

Amador City  
PROJECT APPLICATION PACKAGE FOR  
AMADOR CITY MAIN STREET  
Old Highway 49  
Road Resurfacing, Pedestrian/Bicycle Crossings &  
Sidewalk Improvement Project



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2. PPR
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4. Project Vicinity Map/Site Photos
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**Project Study Report (Local Rehabilitation)  
(For STIP Projects off the State Highway System)**

Old Highway 49 – Road Resurfacing, Pedestrian/Bicycle Crossings & Sidewalk Improvement Project

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**PROJECT STUDY REPORT  
(LOCAL REHABILITATION)  
(For STIP Projects off the State Highway System)**

Responsible Agency: Amador City

Project Name: Old Highway 49 – Road Resurfacing, Pedestrian/Bicycle Crossings & Sidewalk Improvement Project

APPROVED:

  
\_\_\_\_\_  
Sandy Staples, Mayor

**1. Transportation Problem:**

This section of roadway proposed for work is deteriorating due to traffic use and age of repairs. Pavement rehabilitation last occurred when this section of roadway belonged to the State of California. Said roadway was relinquished in 2013 from the State of California and the Department of Transportation scheduled maintenance to the city as part of the Amador Creek Bridge replacement project and funding allocation. The bridge replacement funding was insufficient to fund the project and continued maintenance of the intersecting roadway through the city. Amador City has no other significant roadway to provide ingress or egress to residents except for this roadway. Pavement rehabilitation would extend the life of this road so that it may continue to benefit the community and traveling public.

**2. Route—Location—(post Mile):**

Old Highway 49, Amador City Main Street from City Limit to City Limit

**3. Description of Project Limits:**

Old Highway 49, Amador City Main Street from City Limit to City Limit, Net Length: 0.51 Miles

**4. Description of Project Scope:**

This project involves pavement rehabilitation of approximately 0.51 miles from Old Highway 49, Amador City Main Street from City Limit to City Limit. The construction method used shall be isolated dig out and asphalt replacement, cold planing of the existing asphalt pavement followed by resurfacing of the entire roadway surface and restriping of the work area. Work would also include replacing culverts, slope stabilization adjacent to roadway, guardrail, sidewalk replacement and improving pedestrian/bicycle crossings.

**5. Functional Classification/Federal-aid System:**

Federal-aid Highways:

X Minor Arterial

Federal-aid System

On the National Highway System? \_\_\_Yes \_\_\_X\_NO

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**6. Environmental Status**

Environmental Document Type (CEQA) TBD (NEPA) TBD

Anticipated Completion Date TBD.

Environmental Issues: TBD

**7. Traffic Data (Estimated)**

Current ADT 2,500

% Trucks 4% (Assumed)

Current Design Hourly Volume Unknown

**8. Roadway Geometric Information**

Will this project change existing geometrics?        Yes   X   No

Facility	Minimum Curve Radius	Through Traffic Lanes	Lane Width	Paved Shoulder Width		Median
		No. of Lanes		Left	Right	Width
*Existing						
**Proposed						
Min. 3R or Local STDS***						

\*Enter EXISTING information (Expand as needed, for varied geometrics.)

\*\*Enter PROPOSED information (Expand as needed, for varied geometrics.)

\*\*\*Refer to Chapter 11, "Design Standards," of the Local Assistance Procedures Manual.

If 3R or local standards are not being met, briefly explain why:

N/A – No change to existing standards.

**9. Structure Information**

Is bridge rehabilitation work included in this project?        Yes   X   No

**If no, skip this section.**

If 3R Standards for bridge width are not being met, briefly explain why:

Funding source of bridge rehabilitation (if not STIP) N/A

**10. Condition of Existing Facility (Repeat information for each homogeneous segment):**

Project is pavement rehabilitation of existing roadway, average existing PCI = 27 from most recent StreetSaver data.

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**11. Pavement Rehabilitation**

Is any work on existing pavement included in this project?  Yes  No

**If no, skip this section.**

Will the work extend the service life for at least 10 years?  Yes  No

If work will not extend the service life for at least 10 years, briefly explain why:

What are the consequences of not doing this project?

Roadway will continue to deteriorate until more expensive rehabilitation measures are required.

**12. Cost Estimate Breakdown**

**Cost**

ENVIRONMENTAL STUDIES AND PERMITS:

\$250,000

PLANS, SPECIFICATIONS, AND ESTIMATE:

\$100,000

RIGHT-OF-WAY:

\$100,000

CONSTRUCTION (Engineer's Estimate – See Next Page)

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**AMADOR CITY  
PRELIMINARY ENGINEER'S ESTIMATE  
OLD HIGHWAY 49 - ROAD RESURFACING, PEDESTRIAN/BICYCLE CROSSINGS  
& SIDEWALK IMPROVEMENT PROJECT  
12/10/2025**

ITEM NO.	ITEM	UNIT OF MEASURE	EST. QTY.	UNIT PRICE	ITEM TOTAL
1	MOBILIZATION	LS	1	\$332,950.00	\$332,950.00
2	LOCATE & PROTECT EXISTING UTILITES	DAY	11	\$2,000.00	\$22,000.00
3	TRAFFIC CONTROL	DAY	34	\$2,000.00	\$68,000.00
4	CLEARING & GRUBBING	DAY	12	\$5,000.00	\$60,000.00
5	STORM DRAIN INLET	EA	8	\$5,000.00	\$40,000.00
6	12-INCH DIAMETER STORM DRAIN	LF	50	\$160.00	\$8,000.00
7	18-INCH DIAMETER STORM DRAIN	LF	720	\$200.00	\$144,000.00
8	24-INCH DIAMETER STORM DRAIN	LF	90	\$220.00	\$19,800.00
9	CEMENT SLURRY BACKFILL	CY	100	\$250.00	\$25,000.00
10	REGRADE EX. DRAINAGE DITCH	LF	900	\$15.00	\$13,500.00
11	ASPHALT CONCRETE GRIND	DAY	2	\$10,000.00	\$20,000.00
12	ASPHALT CONCRETE	TON	2,300	\$200.00	\$460,000.00
13	ASPHALT CONCRETE DIGOUTS/LEVELING	TON	200	\$200.00	\$40,000.00
14	AGGREGATE BASE	TON	325	\$100.00	\$32,500.00
15	ASPHALT CONCRETE DIKE	LF	4,050	\$20.00	\$81,000.00
16	ADJUST WATER VALVE TO GRADE	EACH	13	\$750.00	\$9,750.00
17	ADJUST WATER METER TO GRADE	EACH	4	\$750.00	\$3,000.00
18	ADJUST MANHOLE TO GRADE	EACH	7	\$2,500.00	\$17,500.00
19	ADJUST PG&E BOX TO GRADE	EACH	4	\$2,500.00	\$10,000.00
20	SIGNING AND STRIPING	LS	1	\$50,000.00	\$50,000.00
21	METAL BEAM GUARD RAIL	LF	1,200	\$100.00	\$120,000.00
22	EROSION CONTROL	DAY	2	\$5,000.00	\$10,000.00
23	CONCRETE SPEED TABLE	EA	2	\$75,000.00	\$150,000.00
24	CONCRETE DEMOLITION	DAY	12	\$5,000.00	\$60,000.00
25	CONCRETE SIDEWALK	SF	2,400	\$30.00	\$72,000.00
26	CONCRETE STEMWALL	LF	180	\$100.00	\$18,000.00
27	CONCRETE STAIRS	SF	140	\$200.00	\$28,000.00
28	CONCRETE CURB & GUTTER	LF	100	\$50.00	\$5,000.00
29	RAILING	LF	175	\$300.00	\$52,500.00
30	ADJUST FIRE HYDRANT TO GRADE	EA	1	\$2,500.00	\$2,500.00
31	FINISH CARPENTRY FOR SIDEWALK POST	LS	1	\$25,000.00	\$25,000.00
32	ROCK FALL NETTING	LS	1	\$1,000,000.00	\$1,000,000.00
CONSTRUCTION SUBTOTAL					\$3,000,000.00
CONSTRUCTION CONTINGENCY (10%)					\$ 300,000.00
PRELIMINARY ENGINEERING & ENVIRONMENTAL					\$ 350,000.00
RIGHT OF WAY					\$ 100,000.00
CONSTRUCTION MANAGEMENT					\$ 250,000.00
TOTAL PROJECT COST					\$4,000,000.00

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**13. Scheduling**

<u>Project Component</u>	<u>Start Date</u>	<u>Estimated Completion</u>
Environmental Studies/Permits	5/2026	5/2027
Plans, Specifications, Estimates	6/2027	6/2028
Right of Way	7/2028	7/2029
Construction	8/2029	8/2030

14. **Other Agencies Involved:** (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.)

N/A

**15. Other Considerations:**

Utility and/or Railroad Involvement: N/A

Consistency with other planning: Consistent with RTP and PMS

**16. Proposed Funding**

	Local Commitment	STIP Request	Total
Environmental Studies and Permits	\$50,000	\$200,000	\$250,000
Plans, Specifications, and Estimates	\$25,000	\$75,000	\$100,000
Right of Way Acquisition (including support)	\$25,000	\$75,000	\$100,000
Construction (including support)	\$900,000	\$2,650,000	\$3,550,000
Total	\$1,000,000	\$3,000,000	\$4,000,000

Source(s) of Local Commitment: (Indicate Local Assistance Project Number, if appropriate.)

City Road Funds

**17. List of Attachments**

- A. Vicinity Map – Attached
- B. Site Photos – Attached
- C. Pavement Management System and Local Road Rehabilitation Certification - Attached

**18. Report Preparation**

Prepared by: Frank Whitmore

Date: 12/10/2025

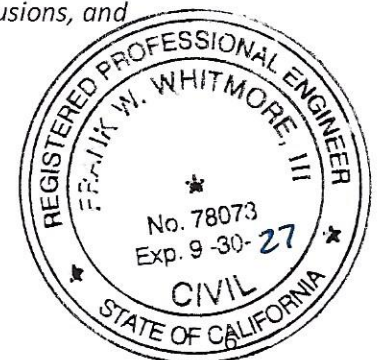
*This Project Study Report (Local Rehabilitation) has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.*



REGISTERED CIVIL ENGINEER

12/10/25

DATE



# Attachment A



# Attachment B

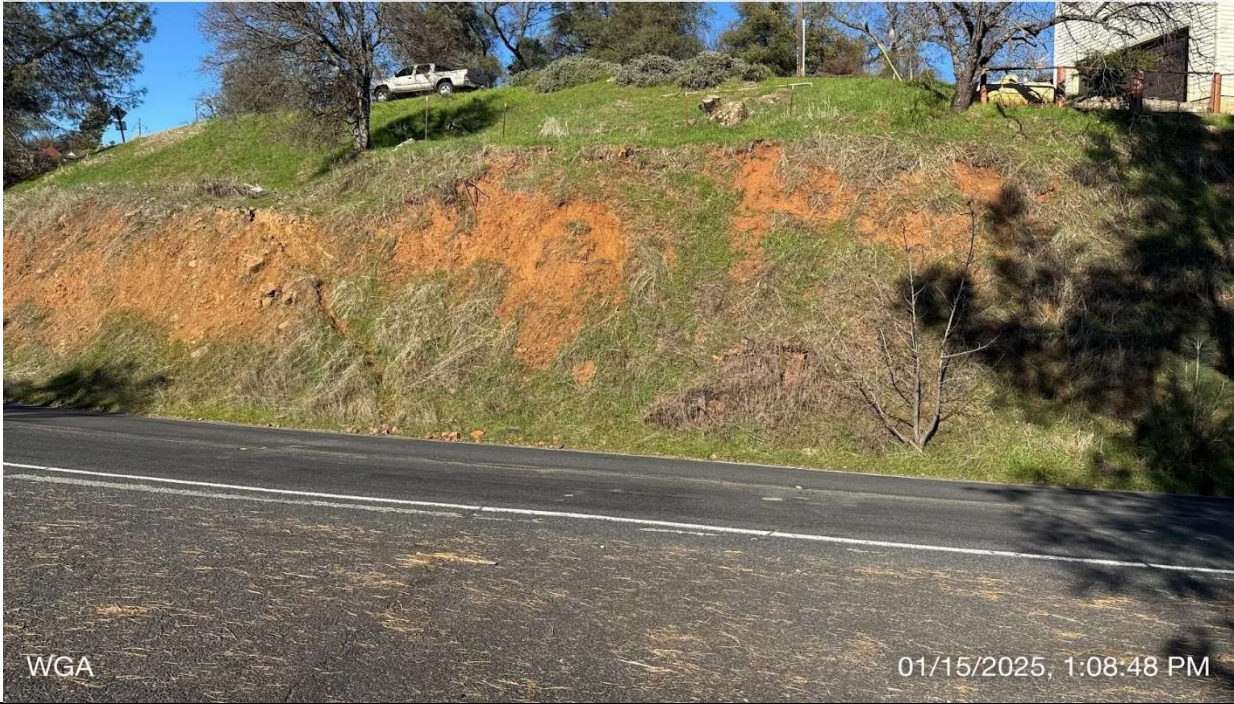








☀ 350°N (T) ● 38.419097°, -120.827716° ±36ft ▲ 953ft



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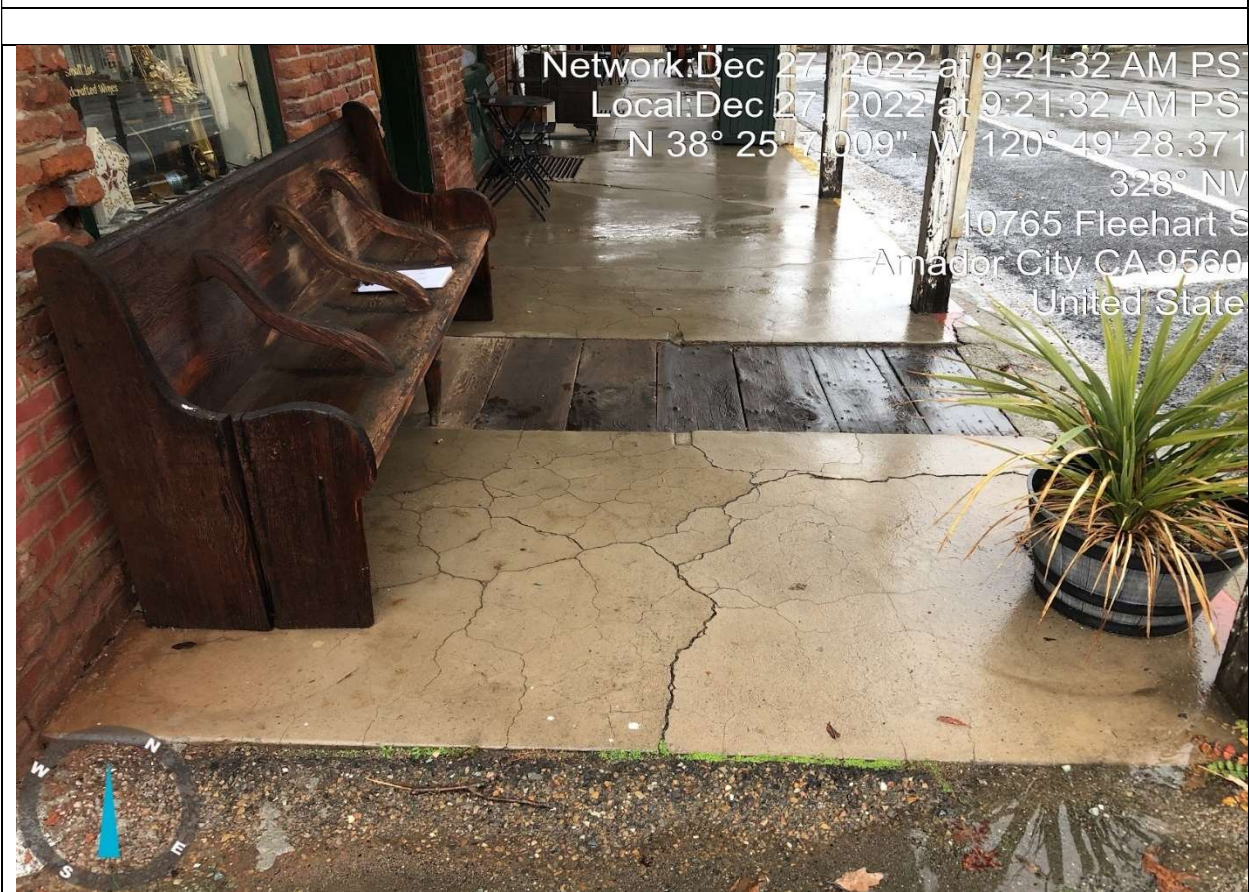


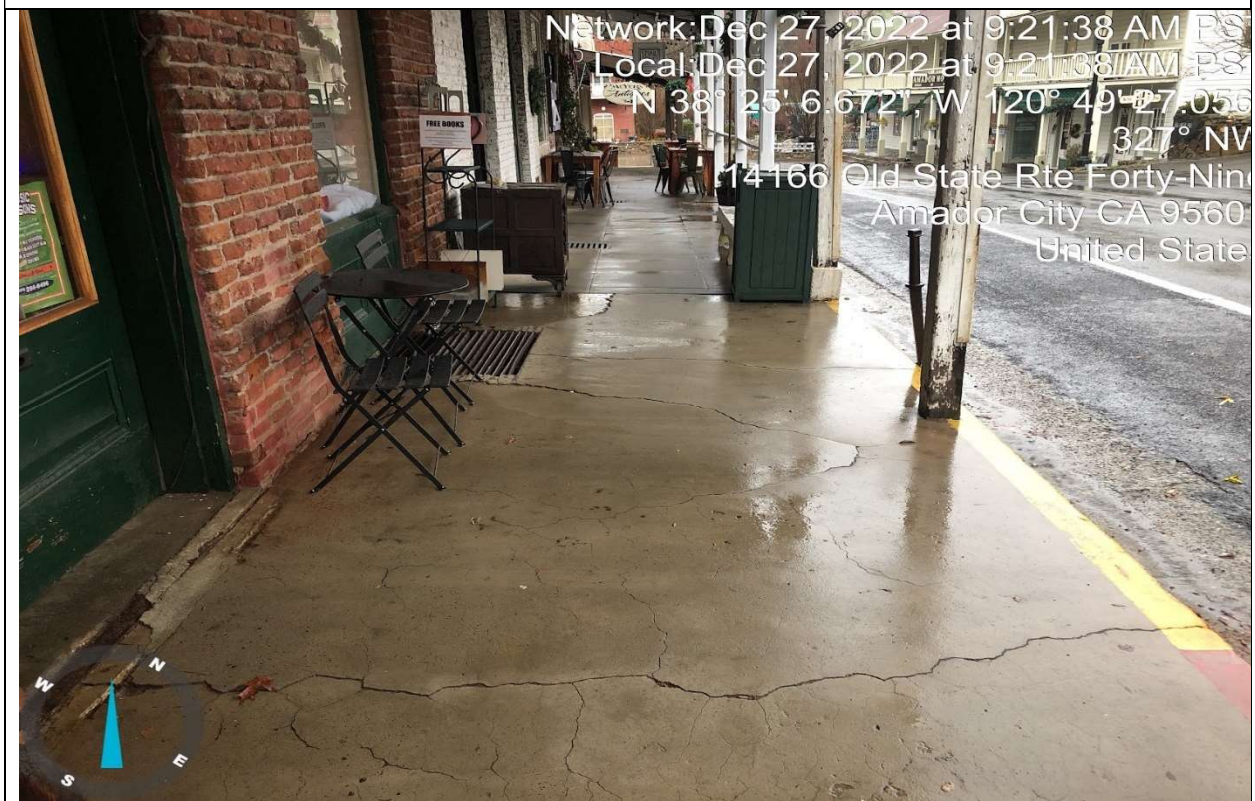
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# Attachment C



**CITY OF AMADOR CITY**  
 INCORPORATED JUNE 2, 1915  
**California**

**LOCAL ROAD REHABILITATION  
 PROJECT CERTIFICATION**

To: Amador County Transportation Commission  
 117 Valley View Way  
 Sutter Creek, CA 95685

Date: 11/21/2025

The City of Amador City submits the following local road rehabilitation project for certification that the project is in compliance with California Transportation Commission guidelines.

Project Description: Old Highway 49 within Amador City from City Limit to City Limit.

Street/Road	From _____ To _____	<u>Local Road Facility</u> (Pavement, drainage structure, bridge, cut slope, embankment, etc.)	PPNO	<u>Rehabilitation Strategy</u> (Resurfacing, chip seal, seal coat, restoration of existing facility, etc.)	<u>Service Life</u> (Years)
Old Highway 49	City Limit to City Limit	Pavement Preservation, Drainage facilities		Resurfacing	20

The project listed above meets the following standards:

- The type of work is eligible for local road rehabilitation, and excludes routine maintenance work, as described in Section II-D-9, "Eligibility of Rehabilitation Projects" of the *Procedures for Administering Local Agency Grant projects in the State Transportation Improvement Program*.
- For pavement rehabilitation, the estimated number of years the work will extend the service life of the facility is documented in a PSR or equivalent signed by a registered civil engineer.
- Pavement rehabilitation strategies with less than 10 years service life have been determined by a Pavement Management System (PMS) to be cost-effective and have a service life of 5 years or more. (Attach PMS certification if appropriate.)
- The work does not degrade any existing safety or geometric aspect of the facility.

City Signature:  Title: Mayor

Regional Transportation Planning Agency/County Transportation Commission Certification:

The Amador County Transportation Commission certifies the projects listed above meet California Transportation Commission guidelines.

Signature: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_



CITY OF AMADOR CITY  
INCORPORATED JUNE 2, 1915  
California

PAVEMENT MANAGEMENT SYSTEM (PMS) CERTIFICATION  
STATE TRANSPORTATION IMPROVEMENT PROJECTS

To: Amador County Transportation Commission  
117 Valley View Way  
Sutter Creek, CA 95685

Date : 11/21/2025

PPNO: \_\_\_\_\_

**Project Description: Old Highway 49 – Road Resurfacing, Pedestrian/Bicycle Crossings & Sidewalk Improvement Project**

The City of Amador City certifies that it has a Pavement Management System (PMS) and the project meets the criteria described in Section 23.2 of this chapter. A system must be in place to meet standards for pavement rehabilitation projects programmed in the STIP.

The system was developed by MTC StreetSaver and contains, at a minimum, the following elements:

- Inventory of all existing pavements under the City/County jurisdiction.  
Centerline miles 384.  
Total lane miles (or equivalent units) 768.  
The last update of the inventory was completed July, 2015.
- Identification of sections of pavement needing rehabilitation  
Total lane miles (or equivalent units) 700.
- Estimate of the cost to rehabilitate deficient sections \$142,379,953 in 2015.
- A procedure to identify rehabilitation strategies that are cost effective. The County uses the StreetSaver pavement management system to catalog County maintained road sections and maintain pavement condition assessments of those sections using the Pavement Condition Index (PCI) ranking system. This program has a built-in decision tree which specifies appropriate and cost effective resurfacing treatments for different PCI ranges. Based on the current PCI of the road section in question, the program can identify appropriate resurfacing techniques for that section.

You may direct any questions regarding the system to Frank Whitmore at (209) 267-0173  
(Name) (Phone No.)

Signature Paula Staplet Title: Mayor