

October 17, 2010

The Nevada City School District Board of Trustees  
Roxanne Gilpatric, Superintendent  
800 Hoover Lane  
Nevada City, California 95959

Board members and Ms. Gilpatric:

At the last meeting of the City Council, a group of residents and other concerned citizens asked us to write a letter to you stating the Council's recommendation for the future use of the Nevada City Elementary School property (NCE). We listened carefully to their presentation and also to comments from those with differing opinions on the matter.

What our residents fear most is the possible sale of the school property to the Administrative Office of the Courts (AOC) and the resulting relocation of the Nevada County Superior Court's facilities to that site. The Council shares their concern and joins with them in speaking out against any such transaction.

It is a given that NCE, with its deep history, is an essential part of Nevada City that, when it was operating, brought an added vibrancy to our town. The demolition of the existing school and its replacement with a new, 82,000 square foot structure (with accompanying parking facilities) would be, beyond a doubt, an unredeemable loss to the community and would forever change the character of the neighborhood. This project would also forestall reopening of the school itself - if and when the need is there - or any use whatsoever of this property for educational or community-based purposes. And so, for reasons that should be obvious, the Council urges you to reject any proposal to purchase the site that may come to you from the AOC.

Each of us on the Council is confident that you are well-versed in this controversial issue and that whatever decision you make will be in the best interests of the District. If any of you would like to discuss the Council's feeling on the future use of this property with me or any of the Council's members, or if you'd like one of us to come to a Board meeting, please call me.

Sincerely,

Robert Bergman  
Mayor, Nevada City

**CITY OF NEVADA CITY**

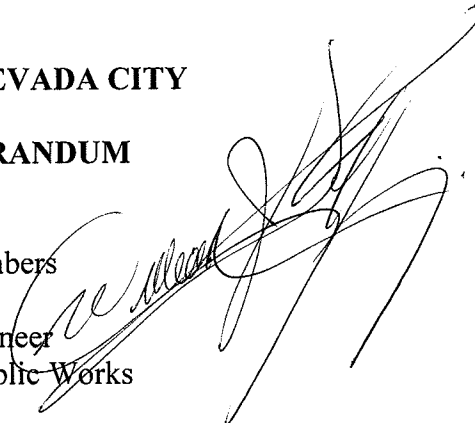
**MEMORANDUM**

**TO:** Honorable City Council Members

**FROM:** William J. Falconi, City Engineer  
Verne Taylor, Director of Public Works

**DATE:** October 20, 2010

**SUBJECT:** Measure S Program for 2011 Review Proposed Projects with Council Direction, if Any.



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**BACKGROUND & DISCUSSION:**

Since 2006, the City has conducted a very aggressive street improvement program. As a result of the ½ cent sales tax passed by the voters (Measure S) over one third of the existing streets have been paved, overlaid or improved. In the past, the City has received more than \$500,000.00 per year for street improvements. Policy has been to program work ahead of the revenues. i.e.) work would be done in a given year during the summer and the City then would recover revenues in the winter to reimburse the previous years work.

This year, as a result of declining revenues, the City staff has revised its work in the City to “pay as we go” rather than ahead of schedule. Having said this however, as a result of other funds being available in 2010, the city is prepared to continue the aggressive program with these other monies. ARRA funds for the reconstruction of Broad Street \$125,000,000 have been completed; Safe Routes to Schools grant for Zion Street crossings and Doanne Ave. turn lane onto Zion St. \$170,000, is out to bid.

Next spring the staff plans to overlay about six streets and do maintenance on existing overlays with slurry seals. The seals would be parts or all of Clay, Nevada, Boulder and Adams; overlays are upper Nevada, Martin, Searls, Galena and some streets yet to be identified based on infrastructure completion.

The City Finance Director is completing revising the Measure S reporting program.

# CITY OF NEVADA CITY PAVEMENT EXPENDITURE PLAN OF ANTICIPATED ONE-HALF (1/2) CENT SALES TAX REVENUE

The City of Nevada City maintained Street system consists of approximately 20.5 miles of streets and is composed of:

Asphalt Paved Streets .....	19.5 Miles
Unpaved Gravel or Dirt Streets.....	1.0 Miles

The majority of the Street system was constructed to the standards and conditions of the early to mid-20<sup>th</sup> century with many streets unable to meet today’s traffic demands. Staff recently completed a pavement expenditure plan. The report, which was prepared by staff cited that Nevada City’s streets have a low pavement condition rating. The average pavement condition rating for the City’s streets is expected to be quite low.

The City Engineer indicates that the City currently has a total deferred maintenance need of \$7,194,000. What that means is the City needs to spend \$7,194,000 in 2006, for the reconstruction and rehabilitation of its streets system, to bring it up to acceptable standards. At current funding levels, the City can only patch the chuckholes and re-grade the gravel roads. Current funding does not allow for any major street repair or reconstruction. If the city’s maintenance level remains the same, the pavement, which is very poor, will drop substantially within 10 years. Under that scenario most of the City’s paved streets will have totally failed, and require their total reconstruction.

The staff recommends that the City of Nevada City budget \$450,000 annually for asphalt pavement work alone. Increasing the annual pavement maintenance budget to \$450,000 will improve the overall pavement condition rating, slowing the growth of the deferred maintenance backlog, from the current \$7,194,000. In addition to the need to improve the asphalt surfacing of the City’s streets, there is also a need to maintain and improve storm drainage, and sidewalks that are an integral part of the street.

The needed improvements and maintenance on the City of Nevada City Street System far exceed the available revenues for these activities. While the City remains committed to continue efforts to obtain all possible Federal and State funding for street improvements, it is apparent that without the one-half (1/2) cent sales tax revenue the City will be unable to accomplish its task to maintain the Street System at a level to adequately serve the traveling public.

## City of Nevada City Pavement Improvement Plan

The City of Nevada City's Pavement Expenditure Plan for the One-half (1/2) Cent Sales Tax requires the City to prepare a Maintenance and/or Improvement Program" that the sales tax revenues will fund. This plan is also required to be updated annually. The City's Plan is a simple one as it proposes to utilize the one-half cent sales tax exclusively for street maintenance and improvement-related purposes, rather than specific capital improvement projects. It would follow the recommendations outlined in the Pavement Management Inventory, which was recently prepared by staff. The City of Nevada City only has one goal, and that is to provide the City's traveling public with the best and most efficient road maintenance possible given the existing facilities and the available sales tax funds.

The City of Nevada City Pavement Expenditure Plan will cover a 16 year period, which will be the period of the voter approved one-half (1/2) cent sales tax. The City's expenditure plan will be broken down by priorities reviewed annually by the City Council with funds for that year to be expended on the priority items first. The initial years are proposed to be devoted to the rehabilitation of the major arterial streets within the City of Nevada City, along with a major effort to repair and patch the local paved streets, as well as the re-grading of the Nevada City streets. In addition the City would set aside 7.5% of the approved one-half (1/2) cent sales tax, annually, to provide matching funds for Federal and State Grants related to street Improvement and rehabilitation projects. In addition 5% of the sales tax would be set aside to purchase equipment used in the maintenance of the City's street system.

The initial Pavement Expenditure Plan for the City of Nevada City will include three primary elements:

- ◆ Seasonal Maintenance (by purpose of frequency)
- ◆ Planned Maintenance (by purpose of location)
- ◆ Special Maintenance

Seasonal Maintenance will consist of enhanced maintenance activities applicable to seasonal demands on a system wide basis and include such typical tasks as:

- ◆ pothole and surface repairs
- ◆ pavement dig outs and asphalt blankets
- ◆ culvert replacements/improvements
- ◆ crack filling
- ◆ graveling and associated grading on unpaved roads
- ◆ shoulder restoration
- ◆ re-striping, painting and installation of pavement reflector markings
- ◆ maintenance of street signs

Planned Maintenance will consist of scheduled projects directed at preventative and protective maintenance measures to avoid deterioration. Typical examples would be:

- ◆ pavement grinding removal and replacement
- ◆ asphalt pavement overlay and rehabilitation projects
- ◆ chip seals and other surface treatments
- ◆ rock rip-rap protection
- ◆ bridge deck and railing replacement
- ◆ sidewalk restoration

Special Maintenance will consist of specifically assigned activities such as:

- ◆ maintenance equipment lease, rental, or purchase
- ◆ sidewalk and bicycle facility improvements
- ◆ bridge replacement/rehabilitation
- ◆ public transportation (transit) facility improvements

The Expenditure Plan will be a “living document” that should be modified as necessary to provide the desired results. The annual review and evaluation process will entail inviting the public to participate in open discussion and evaluation of any modifications that may be appropriate.

The first several years of the maintenance plan will be dedicated to improving major arterial streets. Failed areas of the street surface will be removed by grinding, and replacing the failed areas, with new asphalt concrete to provide a smooth street surface and prepare the street for an asphalt concrete overlay. The City would make a major effort to patch potholes, and repair pavement failures on its local and collector streets, thus raising the overall quality of the City street maintenance.

In the last several years of the maintenance plan, asphalt overlays & rehabilitation would be scheduled on the City’s local and collector streets, following the recommendations of the Pavement Management Plan approved by the City of Nevada City Council.

# EXPENDITURE PROGRAM FOR A TYPICAL YEAR

Activity	Estimated Expenditure
Citywide Seasonal Road Maintenance <ul style="list-style-type: none"> <li>◆ Pothole and surface repair</li> <li>◆ Pavement dig outs &amp; minor asphalt blankets</li> <li>◆ Drainage repairs/replacement</li> <li>◆ Minor chip seals</li> <li>◆ Crack filling</li> <li>◆ Spot rocking/grading unpaved roads</li> <li>◆ Shoulder restoration</li> </ul>	\$34,000
Planned Maintenance <ul style="list-style-type: none"> <li>◆ Pavement grinding, removal &amp; replacement</li> <li>◆ Asphalt pavement overlay and rehabilitation</li> <li>◆ Chip seals and other surface treatments</li> </ul>	\$329,000
Citywide Bridge Maintenance <ul style="list-style-type: none"> <li>◆ Bridge deck and railing replacement</li> <li>◆ Rock rip-rap protection</li> <li>◆ Bridge repair/replacement</li> </ul>	\$7,000
Maintenance Equipment <ul style="list-style-type: none"> <li>◆ Specialized equipment rental, lease, purchase</li> <li>◆ Specialized equipment repair</li> </ul>	\$23,000
Matching Grant Funding <ul style="list-style-type: none"> <li>◆ Grant matching funds for street improvement projects</li> </ul>	\$34,000
Citywide Bicycle and Sidewalk Facilities <ul style="list-style-type: none"> <li>◆ Sidewalk repair/restoration</li> <li>◆ Bike lane repair/restoration</li> </ul>	\$16,000
Citywide Public Transportation (Transit) Facilities <ul style="list-style-type: none"> <li>◆ Bus stop improvements</li> </ul>	\$7,000
<b>Total</b>	<b>\$450,000</b>

City of Nevada City Pavement Improvement Plan

ORG: APR 27, 2006  
 REV: APR 2007  
 REV: APR 2008  
 REV: JAN 2009  
 REV: JAN 2010

TO: Mayor & City Council  
 FROM: William J. Falconi, City Engineer  
 SUBJECT: Street Inventory – Plan Adopted 7, November 2006 (Ballot Measure “S”)

<u>Street</u>	<u>Limits</u>	<u>Lin. Ft.</u>	<u>Width</u>	<u>Est. Cost</u>	<u>Key</u>	<u>Year Complete</u>	<u>Actual Cost</u>
Adams St.	Prospect to Nile	600	30	(70,000)	B	2006	58,000
Alexander St.	Main to Coyote	900	20	45,000	B	2008	31,000
Airport Rd..	City Portion	1,800	24	64,800	C		
American Hill Rd.	Bennett to City Limits	1,800	16	72,000	A	2008	45,000
Argall Wy.	Zion to Searls	750	35	5,000	F		
Austin St.	Drummond to American Hill	700	30	15,000	A	2008	15,000
B St.	Nevada to Uren	800	15	30,000	A	2007	20,000
Beckman Ln.	E Broad to End	700	12	2,000	F		
Bennett St.	Broad to City Limits	1,600	16	113,000	B	Ptn 2008	85,000
Bost Av.	Searls to New Mohawk	600	16	19,200	E		
Boulder St.	Plaza to City Limits	1,800	35	156,000	A	2006	140,000
Bourbon Hi.	Nevada to Uren	900	30	41,000	C		
Bridge St.	Broad to End	700	11	19,000	A	2008	17,000
Bridge Wy.	Searls to End	1,000	20	Private			
E. Broad St.	“Y” to Hy. 49	2,000	30	12,000	F	Ptn/M 2007	6,000
W. Broad St.	“Y” to Hy. 49	2,000	30	12,000	F		
Broad St.	Plaza to “Y”	1,900	40	282,000	B		
Brock Rd.	Hoover to Zion	1,600	25	8,000	F		
Cabin St.	S. Pine to End	100	10	500	F		
Cement Hill Rd.	Hwy 49 to Wet Hill	800	35	42,000	C		
Chief Kelly Dr.	American Hill to W Broad	1,200	20	4,800	F		
Church St.	Coyote to Pine	500	30	30,000	E	2008	12,000
Clark St.	Pine to Sacramento	600	25	27,000	A	M 2006	10,000
Clay St.	Turpentine to 4-Corners	900	30	100,000	B	2007	103,000
Clay St.	Turpentine to Prospect	1,600	20	130,000	B	Ptn 2007	80,000
Commercial St.	Union to Broad	1,100	20	6,000	D		
Cottage St.	Main to Broad	900	30	67,500	A	2008	25,000
Court St	Coyote to Main	300	15	9,000	E	2008	12,000
Coyote St.	Union to Hy. 49	2,000	30	150,000	A	Ptn 07/09	15/85k
Cross St.	S. Pine to Jordan	700	14	24,500	A		
Dean Al.	Coyote to End	500	12	9,000	C	2009	10,000
Doane Rd.	Lindley to Zion	250	16	8,000	E	2007	6,000
Drummond St.	Monroe to End	900	12	11,000	C	Ptn 2008	14,000
Factory St.	Bridge to Wyoming	400	10	8,000	E	2008	8,000
Finley St.	W Broad to Spring	100	12	2,400	E	2008	4,000
Galena Wy.	Long to Turpentine	600	25	22,500	C		
Gethsemane St.	Pine to Zion	800	25	46,000	C	2008	34,000
Giles St.	Drummond to End	150	20	4,500	C		
Gold Flat Ct.	New Mohawk to End	150	40	15,000	A		
Gold Flat Rd	Gracie to Hollow	6,500	25	41,000	D	Ptn 2008	32,000
Gold Nugget Ct.	Nimrod to End	150	24	Private			
Gold Tunnel Dr.	American Hill to End	350	12	6,300	C		
Gracie Rd.	Clay to City Limits	600	30	45,000	A		
Great Oak Ct.	Parkside to End	100	30	Private			
Grove St	Nevada to End	2,000	14	112,000	E	2009	70,000
Hallwood Ln.	Hollow Way to End	300	20	Private	K		
Heilman Ct.	Reward to End	600	30	45,000	A		

City of Nevada City Pavement Improvement Plan

<u>Street</u>	<u>Limits</u>	<u>Lin. Ft.</u>	<u>Width</u>	<u>Est. Cost</u>	<u>Remarks</u>	<u>Year Complete</u>	<u>Actual Cost</u>
Helling Wy	Maidu to End	400	26	Private			
<b>High St.</b>	<b>Nevada to Washington</b>	<b>600</b>	<b>22</b>	<b>33,000</b>	<b>A</b>	<b>2009</b>	<b>20,000</b>
<b>Hollow Wy.</b>	<b>Gold Flat to End</b>	<b>1,500</b>	<b>40</b>	<b>150,000</b>	<b>A</b>	<b>2009</b>	<b>90,000</b>
Hoffman St.	Nevada to Uren	200	20	10,000	A		
Hoover Ln.	Lindley to End	2,500	24	Private			
<b>Jordan St.</b>	<b>S Pine to End</b>	<b>2,800</b>	<b>16</b>	<b>210,000</b>	<b>½ A ½ B Ptn</b>	<b>2007</b>	<b>105,000</b>
Kidder Ct.	Bost to End	200	20	6,000	C		
King Hiram Dr.	Searls to End	900	24	Private			
<b>Lindley Av.</b>	<b>Brock to End</b>	<b>900</b>	<b>12</b>	<b>21,200</b>	<b>E</b>	<b>2007</b>	<b>22,000</b>
Little Deer Creek Tr	Sacramento to Nimrod	1,000	8	10,000	E		
<b>Long St.</b>	<b>Adams to Martin</b>	<b>2,000</b>	<b>25</b>	<b>125,000</b>	<b>A</b>	<b>08/09</b>	<b>30k/60k</b>
Lost Hill Ct.	American Hill to End	400	24	Private			
<b>Lower G.V. Rd.</b>	<b>Ridge to End</b>	<b>1,600</b>	<b>30</b>	<b>177,600</b>	<b>B Ptn.</b>	<b>2007</b>	<b>62,000</b>
Maidu Av	Hy 49 to End	1,000	40	Private			
Manzanita Ln.	Nevada to End	300	20	Private			
<b>Max Solaro Dr.</b>	<b>Nimrod to End</b>	<b>600</b>	<b>30</b>	<b>36,000</b>	<b>E</b>	<b>2008</b>	<b>45,000</b>
Mt. Calvary St.	Cross to Zion	500	20	15,000	C		
<b>Main St.</b>	<b>Cottage to Union</b>	<b>1,300</b>	<b>30</b>	<b>98,000</b>	<b>A</b>	<b>2009</b>	<b>60,000</b>
<b>Main St.</b>	<b>Cottage to E Broad</b>	<b>1,200</b>	<b>35</b>	<b>105,000</b>	<b>A</b>	<b>2009</b>	<b>60,000</b>
Martin St.	Clay to End	800	12	19,200	E		
<b>Mill St.</b>	<b>Broad to Factory</b>	<b>200</b>	<b>20</b>	<b>10,000</b>	<b>F</b>	<b>2008</b>	<b>8,000</b>
Mine Rock Rd.	Searls to End	450	14	Private			
Mother Lode Ct.	American Hill to End	400	200	Private			
Monroe St.	American Hill to Drummond	600	16	35,500	B		
National Al.	Broad to Spring	100	12	2,400	E		
Nevada City Hy.	Zion to City Limits	1,000	30	75,000	A		
Nevada St.	Willow Valley to Hwy. 20	1,800	40	144,000	E		
<b>Nevada St.</b>	<b>Plaza to Washington</b>	<b>900</b>	<b>30</b>	<b>(67,500)</b>	<b>A</b>	<b>2006</b>	<b>55,000</b>
<b>Nevada St.</b>	<b>Washington to Willow Valley</b>	<b>1,500</b>	<b>30</b>	<b>112,500</b>	<b>A</b>	<b>2008</b>	<b>65,000</b>
New Mohawk Rd.	Bost to Gold Flat	1000	30	60,000	E		
<b>Nihell St</b>	<b>Nevada to End</b>	<b>1,600</b>	<b>20</b>	<b>64,000</b>	<b>E Ptn.</b>	<b>2008</b>	<b>30,000</b>
<b>Nile St.</b>	<b>Adams to Nimrod</b>	<b>600</b>	<b>30</b>	<b>45,000</b>	<b>A Ptn.</b>	<b>06/09</b>	<b>15k/20k</b>
Nimrod St.	Park to Gracie	2,700	35	141,700	E		
Nivens Ln.	E. Broad to End	450	15	17,000	A		
Nursery St.	Nevada to Willow Valley	1,200	20	48,000	E		
<b>Old Washington Rd.</b>	<b>Nevada to City Limits</b>	<b>450</b>	<b>18</b>	<b>16,200</b>	<b>E</b>	<b>2008</b>	<b>17,000</b>
<b>Old Downieville Rd.</b>	<b>Monroe to End</b>	<b>700</b>	<b>20</b>	<b>51,800</b>	<b>B</b>	<b>2008</b>	<b>50,000</b>
<b>Orchard St</b>	<b>E. Broad to Hy 49</b>	<b>900</b>	<b>30</b>	<b>54,000</b>	<b>E</b>	<b>2009</b>	<b>20,000</b>
Park Av.	Nimrod to City limits	600	30	45,000	A		
Parkside Pl.	Nimrod to End	450	18	Private			
Perseverance Mine Ct	Searls to Searls	500	16	12,000	C		
N. Pine St.	Commercial to E. Broad	2,200	25	138,000	A		
S. Pine St.	Sacramento to Broad	2,100	30	233,100	B		
Prospect Ct.	Prospect to Clay	600	15	13,500	C		
Prospect St.	Adams to Clay	1,800	16	57,600	E		
Providence Mine Rd.	Zion to GV Group	1,600	36	86,400	C		
<b>Railroad Av.</b>	<b>Sacramento to Gold Flat</b>	<b>2,600</b>	<b>16</b>	<b>66,000</b>	<b>½ F ½ E Ptn</b>	<b>2009</b>	<b>40,000</b>
Redbud Wy.	Chief Kelly to End	700	24	Private			
<b>Reward St.</b>	<b>Zion to End</b>	<b>600</b>	<b>20</b>	<b>30,000</b>	<b>A Ptn</b>	<b>2007</b>	<b>20,000</b>
Ridge Rd	Searls to City Limits	2,600	25	16,000	D		
Rose Ln.	Coyote to End	200	12	5,000	E		
Sacramento St	Plaza to Zion	2,500	24	150,000	A		
<b>School St.</b>	<b>N Pine to Cottage</b>	<b>750</b>	<b>10</b>	<b>15,000</b>	<b>E</b>	<b>2009</b>	<b>12,000</b>
<b>Searls Av.</b>	<b>Sacramento to Ridge</b>	<b>4,400</b>	<b>30</b>	<b>438,400</b>	<b>B Ptn</b>	<b>07/08/09</b>	<b>55k/30k/40k</b>
Silva Av.	Nimrod to End	700	10	14,000	E		

City of Nevada City Pavement Improvement Plan

<u>Street</u>	<u>Limits</u>	<u>Lin. Ft.</u>	<u>Width</u>	<u>Est. Cost</u>	<u>Remarks</u>	<u>Year Complete</u>	<u>Actual Cost</u>
Spring St.	Nat'l Alley to W. Broad	2,000	30	120,000	E		
<b>Sylvan Rd.</b>	<b>Lindley to End</b>	<b>60</b>	<b>16</b>	<b>1,500</b>	<b>C</b>	<b>2007</b>	<b>2,000</b>
Tribulation Tr.	Jordan to S. Pine	400	6	10,000	K		
<b>Turpentine Dr.</b>	<b>Long to Clay</b>	<b>700</b>	<b>25</b>	<b>26,000</b>	<b>C</b>	<b>2009</b>	<b>16,000</b>
<b>Union St.</b>	<b>Broad to Main</b>	<b>200</b>	<b>28</b>	<b>14,000</b>	<b>A</b>	<b>2008</b>	<b>15,000</b>
Upper Park Ave.	Boulder to End	350	12	8,400	E		
Uren St.	B to Bourbon Hill	2,000	25	100,000	E		
<b>Valley St.</b>	<b>Sacramento to Searls</b>	<b>350</b>	<b>25</b>	<b>17,500</b>	<b>E</b>	<b>2008</b>	<b>8,400</b>
<b>Walrath Av.</b>	<b>Searls to Zion</b>	<b>400</b>	<b>20</b>	<b>16,000</b>	<b>E</b>	<b>2009</b>	<b>10,000</b>
<b>Washington St.</b>	<b>S Pine to Nevada</b>	<b>1,300</b>	<b>25</b>	<b>121,000</b>	<b>B Ptn.</b>	<b>2009</b>	<b>40,000</b>
<b>Willow Valley Rd.</b>	<b>Nevada to City Limits</b>	<b>600</b>	<b>30</b>	<b>45,000</b>	<b>A</b>	<b>2007 (M)</b>	<b>40,000</b>
Winter St.	Washington to Cottage	200	12	5,000	F		
Woodpecker Ln.	Reward to End	600	12	10,800	C		
Woods Ct.	Railroad to End	250	24	Private			
Wyoming Rd.	Factory to Old Downieville	1,000	16	32,000	E		
<b>York St.</b>	<b>Broad to S Pine</b>	<b>400</b>	<b>16</b>	<b>16,000</b>	<b>A Ptn.</b>	<b>2009</b>	<b>8,000</b>
Zion St.	Sacramento to Jordan	1,200	40	180,000	B		
Zion St.	Providence Mine to Sacramento	3,000	40	180,000	A		
				Contingency			
					<u>\$917,340</u>		
Estimated as of January 1, 2010				<b><u>TOTAL</u></b>	<b>\$6,759,140</b>		<b>\$2,107,400</b>

**KEY**

- |  |  |
|--|--|
| A = 2" a.c. overlay with dig outs and fiber = \$2.50 sq. ft. | E = 2" a. c. Plain = \$2.00 sq. ft.    |
| B = 3" a.c. overlay with dig outs and fiber = \$3.70 sq. ft. | F = Slurry Seal = \$0.20 cents sq. ft. |
| C = 1/10" overlay with dig outs and fiber = \$1.50 sq. ft.   | K = Concrete Surface                   |
| D = Chip Seal = \$0.25 cents sq. ft.                         | M = Maintenance                        |
| Ptn = Portion  |  |
| Av = Avenue  | Hi = Hill                              |
| Rd = Road  | Hy = Highway                           |
| Pl = Place   | Ct = Court                             |
| St = Street  | Tr = Trail                             |
| Dr = Drive   | Wy = Way                               |
| Al = Alley   | GV = Grass Valley                      |
| Ln = Lane  |  |

**SIDEWALKS/WALKWAYS/PATHWAYS**

	<u>Length</u>	<u>Completed</u>	<u>Cost</u>
1. Chief Kelly Drive down south side of West Broad St 611 West Broad St	800 ft.	Complete 2007	\$16,000.
2. Intersection of Searls and Sacramento Street to intersection of Gold Flat Rd And Searls, to pedestrian walk way on freeway bridge.	6,000 ft.		
3. From Gold Flat Rd Intersection to New Mohawk Drive.	2,500 ft.		
4. From New Mohawk to Railroad Avenue and Railroad to 301 Railroad Ave.	5,000 ft.		
5. From intersection of Adams and Sacramento down east side of Sacramento Street to 217 Sacramento.	600 ft.		
6. From 301 Railroad Ave up Adams to Nile to Pioneer Park.	1,500 ft.		
7. From intersection of Willow Valley Road and Nevada Street to 775 Nevada and Highway 49.	1,200 ft.		
8. From intersection of Orchard St and East Broad St up Orchard to Rood Center, and then a bridge (someday) across Highway 49.	1,100 ft.		
9. From Providence Mine Road down Zion St to existing sidewalks.	800 ft.		
10. A condition of approval if 170 Ridge Rd gets developed to connect existing Zion Street sidewalks to said project, and to Gold Flat Rd overcrossing.	-0- ft.		
11. Sidewalk on Lindley	750 ft.	Complete 2008	\$21,000.
12. Bridge St	350 ft.	Complete 2008	\$12,000.
13. Valley St (Prop 1 B)	420 ft.	Complete 2009	\$18,500.

Say 20,00 linear feet of sidewalk at \$10.00 per linear foot = \$200,000

Also, Repair of Bid existing sidewalks

1,000 Linear feet/yr for 5 years = 5,000 Linear feet

5,000 Linear feet times (x) 10 = \$50,000

Current budget for Fiscal Year 2005-2006

# EXPENDITURE PROGRAM SUMMARY

## FOR

## SIXTEEN (16) YEARS

Activity	Estimated Expenditure	Estimated Percentage
Citywide Seasonal Road Maintenance	\$540,000	7.5%
Citywide Planned Road Maintenance	\$5,471,000	72%
Citywide Bridge Maintenance	\$110,000	1.5%
Maintenance Equipment	\$360,000	5%
Matching Grant Funding	\$540,000	7.5%
Citywide Bicycle & Sidewalk Facilities	\$251,000	3.5%
Citywide Public Transportation (Transit) Facilities	\$110,000	1.5%
Total	\$7,200,000	100%

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