Participation: Member jurisdiction citizens/community leaders; interest group leadership; chamber of commerce members; other.

Term: Monthly meetings or as desired through August, 2012 or up to project design period.

Sustainability Concept Committee

Charge: To work with industry expertise and JPA staff to recommend various sustainable features of the project as part of required mitigation or desired project features. Sustainability concepts will be integrated into the preliminary design guidelines as appropriate or established as independent features of the project as desired. Examples of potential elements including; solar energy applications, reduced construction impacts, material selection, GHG reduction techniques, etc.

Participation: Industry leader in sustainable project design; interest groups with environmental ties; liaison from Technical Review Committee; SSHCP participants; other.

Term: Meetings initially monthly to develop intent and structure and then called ad hoc to integrate with the work of the TRC group between January 2012 and the first stages of segment construction.

- e. The Consultant shall provide the necessary subject matter expertise to introduce, evaluate, estimate, and develop any PDG elements discussed in the three listed committees in consultation with JPA staff.
- f. The Consultant shall possess the appropriate skills to assemble the individual perspectives and input from the members of the three listed committees and facilitate a process or processes and incorporate them into the project in consultation with JPA staff.

Project management/coordination

Consultant shall perform project management and administrative tasks required to provide supervision of the work and coordination with the JPA. Project management shall apply to all phases of work and shall continue to completion of preliminary design guidelines. Tasks will include the following:

Attend a project kick-off meeting with the JPA to review the scope of work, the initial composition of the committees, the state of the current guidelines for completeness, the initial schedule developed by the JPA, the critical task items, areas of concern, and final form of the deliverables that will constitute the preliminary design guidelines(PDG).

- The Consultant shall prepare, update, and submit a project schedule to the JPA on a monthly basis. The schedule shall indicate the critical work activities that will be performed and the required ancillary processes that will undertaken and built into the schedule to support the final deliverable of a complete PDG set.
- The Consultant will be responsible for the activities of the committee meetings, their assembly, the preparation of any materials selected for discussion, facilitation of the meetings, any subject matter expertise required for an individual meeting and the recordation of the meeting outputs. All meeting materials and proceedings shall be discussed in advance with JPA staff.
- The Consultant will produce a completed set of documents that contain the outputs of the committee meetings incorporated into the existing Preliminary Design Guidelines with the necessary level of detail to support the placement of the Connector project on the General Plans of the member jurisdictions and any subsequent project level environmental documents.

- The Consultant should anticipate attending up to 3 JPA Board meetings during the course of the work for updates and /or consultation.
- The Consultant should anticipate assisting in the presentation of the final recommendations to the JPA Board in session.

Project Deliverables

The following is a list of deliverables to be provided on an initial basis. The proposer may expand upon the list based upon the work plan submitted.

A report on the state of the existing PDG documents to date and a recommendation of any additional work required to complete the material covered in them.

An overall schedule for the completion of the meetings including dates, times, general topics to be covered along with a date for the submission of the completed set of Preliminary Design Guidelines (PDG) documents.

An initial working schedule for each committee meeting which includes proposed dates, the overall topic materials to be covered in the meeting, the relationship of the material to the final set of PDG documents, and the expected subject matter experts to be present at the meeting.

A completed set of documents that contain the outputs of the committee meetings incorporated into the existing Preliminary Design Guidelines with the necessary level of detail to support the placement of the Connector project on the General Plans of the member jurisdictions and any subsequent project level environmental documents.

V. SERVICES TO BE PROVIDED BY THE JPA

Unless expressly identified to be included as required in the scope of services for the work program, the Connector JPA will provide the following associated services to assist in the development of the recommendations:

- List of potential committee members under consideration to be finalized once the committee agendas and materials are further refined.
- Committee and team meeting conference space and any necessary food and beverage.
- The services of a traffic and transportation consultant for consultation and subject matter expertise on the materials to be discussed and developed during the work program.

- A set of base drawings and specifications that have previously developed by the JPA as presented to the JPA Board of Directors in July, 2011.

VI. CONTACT PERSONS

All questions should be directed to:

Tom Zlotkowski, Executive Director
 Capital SouthEast Connector JPA
 10640 Mather Blvd, Suite 120
 Mather, CA 95655
 (916) 876-9094
 keenp@connectorjpa.net

Questions must be submitted in writing via e-mail or U.S. mail, to Tom Zlotkowski at the above address and received by November 30, 2011. Questions and responses will be website-mailed to known proposers.

VII. PROJECT TIMETABLE

Listed below is the proposed timeframe for the selection process and work program as currently envisioned by the JPA:

November 22, 2011	Issue Request for Proposals
November 30, 2011	Cutoff date for submission of questions
December 15, 2011	Closing date for receipt of proposals
December 27, 2011	Finalists contacted to schedule interviews, if necessary
January 5, 2012	Conduct interviews; select consultant
January 10, 2012	Consultant recommended, Board approves contract
February 1, 2012	Approx. start of Project/Begin Work
June 1, 2012	Final Deliverable

Proposals must be received no later than 2:30 p.m. on December 15, 2011. If mail delivery is used, the proposer should mail the proposal early enough to provide for arrival by this deadline. Proposer uses mail or courier service at its own risk. The Connector will not be liable or responsible for the late delivery of any proposals.

6 copies of the proposal must be delivered/mailed to:

Tom Zlotkowski, Executive Director
 Connector JPA
 10640 Mather Blvd, Suite 120
 Mather, CA 95655
 (916) 876-9094

By submitting a proposal, the proposer certifies that his or her name or the consultant team's name, as well as the name of the proposer subcontractors, does not appear on the Comptroller General's list of ineligible contractors for federally assisted projects.

VIII. GENERAL CONDITIONS

A. Limitations

This request for qualifications and proposal (RFQ/P) does not commit the Connector to award a contract, to pay any costs incurred in the preparation of proposals in response to this request, or to procure or contract for services or supplies. The Connector expressly reserves the right to reject any and all proposals or to waive any irregularity or informality in any proposal or in the RFQ/P procedure and to be the sole judge of the responsibility of any proposer and of the suitability of the materials and/or services to be rendered. The Connector reserves the right to withdraw this RFQ/P at any time without prior notice. Furthermore, the Connector reserves the right to modify the RFQ/P schedule described above.

Until award of a contract, the proposals shall be held in confidence and shall not be available for public review. No proposal shall be returned after the date and time set for the opening thereof. All proposals shall become the property of the Connector. Upon award of a contract to the successful proposer, all proposals shall be public records.

B. Award

The Connector may ask RFQ/P finalists to present oral briefings of their proposals. All finalists may be required to participate in negotiations and submit such price, technical, or other revisions of their proposals as may result from negotiations. The Connector also reserves the right to award the contract without oral briefings or discussion, based upon the initial written proposals. Accordingly, each initial proposal should be submitted on the most favorable terms from a technical viewpoint.

C. RFQ/P Addendum

Any changes to the RFQ/P requirements will be made by written addenda issued by the Connector and shall be considered part of the RFQ/P. Upon issuance, such addenda shall be incorporated in the agreement documents, and shall prevail over inconsistent provisions of earlier issued documentation.

D. Verbal Agreement or Conversation

No prior, current, or post award verbal conversations or agreement(s) with any officer, agent, or employee of the Connector shall affect or modify any terms or obligations of the RFQ/P, or any contract resulting from this RFQ/P.

E. Precontractual Expense

Precontractual expenses include any expenses incurred by proposers and selected contractor in:

1. Preparing proposals in response to this RFQ/P.
2. Submitting proposals to the Connector.
3. Negotiations with the Connector on any matter related to proposals.
4. Other expenses incurred by a contractor or proposer prior to the date of award of any agreement.

In any event, the Connector shall not be liable for any precontractual expenses incurred by any proposer or selected contractor. Proposers shall not include any such expenses as part of the price proposed in response to this RFQ/P. The Connector shall be held harmless and free from any and all liability, claims, or expenses whatsoever incurred by, or on behalf of, any person or organization responding to this RFQ/P.

F. Signature

The proposal will also provide the following information: name, title, address and telephone number of individual with authority to bind the consultant or consultant team and also who may be contacted during the period of proposal evaluation. The proposal shall be signed by an official authorized to bind the consultant or consulting team and shall contain a statement to the effect that the proposal is a team offer for at least a sixty (60) day period.

G. Contract Arrangements

The successful consultant is expected to execute a contract similar to the Connector's Standard Agreement: A copy of the Connector's Standard Agreement is attached as Exhibit A. While \$1 million per occurrence in commercial general liability coverage is required, under special circumstances the Connector may consider a lesser amount of insurance coverage, but not an amount less than \$500,000 per occurrence.

H. Conflict of Interest

Consultants and consultant firms submitting proposals in response to this RFQ/P must disclose to the Connector any actual, apparent, or potential conflicts of interest that may exist relative to the services to be provided under Agreement for consultant services to be awarded pursuant to this RFQ/P.

If the consultant or firm has no conflict of interest, a statement to that effect shall be included in the proposal.

IX. PROPOSAL CONTENT AND FORMAT

Proposals should be limited to specific discussion of the elements related to this RFQ/P. The intent of this RFQ/P is to encourage responses which meet the stated requirements, and which propose the best methods to accomplish the work. The consultant shall provide 6 copies of the

proposal. The maximum total allowable length of submission materials shall not exceed 20 standard pages (8.5" by 11", 1 inch margins with Arial font, at least 11 point), not including the following identified exclusions: brochures, forms, resumes, organization chart, percentage of person-hours, schedule, and work hour summary. All of these items should be included in an appendix. Additionally, the work hours and fee estimate must be submitted in a sealed envelope and will not count toward the total number of pages.

1. Location of the Work

Identify the location(s) of the offices where the Consultant and any subconsultants will accomplish the work. If the Consultant's headquarters are not located in Sacramento, provide assurance of how the majority of the work can be conducted in close association with the JPA Staff.

2. Project Team and Qualifications

The proposer shall identify the team and any other key personnel involved in this project, including subconsultants and co-proposers. The proposal should clearly indicate the responsibilities, expertise and integration of the various team members in the development of the work plan and recommendations from it. Only those identified as this team will be allowed to participate in the event the team is invited to an interview, maximum number of people will be determined.

Provide an organization chart that graphically portrays how the project will be staffed and the chain of command. Please provide resumes for each individual on the chart highlighting qualifications relevant to their performance of each task. Those who are named must be those who participate in the work program. Indicate the anticipated total effort, expressed in percentages of person-hours to be provided by each member of the supporting professional staff. Specific responsibilities of the lead consultant and other key personnel should be detailed. The resumes, organization chart and the percentages of person-hours should be included in an appendix and will not count toward the total number of pages.

PERSONNEL:

Identify the person to be designated lead consultant and give a detailed summary of their background. Present the qualifications of the lead consultant to develop, facilitate and manage all aspects of the committee(s). Demonstrate ability of the lead consultant to coordinate and produce all deliverables, as outlined herein. The lead consultant shall be expected to be available for regular discussions with the Agency Staff Advisory Committee and the Executive Director of the Connector JPA.

3. Schedule

The proposal must include a detailed work plan which clearly identifies the tasks and deliverables. The proposal shall address the services listed in this RFQ/P and other services which the Consultant believes are applicable to the project.

4. Fee-Proposed Scope of Services

The candidate team should provide a set of hourly rates for its personnel. The JPA may choose to negotiate a fixed fee arrangement for identified work tasks with the selected advisor.

5. References

List former clients for whom similar or comparable services have been performed. Include client contact names, address, phone numbers, descriptions of the type of work performed, approximate dates on which the work was completed, and professional staff who performed the work. The references will be contacted to discuss their experience with the consultant team members. If a reference telephone number is incorrect the consultant will receive a zero for that reference.

6. Oral Interview

At the discretion of the JPA's Executive Director, the selection process may include an oral interview with prospective teams. If it is determined that oral interviews are necessary, the teams will be notified in advance of the time and place of the oral interview. Teams will also be notified of additional information, if any, to be submitted at the oral interview. Teams, which fail to appear at the interview, will be considered non-responsive, and the team will be eliminated from any further consideration.

X. PAYMENT SCHEDULE

The consultant will be paid in arrears, based upon the payment schedule agreed to in the contract. The consultant should forward a copy of all invoices for payment for work performed and associated expenses by the 15th day of the following month. At the Connector's discretion, the Connector may withhold ten percent (10%) of the payments until the successful completion of the project and the delivery and acceptance of all final products.

XI. REQUIRED SERVICES CRITERIA

A. MATERIALS

The Consultant and its subconsultants shall not incorporate in the design any materials or equipment of single or sole source without the written approval of the JPA. A brand name may be used for material and/or equipment as long as an "or equal" clause is included in the specifications.

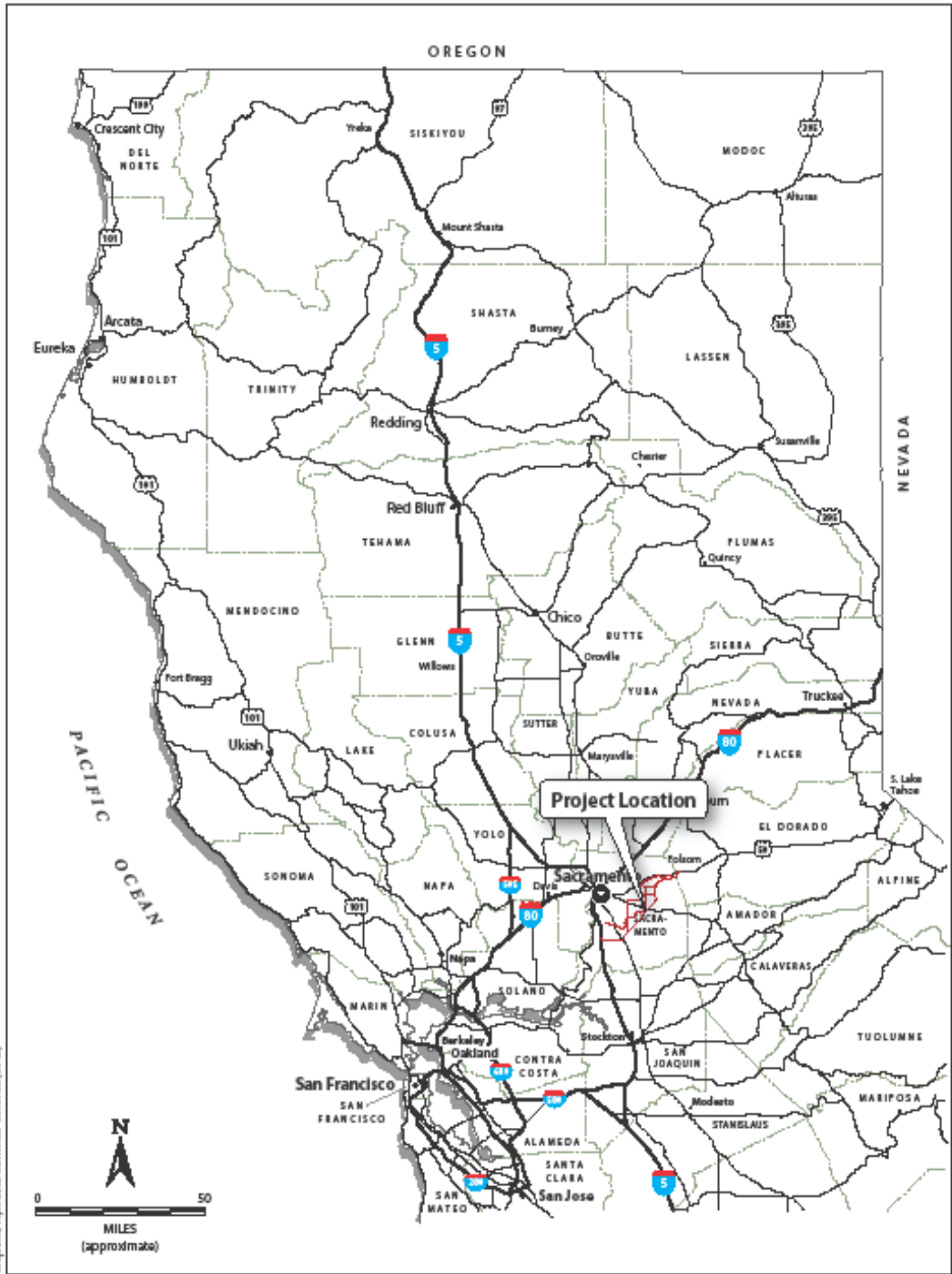
B. AWARD OF CONTRACT

It is anticipated that compensation under any contract resulting from this Request for Proposal (RFQ/P) will contain a schedule of tasks or subtasks with identified levels of effort such as estimated hours and/or estimated costs, or identifiable work products, milestones, or other

events. Compensation for these individual tasks or activities shall not exceed the identified estimate or other limiting factors without the advance written approval of Executive Director. The Consultant shall promptly notify JPA's Executive Director in writing of any tasks, subtasks, work products, or milestones that need to be reevaluated and indicate the reason and/or justification for such reevaluation.

Any contract awarded as a result of this RFQ/P will be awarded without discrimination based on race, color, religion, age, sex, or national origin.

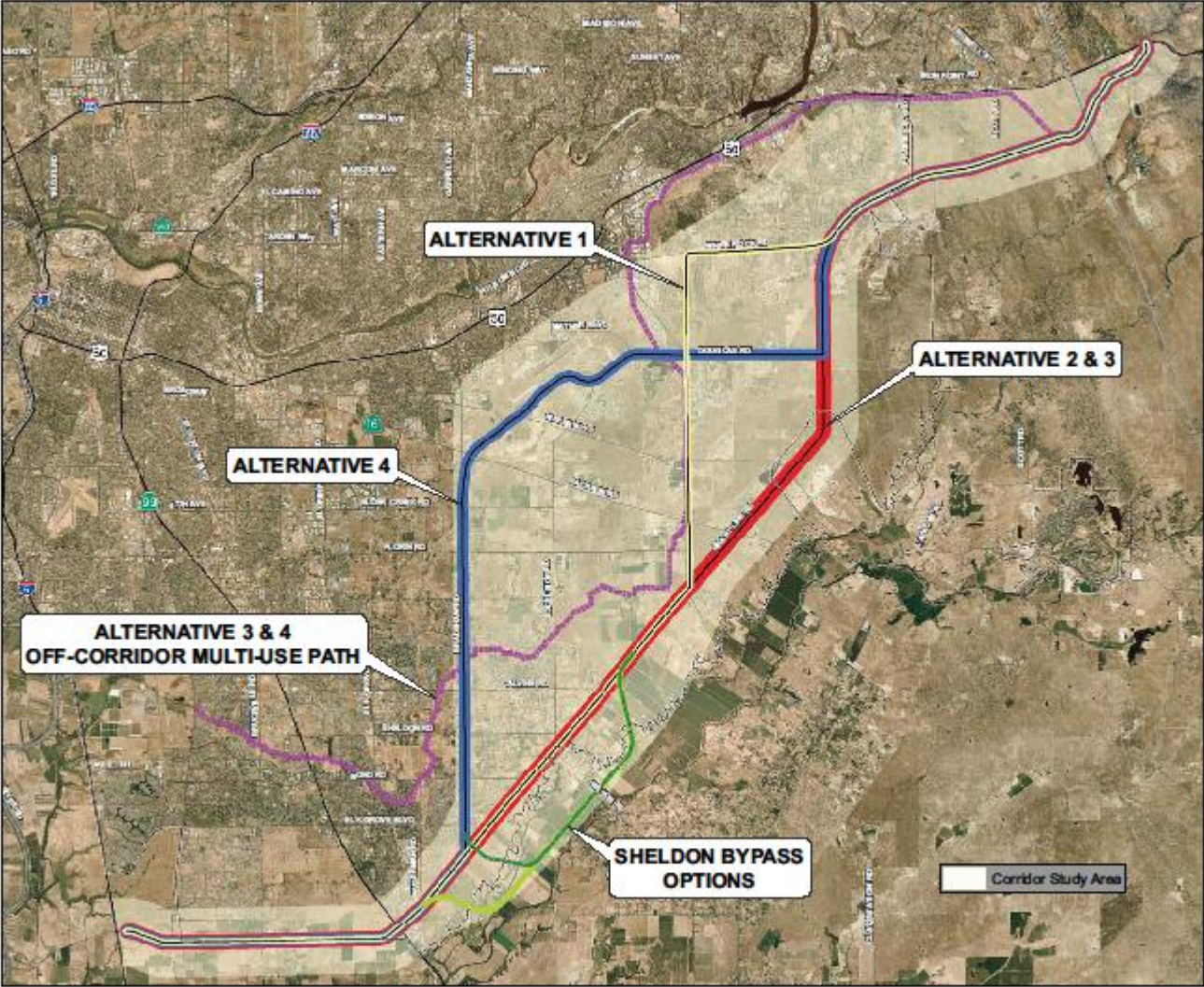
The prospective Consultant will be required to adhere to the provisions of a fully executed agreement. Provisions of the agreement shall be based on a standard agreement approved by legal counsel.



Graphic/Project: M&SE Commence: 03/07/03 (03-00)



Figure 1
Project Vicinity



DD **FIGURE 2. PROJECT ALTERNATIVES**   

Exhibit A

ELK GROVE – RANCHO CORDOVA – EL DORADO CONNECTOR AUTHORITY

STANDARD AGREEMENT

THIS AGREEMENT is made and entered into this ___ day of _____ 20__, at Sacramento, California, by and between the Elk Grove – Rancho Cordova – El Dorado Connector Authority, a joint powers agency (hereinafter “Authority”), through its Executive Director, and _____doing business as _____, a California Business, (hereinafter “Contractor”).

RECITALS:

1. Contractor represents that it is specially trained and/or has the experience and expertise necessary to competently perform the services set forth in this Agreement; and
2. Contractor is willing to perform the services and work described in this Agreement under the terms and conditions set forth in this Agreement; and
3. The Authority desires to contract with Contractor to perform the services and work described in this Agreement under the terms and conditions set forth in this Agreement.

NOW, THEREFORE, the parties agree as follows:

1. Time of Performance: Contractor shall commence work upon execution of this Agreement and in accordance with the Scope of Work, attached hereto as Exhibit “A” and incorporated herein. Contractor shall complete work as expeditiously as is consistent with generally accepted standards of professional skill and care and the orderly progress of work. Work shall be completed and this Agreement shall expire on February 28, 2012, unless otherwise terminated as provided for in this Agreement or extended by written agreement between the parties.
2. Scope of Work: Contractor agrees to fully perform the work described in Exhibit “A” - Scope of Work. In the event of any inconsistency between Exhibit “A” and other terms and conditions of this Agreement, Exhibit “A” shall control. The Authority reserves the right to review and approve all work to be performed by Contractor in relation to this Agreement. Any proposed amendment to the Scope of Work must be submitted by Contractor in writing for prior review and approval

by the Authority's Executive Director. Approval shall not be presumed unless such approval is made by the Authority in writing.

3. Standard of Quality: All work performed by Contractor under this Agreement shall be in accordance with all applicable legal requirements and shall meet the standard of quality ordinarily to be expected of competent professionals in Contractor's field of expertise.
4. Compliance with Laws: Contractor shall comply with all applicable Federal, State, and local laws, codes, ordinances, regulations, orders and decrees. Contractor warrants and represents to the Authority that Contractor shall, at its own cost and expense, keep in effect or obtain at all times during the term of this Agreement, any licenses, permits, insurance and approvals that are legally required for Contractor to practice its profession or are necessary and incident to the performance of the services and work Contractor performs under this Agreement. Contractor shall provide written proof of such licenses, permits, insurance and approvals upon request by the Authority. The Authority is not responsible or liable for Contractor's failure to comply with any or all of the requirements contained in this paragraph.
5. Consideration:
 - a. Payment to Contractor by the Authority shall be made as set forth in Exhibit "A". The amount to be paid to Contractor under this Agreement shall not exceed _____ unless expressly authorized in writing by the Authority's Executive Director. In no instance shall the Authority be liable for any payments or costs for work in excess of this amount, nor for any unauthorized or ineligible costs. Contractor shall be paid at the times and in the manner set forth in this Agreement. The consideration to be paid Contractor, as provided in this Agreement, shall be in compensation for all of Contractor's expenses incurred in the performance of work under this Agreement, including travel and per diem, unless otherwise expressly so provided.
6. Reporting and Payment:
 - a. Contractor shall submit monthly billings in arrears to the Authority no later than the 15th of each month and in accordance with the Scope of Work. [Contractor shall be notified within fifteen (15) working days following receipt of its invoice by the Authority of any circumstances or data identified by the Authority in Contractor's written billing which would cause withholding of approval and subsequent payment. Contractor shall be paid within thirty (30) days after Authority approval of each billing; however, the Authority, at its own discretion, may withhold at least ten percent (10%) of each invoice until the successful completion of the scope of work and the delivery and acceptance by the Authority of all final products. Said billings shall indicate the number of hours worked by each of Contractor's personnel and reimbursable costs incurred to the date of such

billing since the date of the preceding billing, if any. The billings shall include documentation of reimbursable expenses and billed items sufficient for the Authority, in its opinion, to substantiate billings. The Authority reserves the right to withhold payment of disputed amounts.

7. Independent Contractor:

The Contractor, and the agents and employees of the Contractor, in the performance of this Agreement, shall act as and be independent contractors and not officers or employees or agents of the Authority. Contractor, its officers, employees, agents, and subcontractors, if any, shall have no power to bind or commit the Authority to any decision or course of action, and shall not represent to any person or business that they have such power. Contractor has and shall retain the right to exercise full control of the supervision of the services and work and over the employment, direction, compensation and discharge of all persons assisting Contractor in the performance of services under this Agreement. Contractor shall be solely responsible for all matters relating to the payment of its employees, including but not limited to compliance with social security and income tax withholding, workers' compensation insurance and all regulations governing such matters.

8. Termination:

a. The Authority shall have the right to terminate this Agreement for any reason, with or without cause, at any time, by giving Contractor thirty (30) days written notice. Contractor may terminate this Agreement, upon failure of performance by the Authority, by giving the Authority thirty (30) days written notice. Notice of termination provided by either party shall be deemed served and effective for all purposes on the date it is deposited in the U.S. mail, certified, return receipt requested, addressed to the other party at the address indicated in Section 17.

b. If either party issues a notice of termination:

(1) Contractor shall immediately cease rendering services pursuant to this Agreement.

(2) Contractor shall deliver to the Authority copies of all Writings, whether or not completed, which were prepared by Contractor, its employees or its subcontractors, if any, pursuant to this Agreement. The term "Writings" shall include, but not be limited to, handwriting, typesetting, computer files and records, drawings, blueprints, printing, photostating, photographs, and every other means of recording upon any tangible thing, any form of communication or representation, including, letters, works, pictures, sounds, symbols computer data, or combinations thereof.

- (3) The Authority shall pay Contractor for work actually performed up to the effective date of the notice of termination, subject to the limitations in Section 5 less any compensation to the Authority for damages suffered as a result of Contractor's failure to comply with the terms of this Agreement. Such payment shall be in accordance with Section 6. However, if this Agreement is terminated because the work of Contractor does not meet the terms or standards specified in this Agreement, then the Authority shall be obligated to compensate Contractor only for that portion of Contractor's services which is of benefit to the Authority.
9. Assignment: The parties understand that the Authority entered into this Agreement based on the professional expertise and reputation of Contractor. Therefore, without the prior express written consent of the Authority, this Agreement is not assignable by the Contractor either in whole or in part.
10. Binding Agreement: This Agreement shall be binding on the parties hereto, their assigns, successors, administrators, executors, and other representatives.
11. Time: Time is of the essence in this Agreement.
12. Amendments: No alteration or variation of the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto, and no oral understanding or agreement not incorporated herein, shall be binding on any of the parties hereto.
13. Contractors and Subcontractors: Contractor shall not subcontract any portion of the work without the prior express written authorization of the Authority. If the Authority consents to a subcontract, Contractor shall be fully responsible for all work performed by the subcontractor.
 - a. The Authority reserves the right to review and approve any contract or agreement to be funded in whole or in part using funds provided under this Agreement.
 - b. Any contract or sub-contract shall require the contractor and its subcontractors, if any, to:
 - (1) Comply with applicable State and Federal requirements that pertain to, among other things, labor standards, non-discrimination, the Americans with Disabilities Act, Equal Employment Opportunity, and Drug-Free Workplace.
 - (2) Maintain at least the minimum State-required Workers' Compensation Insurance for those employees who will perform the work or any part of it.
 - (3) Maintain unemployment insurance and disability insurance as required by law, along with liability insurance in an amount that is reasonable to

compensate any person, firm, or corporation who may be injured or damaged by the Contractor or any subcontractor in performing work associated with this Agreement or any part of it.

- (4) Retain all books, records, computer records, accounts, documentation, and all other materials pertaining to the performance of this Agreement for a period of three (3) years from the date of termination of this Agreement, or three (3) years from the conclusion or resolution of any and all audits or litigation relevant to this Agreement and any amendments, whichever is later.
 - (5) Permit the Authority and/or its designees, upon reasonable notice, unrestricted access to any or all books, records, computer records, accounts, documentation, and all other materials pertaining to the performance of this Agreement for the purpose of monitoring, auditing, or otherwise examining said materials.
14. Indemnity: Contractor specifically agrees to indemnify, defend, and hold harmless the Authority, its directors, officers, agents, and employees (the “Indemnitees”) from and against any and all actions, claims, demands, losses, expenses, including reasonable attorneys' fees and costs, damages, and liabilities resulting from injury or death to a person or injury to property arising out of or in any way connected with the performance of this Agreement, however caused, regardless of any negligent act of an Indemnatee, whether active or passive, excepting only such injury or death as may be caused by the sole, active negligence or willful misconduct of an Indemnatee. Contractor shall pay all costs that may be incurred by the Authority in enforcing this indemnity, including reasonable attorneys' fees. The provisions of this Section shall survive the expiration, termination or assignment of this Agreement.
15. Insurance Requirements: Contractor hereby warrants that it carries and shall maintain, in full force and effect during the full term of this Agreement and any extensions to this Agreement, the following described insurance coverage:
- a. Comprehensive Automobile Liability Insurance: Contractor shall carry comprehensive automobile liability insurance with the following minimum coverage's:
 - 1. Bodily Injury: \$100,000 per person, \$300,000 per accident
 - 2. Property Damage: \$50,000 per accident
 - 3. Uninsured Motorist: \$25,000 per person; \$50,000 per accident

Contractor shall either: (1) provide Authority with a certificate of insurance on a standard form showing that Contractor maintains the required automobile liability insurance, and that the insurer shall not terminate or modify coverage without thirty (30) days advance written notice to the Authority; or (2) affirm in writing

the name of Contractor's automobile liability insurer and policy number, the policy limits and effective dates of coverage, that the coverage will be kept in place for the duration of the Agreement, that Contractor has a valid driver's license, and that his/ her vehicle is in proper operating condition.

- b. Workers' Compensation: Contractor certifies that he/she has no employees and is not subject to the provisions of Section 3700, et seq., of the California Labor Code ("Code"), which requires every employer to be insured against liability for worker's compensation claims, or to undertake self-insurance in accordance with the provisions of the Code. Contractor agrees that he/she will comply with such provisions immediately upon hiring any employee.
- c. Contractor's Responsibility: Nothing herein shall be construed as limiting in any way the extent to which Contractor may be held responsible for damages resulting from Contractor's operations, acts, omissions, or negligence. Insurance coverage obtained in the minimum amounts specified above shall not relieve Contractor of liability in excess of such minimum coverage, nor shall it preclude the Authority from taking other actions available to it under this Agreement or by law, including but not limited to, actions pursuant to Contractor's indemnity obligations.

16. Audit, Retention and Inspection of Records:

- a. The Authority or its designee shall have the right to review, obtain, and copy all books, records, computer records, accounts, documentation and any other materials (collectively "Records") pertaining to performance of this Agreement, including any Records in the possession of any subcontractors, for the purpose of monitoring, auditing, or otherwise examining the Records. Contractor agrees to provide the Authority or its designees with any relevant information requested and shall permit the Authority or its designees access to its premises, upon reasonable notice, during normal business hours, for the purpose of interviewing employees and inspecting and copying such Records to determine compliance with any applicable Federal and State laws and regulations. Contractor further agrees to maintain such Records for a period of three (3) years after final payment under the Agreement or three (3) years from the conclusion or resolution of any and all audits or litigation relevant to this Agreement and any amendments, whichever is later.
- b. If so directed by the Authority upon expiration of this Agreement, the Contractor shall cause all Records to be delivered to the Authority as depository.

17. Project Managers: The Authority's project manager for this Agreement is the Executive Director unless the Authority otherwise informs Contractor. Any notice, report, or other communication required by this Agreement shall be mailed by first-class mail to the Authority's Project Manager at the following address:

Tom Zlotkowski
Executive Director
Elk Grove – Rancho Cordova – El Dorado Connector Authority
10640 Mather Blvd, Suite 120
Mather, CA 95655

Contractor’s project manager for this Agreement is Tom Zlotkowski, Executive Director. No substitution of Contractor’s project manager is permitted without the prior written agreement of the Authority, which agreement shall not be

unreasonably withheld. With the exception of notice pursuant to Section 8 (a) above, any notice, report, or other communication to Contractor required by this Agreement shall be mailed by first-class mail to:

Name:
Title:
Address:

18. Successors: This Agreement shall be binding on the parties hereto, their assigns, successors, administrators, executors, and other representatives.
19. Waivers: No waiver of any breach of this Agreement shall be held to be a waiver of any prior or subsequent breach. The failure of the Authority to enforce at any time the provisions of this Agreement or to require at any time performance by the Contractor of these provisions shall in no way be construed to be a waiver of such provisions nor to affect the validity of this Agreement or the right of the Authority to enforce these provisions.
20. Litigation: Contractor shall notify the Authority immediately of any claim or action undertaken by it or against it that affects or may affect this Agreement or the Authority, and shall take such action with respect to the claim or action as is consistent with the terms of this Agreement and the interests of the Authority.
21. National Labor Relations Board Certification: Contractor, by signing this Agreement, does swear under penalty of perjury that no more than one final unappealable finding of contempt of court by a federal court has been issued against Contractor within the immediately preceding two-year period because of Contractor’s failure to comply with an order of a federal court which orders Contractor to comply with an order of the National Labor Relations Board (Public Contract Code § 10296).
22. Americans with Disabilities Act (ADA) of 1990: By signing this Agreement, Contractor assures the Authority that it complies with the Americans with

Disabilities Act (ADA) of 1990 (42 U.S.C. § 12101, et seq.), which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA.

23. Non-discrimination Clause:

- a. During the performance of this Agreement, Contractor and its subcontractors shall not unlawfully discriminate, harass, or allow harassment, against any employee or applicant for employment because of sex, sexual orientation, race, color, ancestry, religion, national origin, physical disability, mental disability, medical condition, age or marital status. Contractor and its subcontractors shall insure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Contractor and its subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Government Code § 12900, et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, § 7285.0, et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code §§ 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Agreement by reference and made a part hereof as if set forth in full. Contractor and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement.
- b. Contractor shall include the non-discrimination and compliance provisions of this clause in all subcontracts to perform work under this Agreement.

24. Drug-Free Certification: By signing this Agreement, Contractor hereby certifies under penalty of perjury under the laws of the State of California that Contractor will comply with the requirements of the Drug-Free Workplace Act of 1990 (Government Code § 8350, et seq.) and will provide a drug-free workplace by taking the following actions:

- a. Publish a statement notifying employees that unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited, and specifying actions to be taken against employees for violations.
- b. Establish a Drug-Free Awareness Program to inform employees about:
 - (1) The dangers of drug abuse in the workplace;
 - (2) The person's or the organization's policy of maintaining a drug-free workplace;
 - (3) Any available counseling, rehabilitation, and employee assistance programs; and
 - (4) Penalties that may be imposed upon employees for drug abuse violations.

- c. Every employee of Contractor who works under this Agreement shall:
 - (1) Receive a copy of Contractor's Drug-Free Workplace Policy Statement; and
 - (2) Agree to abide by the terms of Contractor's Statement as a condition of employment on this Agreement.

- 25. Union Organizing: By signing this Agreement, Contractor hereby acknowledges the applicability of Government Code § 16645 through § 16649 to this Agreement.
 - a. Contractor will not assist, promote, or deter union organizing by employees performing work on this Agreement.
 - b. No funds received from the Authority under this Agreement shall be used to assist, promote, or deter union organizing.
 - c. Contractor will not, for any business conducted under this Agreement, use any public property to hold meetings with employees or supervisors, if the purpose of such meetings is to assist, promote, or deter union organizing, unless the public property is equally available to the general public for holding meetings.
 - d. If Contractor incurs costs, or makes expenditures to assist, promote, or deter union organizing, Contractor will maintain records sufficient to show that no reimbursement from the Authority's funds has been sought for these costs, and Contractor shall provide those records to Authority upon request.

- 26. Conflicts of Interest: Contractor shall exercise reasonable care and diligence to prevent any actions or conditions that could result in a conflict with the Authority's interest. During the term of this Agreement, Contractor shall not accept any employment or engage in any consulting work that would create a conflict of interest with the Authority or in any way compromise the services to be performed under this Agreement. Contractor shall immediately notify the Authority of any and all potential violations of this paragraph upon becoming aware of the potential violation.

- 27. Political Reform Act Compliance: Contractor is aware and acknowledges that certain contractors that perform work for governmental agencies are "consultants" under the Political Reform Act (the "Act") (Government Code § 81000, et seq.) and its implementing regulations (2 California Code of Regulations § 18110, et seq.). Contractor agrees that any of its officers or employees deemed to be "consultants" under the Act by the Authority, as provided for in the Conflict of Interest Code for the Authority, shall promptly file economic disclosure statements for the disclosure categories determined by the Authority, to be relevant to the work to be performed under this Agreement and shall comply with the disclosure and disqualification requirements of the Act, as required by law.

28. Campaign Contribution Disclosure. Contractor has complied with the campaign contribution disclosure provisions of the California Levine Act (Government Code § 84308) and has completed the Levine Act Disclosure Statement attached hereto as Exhibit “B.”
29. Costs and Attorneys’ Fees: If either party commences any legal action against the other party arising out of this Agreement or the performance thereof, the prevailing party in such action may recover its reasonable litigation expenses, including court costs, expert witness fees, discovery expenses, and reasonable attorneys’ fees.
30. Governing Law and Choice of Forum: This Agreement shall be administered and interpreted under California law as if written by both parties. Any litigation arising from this Agreement shall be brought in the Superior Court of Sacramento County.
31. Integration: This Agreement represents the entire understanding of the Authority and Contractor as to those matters contained herein and supersedes all prior negotiations, representations, or agreements, both written and oral. This Agreement may not be modified or altered except in accordance with Section 12.
32. Severability: If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those to which it is invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and shall be enforced to the fullest extent permitted by law, unless the exclusion of such term or provision, or the application of such term or provision, would result in such a material change so as to cause completion of the obligations contemplated herein to be unreasonable.
33. Headings: The headings of the various sections of this Agreement are intended solely for convenience of reference and are not intended to explain, modify, or place any interpretation upon any of the provisions of this Agreement.
34. Authority: Each person signing this Agreement on behalf of a party hereby certifies, represents, and warrants that he or she has the authority to bind that party to the terms and conditions of this Agreement.
35. Ownership; Permission:
 - a. Contractor agrees that all work products, including but not limited to, notes, designs, drawings, reports, memoranda, and all other tangible personal property produced in the performance of this Agreement, shall be the sole property of the Authority, provided that Contractor may retain file copies of said work products. Contractor shall provide said work products to the Authority upon request.

- b. Contractor represents and warrants that: (i) all materials used or work products produced in the performance of this Agreement, including, without limitation, all computer software materials and all written materials, are either owned by or produced by Contractor or that all required permissions and license agreements have been obtained and paid for by Contractor; and (ii) the Authority is free to use, reuse, publish or otherwise deal with all such materials or work products except as otherwise specifically provided in Exhibit "A." Consultant shall defend, indemnify and hold harmless the Authority and its directors, officers, employees, and agents from any claim, loss, damage, cost, liability, or expense to the extent of any violation or falsity of the foregoing representation and warranty.
36. Counterparts: This Agreement may be executed in multiple counterparts, each of which shall constitute an original, and all of which taken together shall constitute one and the same instrument.

IN WITNESS WHEREOF, THE PARTIES HAVE ENTERED INTO THIS AGREEMENT AS OF THE DATE HEREIN ABOVE APPEARING:

**ELK GROVE – RANCHO CORDOVA – EL DORADO
CONNECTOR AUTHORITY**

Tom Zlotkowski
Executive Director

APPROVED AS TO FORM:

Miller, Owen
Legal Counsel to the Authority

CONTRACTOR

[Name]
[Title]

STANDARD AGREEMENT

EXHIBIT "A"

Scope of Work

Tasks to be Performed

(Include detailed description of tasks to be performed and timing)

Contract Term

Terms of Payment

(Include detailed description of terms of payment, e.g., specify fixed amount with no reimbursable costs, specify hourly rate with identified reimbursable costs up to a "not to exceed" figure, specify "progress payment" schedule timed to completion of specific tasks.)

EXHIBIT "B"
LEVINE ACT DISCLOSURE STATEMENT

California Government Code § 84308, commonly referred to as the "Levine Act," precludes an Officer of a local government agency from participating in the award of a contract if he or she receives any political contributions totaling more than \$250 in the 12 months preceding the pendency of the contract award, and for three months following the final decision, from the person or company awarded the contract. This prohibition applies to contributions to the Officer, or received by the Officer on behalf of any other Officer, or on behalf of any candidate for office or on behalf of any committee. The Levine Act also requires disclosure of such contributions by a party to be awarded a specified contract. Please refer to the attachment for the complete statutory language.

Current members of the Authority's Board of Directors are:

Linda Budge
John Knight
Patrick Hume
Jeff Starsky
Don Nottoli

1. Have you or your company, or any agent on behalf of you or your company, made any political contributions of more than \$250 to any Authority Director(s) in the 12 months preceding the date of the issuance of this request for proposal or request for qualifications?

YES NO

If yes, please identify the Director(s): _____

2. Do you or your company, or any agency on behalf of you or your company, anticipate or plan to make any political contributions of more than \$250 to any Authority Director(s) in the three months following the award of the contract?

YES NO

If yes, please identify the Director(s): _____

Answering yes to either of the two questions above does not preclude the Authority from awarding a contract to your firm. It does, however, preclude the identified Director(s) from participating in the contract award process for this contract.

DATE

(SIGNATURE OF AUTHORIZED OFFICIAL)

(TYPE OR WRITE APPROPRIATE NAME, TITLE)

(TYPE OR WRITE NAME OF COMPANY)

California Government Code Section 84308

- (a) The definitions set forth in this subdivision shall govern the interpretation of this section.
 - (1) "Party" means any person who files an application for, or is the subject of, a proceeding involving a license, permit, or other entitlement for use.
 - (2) "Participant" means any person who is not a party but who actively supports or opposes a particular decision in a proceeding involving a license, permit, or other entitlement for use and who has a financial interest in the decision, as described in Article 1 (commencing with Section 87100) of Chapter 7. A person actively supports or opposes a particular decision in a proceeding if he or she lobbies in person the officers or employees of the agency, testifies in person before the agency, or otherwise acts to influence officers of the agency.
 - (3) "Agency" means an agency as defined in Section 82003 except that it does not include the courts or any agency in the judicial branch of government, local governmental agencies whose members are directly elected by the voters, the Legislature, the Board of Equalization, or constitutional officers. However, this section applies to any person who is a member of an exempted agency but is acting as a voting member of another agency.
 - (4) "Officer" means any elected or appointed officer of an agency, any alternate to an elected or appointed officer of an agency, and any candidate for elective office in an agency.
 - (5) "License, permit, or other entitlement for use" means all business, professional, trade and land use licenses and permits and all other entitlements for use, including all entitlements for land use, all contracts (other than competitively bid, labor, or personal employment contracts), and all franchises.
 - (6) "Contribution" includes contributions to candidates and committees in Federal, State, or local elections.
- (b) No officer of an agency shall accept, solicit, or direct a contribution of more than two hundred fifty dollars (\$250) from any party, or his or her agent, or from any participant, or his or her agent, while a proceeding involving a license, permit, or other entitlement for use is pending before the agency and for three months following the date a final decision is rendered in the proceeding if the officer knows or has reason to know that the participant has a financial interest, as that term is used in Article 1 (commencing with Section 87100) of Chapter 7. This prohibition shall apply regardless of whether the officer accepts, solicits, or directs the contribution for himself or herself, or on behalf of any other officer, or on behalf of any candidate for office or on behalf of any committee.
- (c) Prior to rendering any decision in a proceeding involving a license, permit or other entitlement for use pending before an agency, each officer of the agency who received a

contribution within the preceding 12 months in an amount of more than two hundred fifty dollars (\$250) from a party or from any participant shall disclose that fact on the record of the proceeding. No officer of an agency shall make, participate in making, or in any way attempt to use his or her official position to influence the decision in a proceeding involving a license, permit, or other entitlement for use pending before the agency if the officer has willfully or knowingly received a contribution in an amount of more than two hundred fifty dollars (\$250) within the preceding 12 months from a party or his or her agent, or from any participant, or his or her agent if the officer knows or has reason to know that the participant has a financial interest in the decision, as that term is described with respect to public officials in Article 1 (commencing with Section 87100) of Chapter 7. If an officer receives a contribution which would otherwise require disqualification under this section, returns the contribution within 30 days from the time he or she knows, or should have known, about the contribution and the proceeding involving a license, permit, or other entitlement for use, he or she shall be permitted to participate in the proceeding.

- (d) A party to a proceeding before an agency involving a license, permit, or other entitlement for use shall disclose on the record of the proceeding any contribution in an amount of more than two hundred fifty dollars (\$250) made within the preceding 12 months by the party, or his or her agent, to any officer of the agency. No party, or his or her agent, to a proceeding involving a license, permit, or other entitlement for use pending before any agency and no participant, or his or her agent, in the proceeding shall make a contribution of more than two hundred fifty dollars (\$250) to any officer of that agency during the proceeding and for three months following the date a final decision is rendered by the agency in the proceeding. When a closed corporation is a party to, or a participant in, a proceeding involving a license, permit, or other entitlement for use pending before an agency, the majority shareholder is subject to the disclosure and prohibition requirements specified in subdivisions (b), (c), and this subdivision.
- (e) Nothing in this section shall be construed to imply that any contribution subject to being reported under this title shall not be so reported.

For more information, contact the Fair Political Practices Commission, 428 J Street, Suite 800, Sacramento, CA 95814, (916) 322-5660.

PRELIMINARY DESIGN GUIDELINES



June 15, 2011(DRAFT)

Preliminary Design Guidelines

I. TYPICAL SECTIONS - ROADWAY

The Connector roadway segments should be designed and constructed to serve the demand projected in the MTP and adopted local general plans and in accordance with minimum design standards. The right-of-way should be preserved for future build-out conditions, in accordance with adopted local general plans. The connector segments are classified into several typical sections, including thoroughfare, expressway, Deer Creek Causeway, and the Sheldon Area. The applicable typical section is based on the existing access and adjacent land use and is designed based on standards in the AASHTO Geometric Design of Highways and Streets, Caltrans Highway Design Manual, Sacramento County Improvement Standards and local jurisdiction standards. In addition to the above manuals, final design of the segments shall be based on standards in the current edition of AASHTO's Roadside Design Guide and the California Manual of Uniform Traffic Control Safety Devices (MUTCD).

The California Legal Design Vehicle (CA LEGAL-65-Foot) should be used for the layout of the intersections, with the exception for the u-turns in Sheldon where a smaller vehicle may be used.

Method 5, as described in the AASHTO Geometric Design of Highways and Streets, should be used for the distribution of superelevation e rates for horizontal curves.

Below is a brief description of the Connector segments. The design standards listed below are minimums only. For design criteria not covered, guidelines set forth in the latest edition of AASHTO Geometric Design of Highways and Streets or Caltrans Highway Design Manual shall be used.

A. Expressway

The expressway section is designed to be a limited access, high-speed facility. The expressway segments include a divided 4 to 6 lanes, 10' outside shoulder, open ditches for drainage and a Class I multi-use path (see Figure 1 and 2). Intersections shall be grade-separated in areas where traffic projections indicate that an acceptable level of service (LOS C) could not be maintained with an at-grade intersection. New access would be restricted to the interchanges or intersections. Frontage roads and/or access roads would be used to accommodate future driveways and existing driveways where feasible. The expressway segments would require a typical 200' right of way, which would accommodate the future widening to 6 lanes, if needed, for exclusive high-occupancy vehicle (HOV)/transit lanes. Additional right of way is required at the interchange locations. The Class I multi-use path location should be determined based on site conditions and adjacent development. In areas of high demand, the Class I path may need to be on both sides of the Connector.

Based on the design speed of 65 mph, below are the minimum design criteria for the expressway segments of the Connector.

Minimum Stopping Sight Distance = 645' (AASHTO Geometric Design of Highways and Streets Exhibit 7-1, for SSD on vertical curves, refer to AASHTO guidelines.)

Normal Cross Slope = 2%

Maximum Superelevation Rate = 6%

Design Minimum Center Line Radius R = 2000' (Sac. County), 3000' preferred

Maximum Grade = 4-5%

Minimum Grade = 0.35%

Side Slopes = 6:1 preferred; 4:1 (fill), 2:1 (cut)

Median Slopes = 10:1

Median width = 46'-62' (interim), 22' (final build out)

Outer separation (Connector and Frontage Rd) = 30' minimum ETW to ETW

Outer separation (Connector and Multi-use Path) = 30' preferred, concrete barrier required if <5'

Access Control = Fencing or physical barrier

Street lighting shall be limited to the signalized intersections and interchange areas. Landscaping shall be used to provide a buffer and shade for the Class I path where space permits. A 20' wide public utilities easement shall be preserved on each side of the alignment for utilities.

Tight Diamond interchanges were assumed for preliminary planning purposes. Modified directional interchanges should be reviewed and considered on a location by location basis. In addition, retaining walls may be considered to reduce the width of right of way required.

B. Thoroughfare

The thoroughfare segments are designed based on Sacramento County's Improvement Standards for a 96' wide street. The thoroughfare segments are similar to an urban arterial section, with 4 to 6 traffic lanes, 5' Class II bike lanes, Type 2 curb and gutter, buffer separated 10' wide Class I paths and a non-traversable 12' wide raised median between intersections with a minimum right of way that varies from 124' to 146' (see Figure 3). Existing direct access to the Connector would be consolidated or eliminated where feasible, with right in/right out access only. New direct access would not be allowed. Left turns shall be limited to the signalized intersections which would be restricted to one mile spacing except in areas with existing major cross streets where ½ mile to ¼ mile spacing would be allowed.

Based on the design speed of 50 mph, below are the design criteria for the thoroughfare segments.

Minimum Stopping Sight Distance = 425' (AASHTO Geometric Design of Highways and Streets Exhibit 7-1, for SSD on vertical curves, refer to AASHTO guidelines.)

Normal Cross Slope = 2%

Maximum Superelevation Rate = 4%

Design Minimum Center Line Radius R = 2000' (Sac. County), 1000' where existing right of way precludes 2000' (El Dorado County)

Maximum Grade = 6% (AASHTO Exhibit 7-10)

Minimum Grade = 0.35%
Side Slopes = 6:1 preferred; 4:1 (fill), 2:1 (cut)

As this is a more urban area, street lighting shall be installed. The buffer areas and the median in areas outside the intersections shall be landscaped.

C. Sheldon Area

The Sheldon Area segment (see Figure 4) is designed based on the City of Elk Grove's Rural Road Improvement Standards and is one option for the Grant Line Road alignment from Bond Road to Calvine Road. While Grant Line Road is not listed as a roadway included in the Rural Road Improvement Standards and is not considered a rural roadway, the desire to maintain a more "rural" feel is recognized. Therefore, the design for this roadway segment includes open ditches for drainage in lieu of curb and gutter where feasible. Left-turn movements out of access points along Grant Line Road would be restricted to the following signalized intersections: Bond Road, Wilton Road, Sheldon Road, Aleilani Lane and Calvine Road, as well as one location in each direction (to be determined) between Sheldon Road and Calvine Road to facilitate u-turns. Existing driveways would be consolidated or removed where feasible. Frontage and access roads would be used to accommodate existing driveway access to the major cross streets. Where existing driveways are maintained, they will be restricted within 750' upstream from signalized intersections and will be right in/right out movement only. A 5' to 12' non-traversable median shall be installed for safety, limiting the left turns to the signalized intersections listed above.

A 6' minimum wide paved shoulder shall be used to accommodate bicyclists and pedestrians and a separate 10' wide Class I trail may be used to accommodate pedestrians and equestrians.

Based on the design speed of 50 mph, below are the design criteria for the section of the Connector. The grade for this segment of the Connector shall follow existing grade where possible to minimize impacts to adjacent properties.

Minimum Stopping Sight Distance = 425' (AASHTO Geometric Design of Highways and Streets Exhibit 7-1, for SSD on vertical curves, refer to AASHTO guidelines.)

Normal Cross Slope = 2%

Maximum Superelevation Rate = 6%

Design Minimum Center Line Radius R = 850'

Minimum Grade = 0.35%

Side Slopes = 6:1 preferred; 4:1 (fill), 2:1 (cut)

D. Deer Creek Causeway

The Deer Creek Causeway segment is a bypass of Grant Line Road south of the central part of the Sheldon community. This segment would consist of a mostly elevated, divided 2-lane causeway built on concrete piers and bridge slabs, with extended sections of an alternate direction passing lane to facilitate slower traffic, and continuous shoulders on both sides. Emergency pull outs would be provided at approximate ¼ mile spacing. No access points would be constructed along

the causeway except for the proposed connectors to Grant Line Road near each end of the alignment. Bicycle and pedestrian access would not be accommodated along the causeway, but instead would continue to be accommodated on the existing paved shoulders along Grant Line Road.

Based on the design speed of 60-65 mph, below are the design criteria for the Deer Creek Causeway.

Minimum Stopping Sight Distance = 645' (AASHTO Geometric Design of Highways and Streets Exhibit 7-1, for SSD on vertical curves, refer to AASHTO guidelines.)

Normal Cross Slope = 2%

Maximum Superelevation Rate = 6%

Design Minimum Center Line Radius R = 2000' (Sac. County)

Maximum Grade = 4% (AASHTO Exhibit 7-2)

Minimum Grade = 0.35%

Side Slopes = 6:1 preferred; 4:1 (fill), 2:1 (cut)

E. Frontage Road

Frontage roads and access roads shall be used to accommodate existing and proposed driveway access along the Connector, mostly in the expressway segments. These frontage roads shall have a minimum 36' paved surface with 50' of right of way. Frontage and access roads shall be designed based on a minimum design speed of 35 mph.

If fronting development is planned along the frontage roads, provisions shall be made to provide space for parking, bike lanes, curb & gutter, sidewalks and landscaping all of which shall be paid for by the adjacent developer.

The frontage road shall intersect with the cross street a minimum of 500' past the ramp intersection. If the frontage road volumes are low, this distance can be reduced to 300' with right turns only allowed from the frontage road onto the cross street.

F. Ramps

Ramp design shall be based on AASHTO Guidelines and Caltrans Highway Design Manual. Driveways within 500' of the ramp/side road intersection shall be right in/right out only. Spacing between ramps on the side road shall be based on storage length required for left turn movements.

II. INTERCHANGES AND INTERSECTIONS

Interchange and intersections shall be designed based on AASHTO Guidelines and Caltrans Highway Design Manual where appropriate. Where a level of service C cannot be maintained in the expressway segments, the intersection shall be converted from a signalized intersection to a grade-separated interchange (see Section VI access for further details). A form of directional interchange, see figure 5, shall be considered where development is only proposed on one side of the Connector alignment. Direction interchanges would provide local access to the Connector but

limit the extension of the roadway beyond the urban service boundary. (This section to be further developed)

III. PAVEMENT STRUCTURAL SECTION

For project level design and final PS&E, the pavement structural section shall be based on the traffic index (TI) and R-value for the segments determined based on soil testing. In addition, a life-cycle cost analysis should be done for determining if HMA or PCCP is more desirable. The decision should also be based on location of available material and environmental impacts.

Treatment of the subbase should also be considered (cement treatment, lime-treatment, etc.) to reduce the structural section in areas where the R-value of the native soil is low.

For preliminary cost estimates, a TI of 11.5-12.0 was assumed for the thoroughfare segments and 12.0-12.5 for the expressway segments. With a R-value of 5 assumed, the structural section for hot mix asphalt was assumed to be 2" Rubberized Asphalt Pavement, 6" to 10" HMA Type A (PG70-10) and 25" Class 2 Aggregate Subbase.

The following standards for the design of structural sections shall govern the preparation of plans for proposed improvements:

- A. Structural sections for all roadways wider than 20 feet shall be designed to conform to the California Department of Transportation Highway Design Manual (Fourth Edition), "Topic 608 - Asphalt Concrete Pavement Structural Section Design" or other method as approved by the Executive Director. The safety factor needed for gravel equivalent increase shall be 0.2 feet for a base type of aggregate base.
- B. The minimum TI used for the calculation of the roadway structural sections shall be as determined by volume projections submitted by a Traffic Engineering report.
- C. A soil report, prepared by a registered geotechnical engineer, citing the R-value of subgrade of basement soil, along with calculations for structural pavement sections, shall be submitted with any plan indicating construction of roadway. In lieu of a soil report, an R- value of 5 may be assumed.
- D. As an alternate to the preceding structural sections, a full depth asphalt concrete structural section may be used subject to the approval of the Executive Director. Full depth asphalt concrete sections shall be designed in accordance with the California Department of Transportation Highway Design Manual (Fourth Edition), "Topic 608 - Asphalt Concrete Pavement Structural Section Design" or other method as approved by the Executive Director. The safety factor needed for gravel equivalent increase shall be 0.1 feet. A soil report of the R-value of subgrade or basement soil, along with calculations for structural pavement sections, shall be submitted with any plan indicating construction of roadway. In lieu of a soil report, an R-value of 5 may be assumed.

- E. The use of alternate road building materials will be allowed if supported by a sound pavement design study prepared by a registered geotechnical engineer and approved by the Executive Director. These alternate road building materials may include but not be limited to the following:
- Subgrade stabilizing and/or isolating geotextiles and grids
 - Pavement stress absorbing interlayers
 - In-situ soil and subgrade stabilizing add mixtures
 - The use of recycled materials in the manufacture of subbase, subgrade, and asphalt concrete
 - Rubberized asphalt concrete
 - Subbase drainage facilities
- F. Positive structural section drainage facilities shall be required if the basement soil has permeability less than 100 feet per day. Drainage system design shall be in accordance with California Department of Transportation Highway Design Manual (Fourth Edition) or other method as approved by the Executive Director. At a minimum, subbase drainage shall be provided at all sag points in impermeable soils.
- G. Class C streets, including the shoulders, shall have the same pavement structural section as indicated for the ultimate width of the roadway with full land development.
- H. In transition areas from one street width to another street width standard, the stronger structural section shall be used in the transition area.

IV. DRAINAGE

Storm water drainage for the roadway facility should be designed based on a 100 year storm event. The Connector is also considered an emergency route; therefore it will need to be above the 100 year flood plain. The Sacramento County standards should be used in Sacramento County including Rancho Cordova, Folsom and Elk Grove. The Sacramento County Volume 2 Hydrology standards include:

- Nolte Curves and Sacramento Method Curves are for smaller areas
- SacCalc for larger areas (SACPRE and HEC-1 are now combined and called SacCalc)

The El Dorado County Drainage standards should be used within El Dorado County.

Storm water quality improvement measures, referred to as best management practices (BMPs) will be required along the corridor. These BMPs will treat the runoff prior to discharge to the

maximum extent practicable. Under the existing conditions, runoff from the project area drains offsite without any treatment. While this isn't an issue in areas where roadway does not exist, existing road segments that will be improved as part of the project will need to be retrofitted to include BMP treatment. New roadway segments will have BMP treatment included in the design as well. The inclusion of BMPs in the project will have an overall cumulative beneficial effect to surface water quality in the project area. There are many options for BMP treatment but typically they are located at the location where project runoff is discharged offsite. For this project the available BMP treatment alternatives will be narrowed down to those that meet Sacramento County and State Water Resources Control Board requirements. Examples of these include vegetated swales, Austin sand filter, Stormvault, and Stormfilter. There are advantages and disadvantages to each option. During preliminary design each runoff discharge location should be evaluated to determine the preferred BMP option for that location.

V. PROFILE

The Connector profile, where feasible, should emulate the profiles of existing roadways to the greatest extent possible. The existing slopes and vertical curves should be modified as necessary to conform to the applicable design speed and safety standards for each roadway section. The roadway elevation shall be planned to accommodate at least limited operation during a 100-year flood event. Where feasible, the interchanges shall be designed such that the Connector is partially depressed through the interchange to minimize impacts to the adjacent development. A minimum vertical clearance of 15' shall be maintained over the traveled way except where increased vertical clearance is required for Caltrans and railroad overcrossings. The design of the Connector corridor should recognize impacts to sensitive habitats, including elevation adjustments to allow for passage of wildlife. Where appropriate, grade separations should be provided for railroads crossings.

The following standards for the design of profiles shall govern the preparation of plans for proposed improvements.

- A. The minimum grade on new streets shall be 0.35 percent except that the minimum curb and gutter grade around intersection corners shall be 0.50 percent. Curb and gutter elevations on crest and sag vertical curves shall be adjusted to meet the 0.35 percent minimum grade. The profile grade around corner returns with curb extensions (which are typically found at intersections of residential and/or collector streets) shall be 0.50 percent including the ten-foot transition areas on each side of the extended curb return.
- B. The minimum grade of gutter sections constructed on existing streets shall be 0.20 percent.
- C. Standard cross slope on new streets shall be 2.0 percent.

- D. The minimum cross slope on street widening shall be 1.5 percent and the maximum cross slope shall be 3.0 percent. The cross slope of the widening shall conform to the cross slope of the existing pavement whenever possible.
- E. When two streets intersect, neither street shall have a longitudinal grade greater than 3.0 percent for a minimum distance of 40 feet measured from the curb line of the intersecting street, except in unusually rough terrain, as determined by the Executive Director.

At all street intersections the centerline crown of the street with the lesser roadway width shall meet the surface pavement elevation of the intersecting roadway at a point along the projected lip of gutter of the larger roadway. If both roadways have the same street width, the larger roadway shall be the street with the higher projected traffic volume with full land development.

At street intersections of two Arterial and/or Thoroughfare roadways, the cross-slope of both roadways shall be reduced from the standard 2.0% slope to 1.0% as the roadways approach the intersection. The transition on each roadway approach shall begin approximately one hundred feet in advance of the corner return, with full cross-slope transition being achieved at the corner return on the approach roadway. The one percent cross slope shall be carried through the intersection.

The minimum vertical curve length allowable at the intersection of two grades shall be 50 feet. Vertical curves on residential and collector streets may be omitted where the algebraic difference in grades does not exceed 2.0 percent. Vertical curves on all other streets may be omitted where the algebraic difference in grades does not exceed 1.5%. The minimum vertical curve data to be computed and shown on the plans shall consist of the point of intersection elevation, the tangent gradients, the middle ordinate and the length of curve.

VI. ACCESS

Access control along the Connector alignment is vital for the safety and functionality of the Connector. New access points shall meet the requirements listed below. Existing driveway access along the corridor shall be combined and/or eliminated as feasible. Frontage roads and access roads shall be used to accommodate existing driveway access as appropriate. Any changes to the zoning for a parcel or significant changes to the number of vehicles accommodated by a direct driveway shall require a review of the driveway access and may require the access to be relocated to the nearest intersection or interchange via a frontage road.

Along the expressway segments of the Connector, access control fencing or a physical barrier such as landscaping shall be installed to limit access to one mile spacing where feasible, with a

minimum of ½ mile as shown below in Table 1. Intersection and interchange locations shall be limited to the following locations, or as approved by the Executive Director, in the expressway segments along White Rock Road: Empire Ranch Road, Placerville Road/Payen Road, Scott Road North, Oak Avenue Parkway, Prairie City Road, Local Road E, Grant Line Road, and the following locations along Grant Line Road: Centennial Road, Douglas Road, Chrysanthy Boulevard, University, Kiefer Boulevard, Rancho Cordova Parkway, Jackson Road, Sunrise Boulevard, Eagles Nest/Sloughhouse Road and Calvine Road. Access control shall extend past the pavement widening for on-ramps and a minimum 300' beyond the curb return for the ramp along the cross street. Left turns will not be allowed within 500' from the ramp/cross street intersection.

Along the thoroughfare segments of the Connector, minimum ¼ to ½ mile spacing between intersections shall be maintained in areas where existing street crossing exist. In the Sheldon area, an additional signalized intersection will be allowed on Grant Line Road at Aleilani Lane. To accommodate this additional signal, driveway access to Grant Line Road should be restricted between Wilton Road and Aleilani Lane and replaced by internal circulation between the adjacent commercial properties and driveways which should be designed to provide access to multiple adjacent properties. In addition, driveways would be restricted in the Sheldon area (Bond Road to Calvine Road) to within 750' upstream of the signalized intersections. Options to signalized intersections, such as roundabouts, shall be considered.

All new street access shall maintain a minimum spacing of one mile.

No access to the Deer Creek Causeway will be allowed except at the connection points to Grant Line Road.

Element	Expressway	Thoroughfare/Arterial
Intersection Spacing	Greater than 1 mile desired ½ mile, min ¹	Greater than ½ mile desired ¼ mile, min ¹
Intersection Type	Grade Separated Interchanges required when signals exceed LOS C Standard	Signalized, Roundabouts
Driveways Allowed	Only where infeasible to redirect via frontage road or access road	Limited right in/right out only for existing where infeasible to relocate via frontage road.
¹ Minimum allowed for existing major cross streets only. Exception for Aleilani Lane.		

VII. PUBLIC UTILITY EASEMENT

In the thoroughfare segments of the Connector, all utilities, utility poles, guy wires, cabinets, hydrants, signs and other above ground facilities shall be located behind the Class I path where

possible. If this is not possible, the conflicting facility shall be located such that there is a minimum of four feet clear space for pedestrian use of the path.

In the expressway segments of the Connector, all utilities shall be underground where feasible and shall be located within the 20' easement for public utilities and public facilities.

VIII. ROADWAY TREATMENTS

All roadway treatments within the clear zone are to conform to the roadside safety provisions in the AASHTO Roadside Design Guide.

A. ITS Elements

B. Lighting

All lighting along the corridor shall be uniform and shall meet the current energy star requirements. The same or similar lighting fixtures shall be used throughout the corridor and shall be Dark Sky compliant. Continuous lighting shall be maintained along the thoroughfare segments of the Connector. In the expressway segments, lighting shall be limited to the intersections and interchanges and along the Class I multi-use path.

C. Landscaping

A landscape buffer shall be installed between the Class I path and roadway. Appropriate native, non-invasive drought tolerant plant species which will not pose a safety hazard shall be used along the corridor for landscaping. The landscaping shall follow a layering concept based on the appropriate clear zone for the roadway segment. Vegetative bioswales shall be used where feasible to filter the roadway runoff.

D. Aesthetic elements

A percentage of the project will be dedicated for art and aesthetic treatments along the corridor. This percentage will be determined by the Board of Directors upon completion of the environmental document. These aesthetic treatments shall be consistent and uniform in color and design throughout the corridor, and shall include items such as sound wall and retaining wall aesthetic elements, the fencing between the multi-use path and the expressway segments and light fixtures along the corridor.

IX. NON-MOTORIZED FACILITIES

Bicycle and pedestrian facilities are viable alternative modes of transportation that must be accommodated in the design of the project. Listed below are the minimum accommodations that shall be included in the Connector segments.

Thoroughfare

Class II bike lanes and a minimum 10' wide buffer separated Class I multi-use path shall be included along each side of the roadway in the thoroughfare segments of the Connector.

At the signalized intersections, pedestrian push buttons and bicycle detector loops shall be installed. Where the spacing between intersections/interchanges is greater than ½ mile and/or the

cross corridor demand for pedestrian crossing the Connector is high a grade separation or pedestrian signal shall be considered.

At driveway crossings, the sidewalk shall remain level with no more than a 2% cross slope. Signage and/or pavement marking shall be installed to ensure motorists are aware of the crossings.

Continuous lighting shall be maintained for safety.

Sheldon Area

A 6' paved shoulder shall be maintained along Grant Line Road for on-street bicycle use. In addition, a 10' paved Class I multi-use path shall be provided along one side of Grant Line Road.

On-Corridor Multi-use Path (Expressway)

In the expressway segments of the Connector, a Class I 12' wide paved path with graded shoulders for the pedestrians shall be installed along one side of the roadway, separated from the traveled way by an adequate safe recovery distance. In areas of high pedestrian and bicycle traffic, a separate bicycle and pedestrian path may be warranted.

At the grade separated interchanges, undercrossings or overcrossings shall be installed for the Class I path to reduce the number of vehicle/path conflict points within the corridor.

At the signalized intersections, bicycle detector loops and a pedestrian push button shall be installed. Where the spacing between intersections/interchanges is greater than ½ mile and/or the cross corridor demand for bicycle and pedestrian crossing the Connector is high, a grade separation shall be considered. In addition, where there is a significant volume of through bicycle traffic along the Connector, grade separation shall be considered at the interchange locations.

The Class I path shall intersect the frontage roads and driveways along the Connector at a 90 degree angle with good sight lines for both the motorists and path users. The crossings shall be such that the cross-slope (maximum 2%) of the path is maintained. Signage and/or pavement marking shall be installed to ensure motorists are aware of the path crossings.

Lighting shall be installed along the Class I path for safety.

High canopy trees shall be used to help shade the path and provide a buffer where space allows (refer to AASHTO Roadside Design Guide). Decorative access control fencing shall be installed between the path and traveled way. This fencing shall be a minimum of 54" in height and shall not be a hazard to the drivers or bicycles.

X. SUSTAINABLE DESIGN ELEMENTS

Sustainable design elements and construction practices shall be used throughout the corridor, including, but not limited to the following:

- Recycled materials (pavement, poly-pipe, etc.)
- Non-invasive native, drought tolerant plant species for landscaping,

- Oversized drainage structures to improve ecological connectivity where practical
- Lighting luminaries which meet the current energy star requirements
- Solar panels to offset the energy requirements for illuminated signs, etc
- Permeable pavement in the shoulders and/or multi-use paths
- "Quiet" pavement for the travel lanes
- Vegetated bioswales or natural drainage systems for treatment of water runoff where appropriate
- Reduction of fossil fuel requirement of the non-road construction equipment fleet and the required use of biofuel or biofuel blends as a replacement for fossil fuel in a % of the construction equipment
- Use of local materials
- Warranty for the pavement structure

XI. PUBLIC CONVENIENCE AND SAFETY

The design and the phasing of construction shall be such that inconveniences to the traveling public, including bicycles and pedestrians, are minimized. A Traffic Management Plan (TMP) shall be required for all roadway improvements along the Connector. The TMP shall require the following:

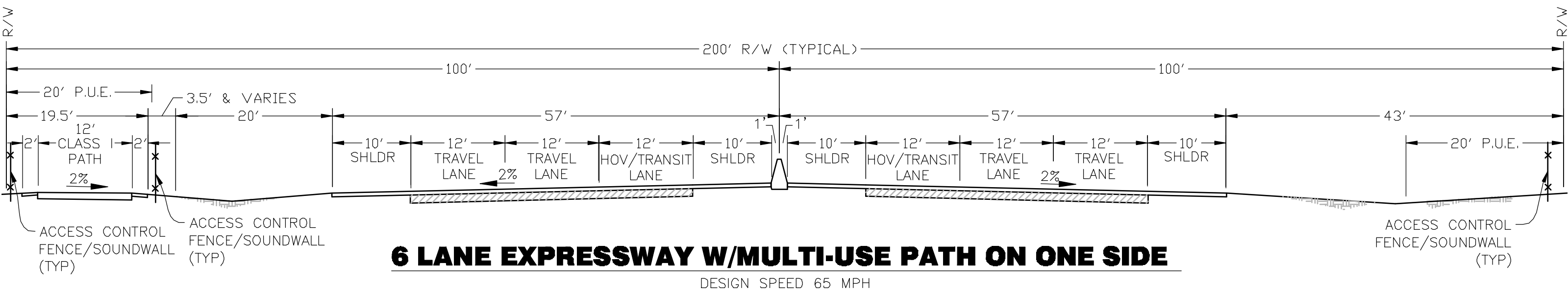
- Maintain exiting travel lanes while construction occurs adjacent to the roadway, even if lanes need to be temporarily narrowed
- Construction of temporary traffic bypasses with the same number of travel lanes and similar capacity to travel lanes that are temporarily closed
- Allow some reduction in travel lanes or capacity but not during peak travel hours

References and Design Standards

For design criteria not listed in these design guidelines, at a minimum AASHTO standards shall be used.

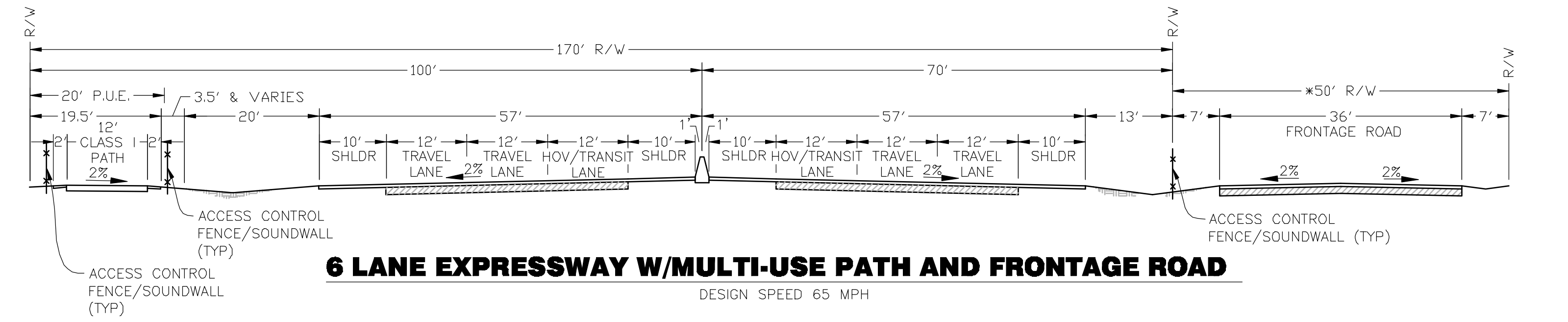
The following design standards, or latest edition thereof, govern these design guidelines:

- AASHTO Geometric Design of Highways and Streets, 2004
- Caltrans Highway Design Manual, 6th Edition
- Sacramento County Improvement Standards, dated October 1, 2006
- AASHTO Roadside Design Guide, 3rd Edition 2006 with updated Chapter 6
- City of Elk Grove Improvement Standards, dated June 1999
- City of Elk Grove Rural Road Improvement Standards, dated November 14, 2007
- City of Folsom Design and Procedure Manual and Improvement Standards, dated May 22, 2003
- El Dorado County Highway Design Manual, dated June 25, 2009



6 LANE EXPRESSWAY W/MULTI-USE PATH ON ONE SIDE

DESIGN SPEED 65 MPH



6 LANE EXPRESSWAY W/MULTI-USE PATH AND FRONTAGE ROAD

DESIGN SPEED 65 MPH

NOTES

- * FRONTAGE ROAD UNDER LOCAL JURISDICTION R/W
- ** MINIMUM 30' CLEAR RECOVERY ZONE (CRZ) IS PREFERRED FROM EDGE OF TRAVEL WAY

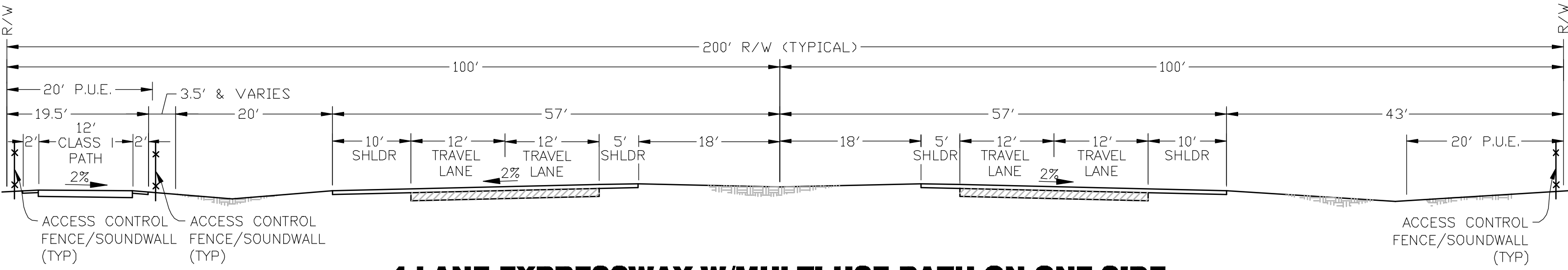


TYPICAL SECTIONS

FIGURE 1

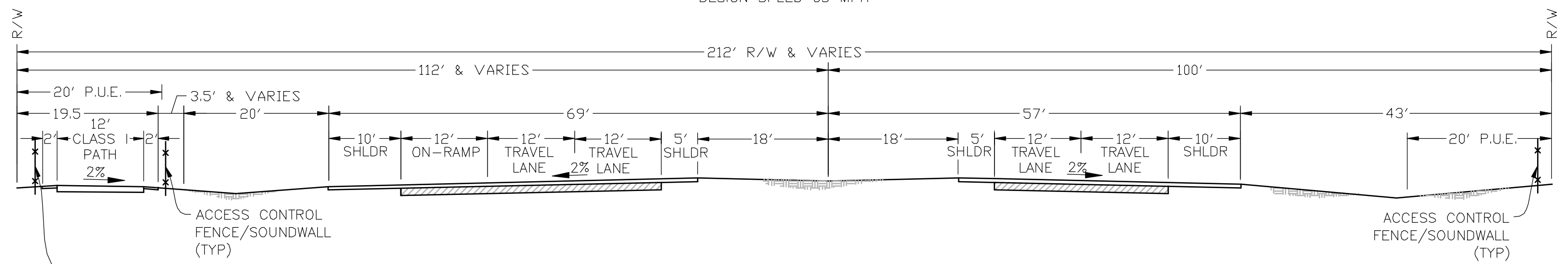


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4 LANE EXPRESSWAY W/MULTI-USE PATH ON ONE SIDE

4 LANE FACILITY WITH FUTURE 6 LANES TO BE ACCOMMODATED IN MEDIAN
DESIGN SPEED 65 MPH



4 LANE EXPRESSWAY AT ON-RAMP W/MULTI-USE PATH ON ONE SIDE

4 LANE FACILITY WITH FUTURE 6 LANES TO BE ACCOMMODATED IN MEDIAN
DESIGN SPEED 65 MPH

NOTES

** MINIMUM 30' CLEAR RECOVERY ZONE (CRZ)
IS PREFERRED FROM EDGE OF TRAVEL WAY

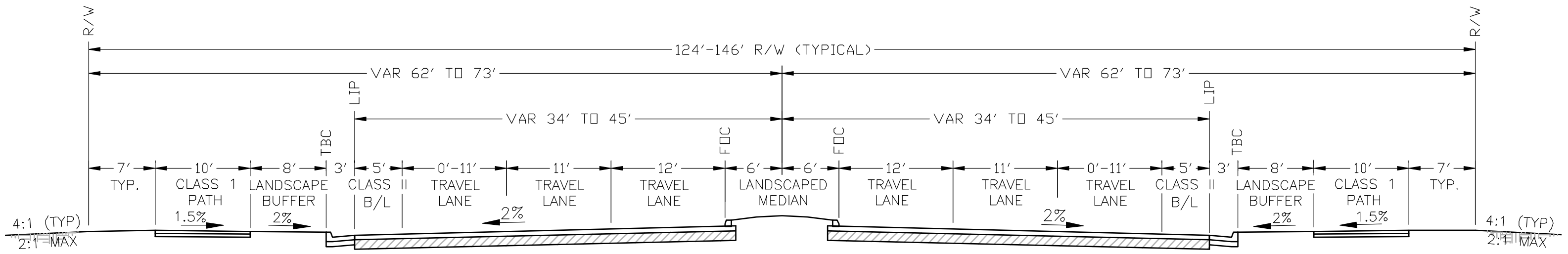


TYPICAL SECTIONS

FIGURE 2

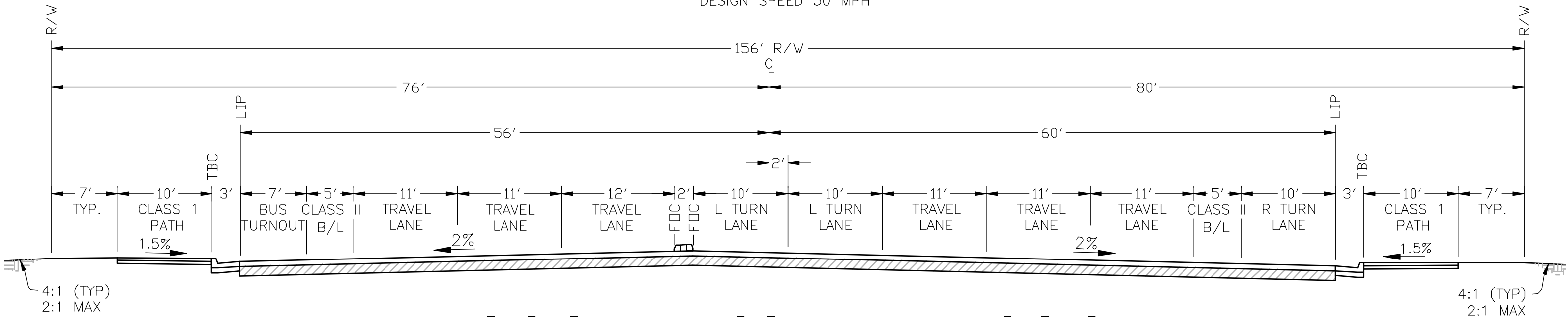


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THOROUGHFARE

4-6 LANE FACILITY
DESIGN SPEED 50 MPH



THOROUGHFARE AT SIGNALIZED INTERSECTION

6 LANE FACILITY, DUAL LEFT TURN LANES
DESIGN SPEED 50 MPH



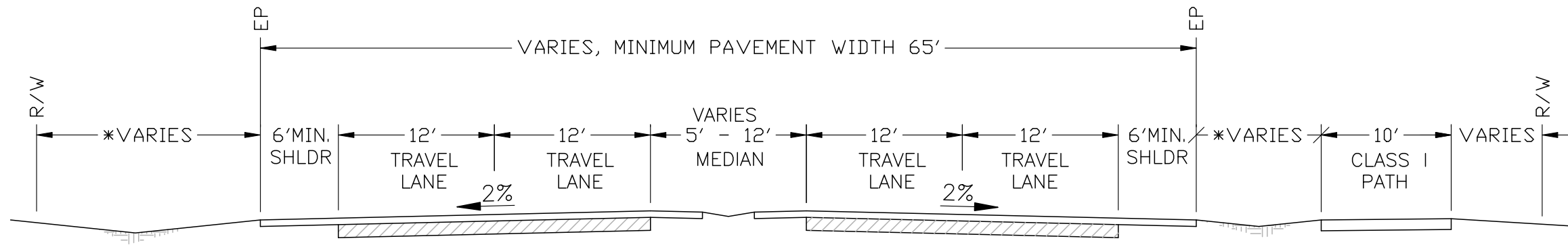
TYPICAL SECTIONS

ENHANCED BIKE/PEDESTRIAN FACILITIES



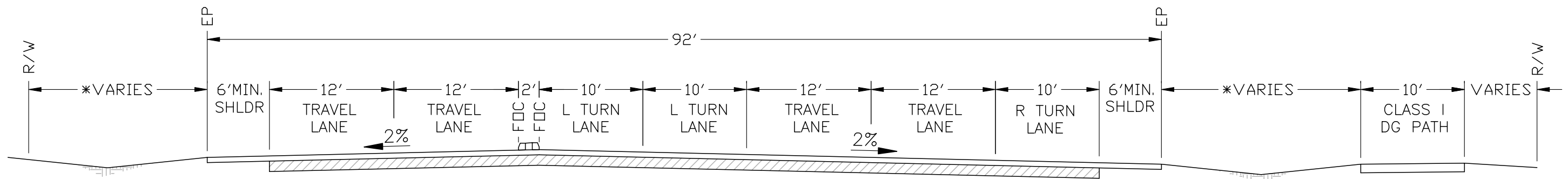
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FIGURE 3



SHELDON AREA

***4 LANE FACILITY
DESIGN SPEED 50 MPH



SHELDON AREA AT SIGNALIZED INTERSECTION

***4 LANE FACILITY
DESIGN SPEED 50 MPH

NOTES

* WIDTH VARIABLE DEPENDANT UPON HYDRAULIC CONSIDERATIONS, TERRAIN AND RIGHT OF WAY CONSIDERATIONS. ACCEL/DECEL LANES AND FRONTAGE ROADS MAY BE REQUIRED AT CERTAIN LOCATIONS

*** OFF-CORRIDOR MULTI-USE PATH WILL BE CONSIDERED WHEN APPLICABLE,



TYPICAL SECTIONS



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FIGURE 4

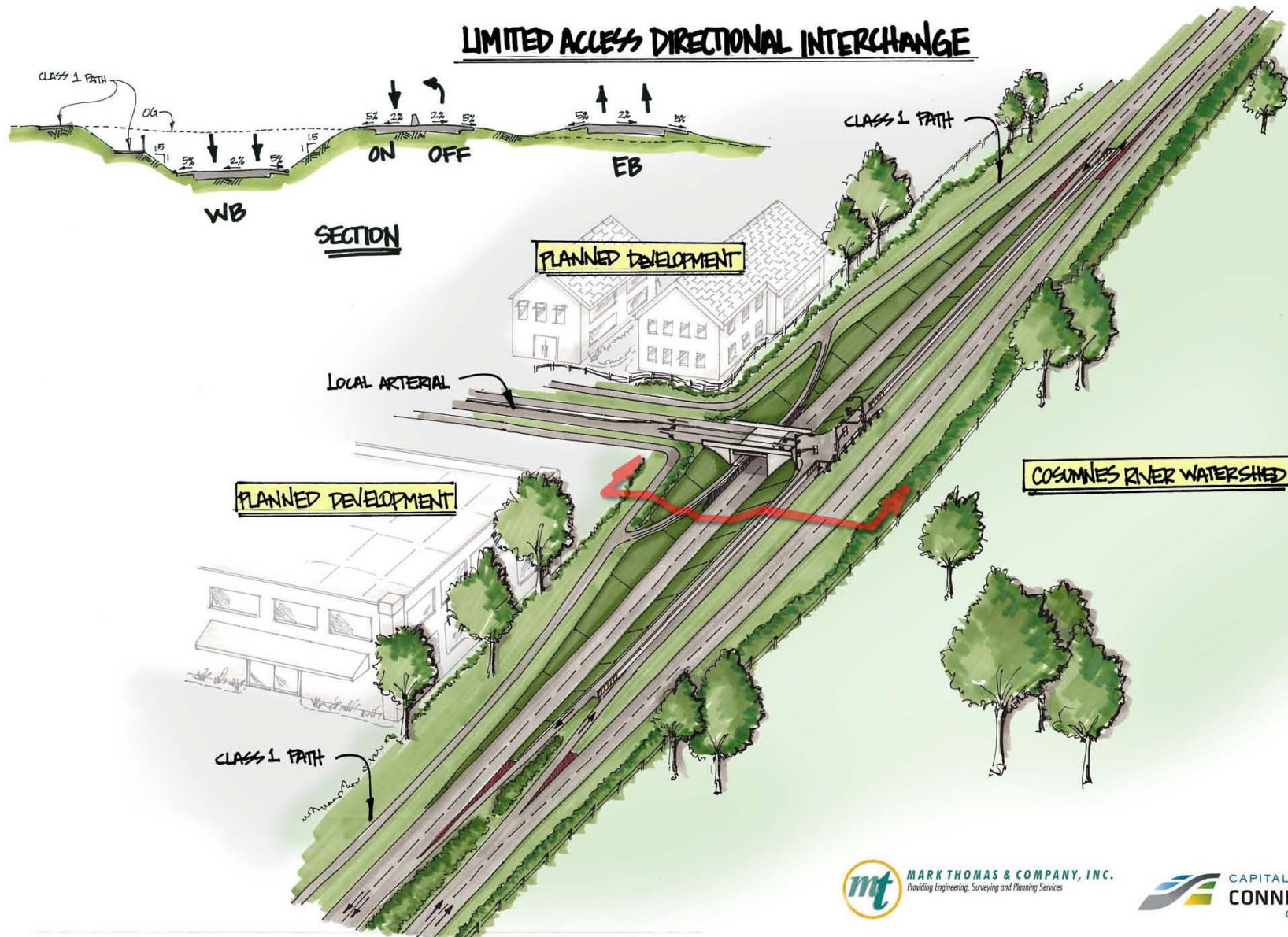


FIGURE 5